

Transportation Draft

CHAPTER 5
TRANSPORTATION ELEMENT

DRAFT

Transportation Element

Introduction

Topics discussed in each of the individual chapters of the Comprehensive Plan 2040 Update are interconnected. As a result, transportation conditions in the future will be affected by policy recommendations located in other chapters of the Comprehensive Plan 2040 Update. Of these, the Land Use Chapter will have a particularly strong impact on transportation. Through its placement of commercial centers and residential areas, the Future Land Use Map will help determine the future spatial patterns of Unincorporated Chatham County and the City of Savannah, which will affect factors such as road connectivity. Furthermore, the density of those developments will help determine the future viability of other modes of transportation, such as bus, bike, and rail.

Travel Characteristics

Regional Commuting Patterns

Chatham County overall and the City of Savannah are regional hubs for employment, shopping, recreation, military installations, Port of Savannah related industries, manufacturing centers, and medical and educational institutions. Savannah, with its Historic Landmark District, has become one of the top tourist destinations, both nationally and internationally, hosting over 14.1 million visitors each year.

Regional Commuting Patterns		
Location	% Work in County of Residence	% Work Outside County of Residence
Chatham	92.8%	4.7%
Savannah	94.1%	3.7%
Bryan	29.8%	67.5%
Richmond Hill	25.0%	72.3%
Effingham County	36.3%	58.8%
Rincon	33.8%	60.6%
Bulloch	68.6%	29.7%
Statesboro	73.5%	25.8%
Liberty	75.2%	23.7%
Hinesville City	76.6%	22.6%
Jasper, SC	40.3%	59.7%
Beaufort, SC	94.5%	4.0%

Figure 5.1 – Savannah-Chatham County: Regional Commuting Patterns

The influx of commuters from neighboring communities, greatly impacts the traffic patterns and overall efficiency of the transportation network. As shown in Figure 5.1, over 58% of the residents of adjacent Bryan and Effingham Counties commute outside their jurisdictions daily for

work, as well as nearby Liberty and Bulloch Counties at 23.7% and 29.7% respectively. Typical commute times reach one hour each way. Additionally, a sizeable percentage of commuters from South Carolina make Chatham County and Savannah their destinations.

Commute Mode Share

The proportion of travelers using a given method of transportation is called the "mode share" or the "mode split". Mode share is influenced by the types of facilities or services such as provision of more and wider roadways and "free" parking, rather than transit service, bikeways, or sidewalks. Alternatives include driving alone, taking transit, walking, bicycling, work at home, carpool and other.

Travel activity is reported by ACS 2022 data by mode of travel utilized for trips to and from work. Only the primary method of transportation is reported for trips involving multiple methods. As shown in Figure 5.2, similar to statewide (74.2%), most work trips in Savannah and Chatham County are by automobile, at 69% and 74.9% respectively. The slightly lower rate in the City of Savannah may be attributed to the more urbanized conditions and available alternative modes of travel including: higher densities; mixed uses; more comprehensive public transit service; the presence of bicycle and pedestrian networks; shorter inter-city trips; and a more balanced jobs/housing ratio. Statistics indicate a reduction of around 4% of workers driving alone for both jurisdictions compared to 5 years ago. Carpooling is also more prevalent in Chatham County and the City of Savannah overall, compared to nearby municipalities and the State.

Technological development and the impact from the pandemic, has resulted in more people working remotely. Compared to surrounding jurisdictions, the City of Savannah has the highest percentage of people working from home (9.5%) followed by Chatham County. Reflecting its urbanized nature, Savannah also exhibits the highest percentages of public transit (2.2%), walking (4.8%) and biking (1.9%) alternative modes.

It is important to note that reported travel behavior does not necessarily reflect the choices people would make if different transportation options were available at a safe and feasible level. While historic transportation policy, funding, and design decisions promoted auto travel and initially advanced mobility, unintended environmental, social, and financial consequences have also transpired.

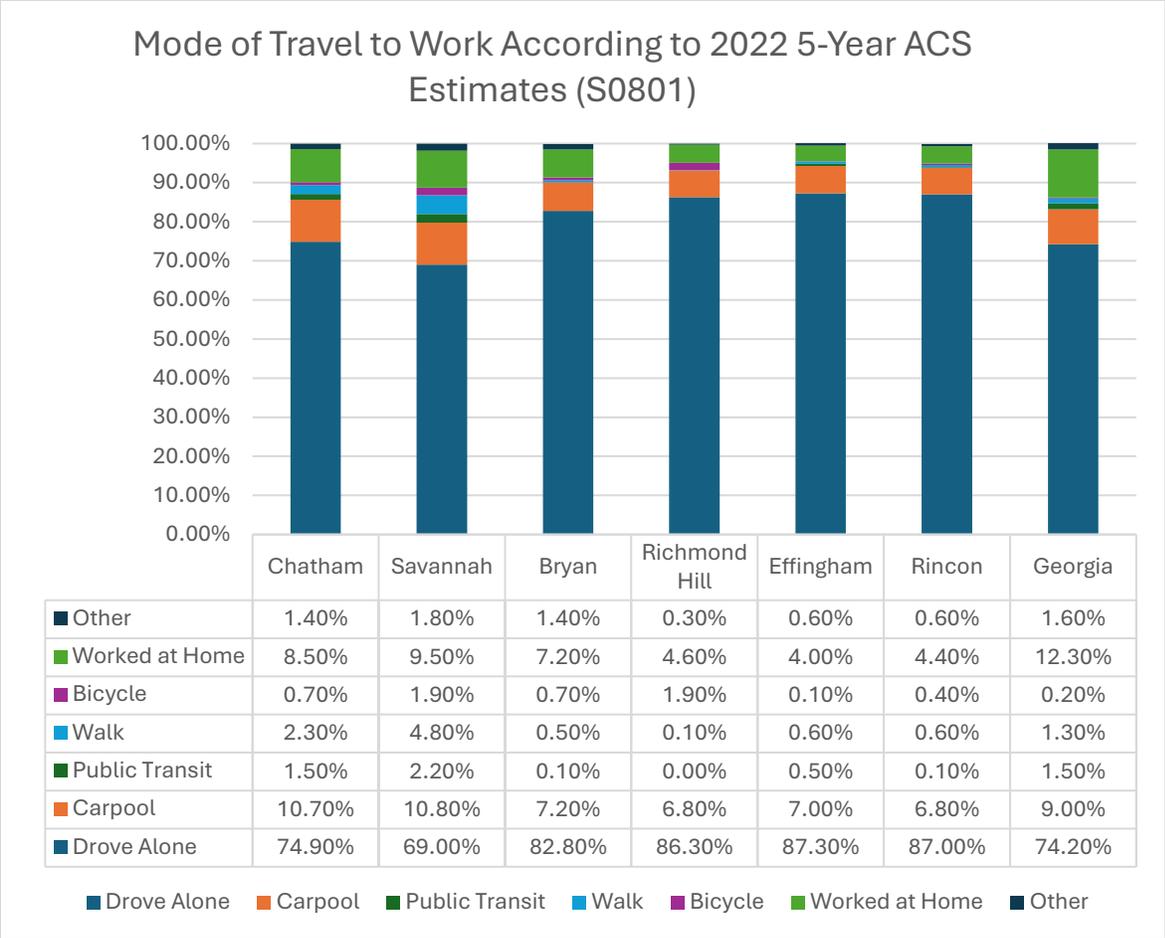


Figure 5.2 – Savannah-Chatham County: Travel to Work in the CORE MPO Region

Transportation Planning Regional Planning

The Coastal Region Metropolitan Planning Organization (CORE MPO) is a regional transportation policy making and planning body with representatives of elected and appointed officials from Chatham County and its municipalities, including the City of Savannah, Bryan County and Richmond Hill, Effingham County and its municipalities, as well as modal representatives and executives from local, state and federal agencies.

CORE MPO updated its Metropolitan Planning Area (MPA) boundary (Exhibit 5.1) in February 2024 which was subsequently approved by the Governor of Georgia. In concerted effort with the MPA update, CORE MPO updated its committee structure. CORE MPO is comprised of an executive policy board known as the CORE MPO Board and four advisory committees

- The Technical Coordinating committee (TCC),
- The Economic Development and Freight Advisory Committee (EDFAC),
- The newly established Bicycle and Pedestrian Advisory Committee (BPAC), and

- The Community Opportunities and Public Involvement Committee (COPIC) which was restructured from the previous Citizens Advisory Committee and the Advisory Committee on Accessible Transportation.

CORE MPO follows the 3-C transportation planning process: comprehensive, continuing, and cooperative. Through this planning process the MPO coordinates regional policies, corridor studies, and plans and programs such as the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP).

Local Planning

Besides participating in the regional transportation planning process through CORE MPO, Chatham County, the City of Savannah, and other MPO planning partners have their own transportation planning process focusing on specific areas and/or corridors, resulting in study recommendations and/or Capital Improvement Programs (CIPs).

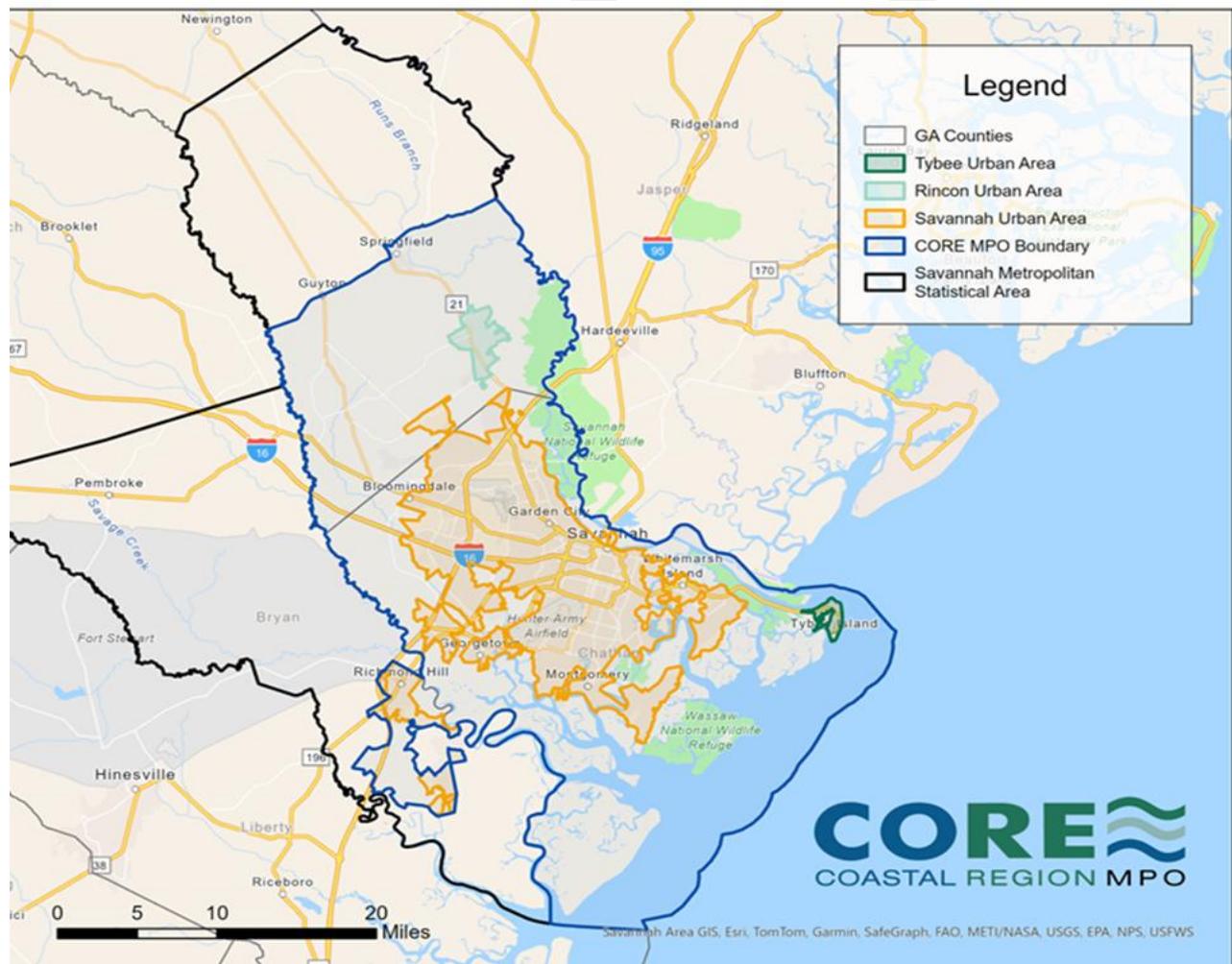


Exhibit 5.1 - CORE MPO Metropolitan Planning Area Boundary 2024

Transportation Planning Updates

Since the adoption of the 2040 Plan in October 2021, various transportation plans and studies have been conducted in the region. Figure 5.3 lists those that impact Chatham County and Savannah.

Transportation Plans and Studies 2021 – 2025		
Transportation Plans and Studies	Sponsor	Impact Areas
SR 21 Access Study – Completion in March 2022	CORE MPO, Garden City	Garden City, Chatham County
SR 307 Corridor Study – Completion in March 2022	CORE MPO, Chatham County	Chatham County, Garden City, Savannah
Coastal Empire Transportation Study – Completion in February 2023	Georgia Department of Transportation (GDOT)	Bryan, Chatham, Effingham and Bullock Counties and their municipalities
Master Transit Plan – Completion in July 2023	Chatham Area Transit	Chatham County, Savannah, Garden City, Port Wentworth
Comprehensive Operational Analysis and Transit Development Plan – Completion in September 2023	Chatham Area Transit	Chatham County, Savannah, Garden City, Port Wentworth
Bus Stop Inventory Study	Chatham Area Transit	Chatham County, Savannah, Garden City, Port Wentworth
US 80 Corridor Study Phase I – Completion in October 2023	Pooler, CORE MPO	Chatham County, Savannah, Garden City, Pooler, Bloomingdale
Regional Freight Transportation Plan – Completion in October 2023	CORE MPO	Bryan, Chatham, Effingham Counties and their municipalities
Flooding Dynamic Modeling Tools for Optimized Planning of CORE MPO Transportation Infrastructure Systems Phase I – Completion in October 2023	CORE MPO	Chatham County and its municipalities, Richmond Hill, portion of Effingham County
FY 2024 – 2027 Transportation Improvement Program – Adoption in November 2023	CORE MPO	CORE MPO Metropolitan Planning Area
Congestion Management Process – Completion in June 2024	CORE MPO	Bryan, Chatham, Effingham Counties and their municipalities
2050 Metropolitan Transportation Plan – Adoption in August 2024	CORE MPO	CORE MPO Metropolitan Planning Area
Regional Transit Development Plan (TDP) for the Coastal Georgia Region – Completion in 2024	GDOT, Coastal Regional Commission (CRC)	10 coastal counties in Georgia
Chatham County Safe Streets for All Safety Action Plan – Completion in January 2025	Chatham County	Chatham County
President Street Grade Crossing Elimination Study – Completion in March 2025	Chatham County, CORE MPO	Chatham County, Savannah
SR 25/US 17 Corridor Study – Completion in May 2025	Chatham County, CORE MPO	Chatham County, Savannah, Garden City
Chatham Multimodal Community Improvement Project (Railroad Crossing Elimination Grant) – ongoing	Chatham County	Chatham County, Savannah, Garden City, Port Wentworth, GPA, CSX, Norfolk Southern
Call for Projects for Surface Transportation	CORE MPO, GDOT	CORE MPO Metropolitan

Transportation Plans and Studies 2021 – 2025		
Transportation Plans and Studies	Sponsor	Impact Areas
Block Group (STBG), Carbon Reduction Program (CRP) and Transportation Alternatives (TA) Funds – October 2025		Planning Area
Chatham Cnty SPLOST 8 – passed in November 2025	Chatham County and its municipalities	Chatham County and its municipalities
SR 204 Access Study – Completion in early 2026	Chatham County, CORE MPO	Chatham County, Savannah
Non-Motorized Transportation Plan Update – Adoption in June 2026	CORE MPO	CORE MPO Metropolitan Planning Area
I-16 Interchange Modification Report (IMR) Update – Completion in 2026	GDOT, City of Savannah	Savannah
FY 2027 – 2030 Transportation Improvement Program – Adoption in 2026	CORE MPO	CORE MPO Metropolitan Planning Area
Bicycle and Pedestrian Facility Study – to be completed by April 2027	CORE MPO	CORE MPO Metropolitan Planning Area
Flooding Dynamic Modeling Tools for Optimized Planning of CORE MPO Transportation Infrastructure Systems Phase II – to be completed by April 2027	CORE MPO	CORE MPO Metropolitan Planning Area
SS4A 37th Street Corridor Improvements – to be underway	City of Savannah	Savannah
Savannah MOVES – ongoing	City of Savannah	Savannah
Atlanta – Savannah Intercity Passenger Rail Project – ongoing	GDOT	CORE MPO Metropolitan Planning Area
Southeast Georgia Commuter Feasibility Study – Completion in 2026	GDOT	Multiple counties in Southeast Georgia

Figure 5.3 – Savannah-Chatham County: Transportation Plans and Studies Since October 2021

Metropolitan Transportation Plan

The Metropolitan Transportation Plan (MTP) is a multimodal plan based on the socio-economic development of the CORE MPO region and is intended to provide efficient transportation services to all residents in this area. Its multimodal approach incorporates highway development, transit service, bike/pedestrian improvements, and other related transportation investments.

The MTP identifies the vision, goals and objectives, strategies and projects that promote mobility for both people and goods. It is updated every five years, based on review, revision, and recalibration of the travel demand model with updated demographic and socioeconomic characteristics as well as incorporating results of new or ongoing studies and any changes to federal regulations and guidance.

The 2045 MTP (Mobility 2045) was in place when the 2040 Plan was adopted in October 2021. Since then, CORE MPO has adopted a new MTP – Moving Forward Together 2050. The 2050 MTP, inclusive of its amendments and addenda, is the most up to date and comprehensive plan governing regional transportation issues in Chatham County and the City of Savannah, found at: <https://www.thempc.org/Core/Mtp2050#gsc.tab=0>.

Moving Forward Together 2050

The Moving Forward Together 2050 MPT was adopted in August 2024. The updated plan emphasizes a multi-modal performance-based approach to transportation planning to meet the travel demands over the next 26 years, while taking into consideration the region's goals and financial capacity. CORE MPO is committed to investing in the regional transportation network to address the growth of the area while enhancing mobility for people and goods and ensuring a sustainable future. This commitment is incorporated into the 2050 MTP through a diverse and wide-ranging process, including an assessment of transportation needs in coordination with the future regional growth and anticipated future trends, as well as giving more emphasis on resiliency and equity of the transportation system.

2050 MTP Goals

The overall goal of the 2050 MTP is to continue moving the regional transportation planning process beyond the singular focus of moving motor vehicles and consider transportation issues from a comprehensive perspective that incorporates community values, needs, land use, modal alternatives, system resiliency and equity. The goals and objectives (Figure 5.4) are targeted to ensure that the transportation system helps the CORE MPO region attain its overall vision for the future. Through public involvement, stakeholders and citizens helped identify and refine these goals, which provide the framework for the provision of a safe, secure, and efficient multimodal transportation network that meets the mobility needs of both people and freight.

 Moving Forward Together 2050 Goals
Safety & Security: Provide a safe and secure transportation system for all users
Performance and Reliability: Enhance transportation system efficiency and freight movement
Access & Connectivity: Enhance mobility by improving access to opportunities and multimodal options
Stewardship: Strategically maintain and improve the transportation system through coordination, economic competitiveness, and resource management
System & Environmental Preservation: Maintain and preserve the transportation system and natural environment

Figure 5.4 – Savannah-Chatham County: 2050 MTP Goals

2050 MTP Investments and Performance

The 2050 MTP provides a financially balanced list of projects where the aggregate project costs must not exceed the \$2.179 billion anticipated funding for the 26-year planning period. Federal funds provide the largest funding share, followed by State funds, primarily sourced from Georgia's motor fuel tax funds. Transportation funds are also generated by local sources, including: local government general funds; Special Purpose Local Option Sales Tax (SPLOST); transit sales tax; transit fare box receipts; and transit district tax. An estimated \$1.86 billion is

available in highway funds for specific project improvements and revenue set-asides for four category projects: Maintenance; Operational Improvements; Transit Set Aside; and Non-Motorized Set Aside. An additional \$315 million is allocated to transit funds over the life of the plan.

Specifically, 93.2% of project funds are allocated for highway safety and 30.7% for transit safety, aligning with the Vision Zero goals. Focused 2050 MTP investments also address freight (78.6%), congestion management (93.7%), and pavement and bridges (32.1%) safety. ITS, maintenance, electric charging projects, transit and non-motorized projects all help to improve air quality (43.0%). In addition to enhancing transit safety, the FTA and FHWA sourced transit improvements foster achievement of transit asset management goals (14.5%).

Projects identified as “needs” but not included in the 2050 MTP are incorporated into the Vision Plan as an unfunded project list. Subsequent plan updates will utilize the Vision Plan for these projects to include when funds become available.

Transportation Improvement Program

To implement the highest priority MTP projects, a subset, the Transportation Improvement Program (TIP) is developed, serving as the MPO’s short-range programming document, covering a four-year planning period. It lists the multi-modal projects to be funded with federal revenues and regionally significant projects. Development phases (preliminary engineering (PE), right-of-way (ROW), utility relocation (UTL), and construction (CST)), funding sources and implementation schedules are established and documented.

When the 2040 Plan was adopted, the FY 2021–2024 TIP was in place, superseded by the FY 2024–2027 TIP adopted in November 2023, followed by the FY 2027–2030 TIP, adopted in 2026, which will serve as a baseline for transportation implementation strategies. Through TIP programming, various MTP projects have been implemented within Chatham County and Savannah since 2021, either under construction or are completed.

TIP Projects Completed and Under Construction 2026	
PI# 0012757, I-16 from I-95 to I-516 (including PI# 0012758, I-95/I-16 Interchange Reconstruction)	PI# 0006328, Brampton Road Connector from Foundation Drive to SR 21/SR25/US80
PI# 0013727, I-16 @ SR 307 (Diverging Diamond Interchange)	PI# 0013741, SR 25/US 17 @ Savannah River in Port Wentworth
PI# 0013742, SR 25/US 17 @ Middle River in Port Wentworth	PI# 0006700, Effingham Pkwy from CR 156/Blue Jay/Effingham to SR 30/Chatham
PI# 521855, SR 26 from I-516 TO CS 188/Victory Drive	PI# 0015306, Truman Linear Park Trail – Phase II-B
PI# 0010028, CS 1097/DeLesseps/LaRoche Avee from Waters Ave to Skidaway Road	Various operational and maintenance lump sum projects

Figure 5.5 – Savannah-Chatham County: TIP Projects Completed and Under Construction 2026

The TIP information can be found on the CORE MPO website at: <https://www.thempc.org/Core/Tip#gsc.tab=0>.

The MTP projects in the pipeline to be programmed in the TIP for implementation include:

Transportation Improvement Plan Pipeline Projects	
PI# 0008358, I-516 @ CS / 1503 / DeRenne Avenue (DeRenne Blvd Option)	PI# 0008359, East DeRenne from SR 204 to Truman Pkwy (East DeRenne Avenue Improvements)
PI# 0017411, I-95 from Florida State Line to South Carolina State Line-ITS EXP	PI# 0010236, SR 21 from CS 346/Mildred St. to SR 204 (West DeRenne Avenue Improvements)
PI# 0017183, SR 404 Spur/US 17 @ Savannah River Crossing (ROW phase only)	PI# 0015704, SR 404 Spur/US 17 @ Back River
PI# 0017414, SR 26/US 80 @ Bull River	PI# 0017415, SR 26/US 80 @ Lazaretto Creek
PI#0017515, I-16 @ SR 17 (I-16 Interchange at Little NeckRd.	PI# 0020351, I-16 from W Gwinnett St. to Chatham Pkwy – NEVI Charging Station
PI#0017271, I-95 at SR2 /Augusta Rd Diverging Diamond Interchange Improvements	PI# 0020172, SR 21 Widening from SR 30 in Chatham County to 9th Street in Effingham County
PI# 0020173, Connector from SR 17 to SR 30 (Benton Blvd Area)	PI# 0020173, Connector from SR 17 to SR 30 (Benton Blvd Area)
PI# 0018402, I-95 at Airways Avenue	PI# 0017975, Chevis Road Improvements
PI# 0017976, Garrard Avenue Improvements	PI# 001901, Green Island Road Path
SR 204 at Pine Grove Safety and Operational Improvements	President Street / Truman Parkway Interchange Bridge and Ramp Reconstruction
Various operational and maintenance lump sum projects	

Figure 5.6 – Savannah-Chatham County: TIP Pipeline Projects

Local Projects

Besides MTP and TIP, Chatham County and Savannah program and implement smaller transportation improvement projects with Operation & Maintenance (O & M) funds and/or Special Purpose Local Optional Sales Tax (SPLOST) funds. These projects are normally included in the SPLOST lists which are voted on in the referendum every six years and/or the Capital Improvement Programs (CIPs) which are multi-year strategic documents outlining the infrastructure projects (including transportation improvement projects), detailing their costs, timelines, locations, and funding sources over a 5-year period. More information on the local transportation projects can be found on the websites of Chatham County and City of Savannah.

Transportation improvement projects completed with local funds since October 2021 include:

Local Transportation Projects Implementation Status	
Transportation Improvement Projects	Jurisdiction
Quacco Road Widening Project from US 17 to I-95 – under construction	Chatham County
John Carter Rd at Little Neck Road Signal Install – completed	Chatham County
U.S. 80 Sidewalks from Johnny Mercer Blvd to Whitemarsh Village Way – completed	Chatham County
Removal of debris on streets from Hurricane Helene – completed	Chatham County
Countywide Street Maintenance – ongoing	Chatham County
Construction of sidewalks and bike lanes in West Savannah on Gwinnett Street, near the Enmarket Arena – completed	Savannah

Local Transportation Projects Implementation Status	
Transportation Improvement Projects	Jurisdiction
Relocation of Traffic Control Center and Install New Equipment – completed	Savannah
Riverwalk Extension at Marriot – completed	Savannah
West River Street Improvements – completed	Savannah
Broughton Street Streetscape Phase I between MLK Blvd and Drayton St – completed	Savannah
Removal of debris on streets from Hurricane Helene and Signal Repairs after the storm	Savannah
Citywide Sidewalk Repairs and New Sidewalk Installations – ongoing	Savannah
Citywide Street Paving & Pavement Rehab/Resurfacing – ongoing	Savannah
Citywide Traffic Safety & Calming – ongoing	Savannah
Resurfacing Benton Blvd from Highlands to City limits at Pooler- ongoing	Savannah
River Street Ramps Reconstruction	Savannah
Street Lighting Upgrade from Bay St to Victory Dr – ongoing	Savannah
Eisenhower Drive Inter-Connect between White Bluff and Harry Truman Pkwy (traffic signal upgrade) – started in late 2025	Savannah
Windsor & Largo Traffic Circle – ongoing	Savannah

Figure 5.7 – Savannah-Chatham County: Local Transportation Projects Implementation Status

Chatham County and the City of Savannah have programmed the following transportation improvement projects for implementation in the coming years.

Local Transportation Projects Programming	
Transportation Improvement Projects	Jurisdiction
Little Neck Road Reconstruction	Chatham County
Skidaway Road Improvements at Ferguson Avenue	Chatham County
Johnny Mercer at Walthour Intersection Improvement	Chatham County
Johnny Mercer Blvd Pedestrian Improvements	Chatham County
President Street at Pennsylvania Signal Improvement	Chatham County
Walthour Road Slope Stabilization	Chatham County
Quacco Road Improvements (SPLSOT 8)	Chatham County
Little Neck Road Improvements (SPLOST 8)	Chatham County
Bush Road Improvements (SPLOST 8)	Chatham County, Savannah
John Carter Road Improvements (SPLOST 8)	Chatham County
Old River Road Improvements (SPLOST 8)	Chatham County, Effingham County
SR25/Ogeechee Road Improvements (SPLOST 8)	Chatham County
Sidewalks and Trails (SPLOST 8)	Chatham County
Safe Streets for All Improvements (SPLOST 8)	Chatham County
Street Resurfacing (SPLOST 8)	Chatham County
Noise Wall along Truman Parkway (SPLOST)	Chatham County, Savannah
Burnside Causeway (SPLOST 8)	Chatham County
Middleground Road - Tide to Town Segment	Savannah
37th Street Signal Improvement	Savannah

Local Transportation Projects Programming	
Installation of a traffic signal at Waters Avenue & Cornell Street	Savannah
Traffic Signal Installation-Abercorn & 52nd	Savannah
Chatham/Veterans Parkway Traffic Signal	Savannah
New Hampstead Traffic Signal	Savannah
Traffic & Sign Hutchinson Island	Savannah
Louisville/MLK Intersection Improvement (signal upgrade)	Savannah
Widening of Stiles Ave. between the railroad tracks and Louisville Road	Savannah
New Hampstead Palms RG Signal	Savannah
Install a traffic signal at White Bluff Road & Fairmont	Savannah
Arena - Cohen Street Extension	Savannah
Benton Blvd/Highlands Blvd Improvements (SPLOST 8)	Savannah
MLK Flyover Removal (SPLOST 8)	Savannah
Ogeechee Road Bridge (SW) (SPLOST 8)	Savannah
Street Paving and Street Rehab (SPLOST 8)	Savannah
Traffic Calming/Vision Zero (SPLOST 8)	Savannah
Skidaway Road Improvements (SPLOST 8)	Savannah
Sidewalk Replacement and New Installation (SPLOST 8)	Savannah
Protected Bike Lanes (SPLOST 8)	Savannah

Figure 5.8 – Savannah-Chatham County: Local Transportation Projects Programming

Coastal Regional Commission (CRC)

In 2024, CRC and GDOT completed the Regional Transit Development Plan (TDP) for the Coastal Georgia Region. The plan is a guide for CRC and its 10 member counties, along with their implementation partners, to advance a regional transit system that aligns with community based regional transit vision and goals. The plan provides robust documentation of regional mobility conditions and contributing context and identities next steps to advance specific transit service recommendations. Where relevant, the plan identifies alternative service options that advance long-term transit goals but require further regional consideration. The overarching goal of the Regional TDP is to facilitate public transit accessibility to all community members in the region with particular focus on residents who are transit dependent.

Road Network

Highway Functional Classification

There are approximately 2,940 miles of public roadways in the Savannah SMA region divided into various functional classifications, described in Figure 5.9. Roughly 52% of these roadways (1,534 miles) are located in Chatham County.

Public Roadway Classifications		
Designation	%	Description
Local	72.3%	Smaller roadways not intended for use in long-distance travel, except at the origin or destination end of a trip
Collector (Minor and Major)	7.7%	Primarily facilitate intra-county travel and funnel traffic from local roads to the arterial network
Minor Arterials	9.3%	Function to distribute traffic to smaller geographic areas.
Principal Arterials	6.4%	Provide for travel over multiple counties at relatively high speeds
Interstate Highway	2.8%	Long distance high speed travel
Freeway/Expressway	1.6%	Long distance high speed travel

Figure 5.9 – Savannah-Chatham County: Public Roadway Classifications

The highway functional classification (FC) is updated every 10 years with the decennial census, remaining largely consistent. In November 2024, the Federal Highway Administration (FHWA) Georgia Division approved the following revisions to the FC in Chatham County and Savannah.

- Benton Boulevard: Local to Minor Arterial
- Highlands Boulevard: Local to Major Collector
- Rowland Avenue: Local to Minor Collector
- Shell Road: Local to Minor Collector
- Sunset Boulevard: Local to Minor Collector
- Pine Meadow Drive: Local to Major Collector

Various interstate and principal arterials are included in the Highway Freight Network, including the National Highway Freight Network, National Highway System (NHS) Intermodal Connectors, and the Strategic Highway Network (STRAHNET).

Bridges

In relation to the waterways and topography, there are 311 bridges and 96 box culverts in the CORE MPO region. Over 82% of the region’s 311 bridges are in good condition. Bridge ID #5100540 (Houlihan Bridge carrying SR 25 over the Savannah River) and Bridge #5100550 carrying SR 25 over the Middle River are in the process of being replaced and improved. Bridge ID #5100540 will be raised to clear 65 feet above the Savannah River.

Freight mobility may be impacted if a facility does not have sufficient vertical clearance (generally 26.5 feet), resulting in diversion to less efficient routes. Regionally, 104 bridges cross over roadways in addition to other features such as railroads or water bodies. Of the 9 bridges not meeting the current standard for minimum vertical clearance, 7 are located in Savannah.

Posted bridges with a weight limit below the standard truck axle distribution weight present a challenge to efficient freight movement. Heavier trucks must detour around the bridge or reduce its payload, resulting in more trucks for the same haul. Of the 9 posted bridges in the region, 2 are in Savannah.

Pavement Conditions

Roadway pavement conditions can impact the cost and safety of passenger and freight travel, causing wear and tear on vehicles and damaging the transported goods, as well as impacting travel time-based performance measures.

Pavement conditions are sorted into three categories: good, fair and poor. About 84% of the CORE MPO region's roadway network are rated good to fair condition. Poor pavements are largely concentrated in more highly urbanized Savannah as well as corridors throughout the region, particularly those with heavy freight traffic volumes, including SR 21 near the Port.

Intermodal Transportation

Intermodal describes the mass transportation of freight or human passengers, usually over long distances, via more than one mode of transportation.

Port of Savannah

The Port of Savannah and the Georgia Ports Authority (GPA) continue to be a major transportation hub and economic engine for both the CORE MPO region and the State of Georgia. The total annual economic impact on Georgia's economy is \$84 billion, supporting more than 369,000 jobs and approximately \$20.4 billion in personal income annually.

From 2021 to 2025, GPA handled between 4.9M to 5.9M 20-foot equivalent container units (TEUs), serving 1,669 container ships in 2025, moving an average of 1,878 containers on and off each vessel. In 2025, the Port of Savannah handled a record 545,214 containers by rail, the fifth straight year over half a million and saw averages of 14,000-16,000 truck moves daily. The newly completed Savannah Harbor Expansion Project allows newer large freighters to navigate the river with greater flexibility, supporting jobs and commerce throughout the nation.

The Port is comprised of two deep water terminals. The Garden City Terminal handles container traffic and both Norfolk Southern (NS) and CSX Transportation operate at the Mason Mega Rail Terminal. The Ocean Terminal has on-dock rail access via NS and CSX and handles breakbulk, roll-on/roll-off, and container traffic. This facility is being converted to primarily handle containers. Several projects in the pipeline include:

- Ocean Terminal @ CS 2356/Louisville Road & @ SR 25/US 17 Ramp,
- SR 404 Spur/US 17 @ Savannah River Crossing, and
- Port of Savannah Renewable Fuel Project.

Savannah/Hilton Head International Airport

The Savannah/Hilton Head International Airport (SAV), the second busiest in Georgia, is a commercial and military-use airport owned by the City of Savannah and managed by the Savannah Airport Commission. Directly accessible to I-95 between Savannah and Pooler, 8 miles from the City, SAV serves as the chief commercial airport for Savannah, the Coastal Empire region of southeast Georgia and the Lowcountry of South Carolina. Hilton Head, South Carolina resorts accounts for 40% of total Airport passenger traffic.

SAV Improvement Projects 2021-2026	
Completed Projects	Current Projects - 2026
Security Checkpoint Expansion	Fuel Storage Facility
Construct Auxiliary Parking	Air Cargo Facility
Demo Quail Run Lodge	Terminal Concourse Expansion
	Taxiway G & Bridge
	Demo Air Cargo Phase 1B.

Figure 5.10 – Savannah-Chatham County: SAV Improvement Projects 2021-2026

SAV is currently served by eight passenger carriers and serves as the world headquarters for Gulfstream Aerospace. The Georgia Air National Guard's 165th Airlift Wing is also based at SAV. The only regional public airport handling cargo, it accommodates five dedicated cargo carriers, with 138,000 square feet of public and private on-site air cargo warehouse space in two structures. In 2024, SAV handled 2,063,282 enplanements, 2,071,099 deplanements, and 13,514.60 tons of air cargo. Cargo handling facilities are sited along Bob Harmon Road, accessed by SR 307/Dean Forest Road. As air cargo is typically interchanged with highway freight, SAV impacts these and surrounding roadways by generating truck traffic to and from its air cargo facilities.

Hunter Army Airfield (HAAF)

HAAF, a sub-installation to nearby Fort Stewart is Chatham County's other major airport facility, providing operational support to the Army's 3rd Infantry Division as well as numerous other non-divisional and tenant units. Fort Stewart and HAAF together generate more than \$1 billion annually for the regional economy, with more than 19,500 military personnel stationed at the two bases and more than 3,700 civilian jobs.

Freight Rail Service

Within the CORE MPO region, 278.9 miles of freight network exist. Two Class I railroads, Norfolk Southern (NS) and CSX Transportation, carry long-distance freight. Seven Class III railroads provide direct, last-mile connections to key destinations in the freight network, including ports, industrial facilities, and warehousing and distribution centers. The major commodities transported by these integrated rail systems are pulp and paper, furniture, fixtures, tobacco products, rubber and plastics, leather, clay, concrete, glass or stone products, fabricated metal products, non-electrical and electrical machinery, and scrap metals.

Freight Rail Terminals

There are two Intermodal rail terminals (Mason Mega Rail Terminal and CSX Savannah Yard) in the CORE MPO region, both in Chatham County, that accommodate the transfer of shipping containers between rail and other modes, including cargo ships and tractor trailers. In addition, 9 rail bulk, roll-on roll-off facilities and breakbulk terminals are located in Chatham County.

Freight Intensive Land Use

Freight intensive land uses, typically warehouses and distribution centers, are generally concentrated along the Savannah River and I-95 north of Louisville Road. Recently, freight generating developments are being constructed in the County along the I-16 corridor to the west and along the I-95 corridor south near the Bryan County border. Over 47,000 acres of County land (14% of the total), is zoned for freight-generating uses.

Provision of truck parking facilities is a critical consideration for freight development activity, the majority of which are sited in adjacent counties. Of the total 22 truck parking facilities in the CORE MPO region, three commercial parking facilities are located in Savannah and a public parking facility in unincorporated Chatham County.

Railroad Crossings

Rail crossings can be at-grade or grade separated. There are 192 public at-grade rail crossings in the CORE MPO region. Of the top 10 busiest public at-grade rail crossings, six are located in Chatham County. Crossing 641179A in the CSX transportation network on Telfair Road near the I-16/I-516 interchange in the City of Savannah, adjacent to a concentration of freight-intensive land uses, is busiest.

Grade separation refers to a crossing in which the roadway and rail are at different elevations. At-grade rail crossings represent points where the highway and rail systems interact and have the potential for conflict, posing safety hazards.

Chatham County secured a Railroad Crossing Elimination Grant in 2023 and is conducting the Multimodal Community Improvement Project in coordination with Savannah, Garden City, Port Wentworth, GPA, CSX, and Norfolk Southern. The findings from this study will be incorporated into the next Freight Plan update.

Passenger Services

Passenger Rail

Amtrak Silver Service provides intercity passenger rail service to Savannah with direct service between Miami and New York, daily connections to the national Amtrak network, and connecting bus service to other regional destinations. The train station is located at 2611 Seaboard Coastline Drive. GDOT is currently conducting the Atlanta – Savannah Intercity Passenger Rail Project to explore new passenger rail options.

Passenger Bus

Greyhound Bus Line offers intercity bus service between Savannah and other cities within the United States. The terminal is located at the Intermodal Transit Center at 610 Oglethorpe Avenue in Savannah. There are over 30 departures daily at this station. This station also serves as a transit center for Chatham Area Transit.

Non-Motorized Transportation

While the automobile is the primary mode of transportation in the CORE MPO region, bicycling and walking are important modes. Regional participants have a strong commitment to the provision of safe and connected facilities for pedestrians and bicyclists.

Since October 2021, various planning efforts have been undertaken regarding non-motorized transportation.

- CORE MPO updated the Non-Motorized Transportation Plan. The Plan identified needed improvements for the non-motorized modes; identified areas for amenities to help create a human-scale environment that encourages use of physically active modes; and prioritized improvements and identified funding opportunities.
- CORE MPO is conducting the Bicycle and Pedestrian Facility Study with completion slated in March 2027. The study will: create a bike and pedestrian facility inventory; conduct a comprehensive regional non-motorized needs assessment; and provide recommendations for improvements that can be incorporated into the Non-Motorized Transportation Plan and local plans for implementation.
- The Savannah MOVES Study conducted by the City of Savannah will develop a multi-modal operational analysis and make recommendations for improvements.
- Non federally funded projects included improvements to the network from the 2014/2020 Non-Motorized Transportation Plan, Tide to Town, and City and County Capital Improvement Programs.

Transit Systems

Chatham Area Transit Authority (CAT)

CAT is the agency responsible for the provision of transit services to the Savannah area, specifically the City of Savannah, the unincorporated Chatham County, and portions of Garden City and Port Wentworth, providing a combination of bus and ferry service.

CAT Services

CAT's public transportation services include three types of service.

- Sixteen "fixed" bus routes serving major corridors and neighborhoods in Savannah and parts of Chatham County and two downtown "DOT" shuttles offering zero fare transportation in downtown Savannah, the Victorian District south to Victory Drive, the Historic Carver Village and Cloverdale neighborhoods.
- CAT Mobility provides transportation for people with disabilities. People can use this service to travel anywhere in Chatham County.
- Savannah Belles Ferry System connects Savannah's River Street with the Savannah International Trade and Convention Center and Hutchinson Island.

Since October 2021, CAT has added four new fixed-route minibuses that operate on Routes 6 Cross-town, 11 Candler, and 12 Henry, along with four new paratransit cutaway buses to improve reliability for riders. All new vehicles are ADA-accessible and equipped with audio and visual announcements and bike racks. Additional upgrades included lighting improvements at CAT facilities, ongoing renovations at the CAT Intermodal System, more operators to improve schedule reliability, and new technology that allows riders to track buses and ferries in real time.

In April 2024, CAT launched a new SMART Microtransit Pilot Program. The ADA accessible CAT SMART service which includes mobility pick up and drop off is operational in Zone 1: East Savannah. CAT expects to expand services to other zones

CAT Ridership Update

The COVID-19 pandemic had a significant impact on transit ridership, with all modes showing a sharp decline in ridership in Spring 2020 through 2021. There has been an upward trend following the pandemic although the current annual ridership has not reached the pre-pandemic 2019 level, as presented in Figure 5.11.

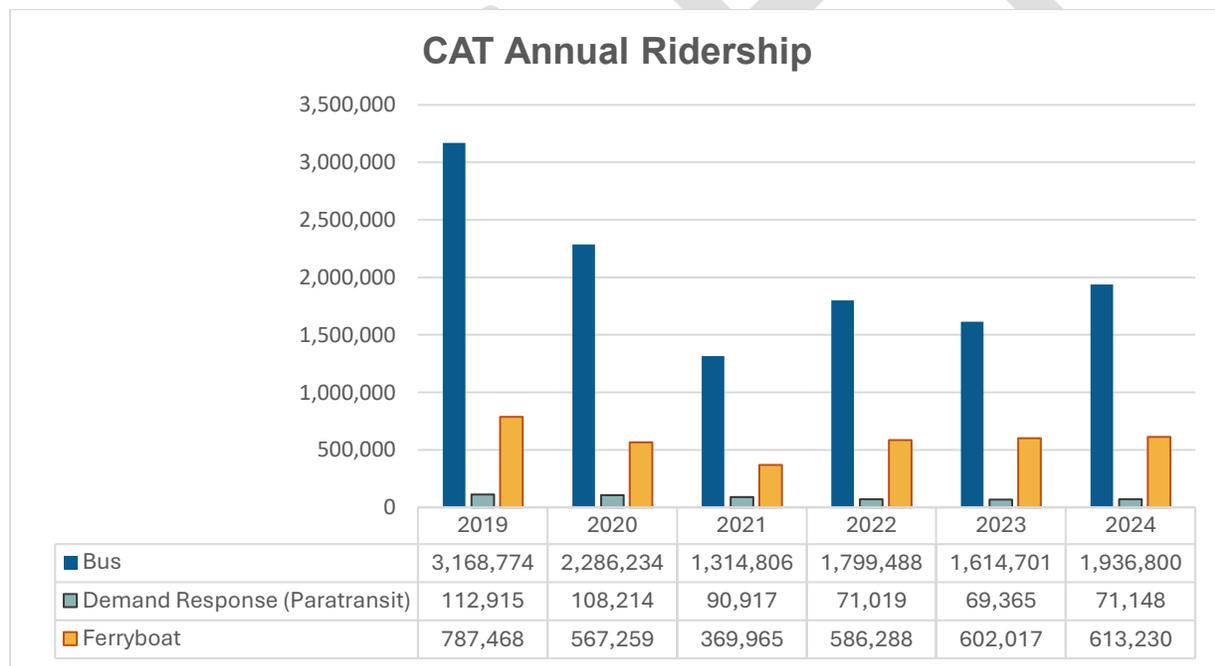


Figure 5.11 – Savannah-Chatham County: CAT Annual Ridership By All Modes

Since the pandemic, CAT has been challenged by an ongoing and persistent shortage of drivers, impacting the quality and reliability of service (route adjustments, reduction of operation hours, increased headways, etc.). In response to these issues, in October 2022, CAT reduced all services to match workforce capability, although they have been working diligently to attract, hire and train drivers expeditiously, adding services as drivers onboard the workforce. Not considering the impacts from COVID and the driver shortage, the data show that the highest ridership on the fixed routes occurs on the following routes:

- North-south routes between downtown, the Oglethorpe Mall area, and the Georgia Southern University (GSU) Armstrong Campus;
- Near hospitals, universities and malls;
- Augusta Road as far as Brampton Road;
- Skidaway Road and Pennsylvania Avenue from DeRenne to E. President Street; and
- Savannah’s DOT Forsyth Shuttle.

The Savannah Belles Ferry service is funded by the Savannah Trade Center. The ferry ridership is heavily based on Convention Center events and tourism. Ridership typically begins to pick up in March with the St. Patrick’s Day events and continues strong through August, slowing down after Labor Day.

Average Annual Passengers Per Hour By Route						
Route/Year	2018	2019	2020	2021	2022	2023
3 WEST CHATHAM	14.8	13.7	9.4	7.6	8.0	12.8
3B AUGUSTA AVENUE	23.3	20.6	14.4	12.4	16.2	22.5
4 BARNARD	10.8	9.5	6.9	5.7	6.6	8.5
6 CROSSTOWN	9.1	8.2	5.9	5.6	6.7	8.9
10 EAST SAVANNAH	17.1	17.0	11.4	8.6	11.1	16.3
11 CANDLER	6.5	6.1	3.2	3.5	60.2	4.2
12 HENRY	N/A	7.9	5.7	4.8	5.4	8.7
14 ABERCORN	22.8	20.1	13.5	12.1	16.1	23.3
17 SILK HOPE	17.2	16.2	13.0	9.3	10.5	16.5
20 SKIDAWAY/ COFFEE BLUFF	6.5	4.7	2.0	1.6	1.6	N/A
25 WESTLAKE APARTMENTS/MLK	N/A	14.9	10.7	8.0	11.7	17.1
27 WATERS	18.9	16.4	11.7	10.5	14.0	20.0
28 WATERS	20.5	18.8	13.1	10.8	12.5	17.3
29 WEST GWINNETT	13.8	12.8	8.0	7.1	8.0	11.2
31 SKIDAWAY/SANDFLY	19.4	18.0	12.2	10.4	13.9	18.9

Figure 5.12 – Savannah-Chatham County: Average Annual Passengers Per Hour Per Route

CAT Planning and Programming

CAT continues to evaluate system coverage and operations, analyzing analyze ridership to ensure an efficient and reliable transit system is in place for the community. Since October 2021, CAT has completed various planning efforts, including the following.

- Master Transit Plan – Outlines a strategic plan for the long range future of mobility and positions CAT to respond to opportunities created through local and regional growth, new transportation technologies, and lessons learned about travel needs and patterns.
- Comprehensive Operational Analysis and Transit Development Plan - Provides an analysis of current services and a guide for improvements over the next 5 years. The

recommended changes are primarily focused on service changes to the fixed routes and the introduction of new complimentary micro-transit services to best respond to growing and changing customer needs.

- Bus Stop Inventory Study – Assess the 1,000+ bus stops using a GIS database for location and condition, focusing on safety, lighting, accessibility (ADA), and amenities like benches.

CAT has identified the following improvements to provide more efficient and accommodating services and to meet the future needs of the growing community.

CAT Improvement Projects	
Short Term (TIP Years)	Long Term
Transit ITS	Vehicle Replacement/Expansion - Fixed Route
Preventative Maintenance	Vehicle Replacement – Paratransit
Facility Enhancements and Rehabilitation	Intelligent Transit System (ITS)
Vehicle Replacement/Purchase	Upgraded Farebox and Payment System
Ferry Boat Rehab, Purchase and Construction	Electric Vehicle Infrastructure
Paratransit Maintenance Facility	Passenger Amenities
Bus Stop Improvement Program	Facility Improvement Project – ITC
Gillig Zero Emission Buses (35-ft)	Facility Improvement Project – Gwinnett
Infrastructure & Depot Charging	Vanpool Capital
	Park & Ride Capital
	Facility Construction - Ferry Maintenance Facility
	Facility Construction - Ferry Dock
	Ferry Boat Construction

Figure 5.13 – Savannah-Chatham County: CAT Improvement Short and Long Term Projects

Coastal Regional Coaches

The Coastal Regional Commission (CRC) operates the Coastal Regional Coaches, part of the regional rural public transit program that provides general public transit service in the ten coastal Georgia region. This demand-response, advance reservation service is available to anyone, for any purpose, and to any destination in the coastal region. The CRC service must have either origin or destination outside of the Savannah Urbanized Area (UZA) and it supplements the predominantly Savannah UZA CAT service.

Transportation Technology

Innovations in transportation technology are often born out of three necessities: efficiency, ease, and safety. Chatham County is positioning itself to be at the forefront of this technology.

Traffic Operations

Transportation improvements that focus on operations and technology can maintain and even restore the performance of the existing transportation system before extra capacity is needed. The goal is to maximize performance of the existing transportation facilities. Operational improvement projects may enable transportation agencies to “stretch” their funding to benefit more areas and customers, resulting in: improved quality of life; smoother and more reliable traffic flow; improved safety; reduced congestion; less wasted fuel; cleaner air; increased economic vitality; and more efficient use of resources.

Traditionally, congestion issues caused by physical constraints were primarily addressed by funding major capital projects, such as adding lanes or building new interchanges and roads. In recent years, transportation agencies have faced increased urbanization and a growing demand for travel with less funding and more physical constraints. Building our way out of congestion is no longer a viable approach. Issues include:

- Limited funds – The primary source of federal transportation funding for the U.S. highway system is the federal gas tax, which has not changed since 1993. Since that time, the financial constraints for public agencies have increased.
- Inflation – The cost to build roads and bridges has increased.
- Fuel efficiency – Vehicles today can travel farther without refills, decreasing revenue. The growing use of electric and plug-in hybrid cars has also reduced fuel purchases.
- Advances in Technology – Transportation agencies can leverage technology to develop solutions to address congestion issues. However, given the advancement in consumer technologies, privately owned mobility services (Uber, Lyft, etc.), and more widespread availability of information, the traveling public expects that the products they use and the technologies they encounter will be “smart” and will ultimately improve their travel experience. They also expect accurate and reliable information. Technology will likely have an even greater impact on the transportation network in the future with automation, connectivity, and big data.

Traffic Control Center of City of Savannah

The City of Savannah operates a Traffic Control Center (TCC) that is active primarily from 7:30 am to 6 pm and 24 hours during major events such as the St Patricks’ Day Parade. When they relocated in 2023, new monitors, fiber installation extensions, consulting and software were installed, preparing for connection to the GDOT system to provide a more regional operation.

The City of Savannah currently has access to more than 315 cameras that can be monitored and provide recordings to review incidents. The City has access to the 77 GDOT CCTV cameras and are in the process of integrating the TCC into the broader statewide system. The TCC would serve as a regional traffic management center supporting ITS infrastructure and operational improvements throughout the region.

GDOT SigOps

The City of Savannah and Chatham County benefit from a regional traffic operations program sponsored by GDOT which has morphed into SigOps as of 2026, working closely with state and local traffic engineers to optimize traffic signals across the state. SigOps focuses on two primary areas: Signal Optimization and Signal Operations.

- **Traffic Signal Optimization:** Adjusts timing and technology for smoother traffic flow, reducing congestion and emissions.
- **Transit Signal Priority (TSP):** Works with CAT, allowing buses to communicate with signals for priority, improving on-time performance.
- **Connected Vehicle (V2X) Technology:** Deploys roadside units (RSUs) for communication between vehicles and infrastructure, enhancing TSP and future applications.
- **Remote Management:** Monitors and manages signals across the state from GDOT's central Traffic Management Center (TMC).
- **Performance Monitoring:** Uses real-time data and automated measures to assess signal performance and identify issues quickly.

GDOT DMS

Dynamic message signs (DMS) can be used for many applications in traffic management, public safety, and evacuation. Together with CCTV cameras, DMS are important for mitigating unanticipated disruptions to the system, allowing GDOT to convey timely information on travel conditions to the traveling public. There are 9 DMS deployed throughout the CORE MPO region, eight of which are in Chatham County.

Transportation Network Companies (TNCs) or Ride-hailing/Ride Share

Ride-hailing services use apps and websites to connect passengers with drivers who provide rides in their personal vehicles. Companies such as Uber and Lyft expand transportation choices, increase carpooling, reduce vehicle mile travels and car ownership. However, ride shares may compete with public transit provision and exacerbate inequitable service.

Bike and Scooter Share

Bike and scooter share systems offer fleets of bicycles and scooters for short term rental within a defined service area. Currently the only service in the CORE MPO region is offered to SCAD students. This industry sector is now primarily privately operated. While vendors may be exploring opportunities in Savannah, particularly the historic downtown and some college campuses, in 2018 the Savannah City Council approved an ordinance prohibiting any shared mobility device from being placed in the public right-of-way, on public property or offered for use anywhere in the City, based on experiences in other jurisdictions. The ordinance is intended to be a short-term response, allowing City Staff and the community to work together to develop a long-term solution.

SCAD currently operates its own separate transit system, the Bee Line, for enrolled students and staff, in addition to bike share and car share programs for students.

TRANSPORTATION GOALS

The following Transportation goals and objectives developed for the 2040 Plan will be carried forward to the Comprehensive Plan 2040 Update.

Goal 1 - Support safe, efficient, and sustainable transportation designs and improvements that enhance neighborhood connectivity for all modes of travel including pedestrians, bicyclists, transit riders, and motorists.

Investing in transportation improvements that encourage connectivity and multi-modal travel can significantly improve the lives of residents. Making it easier to reach nearby destinations and encouraging alternative modes of transportation reduces the negative environmental and health impacts associated with increased motor vehicle use and the dangers associated with conflicts between motorists and pedestrians/cyclists. Additionally, creating safe, connected transportation networks provides opportunities for residents to exercise, potentially improving their overall health.

Objectives:

- Minimize frequency and severity of vehicular accidents
- Minimize conflicts and increase safety for non-motorized users
- Promote projects that aid in hurricane evacuation
- Implement green infrastructure to reduce the region's stormwater impacts from a changing climate
- Eliminate at-grade railroad crossings

GOAL 2 - Improve accessibility to employment centers, institutions, commercial corridors, and recreational facilities equitably through multi-modal connections, bikeways, trails and greenways.

Accessibility and connectivity are key components to creating a successful, equitable community for all residents. For those who are unable to drive or do not have access to a vehicle, including low-income residents, individuals with disabilities, and older adults, travel to jobs, needs, and services is often a challenge. Such barriers to job and educational opportunities, healthcare services, and healthy food options exacerbate existing inequalities. The ability to reach everyday destinations safely, reliably, and conveniently through multi-modal connections can significantly improve the overall economic, health, and social well-being of all residents, particularly those with limited resources and limited mobility.

Objectives:

- Provide local connections by clustering bus stops, bike infrastructure, placemaking and wayfinding devices in strategic locations along commercial corridors
- Advocate for more frequent and reliable transit service to accommodate additional ridership in more locations
- Promote transportation projects around existing and emerging employment centers, institutions, commercial corridors, and recreational facilities

- Promote and prioritize greenway corridors, trails, and other non–motorized transportation projects

GOAL 3 - Maintain and preserve transportation infrastructure in a manner that protects unique regional characteristics, quality of life, and the environment

Providing a transportation network that efficiently moves people and products from one location to another is vital to the prosperity of a community; efficiency should not be the sole consideration, however, when designing and locating transportation elements. The placement and design of transportation infrastructure can significantly impact the surrounding environment and community if the unique characteristics of the area are not considered in the planning process. Savannah and Chatham County are renowned for their historic charm and natural beauty. Protecting the distinctive attributes that distinguish the area from the rest of the country should be equal in priority to cost and efficiency in the decision-making process. Creating a balance between form and function, the natural and built environment, and vehicle and human needs should be the goal in all transportation design.

Objectives:

- Enforce Context Sensitive Solutions (CSS) approach to help develop transportation projects that serve all users and are compatible with the surroundings
- Monitor vulnerable infrastructure through visual and other inspection methods
- Protect wetlands, historic resources, neighborhoods, recreational facilities and other important resources
- Support infill development along existing infrastructure
- Supporting "Eco-armoring" or utilizing creative methods of protection

GOAL 4 - Maintain and enhance transportation infrastructure that supports and enables local, regional and global economic vitality and competitiveness, productivity and efficiency.

The ability to transport people and products efficiently makes modern civilization possible. A strong network of transportation infrastructure fosters long term economic growth by making the transportation system more efficient and reliable and can expand economic opportunities beyond local borders, making the region more attractive to businesses and industries that serve global customers. With a transportation network that covers land, air and sea, Savannah and Chatham County have long served as the regional center for Coastal Georgia and the Lowcountry of South Carolina. To continue the role as regional hub, maintenance and enhancement of existing transportation infrastructure to meet future demands will be key.

Objectives:

- Develop an intermodal transportation system that sustains economic activity by linking trucking facilities, rail terminals, airports, and seaports with limited access roads

- Encourage the development of a regional multi-modal transportation system at identified and emerging growth center areas
- Promote projects that provide the maximum travel benefit per cost
- Minimize work trip congestion

LINKS

Chatham County SPLOST website - <https://splost.chathamcountyga.gov/>

City of Savannah SPLOST website - <https://www.savannahga.gov/2568/Your-SPLOST-Penny-at-Work>

City of Savannah CIP website - <https://www.savannahga.gov/3635/Capital-Projects-Semi-Annual-Reports>

GPA, SAV, Freight Rail System, Freight Intensive Land Use, Truck Parking Inventory, and Railroad Crossings - <https://www.thempc.org/Core/Fp#gsc.tab=0>.

Savannah and portions of SR 307/Bourne Avenue.

More information on the Highway Functional Classification, Bridges and Pavement Conditions in the CORE MPO region can be found in the CORE MPO Regional Freight Transportation Plan at <https://www.thempc.org/Core/Fp#gsc.tab=0>.

The study information can be found at <https://atlsavpassrail-gdot.hub.arcgis.com/>.

More information on the plan can be found at <https://regionaltdp-gdot.hub.arcgis.com/pages/crc>.