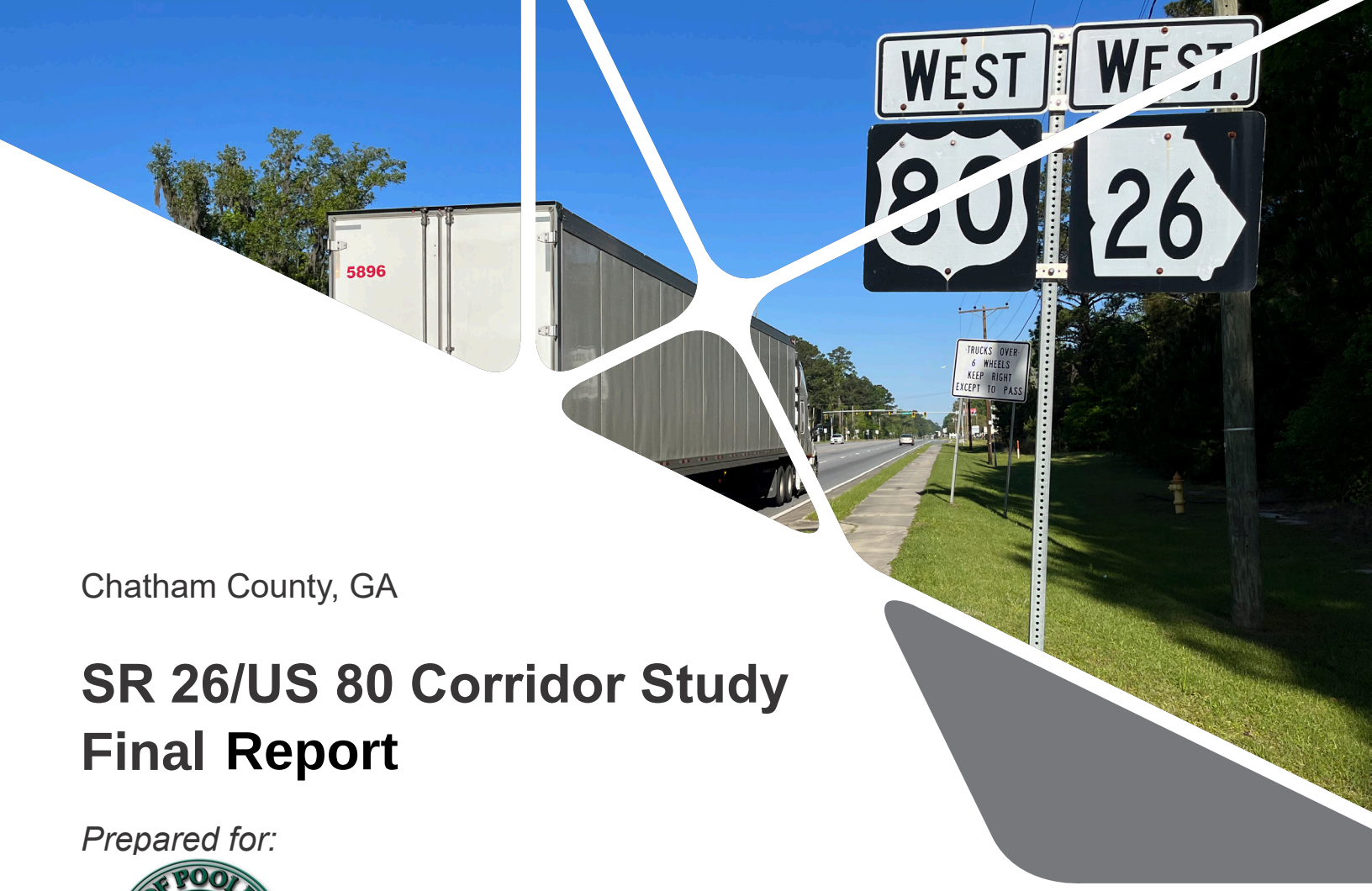


Chatham County, GA

SR 26/US 80 Corridor Study
Final **Report**

Prepared for:

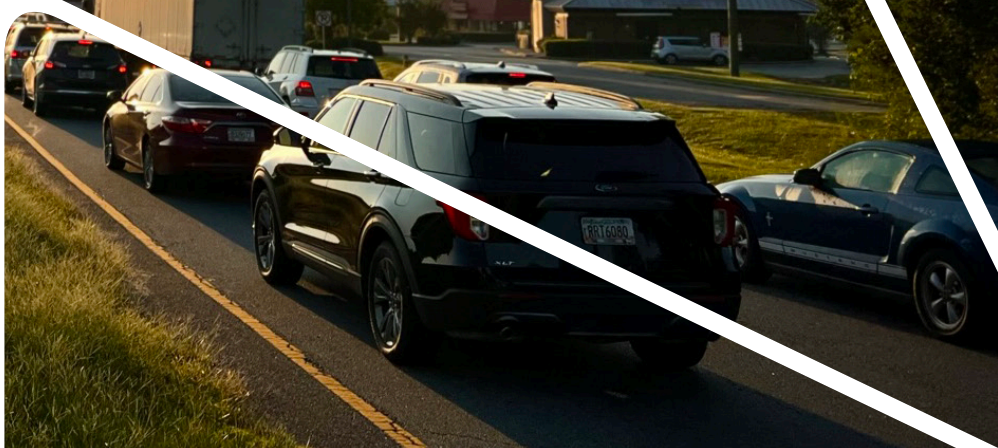
CITY OF POOLER, GA
PRIDE FAMILY HONOR
1907

Prepared by:

Kimley»Horn

October 2023

25 Bull Street, Suite 400
Savannah, GA 31401



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List of Abbreviations

AADT	Annual Average Daily Traffic
ADT	Average Daily Traffic
ATS	Average Travel Speed
BFFS	Base Free Flow Speed
CAT	Chatham Area Transit
CORE MPO	Coastal Region Metropolitan Planning Organization
DDHV	Directional Design Hourly Volume
FHWA	Federal Highway Administration
GCT	Garden City Terminal
GDOT	Georgia Department of Transportation
GPA	Georgia Ports Authority
HCM	Highway Capacity Manual
HMVMT	Hundred Million Vehicle Miles Traveled
LOS	Level of Service
MOE	Measure of Effectiveness
MPH	Miles Per Hour
MTP	Metropolitan Transportation Plan
MUTCD	Manual on Uniform Traffic Control Devices
NMTP	Non-Motorized Transportation Plan
PDO	Property Damage Only
RCUT	Restricted Crossing U-Turn
SCCPS	Savannah-Chatham County Public School System
TADA	Traffic Analysis and Data Application
TIP	Transportation Improvement Program
TMC	Turning Movement Count
TWLTL	Two-Way Left-Turn Lane
TWSC	Two-Way Stop Control
VPD	Vehicles Per Day
VPH	Vehicles Per Hour

Appendices

A – SR 26/US 80 Corridor Study Traffic Forecasting Technical Memorandum

B – Capacity Analysis Reports

C – Crash Data (2017 - 2021)

D – GDOT ICE Worksheets

E – Conceptual Layouts

F – Public Outreach

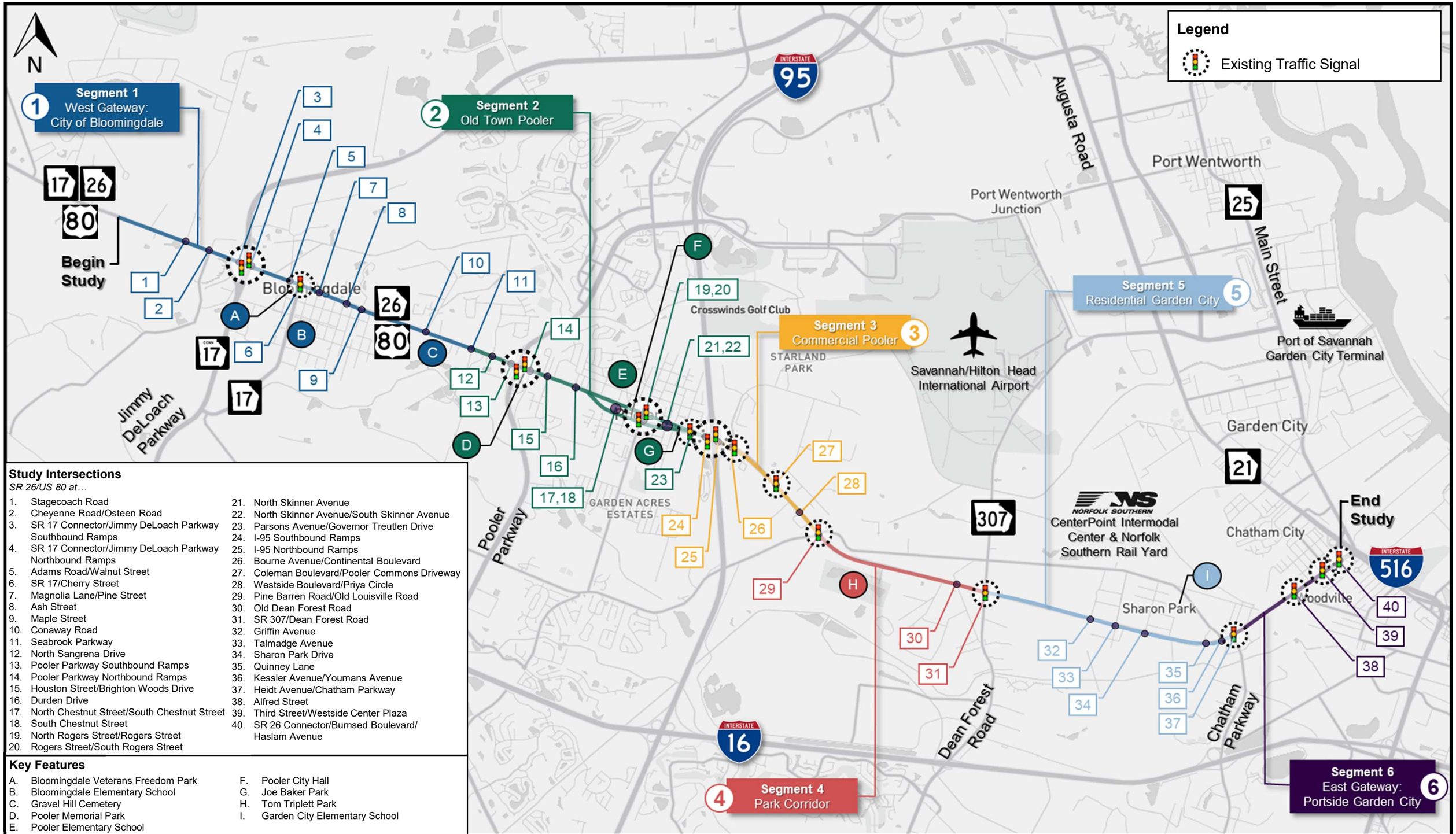
1 Executive Summary

The 12-mile-long SR 26/US 80 study corridor, which extends from the Effingham County/ Chatham County line to SR 26 Connector/Burnsed Boulevard/Haslam Avenue at I-516/SR 21/25, serves as a critical link in Georgia's freight and commuter network. This corridor is a heavily utilized route that serves the Georgia Ports Authority's (GPA) Garden City Terminal (GCT) and connects to major freight corridors such as SR 17 Connector/Jimmy DeLoach Parkway, I-95, and SR 307/Dean Forest Road. Consistent with the goals highlighted in the *Mobility 2045 Metropolitan Transportation Plan* (MTP) published by the Coastal Region Metropolitan Planning Organization (CORE MPO), the purpose of this study is to identify and prioritize short-term (0-5 Years) and long-term (5+ Years) improvement projects needed for motorized, non-motorized, and transit users along the SR 26/US 80 corridor; facilitate planning and programming of projects through the CORE MPO MTP process; and justify the future programming of projects in the CORE MPO's Transportation Improvement Plan (TIP) and Total Mobility Plan (TMP). These objectives were accomplished through four primary elements.

First, an **Existing Conditions Assessment** including a comprehensive data collection effort, capacity analysis, and safety analysis was conducted to evaluate existing conditions along the SR 26/US 80 corridor at the 40 intersections and six contextual segments depicted in **Figure ES-1**. The results of existing capacity and safety analyses were used to identify transportation challenges, needs, and opportunities to be considered throughout the remainder of the study.

Existing Capacity Analysis Results

The intersection- and segment-level results presented in this report demonstrate that the bookends of the SR 26/US 80 corridor near the City of Bloomingdale and the GCT operate with minimal disruptions under existing conditions. However, existing bottlenecks at the I-95 interchange and SR 307/ Dean Forest Road lead to significant delays for freight and commuter trips traversing the segments between Old Town Pooler and Chatham Parkway/Heidt Avenue. Planned and committed improvements at locations such as I-95, Coleman Boulevard/Pooler Commons Driveway, and SR 307/Dean Forest Road aim to improve poor traffic operations during the peak hours of the day, but further improvements will be needed to ensure that the corridor continues to operate at an acceptable level of service over the next 20 years. The maps shown in **Figure ES-2** and **Figure ES-3** summarize existing corridor operations as defined by capacity analysis, SimTraffic outputs, and field observations.



Study Intersections

SR 26/US 80 at…

1. Stagecoach Road
2. Cheyenne Road/Osteen Road
3. SR 17 Connector/Jimmy DeLoach Parkway Southbound Ramps
4. SR 17 Connector/Jimmy DeLoach Parkway Northbound Ramps
5. Adams Road/Walnut Street
6. SR 17/Cherry Street
7. Magnolia Lane/Pine Street
8. Ash Street
9. Maple Street
10. Conaway Road
11. Seabrook Parkway
12. North Sangrena Drive
13. Pooler Parkway Southbound Ramps
14. Pooler Parkway Northbound Ramps
15. Houston Street/Brighton Woods Drive
16. Durden Drive
17. North Chestnut Street/South Chestnut Street
18. South Chestnut Street
19. North Rogers Street/Rogers Street
20. Rogers Street/South Rogers Street
21. North Skinner Avenue
22. North Skinner Avenue/South Skinner Avenue
23. Parsons Avenue/Governor Treutlen Drive
24. I-95 Southbound Ramps
25. I-95 Northbound Ramps
26. Bourne Avenue/Continental Boulevard
27. Coleman Boulevard/Pooler Commons Driveway
28. Westside Boulevard/Priya Circle
29. Pine Barren Road/Old Louisville Road
30. Old Dean Forest Road
31. SR 307/Dean Forest Road
32. Griffin Avenue
33. Talmadge Avenue
34. Sharon Park Drive
35. Quinney Lane
36. Kessler Avenue/Youmans Avenue
37. Heidt Avenue/Chatham Parkway
38. Alfred Street
39. Third Street/Westside Center Plaza
40. SR 26 Connector/Burnsed Boulevard/ Haslam Avenue

Key Features

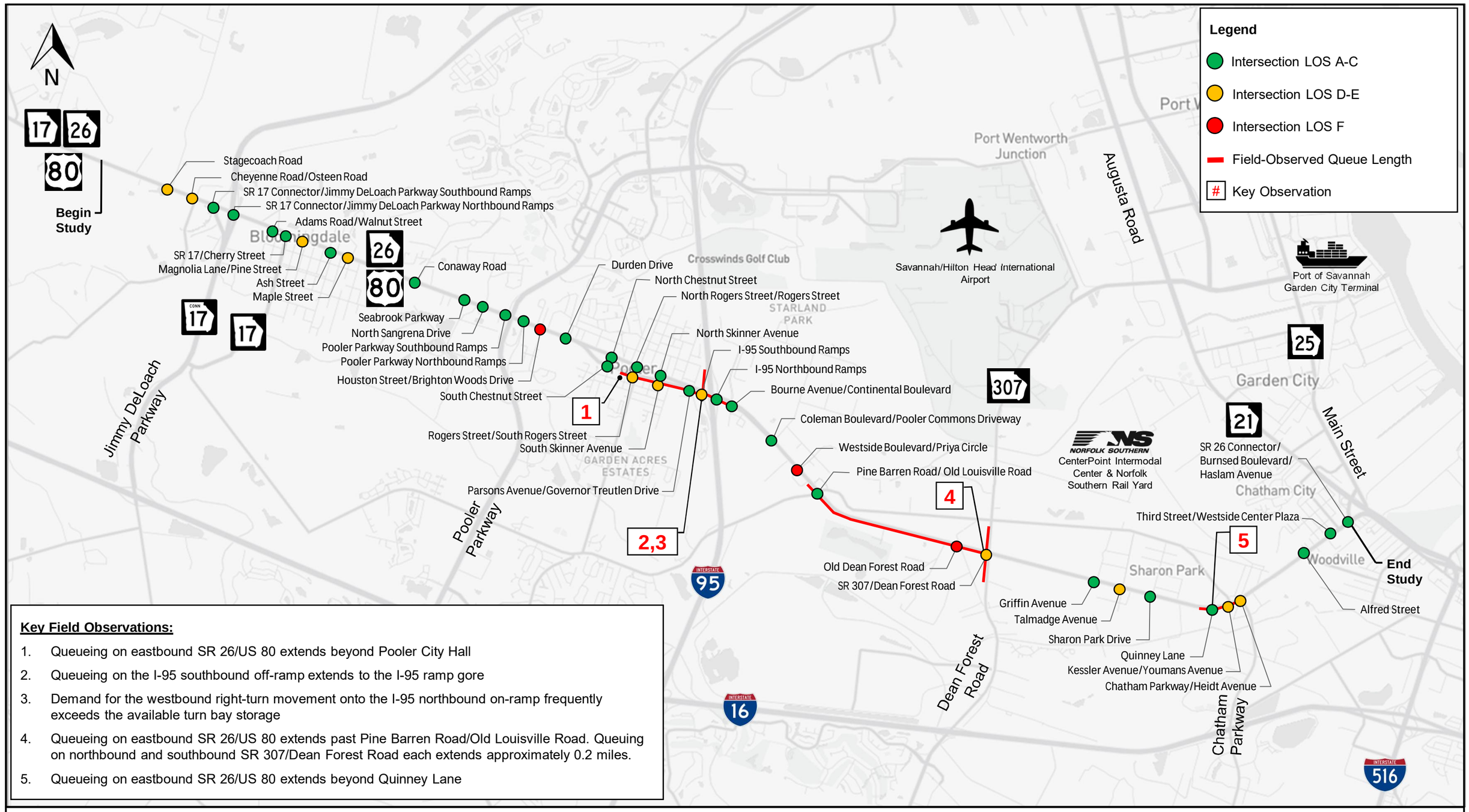
A. Bloomingdale Veterans Freedom Park
B. Bloomingdale Elementary School
C. Gravel Hill Cemetery
D. Pooler Memorial Park
E. Pooler Elementary School
F. Pooler City Hall
G. Joe Baker Park
H. Tom Triplett Park
I. Garden City Elementary School

SR 26/US 80 Corridor Study – Existing Conditions/Needs Assessment

Figure ES-1 – Corridor Context Areas and Study Intersections

SR 26/US 80 CORRIDOR STUDY

Kimley»Horn



Key Field Observations:

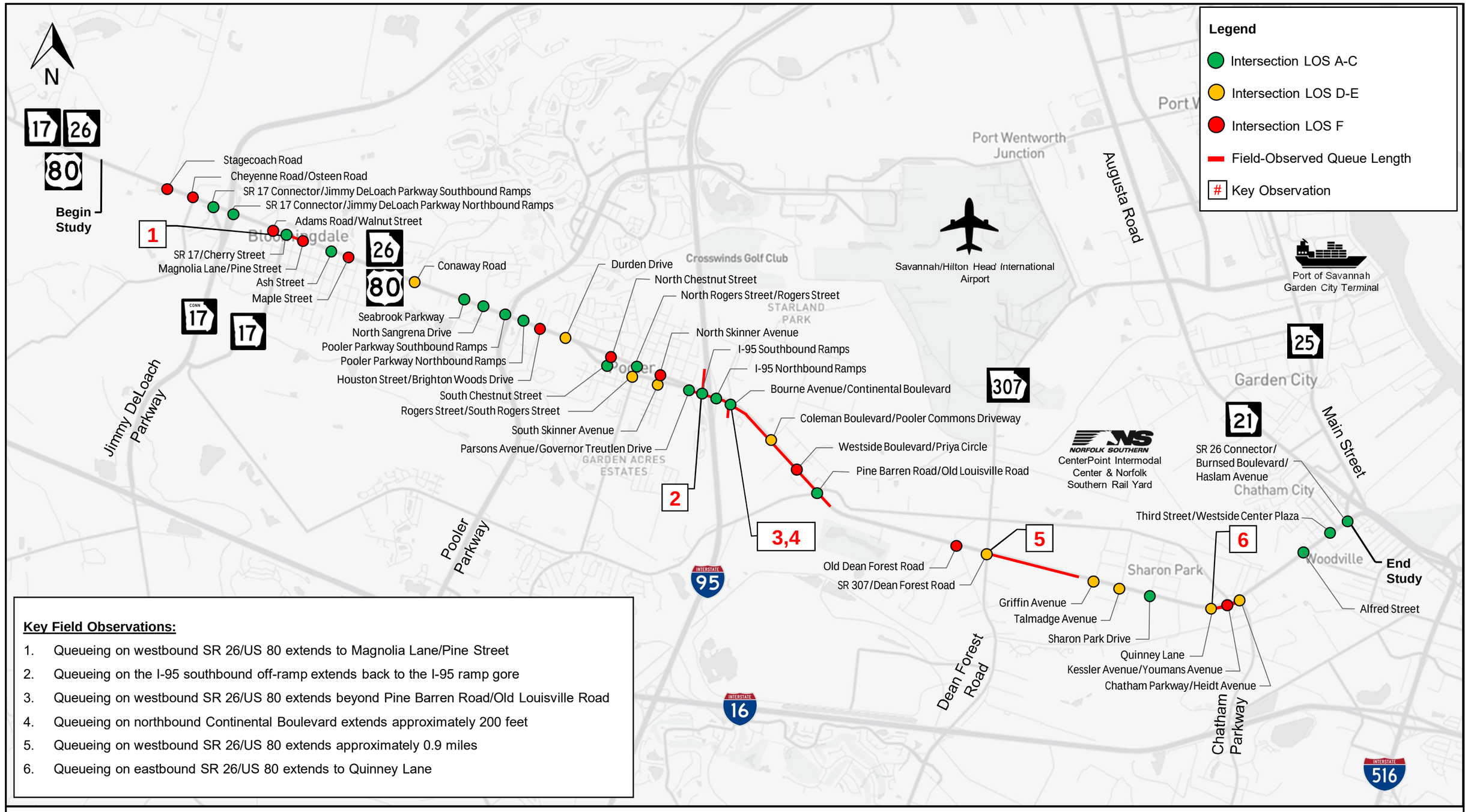
1. Queueing on eastbound SR 26/US 80 extends beyond Pooler City Hall
2. Queueing on the I-95 southbound off-ramp extends to the I-95 ramp gore
3. Demand for the westbound right-turn movement onto the I-95 northbound on-ramp frequently exceeds the available turn bay storage
4. Queueing on eastbound SR 26/US 80 extends past Pine Barren Road/Old Louisville Road. Queuing on northbound and southbound SR 307/Dean Forest Road each extends approximately 0.2 miles.
5. Queueing on eastbound SR 26/US 80 extends beyond Quinney Lane

SR 26/US 80 Corridor Study – Existing Conditions/Needs Assessment

Figure ES-2 – Existing Corridor Operations Summary – AM Peak Hour

SR 26/US 80 CORRIDOR STUDY

Kimley»Horn



Key Field Observations:

1. Queueing on westbound SR 26/US 80 extends to Magnolia Lane/Pine Street
2. Queueing on the I-95 southbound off-ramp extends back to the I-95 ramp gore
3. Queueing on westbound SR 26/US 80 extends beyond Pine Barren Road/Old Louisville Road
4. Queueing on northbound Continental Boulevard extends approximately 200 feet
5. Queueing on westbound SR 26/US 80 extends approximately 0.9 miles
6. Queueing on eastbound SR 26/US 80 extends to Quinney Lane

SR 26/US 80 Corridor Study – Existing Conditions/Needs Assessment

Figure ES-3 – Existing Corridor Operations Summary – PM Peak Hour

SR 26/US 80 CORRIDOR STUDY

Kimley»Horn

Existing Crash History Summary

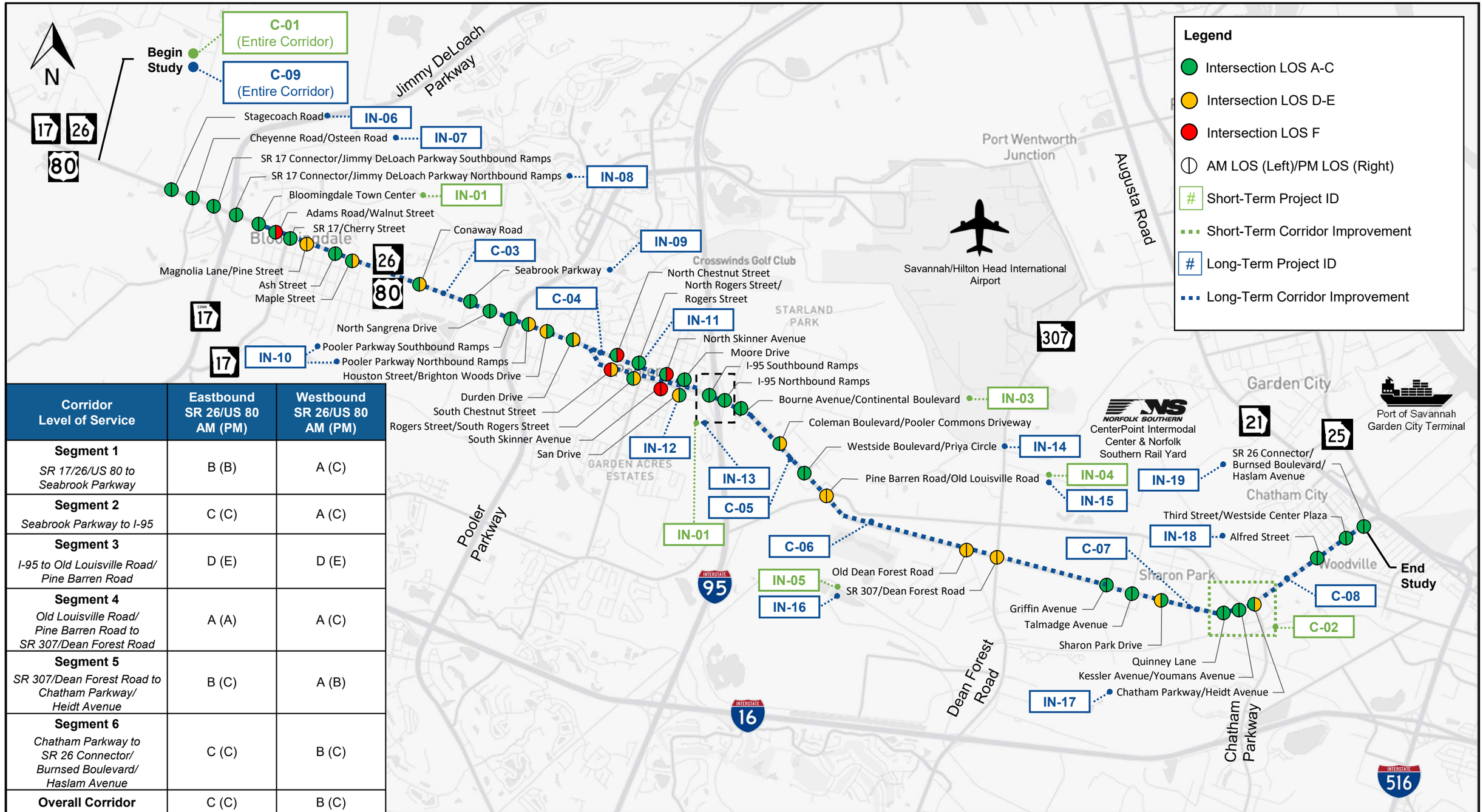
The corridor and segment safety analyses presented in this report illustrate that trends in existing crash history are a product of the SR 26/US 80 corridor characteristics, specifically:

- ***The 12-mile-long study corridor includes approximately 472 unsignalized driveways, which is equivalent to an average spacing of 39 driveways per mile.*** Approximately 275 (13%) of all crashes observed over the study period occurred along the section of Segment 2 through Old Town Pooler, where driveway density is the highest along the study corridor.
- ***Congested conditions at major interchanges and intersections along the study corridor likely contribute to an increased frequency of rear-end crashes.*** Approximately 990 (47%) of all crashes in the study database were rear-end crashes, and 260 (26%) of these occurred between Parsons Avenue/Governor Treutlen Drive and Bourne Avenue/Continental Boulevard near the I-95 interchange.
- ***The study corridor serves as the "Main Street" for the cities of Bloomingdale and Pooler and includes six major interchanges and intersections that reduce speeds across much of its length.*** Accordingly, just 153 of 2,106 crashes (7%) observed over the five-year study period resulted in an injury. However, crash *frequency* was higher than the statewide average for similarly classified facilities over the same period in five of the six contextual segments and was in excess of five times the statewide average in Segment 3.

Second, a **Future Conditions Assessment** was conducted to assess corridor operations under short-term (0-5 Years) and long-term (5+ Years) conditions based on the traffic forecasts completed for this study. Findings from the Existing Conditions Assessment, traffic signal warrant analyses, Stage 1 GDOT Intersection Control Evaluation (ICE) analyses, and comparative capacity analyses conducted in Synchro and SimTraffic software were utilized to inform the selection of short- and long-term conceptual alternatives for the corridor. Projected intersection- and corridor-level operations under 2045 Build conditions are presented in **Figure ES-4** along with an indexed list of short- and long-term projects.

Third, **Public Outreach** was included as part of this study per the requirements and recommendations outlined in the CORE MPO's Public Participation Plan. Stakeholder outreach strategies, meeting summaries, and consistent topics of feedback are presented within this report and informed the final recommendations of the study.

Finally, **Recommendations and Prioritized Projects** were developed based on the outcomes of the study. A full listing of the short- and long-term projects recommended for consideration as part of future transportation planning efforts are summarized in **Table ES-1** and **Table ES-2**. For reporting purposes, SR 26/US 80 is assumed to have an east-west orientation throughout the study limits. Separate priority rankings for short- and long-term recommendations have been developed and are based on each recommendation's potential to improve traffic operations and safety along the corridor, consistent with the primary goals of the study. Project cost estimates, cost-benefit analyses, and evaluation matrices were not developed as part of the study.



Corridor Level of Service	Eastbound SR 26/US 80 AM (PM)	Westbound SR 26/US 80 AM (PM)
Segment 1 *SR 17/26/US 80 to Seabrook Parkway*	B (B)	A (C)
Segment 2 *Seabrook Parkway to I-95*	C (C)	A (C)
Segment 3 *I-95 to Old Louisville Road/ Pine Barren Road*	D (E)	D (E)
Segment 4 *Old Louisville Road/ Pine Barren Road to SR 307/Dean Forest Road*	A (A)	A (C)
Segment 5 *SR 307/Dean Forest Road to Chatham Parkway/ Heidt Avenue*	B (C)	A (B)
Segment 6 *Chatham Parkway to SR 26 Connector/ Burnsed Boulevard/ Haslam Avenue*	C (C)	B (C)
Overall Corridor	C (C)	B (C)

SR 26/US 80 Corridor Study – Alternatives Development & Analysis

Figure ES-4 – 2045 Build Corridor Operations Summary & Project Listing

SR 26/US 80 CORRIDOR STUDY

Kimley»Horn

Table ES-1: Recommended Short-Term Improvements Summary

Short-Term (0-5 Years) Improvements				
ID	**Priority Ranking**	**Name**	**Jurisdiction(s)**	**Description of Improvements**
IN-01	7	SR 26/US 80 at Bloomingdale Town Center Driveway Signalization	City of Bloomingdale	• Install a fully actuated traffic signal when MUTCD signal warrants are met • Reconstruct the intersection to operate as a thru-cut design • Reconstruct the southbound approach to include the following: o Dual left-turn lanes with 225 feet of storage o One right-turn lane with 225 feet of storage • Reconstruct the westbound approach to include the following: o One left-turn/U-turn lane with 235 feet of storage o Two through lanes o One right-turn lane with 350 feet of storage • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy
IN-02	1	SR 26/US 80 at I-95 Interchange	City of Pooler	• Convert the existing diamond interchange to a diverging diamond interchange (DDI) • Reconstruct the southbound ramp terminal to include the following: o Dual southbound right-turn lanes with 450 feet of storage o Two southbound left-turn lanes with 450 feet of storage o Three eastbound through lanes o One eastbound right-turn lane with 325 feet of storage o Dual westbound through lanes o One westbound left-turn lane o Dual receiving lanes on the southbound on-ramp • Reconstruct the northbound ramp terminal to include the following: o Dual northbound right-turn lanes with 400 and 275 feet of storage o Dual northbound left-turn lanes with 450 feet of storage o Three westbound through lanes o One westbound right-turn lane with 400 feet of storage o Dual eastbound through lanes o One eastbound left-turn lane o Dual receiving lanes on the northbound on-ramp • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy • Monitor the intersection for future growth and changes in traffic patterns in conjunction with long-term improvement project IN-14

Short-Term (0-5 Years) Improvements				
ID	**Priority Ranking**	**Name**	**Jurisdiction(s)**	**Description of Improvements**
IN-03	2	SR 26/US 80 at Bourne Avenue/Continental Boulevard Intersection Improvements	City of Pooler	• Reconstruct the intersection to operate as a thru-cut design and upgrade the existing traffic signal to accommodate improvements constructed as part of project IN-02 • Reconstruct the southbound approach to include the following: o One left-turn lane with provisions for 100 feet of storage o One right-turn lane with provisions for 100 feet of storage • Reconstruct the northbound approach to include the following: o Dual left-turn lanes with provisions for 200 feet of storage o One right-turn lane with 100 feet of storage • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy
IN-04	5	SR 26/US 80 at Old Louisville Road/ Pine Barren Road Auxiliary Lanes	City of Pooler	• Reconstruct the northbound approach to include the following: o Dual left-turn lanes with 300 feet of storage o One through lane o One right-turn lane with 300 feet of storage
IN-05	3	SR 26/US 80 at SR 307/Dean Forest Road Auxiliary Lanes	City of Pooler City of Savannah City of Garden City	• Reconstruct the eastbound approach to include the following: o Dual left-turn lanes with 500 feet of storage o Two through lanes o One right-turn lane with 500 feet of storage • Reconstruct the westbound approach to include the following: o Dual left-turn lanes with 400 feet of storage o Two through lanes o One right-turn lane with 400 feet of storage • Reconstruct the northbound approach to include the following: o Dual left-turn lanes with 400 feet of storage o Two through lanes o One right-turn lane with 400 feet of storage • Reconstruct the southbound approach to include the following: o Dual left-turn lanes with 250 feet of storage o Two through lanes o One right-turn lane with 350 feet of storage • Construct pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy
C-01	4	Corridor Signal Timing Optimization on SR 26/US 80 from SR 17 Connector/Jimmy DeLoach Parkway to SR 26 Connector/Burnsed Boulevard/Haslam Avenue	City of Bloomingdale City of Pooler City of Savannah City of Garden City	• Conduct a 12-mile-long corridor signal timing review to improve vehicular flow through time-of-day coordinated operations • Optimize signal cycle length, splits, and offsets in conjunction with other short-term improvements • Replace existing three-section permissive signal heads and five-section protected/permissive signal heads on SR 26/US 80 with four-section flashing yellow arrow signal heads

Short-Term (0-5 Years) Improvements				
ID	**Priority Ranking**	**Name**	**Jurisdiction(s)**	**Description of Improvements**
C-02	6	SR 26/US 80 Improvements from Quinney Lane to Junction Avenue	City of Garden City	• Install a fully actuated traffic signal at Quinney Lane when MUTCD signal warrants are met to operate in coordination with the existing signal at Chatham Parkway/Heidt Avenue • Construct a 14-foot-wide raised median between Kessler Avenue and Junction Avenue • Convert the intersection at Kessler Avenue to an unsignalized restricted crossing U-turn (RCUT) • Convert the intersections at West Chatham Boulevard and Junction Avenue to a right-in/right-out configuration • Extend the eastbound right-turn lane at Chatham Parkway to Kessler Avenue and implement permitted-overlap signal phasing such that the eastbound right-turn lane operates concurrently with the northbound approach
TS-01	8	SR 307 Corridor Transit Expansion Study	City of Bloomingdale City of Pooler City of Savannah City of Garden City	• Coordinate with Chatham Area Transit (CAT) to review CAT's findings from recent studies to inform recommendations for expanded service along the 12-mile-long SR 26/US 80 corridor • Coordinate with local Agencies, governing bodies, and other stakeholders to identify funding sources for construction and implementation of long-term improvements • Assist development of potential route modifications to CAT Route 3B • Develop pilot program to track ridership numbers, identify new route(s) and stop/shelter location(s)

Table ES-2: Recommended Long-Term Improvements Summary

Long-Term (5+ Years) Improvements				
ID	**Priority Ranking**	**Name**	**Jurisdiction(s)**	**Description of Improvements**
IN-06	16	SR 17/26/US 80 at Stagecoach Road Signalization	City of Bloomingdale	• Install a fully actuated traffic signal when MUTCD signal warrants are met • Reconstruct the southbound approach to include the following: o One left-turn lane with provisions for 150 feet of storage o One right-turn lane with 100 feet of storage • Reconstruct the eastbound approach to include the following: o 8-foot-wide concrete median o One left-turn lane with 235 feet of storage o Two through lanes • Construct a 20-foot-wide raised median between the intersections of Stagecoach Road and Cheyenne Road/Osteen Road • Extend the westbound right-turn lane storage to 275 feet • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy
IN-07	15	SR 17/26/US 80 at Cheyenne Road/Osteen Road Signalization	City of Bloomingdale	• Install a fully actuated traffic signal when MUTCD signal warrants are met • Realign Cheyenne Road with Osteen Road • Reconstruct the eastbound approach to include: o 8-foot-wide concrete median o One left-turn lane with 235 feet of storage o Two through lanes o One right-turn lane with 375 feet of storage • Reconstruct the westbound approach to include: o One right-turn lane with 175 feet of storage o Two through lanes o One left-turn lane with 235 feet of storage • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy
IN-08	12	SR 17/26/US 80 at SR 17 Connector/Jimmy DeLoach Parkway Northbound Ramp Intersection Improvements	City of Bloomingdale	• Reconstruct the intersection to include: o Dual eastbound left-turn lanes with 350 feet of storage o Dual eastbound through lanes o Dual northbound receiving lanes • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy

Long-Term (5+ Years) Improvements				
ID	**Priority Ranking**	**Name**	**Jurisdiction(s)**	**Description of Improvements**
IN-09	14	SR 26/US 80 at Seabrook Parkway Signalization	City of Bloomingdale	• Install a fully actuated traffic signal when MUTCD signal warrants are met and accommodate improvements constructed as part of project C-03 • Reconstruct the adjacent commercial driveways on the north side of SR 26/US 80 to create a 4-way intersection • Reconstruct the eastbound approach to include: o One left-turn lane with 235 feet of storage o Dual through lanes o One right-turn lane with 250 feet of storage • Reconstruct the westbound approach to include: o One left-turn lane with 235 feet of storage o Dual through lanes • Reconstruct the northbound approach to include: o One shared through/left-turn lane o One right-turn lane with 175 feet of storage • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy
IN-10	8	SR 26/US 80 at Pooler Parkway Interchange Improvements	City of Pooler	• Upgrade the existing traffic signals to accomodate improvements constructed as part of projects C-03 and C-04 • Reconstruct the southbound off-ramp to include the following: o Dual left-turn lanes with 500 feet of storage o Dual right-turn lanes with 500 feet of storage • Reconstruct the northbound ramp terminal to include the following: o One southbound left-turn lane with 100 feet of storage o One southbound shared through/right-turn lane o Dual westbound left-turn lanes with 275 feet of storage o Dual westbound through lanes o One westbound right-turn lane with 175 feet of storage o Dual northbound left-turn lanes with 300 feet of storage o One northbound through lane o One northbound right-turn lane with 300 feet of storage • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy

Long-Term (5+ Years) Improvements				
ID	**Priority Ranking**	**Name**	**Jurisdiction(s)**	**Description of Improvements**
IN-11	9	SR 26/US 80 at South/North Rogers Street Intersection Improvements	City of Pooler	• Upgrade the existing traffic signals to accomodate improvements constructed as part of project C-04 • Reconstruct the intersection with North Rogers Street to include the following: o One westbound left-turn lane with 160 feet of storage o Dual westbound through lanes o One northbound left-turn lane with 100 feet of storage o One northbound through lane o One southbound shared through/right-turn lane • Reconstruct the intersection with South Rogers Street to include the following: o One eastbound right-turn lane with 100 feet of storage o Dual eastbound through lanes o One northbound right-turn lane with 350 feet of storage o One northbound through lane o One southbound left-turn lane with 100 feet of storage o One southbound through lane • Connect to improvements constructed as part of the City of Pooler's future South Rogers Street Improvements Project • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy
IN-12	2	Moore Avenue Extension and Signalization	City of Pooler	• Install a fully actuated traffic signal at Moore Avenue and westbound SR 26/US 80 when MUTCD signal warrants are met and accommodate improvements constructed as part of projects C-04 and IN-13 • Extend Moore Avenue 600 feet to the south to provide a connection to San Drive • Install a fully actuated traffic signal at eastbound SR 26/US 80 when MUTCD signal warrants are met • Construct the intersection at westbound SR 26/US 80 to include the following: o One southbound shared through/right-turn lane o One westbound left-turn lane with 235 feet of storage o Dual westbound through lanes o One westbound right-turn lane with 175 feet of storage • Construct the intersection at eastbound SR 26/US 80 to include the following: o One northbound shared through/right-turn lane o One eastbound left-turn lane with 235 feet of storage o Dual eastbound through lanes o One eastbound right-turn lane with 125 feet of storage o One southbound left-turn lane with 100 feet of storage • Construct a third eastbound through lane in conjunction with improvements constructed as part of project C-04 • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy • Reconfigure the existing signalized intersection at Parsons Avenue/Governor Treutlen Drive to a right-in/right-out configuration

Long-Term (5+ Years) Improvements				
ID	**Priority Ranking**	**Name**	**Jurisdiction(s)**	**Description of Improvements**
IN-13	1	SR 26/US 80 at I-95 Interchange	City of Pooler	• Add a fourth westbound lane between the ramp terminals to the DDI constructed as part of project IN-01 • Reconstruct the southbound ramp terminal to include the following: o Triple southbound left-turn lanes with 450 feet of storage o Dual westbound left-turn drop lanes • Reconstruct the northbound ramp terminal to include the following: o Dual northbound receiving lanes o Four westbound through lanes o One westbound right-turn lane with 400 feet of storage o Dual eastbound through lanes o One eastbound shared through/left-turn lane • Construct a 10-foot-wide shared-use-path within the raised median between the ramp terminals • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy
IN-14	13	SR 26/US 80 at Westside Boulevard/Priya Circle Signalization	City of Pooler	• Install a fully actuated traffic signal when MUTCD signal warrants are met and accommodate improvements constructed as part of project C-05 • Reconstruct the eastbound approach to include the following: o One left-turn lane with 235 feet of storage o Three through lanes o One right-turn lane with 175 feet of storage • Reconstruct the westbound approach to include the following: o One left-turn lane with 235 feet of storage o Three through lanes o One right-turn lane with 175 feet of storage • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy
IN-15	5	SR 26/US 80 at Old Louisville Road/Pine Barren Road Intersection Improvements	City of Pooler	• Upgrade the existing traffic signal to accommodate improvements constructed as part of project C-05 • Reconstruct the westbound approach to include the following: o Dual left-turn lanes with 500 feet of storage o Three through lanes o One right-turn lane with 235 feet of storage • Reconstruct the northbound approach to include the following: o Dual left-turn lanes with 300 feet of storage o One through lane o One right-turn lane with 300 feet of storage • Reconstruct the eastbound approach to include the following: o One left-turn lane with 300 feet of storage o Three through lanes o One right-turn lane with 300 feet of storage • Construct an 800-foot-long raised median along Pine Barren Road • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy

Long-Term (5+ Years) Improvements				
ID	**Priority Ranking**	**Name**	**Jurisdiction(s)**	**Description of Improvements**
IN-16	4	SR 307/Dean Forest Road Interchange	City of Pooler City of Savannah City of Garden City	• Construct a Single-Point Urban Interchange (SPUI) at the intersection of SR 307/Dean Forest Road and SR 26/US 80 • Construct a 20-foot-wide raised median along SR 307/Dean Forest Road from Morgan Industrial Boulevard to Old Louisville Road • Replace dual northbound and southbound left-turn lanes constructed with project IN-05 with single northbound and southbound left-turn lanes on SR 307/Dean Forest Road • Construct a raised median and eastbound and westbound ramps along SR 26/US 80 with retaining walls to accommodate the interchange • Install roadway lighting at the interchange • Install pedestrian lighting adjacent to shared-use path and sidewalks • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy
IN-17	6	SR 26/US 80 at Chatham Parkway/Heidt Avenue Intersection Improvements	City of Garden City	• Realign Heidt Avenue to improve intersection skew to a minimum of 75 degrees • Upgrade the existing traffic signal to accommodate improvements constructed as part of projects C-07 and C-08 • Reconstruct the westbound approach to include the following: o Dual left-turn lanes with 235 feet of storage o Dual through lanes o One right-turn lane with 175 feet of storage • Reconstruct the eastbound approach to include the following: o One left-turn lane with 175 feet of storage o Dual through lanes o One right-turn lane with 300 feet of storage • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy
IN-18	18	SR 26/US 80 at Alfred Street/8th Street Intersection Improvements	City of Garden City	• Upgrade the existing traffic signal to accommodate improvements constructed as part of project C-08 • Reconstruct the southbound approach to include the following: o One left-turn lane with 200 feet of storage o One through lane o One right-turn lane with 125 feet of storage • Reconstruct the westbound approach to include the following: o One left-turn lane with 160 feet of storage o Dual through lanes o One right-turn lane with 100 feet of storage • Reconstruct the northbound approach to include the following: o One left-turn lane with 300 feet of storage o One shared through/right-turn lane • Reconstruct the eastbound approach to include the following: o One left-turn lane with 160 feet of storage o Dual through lanes o One right-turn lane with 100 feet of storage

Long-Term (5+ Years) Improvements				
ID	**Priority Ranking**	**Name**	**Jurisdiction(s)**	**Description of Improvements**
IN-19	11	SR 26/US 80 at SR 26 Connector/Burnsed Boulevard/ Haslam Avenue Intersection Improvements	City of Garden City	• Upgrade the existing traffic signal to accommodate improvements constructed as part of project C-08 • Reconstruct the southbound approach to include the following: o Dual left-turn lanes with provisions for 100 feet of storage o One shared through/right-turn lane with 200 feet of storage o One right-turn lane with 200 feet of storage
C-03	21	Raised Median and Pedestrian Accommodations from Bloomingdale Town Center Driveway to Pooler Parkway	City of Bloomingdale City of Pooler	• Construct a 20-foot-wide raised median along SR 26/US 80 from Bloomingdale Town Center Driveway to Pooler Parkway • Construct a 10-foot-wide shared-use path on both sides of SR 26/US 80 from Bloomingdale Town Center Driveway to Pooler Parkway • Construct restricted crossing U-turn (RCUT) intersections and/or U-turn eyebrows at Adams Road, Magnolia Lane/Pine Street, Poplar Street, Ash Street, Maple Street, Tuten Avenue, and Conaway Road • Relocate the existing mid-block pedestrian crossing at Magnolia Lane/Pine Street to Church Street and install High Intensity Activated Crosswalk Beacons (HAWK) when warrants are met • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy at all intersections to accommodate new shared-use path and sidewalk, including signal adjustments where necessary • Install pedestrian lighting adjacent to shared-use paths and sidewalks • Connect to improvements constructed with projects C-04, IN-01, and IN-10
C-04	10	Raised Median and Pedestrian Accommodations from Pooler Parkway to I-95	City of Bloomingdale City of Pooler	• Construct a 20-foot-wide raised median along SR 26/US 80 from Pooler Parkway to 400 feet east of Wilkes Street • Construct a 10-foot-wide shared-use path on both sides of SR 26/US 80 from Pooler Parkway to 400 feet east of Wilkes Street • Construct a 10-foot-wide shared-use-path on the north side of westbound SR 26/US 80 and a 5-foot-wide sidewalk on the south side of westbound SR 26/US 80 from 400 feet east of Wilkes Street to Moore Avenue • Construct a 5-foot-wide sidewalk on the north side of eastbound SR 26/US 80 and a 10-foot-wide shared-use path on the south side of eastbound SR 26/US 80 from 400 feet east of Wilkes Street to Moore Avenue • Construct a 10-foot-wide shared-use path on the north side and the south side of SR 26/US 80 from Moore Avenue to the I-95 southbound ramps • Construct restricted crossing U-turn (RCUT) intersections and U-turn eyebrows at Houston Street/Brighton Woods Drive and Durden Drive • Install Rectangular Rapid Flashing Beacons (RFFB) at the existing pedestrian crossings at North Chestnut Street and South Chestnut Street • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy at all intersections to accommodate new shared-use path and sidewalk, including signal adjustments where necessary • Install pedestrian lighting adjacent to shared-use paths and sidewalks • Connect to improvements constructed with projects C-03, C-05, IN-10, and IN-13
C-05	3	Raised Median, Widening, and Pedestrian Accommodations from I-95 to Old Louisville Road/Pine Barren Road	City of Pooler	• Construct a 20-foot-wide raised median along SR 26/US 80 from I-95 to Old Louisville Road/Pine Barren Road • Construct a third eastbound and westbound through lane on SR 26/US 80 from I-95 to Old Louisville Road/Pine Barren Road • Construct a 5-foot-wide sidewalk on the north side of SR 26/US 80 and a 10-foot-wide shared-use path on the south side of SR 26/US 80 • Construct a restricted crossing U-turn (RCUT) intersection at Pooler Square • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy at all intersections to accommodate new shared-use paths and sidewalks, including signal adjustments where necessary • Install pedestrian lighting adjacent to shared-use paths and sidewalks • Connect to improvements constructed with projects C-04, C-06, IN-13, and IN-15

Long-Term (5+ Years) Improvements				
ID	**Priority Ranking**	**Name**	**Jurisdiction(s)**	**Description of Improvements**
C-06	19	Raised Median and Pedestrian Accommodations from Old Louisville Road/Pine Barren Road to Griffin Avenue	City of Pooler City of Savannah City of Garden City	• Construct a 20-foot-wide raised median along SR 26/US 80 from Old Louisville Road/Pine Barren Road to Griffin Avenue • Construct a 5-foot-wide sidewalk on the north side of SR 26/US 80 and a 10-foot-wide shared-use path on the south side of SR 26/US 80 • Construct restricted crossing U-turn (RCUT) intersections and/or U-turn eyebrows at Triplett Park Drive, Dublin Road, Old Dean Forest Road, and Griffin Avenue • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy at all intersections to accommodate new shared-use paths and sidewalks, including signal adjustments where necessary • Install pedestrian lighting adjacent to shared-use paths and sidewalks • Connect to improvements constructed with projects C-05, C-07, and IN-15
C-07	20	Raised Median and Pedestrian Accommodations from Griffin Avenue to Heidt Avenue/Chatham Parkway	City of Garden City	• Construct a 20-foot-wide raised median along SR 26/US 80 from Griffin Avenue to Heidt Avenue/Chatham Parkway • Construct a 10-foot-wide shared-use path on both sides of SR 26/US 80 • Construct restricted crossing U-turn (RCUT) intersections and/or U-turn eyebrows at Talmadge Avenue, Sharon Park Drive, and Kessler Avenue • Remove the existing mid-block pedestrian crossing at Talmadge Avenue • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy at all intersections to accommodate new shared-use path, including signal adjustments where necessary • Install pedestrian lighting adjacent to shared-use paths • Connect to improvements constructed with projects C-06, C-08, and IN-17
C-08	17	Raised Median and Pedestrian Accommodations from Heidt Avenue/Chatham Parkway to SR 26 Connector/Burnsed Boulevard	City of Garden City	• Construct a 20-foot-wide raised median along SR 26/US 80 from Heidt Avenue/Chatham Parkway to Third Street/Westside Center Plaza • Construct a 5-foot-wide sidewalk on the south side of SR 26/US 80 and a 10-foot-wide shared-use path on the north side of SR 26/US 80 • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy at all intersections to accommodate new shared-use paths and sidewalks, including signal adjustments where necessary • Install pedestrian lighting adjacent to shared-use paths and sidewalks • Widen the existing Kicklighter Overpass bridge deck to the north to accommodate the 10-foot-wide shared-use path • Connect to improvements constructed with projects C-07, IN-17, and IN-19
C-09	7	Corridor Signal Timing Optimization from SR 17 Connector/Jimmy DeLoach Parkway to SR 26 Connector/Burnsed Boulevard/Haslam Avenue	City of Bloomingdale City of Pooler City of Savannah City of Garden City	• Conduct a 12-mile-long corridor signal timing review to improve vehicular flow through time-of-day coordinated operations • Optimize signal cycle length, splits, and offsets in conjunction with other long-term improvements
TS-02	22	SR 26/US 80 Corridor Transit Expansion	City of Bloomingdale City of Pooler City of Savannah City of Garden City	• Construct improvements recommended by CAT's recent studies and/or project TS-01 • Coordinate with CAT to install stop/shelter locations, pull-off areas, and route signage not already constructed by other long-term projects

2 Introduction

Once nicknamed the "Broadway of America", US 80 has long been one of the most important east-west routes in the country and was the first major highway to connect Georgia to California. Locally, the SR 26/US 80 corridor from the Effingham County/Chatham County line to SR 26 Connector/ Burnsed Boulevard/Haslam Avenue at I-516/SR 21/25 serves as a critical link in Georgia's freight and commuter network. This corridor is a heavily utilized route that serves the Georgia Ports Authority's (GPA) Garden City Terminal (GCT) and connects to major freight corridors such as SR 17 Connector/ Jimmy DeLoach Parkway, I-95, and SR 307/Dean Forest Road. But, SR 26/US 80 is more than just a critical freight corridor. It serves as a hurricane evacuation route, state bicycle route, and alternate route to I-16, and portions of the route are utilized by the Savannah-Chatham County Public School System (SCCPSS) and Chatham Area Transit (CAT). The 12-mile-long study corridor includes a diverse mix of industrial, residential, governmental, and recreational facilities and crosses the municipal boundaries of the City of Bloomingdale, the City of Pooler, the City of Garden City, and the City of Savannah. Two of these municipalities, Bloomingdale and Pooler, rely on SR 26/US 80 as their "Main Street", which underscores the corridor's status as both a *place* and a *thoroughfare*. Maintaining mobility, access, and safety along this multi-jurisdictional route is key to the long-term success of the surrounding area.

The primary goals and objectives of the SR 26/US 80 Corridor Study are:

- Identify and prioritize short term (0-5 years) and long term (5+ years) improvement projects needed for the SR 26/US 80 corridor to operate at an acceptable level of service
- Prioritize recommended improvements to facilitate planning and programming of projects through the Coastal Region Metropolitan Planning Organization (CORE MPO) Metropolitan Transportation Plan (MTP) process
- Justify the future programming of projects in the CORE MPO's Transportation Improvement Program (TIP) and *Mobility 2045 MTP*

As a supporting document to the CORE MPO MTP process, this study's goals, objectives, and outcomes are intended to align closely with those highlighted in the CORE MPO's *Mobility 2045 MTP* and future *Moving Forward Together 2050 MTP*, which is scheduled to be adopted in August 2024. The goals and objectives of the MTP focus on several key performance measures used to inform transportation investment decisions. Some of the measures most relevant to this study include:

- ***Safety.*** A total of 2,106 crashes occurred along the SR 26/US 80 corridor over the five-year period from 2017-2021. During this period, the SR 26/US 80 corridor exhibited a crash rate more than five times the statewide average for similarly classified facilities between the I-95 interchange and Pine Barren Road/Old Louisville Road.
- ***Congestion Reduction and System Reliability.*** Long peak hour delays are experienced at the intersections of SR 26/US 80 with the I-95 ramps, Pine Barren Road/Old Louisville Road, and SR 307/Dean Forest Road. In fact, the intersections of SR 26/US 80 with the I-95 ramps experience eastbound queues in excess of one mile in length during the AM peak period. Likewise, westbound queues during the PM peak period at the intersection of SR 26/US 80 with SR 307/Dean Forest Road exceed one mile in length. Improvements at the intersection of SR 26/US 80 with SR 307/Dean Forest Road were identified as the top-ranked short-term project in the *SR 307 Corridor Study Final Report* (Kimley-Horn, March 2022).

- ***Freight Movement and Economic Vitality.*** Based on 2019 data from the US Census Bureau, approximately 18,000 jobs are located within a one-mile radius of the SR 26/US 80 centerline. Data compiled by the University of Georgia's Selig Center for Economic Growth in 2020 indicates that the GPA's operations at the Port of Savannah support more than 39,000 jobs and $1.8 billion in personal income annually. As regional freight demands generated by the Hyundai electric vehicle plant in Bryan County and other developments across the Savannah region continue to grow, the existing operations, safety, and access deficiencies along SR 26/US 80 threaten the vitality of the region's economic growth.

The remainder of this document is organized as follows:

Section 3 | Existing Conditions Assessment: This section summarizes a comprehensive data collection effort, capacity analysis, and safety analysis conducted to assess existing conditions along the SR 26/US 80 corridor and identify transportation challenges, needs, and opportunities to be considered throughout the remainder of the study.

Section 4 | Future Conditions Assessment: Known improvement projects, approved developments, and growth at the GPA's GCT are detailed with respect to growth in traffic volumes on the SR 26/US 80 corridor, and horizon year traffic forecasts are presented. Conceptual alternatives for the corridor are introduced, categorized by likely implementation timeframe, and evaluated against a baseline "No-Build" condition through traffic analyses conducted under short- and long-term time horizons.

Section 5 | Public Outreach: Stakeholder outreach strategies, meeting summaries, and topics of feedback are presented.

Section 6 | Recommendations: The key findings from Section 3 through Section 5 are utilized to develop a list of specific projects to be considered as part of future programming efforts. Roadway concept layouts are also provided to illustrate the recommended projects.

Though the outcomes of this study may be used to justify the programming of future TIP projects, conditions on the SR 26/US 80 corridor should be monitored over time, and future traffic analysis and design efforts should be refined based on then current data.

3 Existing Conditions Assessment

3.1 Study Area, Corridor Characteristics, and Field Observations

The study area for this project is illustrated in **Figure 1** and includes the SR 26/US 80 corridor from the Chatham County/Effingham County line to SR 26 Connector/Burnsed Boulevard/Haslam Avenue. Across this 12-mile-long stretch, a total of 40 intersections were included in traffic analyses, 19 of which are currently signalized. A diverse set of context areas exist along the corridor: residential communities and commercial developments within the cities of Bloomingdale and Pooler; industrial developments surrounding SR 307/Dean Forest Road; and the truck-centered port gateway near the GCT. Six distinct context areas were identified and independently assessed as part of this existing conditions assessment. Key characteristics of each segment identified through data collection and field observations are described on the following pages and in **Figure 2** through **Figure 13**.

3.1.1 Segment 1 – West Gateway: City of Bloomingdale

Segment 1 constitutes a 3.3-mile-long section of SR 17/26/US 80 between the Chatham County/ Effingham County line and Seabrook Parkway. This segment traverses the heart of the City of Bloomingdale and intersects with SR 17 Connector/Jimmy DeLoach Parkway, a critical freight corridor that was recently extended from SR 17/26/US 80 to I-16 as part of GDOT PI No. 522790. Key characteristics of this segment are summarized in **Table 1**, and existing geometry, traffic volume by time of day, and field-collected photographs are provided in **Figure 2**. Environmental features along this segment are summarized in **Figure 3**.

Traffic Operations

Daily traffic volumes on this segment of SR 26/US 80 are considerably less than the theoretical capacity of a typical five-lane/flush median roadway, with average daily traffic (ADT) volumes ranging from 21,000 to 26,000 vehicles per day (VPD) and truck percentages ranging between 5% and 16% during the peak periods of travel. Field conditions are reflective of this finding, as little to no congestion was observed during the AM and PM peak hours, and only minor queues were noted at the segment's primary intersecting arterial, SR 17 Connector/Jimmy DeLoach Parkway. The ramps to and from SR 17 Connector/Jimmy DeLoach Parkway at SR 17/26/US 80 carried between 2,000 VPD (towards the south) and 5,000 VPD (towards the north) based on the count data collected.

Roadway Geometry/Access Management

The Segment 1 corridor includes 142 unsignalized driveways, which is equivalent to a spacing of 43 driveways per mile, as well as a continuous center two-way left-turn lane (TWLTL), and limited auxiliary right-turn lanes. The existing cross-section along this segment offers opportunities for safety and operational improvements through various access management strategies, such as driveway consolidation and the installation of a raised median. Ongoing and future development near the SR 17 Connector/Jimmy DeLoach Parkway interchange and to the south of the SR 26/US 80 corridor may necessitate additional intersection-level geometric and traffic control improvements over the short- and long-term horizons.

Non-Motorist Facilities

Bike shoulders are present from the western end of the study corridor to Adams Street/Walnut Street, where the SR 17/26/US 80 typical section transitions to an urban typical section with sidewalks on both

sides. These sidewalks continue through Douglas Court, and a mid-block crosswalk is present at Magnolia Lane/Pine Street near Bloomingdale Elementary School. Field observations confirmed limited pedestrian activity along this segment during the peak periods of travel. A striped bike lane was implemented between Cheyenne Road/Osteen Road and Adams Road/Walnut Street as part of GDOT PI No. 522790 and connected to bicycle facilities on SR 17 Connector/Jimmy DeLoach Parkway, which is a designated bikeway in the CORE MPO's *Non-Motorized Transportation Plan* (NMTP). The NMTP highlights the segment of SR 26/US 80 within the City of Bloomingdale as a Pedestrian Focus Area and recommends a shared-use path along both sides of the SR 26/US 80 corridor from Adams Road/ Walnut Street to Seabrook Parkway.

Environmental Features

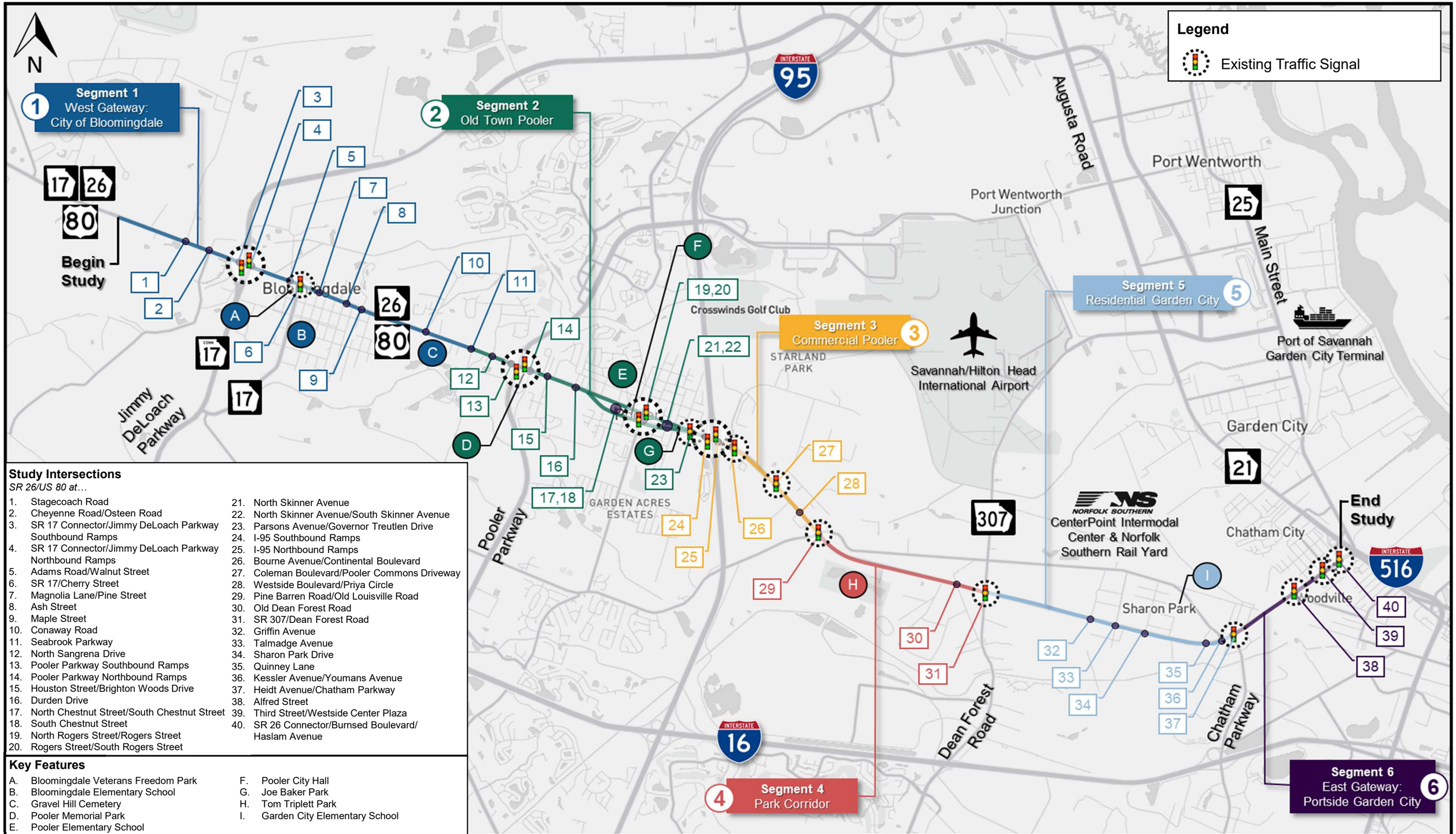
The Hardin Swamp is located south of SR 17/26/US 80 at the western end of the study corridor, with several small streams and wetlands crossing Segment 1 before ultimately flowing into the Hardin Canal (to the south) or Pipemakers Canal (to the north), both of which run parallel to this segment.

Table 1: Segment 1 – West Gateway: City of Bloomingdale Corridor Characteristics

Geometric and Functional Characteristics	
Extents	Chatham County/Effingham County line to Seabrook Parkway (3.3 Miles)
Typical Cross-Section	**Typical Section:** 5-Lane with Flush Median/Two-Way Left-Turn Lane (TWLTL) **Typical Lane Widths:** 12' Travel Lanes, 14' TWLTL, Curb and Gutter/ 6'-10' Outside Shoulder
Speed Limit	45 MPH
Number of Driveways	142 (43 Driveways/Mile)
Number of Median Openings	N/A - TWLTL
Number of Signalized Intersections	3
Major Intersecting Roadways	
SR 17 Connector/Jimmy DeLoach Parkway Northbound/Southbound Ramps	**Cross-Section:** Four-Lane Divided with Depressed Median and Bike Shoulders **Speed Limit:** 55 MPH **2022 Observed Daily Traffic Volumes[1]:** • Northbound Off-Ramp: 2,260 VPD • Northbound On-Ramp: 4,860 VPD • Southbound Off-Ramp: 4,190 VPD • Southbound On-Ramp: 1,800 VPD
Traffic Characteristics	
Existing Traffic Volume Data[1]	**2022 Observed Daily Traffic Volume[1]:** 23,200 VPD **Observed Bi-Directional Peak Hour Volume:** 2,190 VPH **K Factor:** 9% **Daily Truck Percentage:** 16%
Historic Traffic Volume Data[2]	**5-Year Historic Growth Rate:** 0.9% **10-Year Historic Growth Rate:** 4.4%

[1] Existing traffic volume data represents an average across the 48-hour classification counts collected on SR 17/26/US 80 at SR 17 Connector/Jimmy DeLoach Parkway

[2]Historic Traffic Growth based on AADT counts from GDOT TADA



Study Intersections

SR 26/US 80 at…

1. Stagecoach Road
2. Cheyenne Road/Osteen Road
3. SR 17 Connector/Jimmy DeLoach Parkway Southbound Ramps
4. SR 17 Connector/Jimmy DeLoach Parkway Northbound Ramps
5. Adams Road/Walnut Street
6. SR 17/Cherry Street
7. Magnolia Lane/Pine Street
8. Ash Street
9. Maple Street
10. Conaway Road
11. Seabrook Parkway
12. North Sangrena Drive
13. Pooler Parkway Southbound Ramps
14. Pooler Parkway Northbound Ramps
15. Houston Street/Brighton Woods Drive
16. Durden Drive
17. North Chestnut Street/South Chestnut Street
18. South Chestnut Street
19. North Rogers Street/Rogers Street
20. Rogers Street/South Rogers Street
21. North Skinner Avenue
22. North Skinner Avenue/South Skinner Avenue
23. Parsons Avenue/Governor Treutlen Drive
24. I-95 Southbound Ramps
25. I-95 Northbound Ramps
26. Bourne Avenue/Continental Boulevard
27. Coleman Boulevard/Pooler Commons Driveway
28. Westside Boulevard/Priya Circle
29. Pine Barren Road/Old Louisville Road
30. Old Dean Forest Road
31. SR 307/Dean Forest Road
32. Griffin Avenue
33. Talmadge Avenue
34. Sharon Park Drive
35. Quinney Lane
36. Kessler Avenue/Youmans Avenue
37. Heidt Avenue/Chatham Parkway
38. Alfred Street
39. Third Street/Westside Center Plaza
40. SR 26 Connector/Burnsed Boulevard/ Haslam Avenue

Key Features

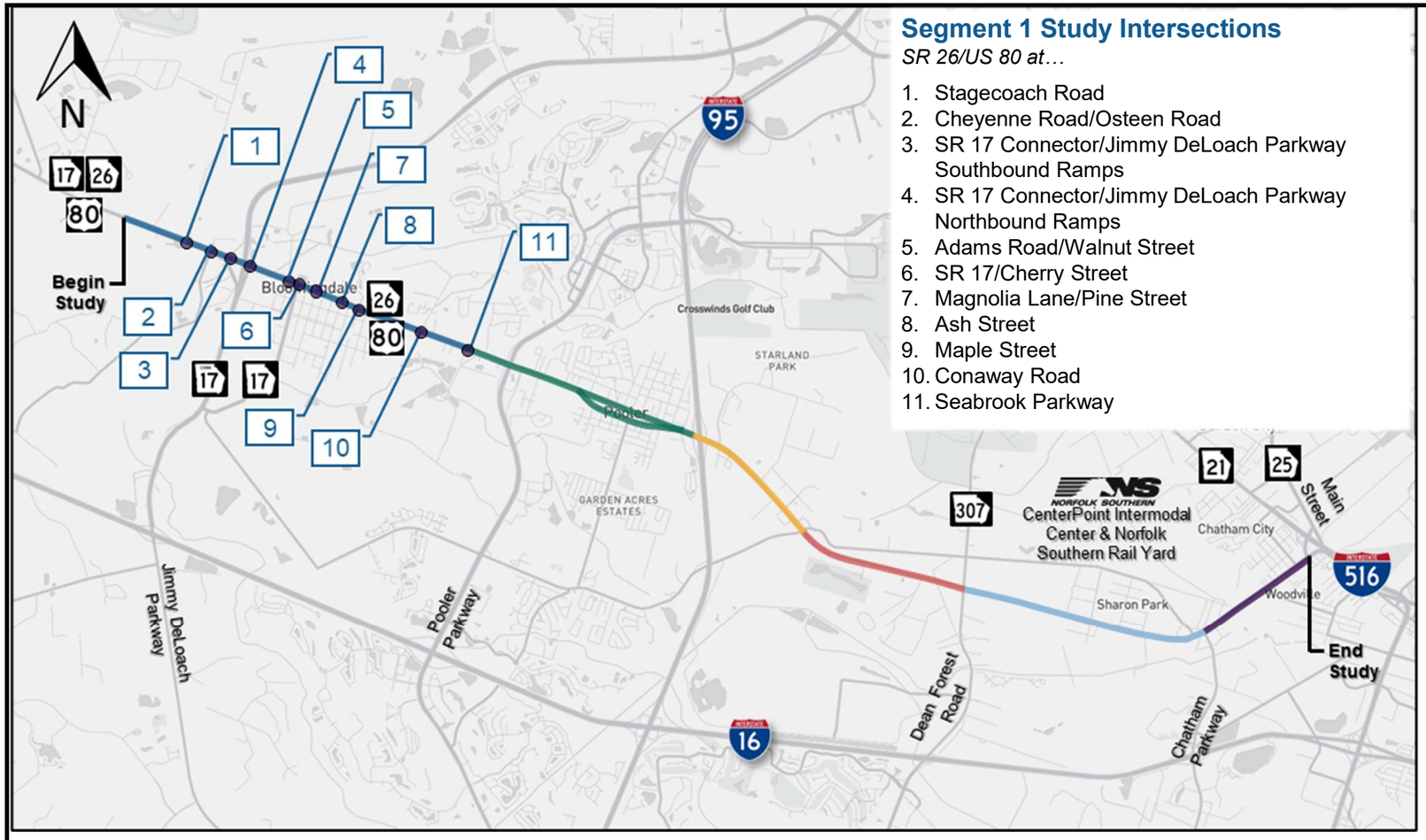
A. Bloomingdale Veterans Freedom Park
B. Bloomingdale Elementary School
C. Gravel Hill Cemetery
D. Pooler Memorial Park
E. Pooler Elementary School
F. Pooler City Hall
G. Joe Baker Park
H. Tom Triplett Park
I. Garden City Elementary School

SR 26/US 80 Corridor Study – Existing Conditions/Needs Assessment

Figure 1 – Corridor Context Areas and Study Intersections

SR 26/US 80 CORRIDOR STUDY

Kimley»Horn

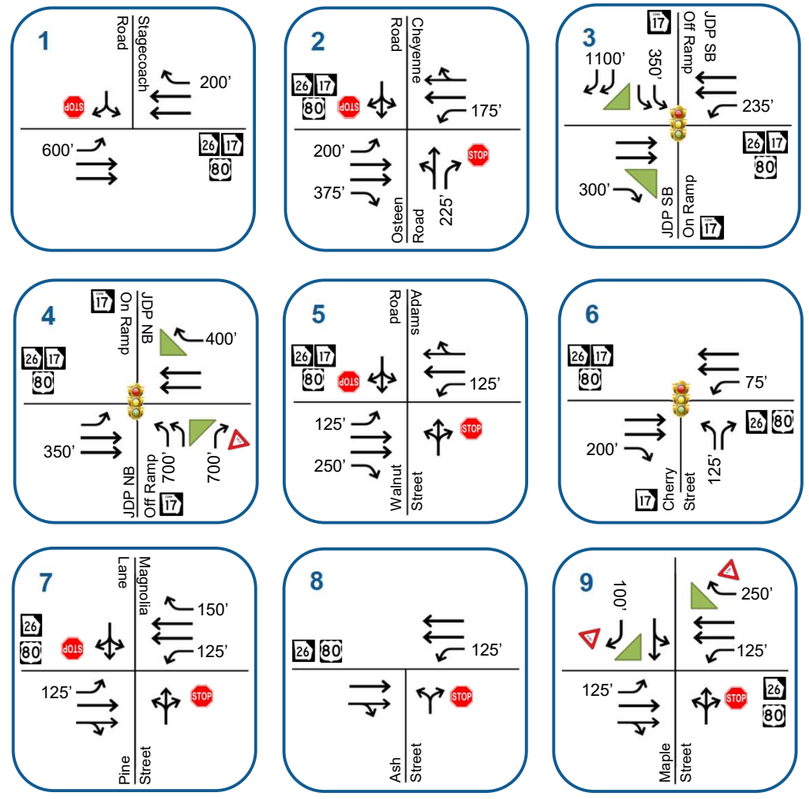


Segment 1 Study Intersections

SR 26/US 80 at…

1. Stagecoach Road
2. Cheyenne Road/Osteen Road
3. SR 17 Connector/Jimmy DeLoach Parkway Southbound Ramps
4. SR 17 Connector/Jimmy DeLoach Parkway Northbound Ramps
5. Adams Road/Walnut Street
6. SR 17/Cherry Street
7. Magnolia Lane/Pine Street
8. Ash Street
9. Maple Street
10. Conaway Road
11. Seabrook Parkway

Existing Geometry & Traffic Control



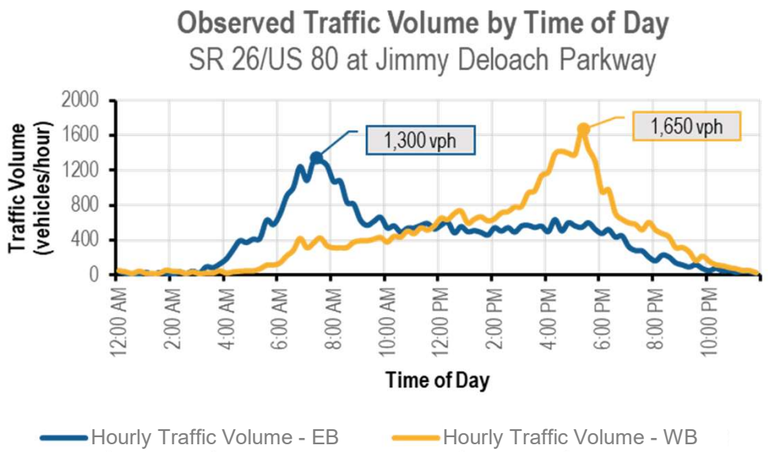


Photo: SR 26/US 80 at Pine Street (Looking East)

Photo: SR 26/US 80 at Jimmy Deloach Parkway Northbound Ramps (Looking East)

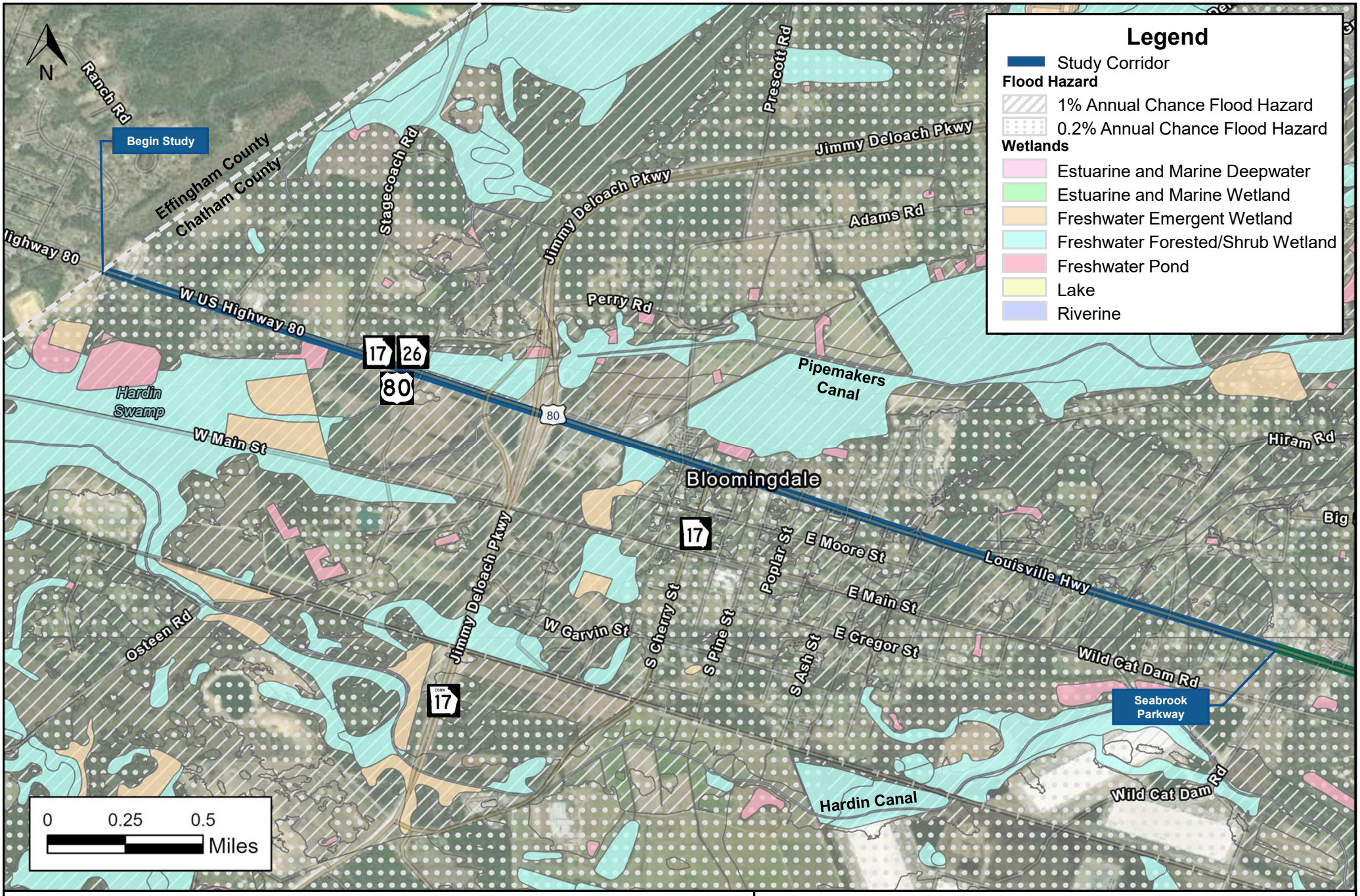
SR 26/US 80 Corridor Study – Existing Conditions/Needs Assessment

Figure 2 – Study Intersections and Key Characteristics

Segment 1 – West Gateway: City of Bloomingdale

SR 26/US 80 CORRIDOR STUDY

Kimley»Horn



SR 26/US 80 Corridor Study – Existing Conditions/Needs Assessment

Figure 3 – Environmental Features Map

Segment 1 – West Gateway: City of Bloomingdale

SR 26/US 80 CORRIDOR STUDY

Kimley»Horn

3.1.2 Segment 2 – Old Town Pooler

Segment 2 is approximately 2.2 miles in length and extends from Seabrook Parkway to the I-95 interchange with SR 26/US 80. Land uses along this segment are primarily commercial in nature with municipal and residential uses centered within "Old Town Pooler" where SR 26/US 80 splits into two one-way segments. This segment of the study area includes Pooler City Hall, Pooler Municipal Court, the Pooler Library, Pooler Memorial Park, and Joe Baker Park. Key characteristics of this segment are summarized in **Table 2**, and existing geometry, traffic volume by time of day, and field-collected photographs are provided in **Figure 4**. Environmental features along this segment are summarized in **Figure 5**.

Traffic Operations

Like Segment 1, daily traffic volumes on Segment 2 are less than the theoretical capacity of a typical five-lane/flush median roadway, with ADT volumes ranging from 25,000 VPD to 27,000 VPD and truck percentages ranging between 4% and 18% during the peak periods of travel. Traffic operations are generally unremarkable during the PM peak period under existing conditions. However, field observations indicate that congested conditions originating at the I-95 interchange extend through South Rogers Street on eastbound SR 26/US 80 during the AM peak period. Queue lengths exceed 0.6 miles in length during this period and cover approximately half the length of the one-way segment through Old Town Pooler. Broadly, this congestion could be attributable to an overreliance on the I-95 interchange resulting from minimal north-south connectivity within Pooler, and expanding the City's north-south transportation network may be beneficial from both a segment-level and regional perspective.

Field travel time runs corresponded with an average travel speed of 18 miles per hour (MPH) through Segment 2 between 7:00 AM and 8:00 AM, which is nearly 20 MPH below the posted speed limit through Old Town Pooler. Congestion at the I-95 ramp terminals is attributable to conflicting heavy demand on the I-95 southbound off-ramp and eastbound SR 26/US 80 and is exacerbated by tight spacing between the southbound ramp terminal and the signalized intersection at Parsons Avenue/Governor Treutlen Drive. Spacing between these two intersections is such that queue spillback often prevents vehicles on both Parsons Avenue/Governor Treutlen Drive and eastbound SR 26/US 80 from entering the intersection during the AM peak period. Although funds have not been programmed, GDOT PI No. S015700 proposes widening the I-95 southbound off-ramp to accommodate longer auxiliary lanes.

Roadway Geometry/Access Management

As shown in **Table 2**, 124 unsignalized driveways are present along the Segment 2 corridor, which is equivalent to a spacing of 56 driveways per mile and is the highest among the six study segments. Existing flexible delineators near the Pooler Parkway interchange restrict left-turn access to and from tightly spaced unsignalized driveways near the ramp terminals, but further operational and safety gains could be realized elsewhere on Segment 2 through access management strategies such as driveway consolidation and construction of a raised median. Separately from this study, the City of Pooler intends to prepare a Master Plan for this segment of the SR 26/US 80 corridor. Therefore, potential improvements recommended in the current study should be integrated with the City's Master Plan.

Non-Motorist Facilities

Provisions for non-motorists are variable along Segment 2. A sidewalk begins on the northern side of SR 26/US 80 near North Sangrena Drive and continues for the length of the corridor; however, sidewalk does not begin on the southern side of the roadway until just to the east of Pooler Memorial Park and

terminates shortly thereafter at Brighton Woods Drive. Additionally, pedestrian infrastructure is not provided consistently in both directions on SR 26/US 80 within Old Town Pooler. For example, a marked crosswalk is provided across westbound SR 26/US 80 at North Skinner Avenue but is not provided to the south across eastbound SR 26/US 80. The CORE MPO's NMTP highlights Old Town Pooler as a Pedestrian Focus Area and recommends a shared-use path on both sides of SR 26/US 80 along the entire length of Segment 2.

Environmental Features

Within this segment along SR 26/US 80, freshwater wetlands are located within the southeast quadrant of the Pooler Parkway interchange near Pooler Memorial Park. Accordingly, opportunities for future improvements at the interchange may be constrained. These wetlands and drainage from SR 26/US 80 outfall to the Hardin Canal.

Table 2: Segment 2 – Old Town Pooler Corridor Characteristics

Geometric and Functional Characteristics	
Extents	Seabrook Parkway to I-95 Interchange (2.2 Miles)
Typical Cross-Section	**Typical Section:** 5-Lane with Flush Median/Two-Way Left-Turn Lane (TWLTL) One mile of 2-lane, one-way sections beginning east of Wilkes Street **Typical Lane Widths:** 12' Travel Lanes, 14' TWLTL, Curb and Gutter/ 6'-10' Outside Shoulder
Speed Limit	45 MPH (35 MPH for one mile within the two one-way sections)
Number of Driveways	124 (56 Driveways/Mile)
Number of Median Openings	N/A – TWLTL (*from Seabrook Parkway to Wilkes Street)* *7 (North-South streets and U-turn locations within one-way pair between Wilkes Street and Parsons Avenue/Governor Treutlen Drive)*
Number of Signalized Intersections	6
Major Intersecting Roadways	
Pooler Parkway Northbound/Southbound Ramps	**Cross-Section:** Four-Lane Divided with Raised Median **Speed Limit:** 50 MPH **2022 Observed Daily Traffic Volume[1]:** • Northbound Off-Ramp: 3,830 VPD • Northbound On-Ramp: 7,140 VPD • Southbound Off-Ramp: 7,520 VPD • Southbound On-Ramp: 3,660 VPD
Traffic Characteristics	
Existing Traffic Volume Data[1]	**2022 Observed Daily Traffic Volume:** 26,200 VPD **Observed Bi-Directional Peak Hour Volume:** 2,310 VPH **K Factor:** 9% **Daily Truck Percentage:** 11%
Historic Traffic Volume Data[3]	**5-Year Historic Growth Rate:** 4.5% **10-Year Historic Growth Rate:** 3.1%

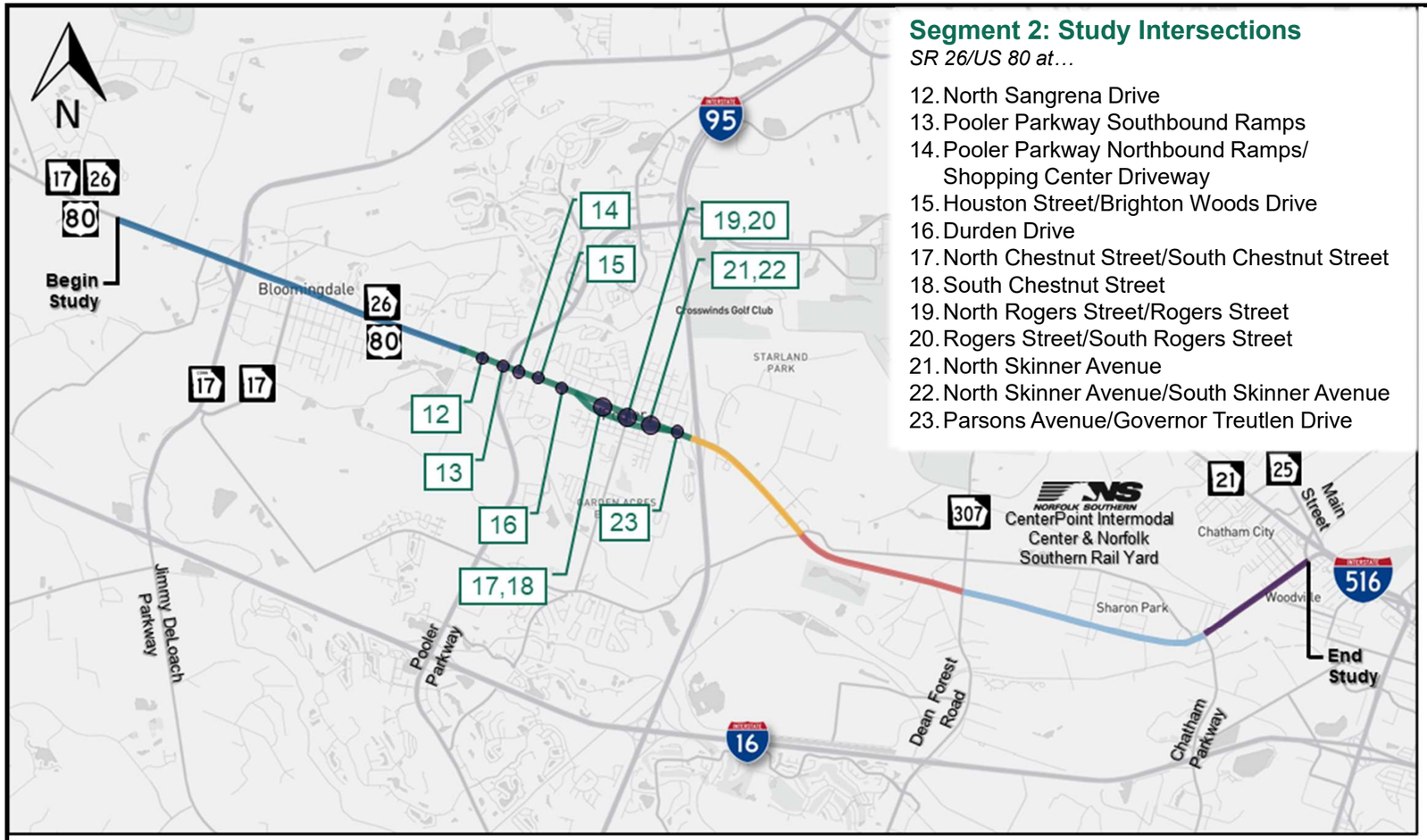
[1] Existing traffic volume data represents an average across the 48-hour classification counts collected on SR 26/US 80 at Pooler Parkway

[2] Historic Traffic Growth based on AADT counts from GDOT TADA

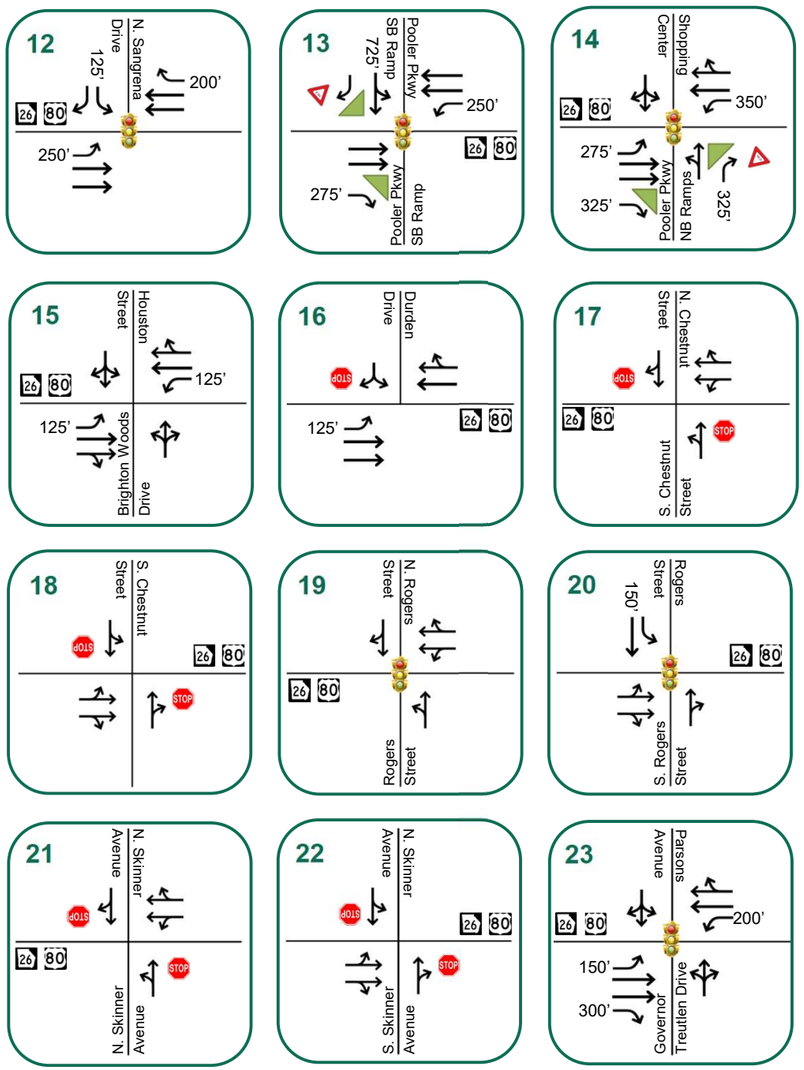
Segment 2: Study Intersections

SR 26/US 80 at…

12. North Sangrena Drive
13. Pooler Parkway Southbound Ramps
14. Pooler Parkway Northbound Ramps/ Shopping Center Driveway
15. Houston Street/Brighton Woods Drive
16. Durden Drive
17. North Chestnut Street/South Chestnut Street
18. South Chestnut Street
19. North Rogers Street/Rogers Street
20. Rogers Street/South Rogers Street
21. North Skinner Avenue
22. North Skinner Avenue/South Skinner Avenue
23. Parsons Avenue/Governor Treutlen Drive



Existing Geometry & Traffic Control



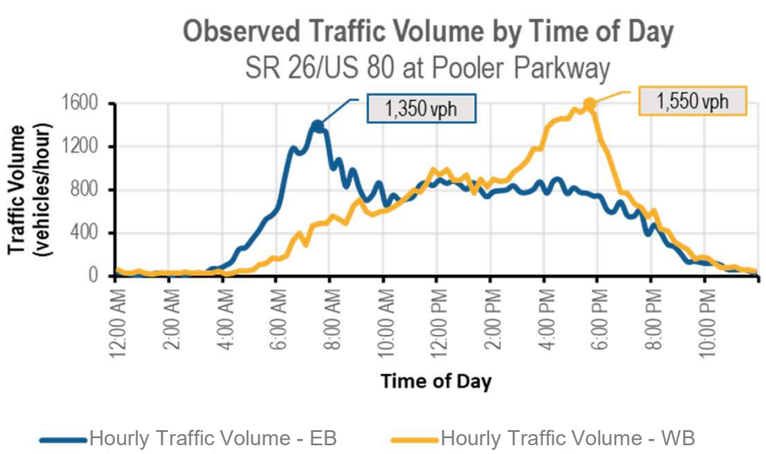


Photo: SR 26/US 80 at N. Skinner Avenue (Looking West)

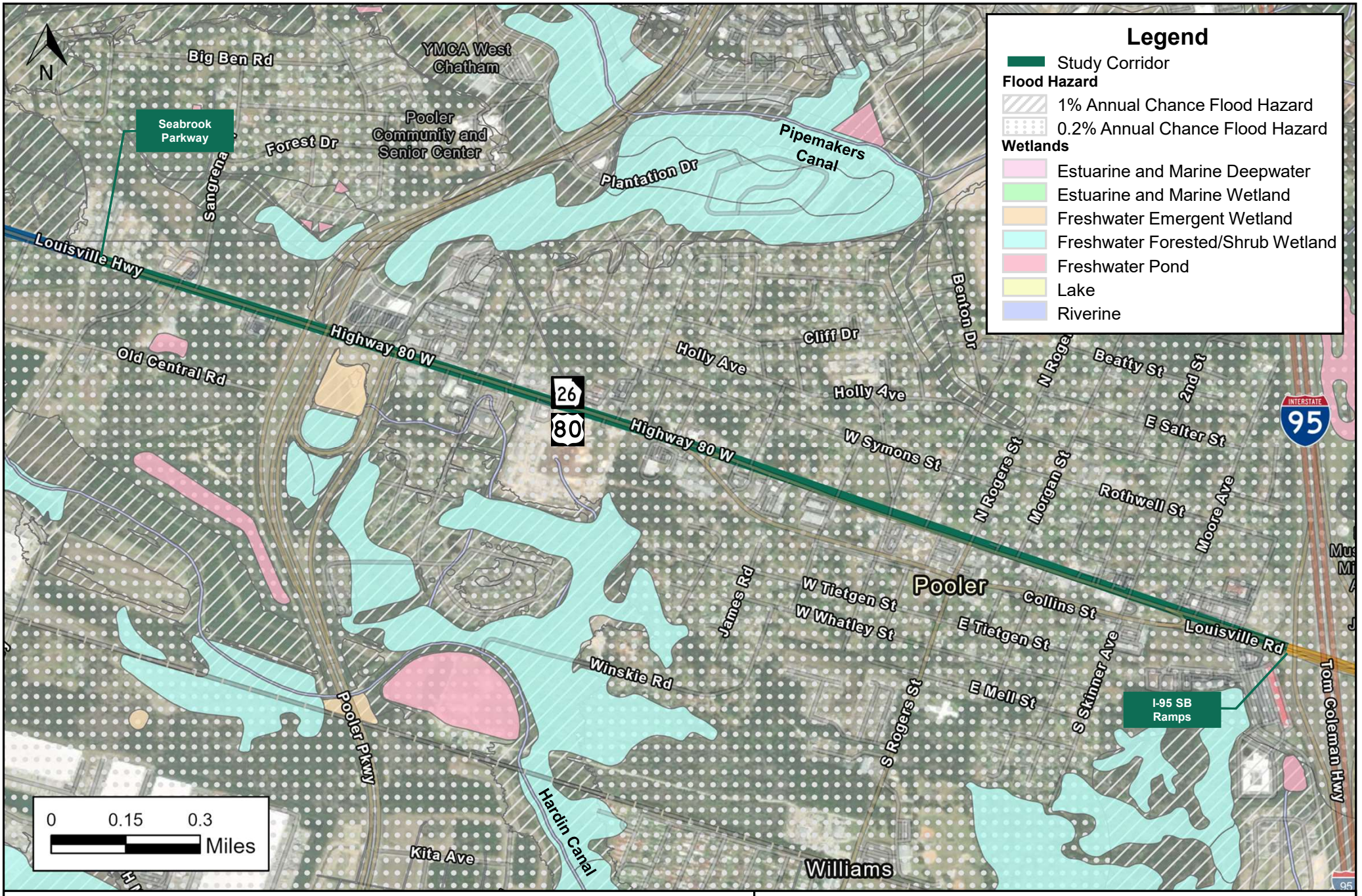
SR 26/US 80 Corridor Study – Existing Conditions/Needs Assessment

Figure 4 – Study Intersections and Key Characteristics

Segment 2 – Old Town Pooler

SR 26/US 80 CORRIDOR STUDY

Kimley»Horn



SR 26/US 80 Corridor Study – Existing Conditions/Needs Assessment

Figure 5 – Environmental Features Map

Segment 2 – Old Town Pooler

SR 26/US 80 CORRIDOR STUDY

Kimley»Horn

3.1.3 Segment 3 – Commercial Pooler

Segment 3 is a 1.4-mile-long segment that runs between the I-95 interchange and Pine Barren Road/ Old Louisville Road. This segment of SR 26/US 80 is comprised of mostly commercial land uses near the I-95 interchange but also provides access to the JCB campus, SPA Industrial Park, and additional warehousing development via Coleman Boulevard/Pooler Commons Driveway and Pine Barren Road/ Old Louisville Road. Key characteristics of this segment are summarized in **Table 3**, and existing geometry, traffic volume by time of day, and field-collected photographs are provided in **Figure 6**. Environmental features along this segment are summarized in **Figure 7**.

Traffic Operations

Along Segment 3, ADT volumes range between 27,000 VPD near Pine Barren Road/Old Louisville Road to 40,000 VPD near the I-95 interchange, and truck percentages range between 7% and 16% during the peak periods of travel. As shown in **Figure 6**, bi-directional volumes are highest during the AM peak period; however, field observations suggest that congested conditions are more severe during the PM peak period due to capacity constraints at the I-95 interchange. For example, maximum westbound queues on SR 26/US 80 during the PM peak period extended from the I-95 northbound ramp terminal through the intersection with Pine Barren Road/Old Louisville Road, a distance of more than one mile. Field travel time runs yielded an average travel speed of approximately 19 MPH between SR 307/ Dean Forest Road and the I-95 interchange on westbound SR 26/US 80 during the PM peak period. When considering just the segment between Pine Barren Road/Old Louisville Road and the I-95 interchange, the observed average travel speed was approximately 11 MPH, which corresponds to LOS F conditions.

Although the I-95 northbound off-ramp to SR 26/US 80 was recently improved through a GDOT Quick Response project, multiple capacity constraints at the I-95 interchange contribute to continued delays along Segment 3. For example, heavy demand for the westbound left-turn movement to I-95 southbound is such that queues often extend through the intersection with the I-95 northbound ramps to Bourne Avenue/Continental Boulevard, thereby blocking the leftmost through lane on SR 26/US 80. Additionally, deficient storage for the westbound right-turn lane to the I-95 northbound on-ramp renders the rightmost through lane on SR 26/US 80 a de facto right-turn lane. Collectively, these constraints create friction for westbound through movements on SR 26/US 80 because there is no unimpeded westbound travel lane for much of the PM peak period. Given the interchange's impact on peak period corridor operations and importance to commuting passenger car and freight movements, geometric improvements are warranted in the near term.

Roadway Geometry/Access Management

Segment 3 includes 24 unsignalized driveways, which is equivalent to a spacing of 17 driveways per mile. Though many of these driveways are restricted to right-in/right-out access only, their proximity to critical signalized intersections presents numerous opportunities to reduce conflicts and improve operations through access management. For example, the right-in/right-out driveways serving existing fast-food restaurants between the I-95 northbound ramps and Bourne Avenue/Continental Boulevard are located within 350 feet of both signalized intersections. Elsewhere, five unsignalized, full-movement driveways are located within 300 feet of the Coleman Boulevard/Pooler Commons Driveway intersection. In these cases, internal connectivity within the developments served by these access points would allow for driveway consolidation and full-movement access through adjacent signalized intersections.

Non-Motorist Facilities

Existing sidewalk is limited to the quarter-mile-long stretch between the I-95 interchange and Pooler Square; however, pedestrian activity is evident along Segment 3, as shown in the photos in **Figure 6** depicting desire foot paths or "trails" adjacent to the roadway and an abandoned shopping cart at the SR 26/US 80 intersection with Bourne Avenue/Continental Boulevard. The CORE MPO's NMTP classifies the entirety of Segment 3 as a Focus Corridor and recommends a shared-use path on one side of SR 26/US 80 within this segment.

Environmental Features

A freshwater forested wetland is located to the south of SR 26/US 80 along Segment 3, which limits opportunities for development along the south frontage of the roadway between Bourne Avenue/ Continental Boulevard and Coleman Boulevard/Pooler Commons Driveway. This wetland and drainage from SR 26/US 80 both outfall to the Pipemakers Canal.

Table 3: Segment 3 – Commercial Pooler Corridor Characteristics

Geometric and Functional Characteristics	
Extents	I-95 Interchange to Pine Barren Road/Old Louisville Road (1.4 Miles)
Typical Cross-Section	**Typical Section:** 4-Lane Divided with a Raised Median and Sidewalk Five-Lane with Flush Median/Two-Way Left-Turn Lane (TWLTL) east of Coleman Boulevard/Pooler Commons Driveway **Typical Lane Widths:** 12' Travel Lanes, 14' TWLTL, Curb and Gutter/ 2' Outside Shoulder
Speed Limit	45 MPH
Number of Driveways	24 (17 Driveways/Mile)
Number of Median Openings	4 N/A – TWLTL east of Coleman Boulevard/Pooler Commons Driveway
Number of Signalized Intersections	4
Major Intersecting Roadways	
I-95 Northbound/Southbound Ramps	**Cross-Section:** Six-Lane Divided with Depressed Median **Speed Limit:** 70 MPH **2021 AADT[1]:** • Northbound Off-Ramp: 6,330 VPD • Northbound On-Ramp: 8,250 VPD • Southbound Off-Ramp: 8,150 VPD • Southbound On-Ramp: 6,090 VPD
Traffic Characteristics	
Existing Traffic Volume Data[2]	**2022 Observed Daily Traffic Volume:** 39,700 VPD **Bi-Directional Peak Hour Volume:** 2,910 VPH **K Factor:** 7% **Daily Truck Percentage:** 13%
Historic Traffic Volume Data[3]	**5-Year Historic Growth Rate:** 1.0% **10-Year Historic Growth Rate:** 2.1%

[1] Existing traffic volume based on AADT counts from GDOT TADA

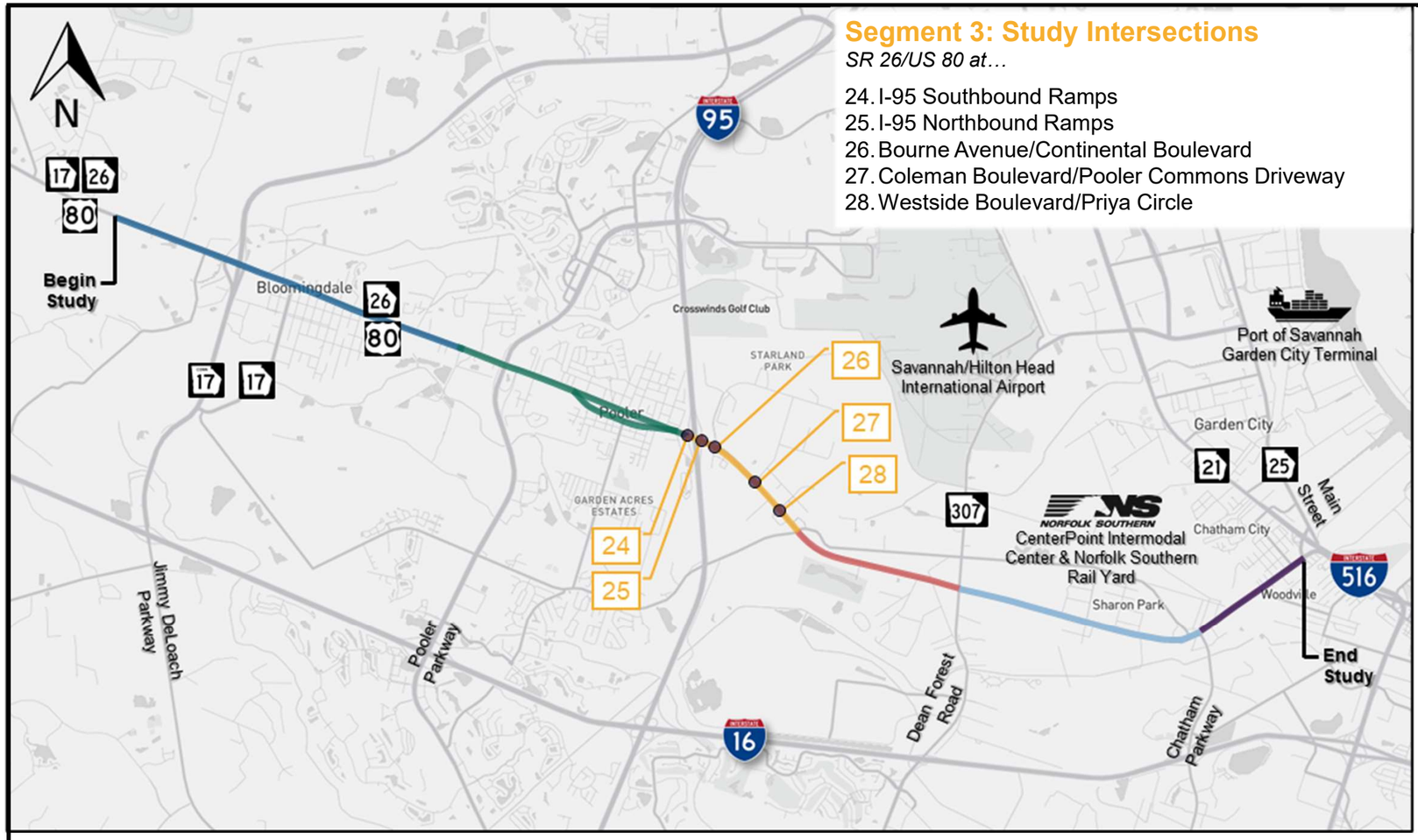
[2] Existing traffic volume data represents an average across the 48-hour classification counts collected on SR 26/US 80 at I-95

[3] Historic Traffic Growth based on AADT counts from GDOT TADA

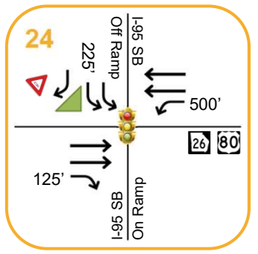
Segment 3: Study Intersections

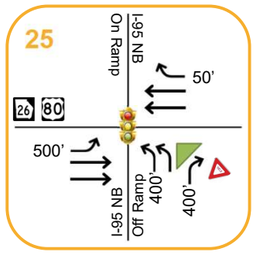
SR 26/US 80 at…

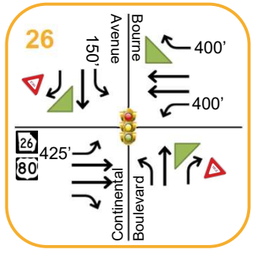
24. I-95 Southbound Ramps
25. I-95 Northbound Ramps
26. Bourne Avenue/Continental Boulevard
27. Coleman Boulevard/Pooler Commons Driveway
28. Westside Boulevard/Priya Circle

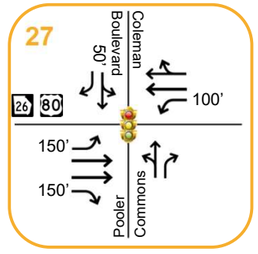


Existing Geometry & Traffic Control









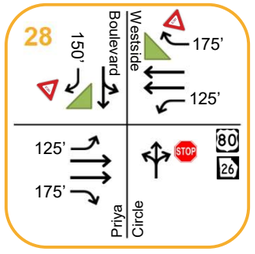


Photo: SR 26/US 80 at I-95 SB Ramps (Looking North)

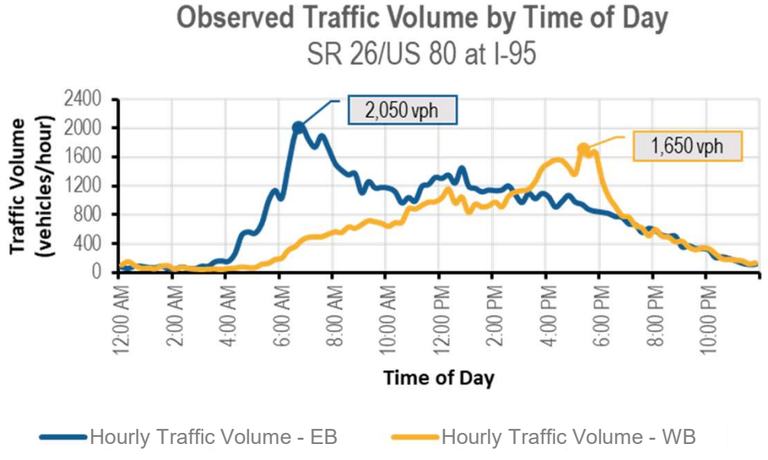


Photo: SR 26/US 80 at Bourne Avenue (Looking West)

Photo: SR 26/US 80 at I-95 NB Ramps (Looking West)

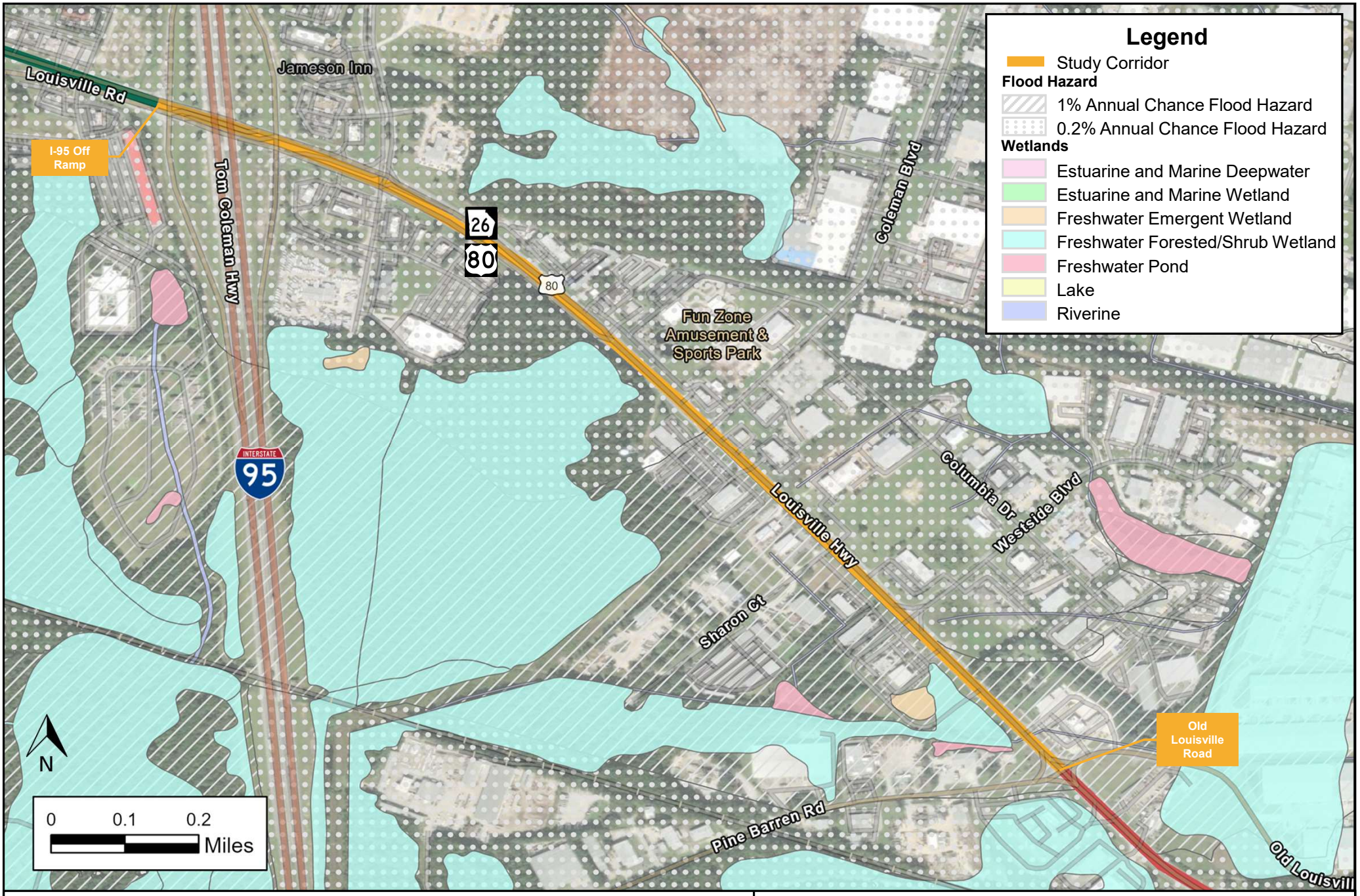
SR 26/US 80 Corridor Study – Existing Conditions/Needs Assessment

Figure 6 – Study Intersections and Key Characteristics

Segment 3 – Commercial Pooler

SR 26/US 80 CORRIDOR STUDY

Kimley»Horn



SR 26/US 80 Corridor Study – Existing Conditions/Needs Assessment

Figure 7 – Environmental Features Map

Segment 3 – Commercial Pooler

SR 26/US 80 CORRIDOR STUDY

Kimley»Horn

3.1.4 Segment 4 – Park Corridor

Segment 4 extends approximately 1.6 miles between Pine Barren Road/Old Louisville Road and SR 307/ Dean Forest Road and is bordered to the south by Tom Triplett Park for most of its length. This segment constitutes the transition from the commercial land uses near the I-95 interchange to the heavy industrial land uses along SR 307/Dean Forest Road, which connects the SR 26/US 80 corridor to the GCT's Gate 4. Portions of this segment have a 50 MPH speed limit, which is the highest among the six study segments. Key characteristics of this segment are summarized in **Table 4**, and existing geometry, traffic volume by time of day, and field-collected photographs are provided in **Figure 8**. Environmental features along this segment are summarized in **Figure 9**.

Traffic Operations

ADT volumes along Segment 4 range from 25,000 VPD to 26,000 VPD, well below the theoretical capacity of a four-lane arterial roadway; however, these traffic volumes are comprised of approximately 17% heavy trucks. At the intersection of SR 26/US 80 with SR 307/Dean Forest Road, conflicting heavy truck and passenger car flows and existing capacity constraints yield considerable congestion during the AM and PM peak periods of travel with maximum queues extending more than one mile in the eastbound and westbound directions on SR 26/US 80. Based on travel time runs conducted as part of this study, average travel speeds are less than 15 MPH on the segments upstream of the intersection with SR 307/ Dean Forest Road, which corresponds to LOS F conditions.

As part of future development surrounding SR 307/Dean Forest Road, auxiliary turn lane improvements have been committed on the southbound and northbound approaches at the intersection with SR 26/ US 80; however, these improvements are unlikely to provide significant operational benefits along SR 26/US 80. The *SR 307 Corridor Study Final Report* (Kimley-Horn, March 2022) identified additional auxiliary turn lanes and signal timing improvements at this intersection as the top short-term priority project and proposed a single-point urban interchange for the long-term horizon.

Roadway Geometry/Access Management

As shown in **Table 4** and despite the fact that Tom Triplett Park and adjacent wetlands cover nearly half of the segment's frontage, Segment 4 includes 37 unsignalized driveways, which is equivalent to a spacing of 23 driveways per mile. Unsignalized intersections on SR 26/US 80 at Dublin Road and Old Dean Forest Road serve as key links to residential and industrial developments to the south, but the spacing and skew of these intersections present safety, operational, and maintenance challenges. Video footage from field data collection efforts captured westbound left-turn delay from SR 26/US 80 to Old Dean Forest Road in excess of 120 seconds. Photos in **Figure 8** highlight pavement edge deterioration caused by vehicle off-tracking through the skewed northbound approach along Old Dean Forest Road.

Non-Motorist Facilities

No sidewalks are provided along Segment 4, and the narrow shoulder provides limited buffer for pedestrians and cyclists from the adjacent traffic stream, which travels at speeds in excess of 50 MPH based on field observations. A trail system and additional recreational facilities are provided within Tom Triplett Park, but no direct bicycle or pedestrian connectivity is provided to the park. The CORE MPO's NMTP classifies the entirety of Segment 4 as a Focus Corridor and recommends a shared-use path on one side of SR 26/US 80 within this segment.

Environmental Features

Pockets of freshwater forested wetlands surround the northern and southern frontage of Segment 4. The streams adjacent to the roadway ultimately outfall to the Little Ogeechee River south of the study area.

Table 4: Segment 4 – Park Corridor Characteristics

Geometric and Functional Characteristics	
Extents	Pine Barren Road/Old Louisville Road to SR 307/Dean Forest Road (1.6 Miles)
Typical Cross-Section	**Typical Section:** 5-Lane with Flush Median/Two-Way Left-Turn Lane (TWLTL) **Typical Lane Widths:** 12' Travel Lanes, 14' TWLTL, Curb and Gutter/ 2'-4' Outside Shoulder
Speed Limit	45 MPH (50 MPH beginning 700 feet east of Pine Barren Road/Old Louisville Road and 0.3 miles west of SR 307/Dean Forest Road)
Number of Driveways	37 (23 Driveways/Mile)
Number of Median Openings	N/A - TWLTL
Number of Signalized Intersections	2
Major Intersecting Roadways	
Pine Barren Road/ Old Louisville Road	**Cross-Section:** Two-Lane Undivided **Speed Limit:** 45 MPH/25 MPH **2021 AADT[1]:** 6,300 VPD south of SR 26/US 80 and 3,300 VPD north of SR 26/US 80
SR 307/Dean Forest Road	**Cross-Section:** Four-Lane with TWLTL **Speed Limit:** 45 MPH **2021 AADT[1]:** 15,700 VPD south of SR 26/US 80 and 16,400 VPD north of SR 26/US 80
Traffic Characteristics	
Existing Traffic Volume Data	**2022 Observed Daily Traffic Volume[1]:** 25,400 VPD **Observed Bi-Directional Peak Hour Volume:** 2,120 VPH **K Factor:** 8% **Daily Truck Percentage:** 17%
Historic Traffic Volume Data	**5-Year Historic Growth Rate[2]:** 1.0% **10-Year Historic Growth Rate[3]:** N/A

[1] Existing traffic volume data represents an average across the 48-hour classification counts collected on SR 26/US 80 at SR 307/Dean Forest Road

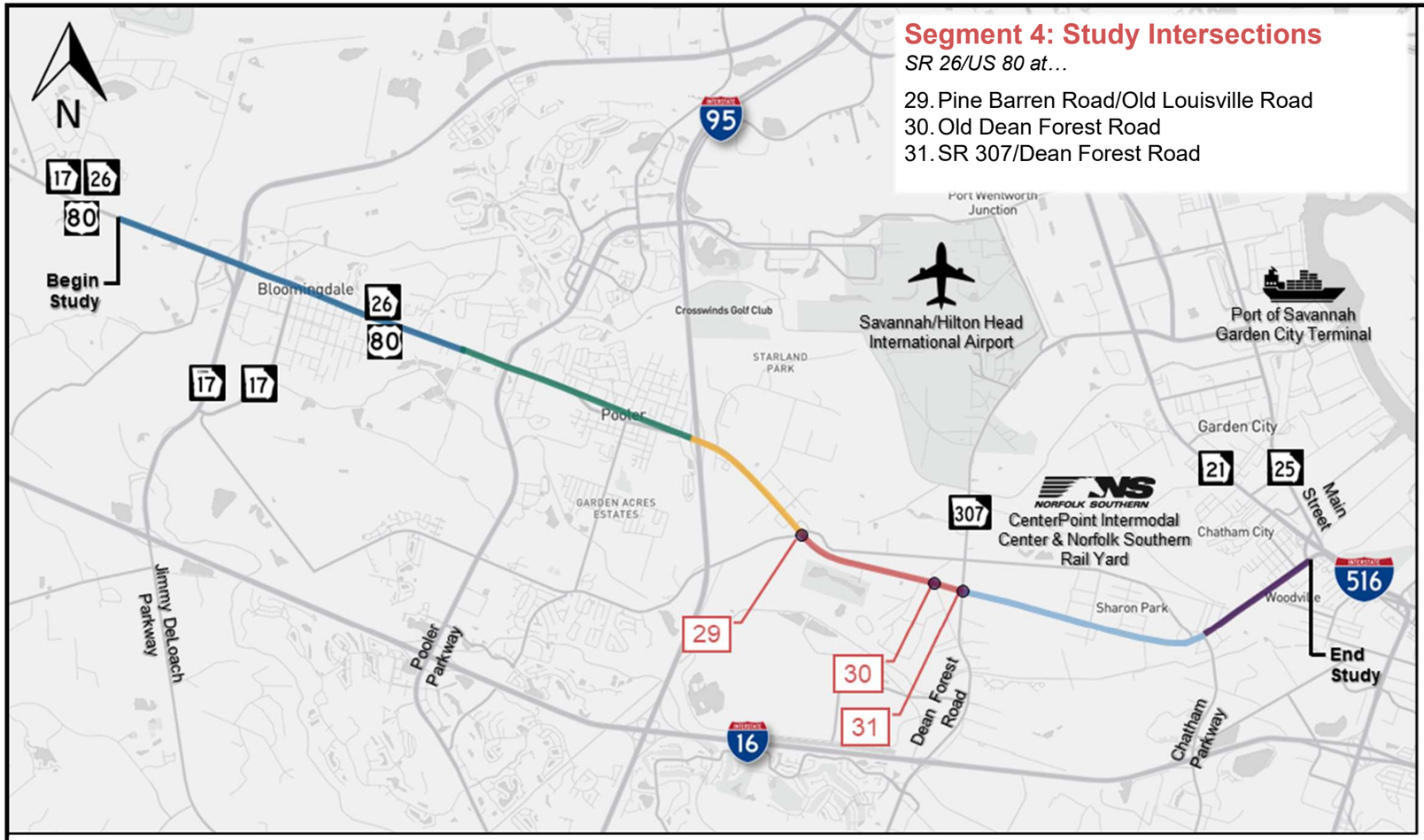
[2] Historic Traffic Growth based on AADT counts from GDOT TADA

[3] Insufficient AADT count data from GDOT TADA

Segment 4: Study Intersections

SR 26/US 80 at…

29. Pine Barren Road/Old Louisville Road
30. Old Dean Forest Road
31. SR 307/Dean Forest Road



Existing Geometry & Traffic Control

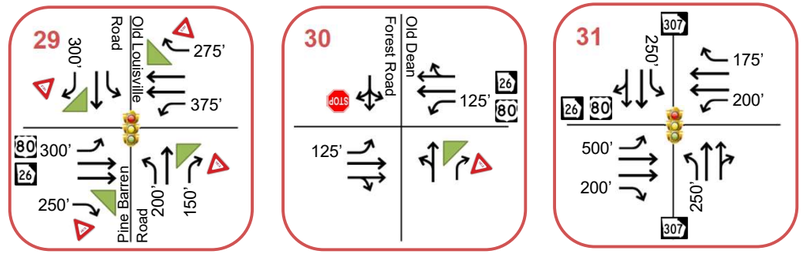


Photo: SR 26/US 80 at SR 307/Dean Forest Road
PM Peak Hour Queueing (Looking East)

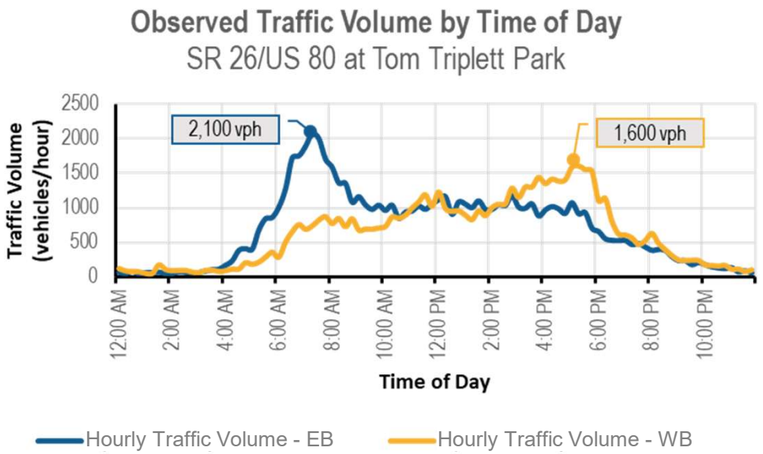


Photo: SR 26/US 80 at Old Dean Forest Road
(Looking East)

Photo: SR 26/US 80 at Tom Triplett Park
(Looking East)

Photo: SR 26/US 80 at Pine Barren Road/
Old Louisville Road (Looking South)

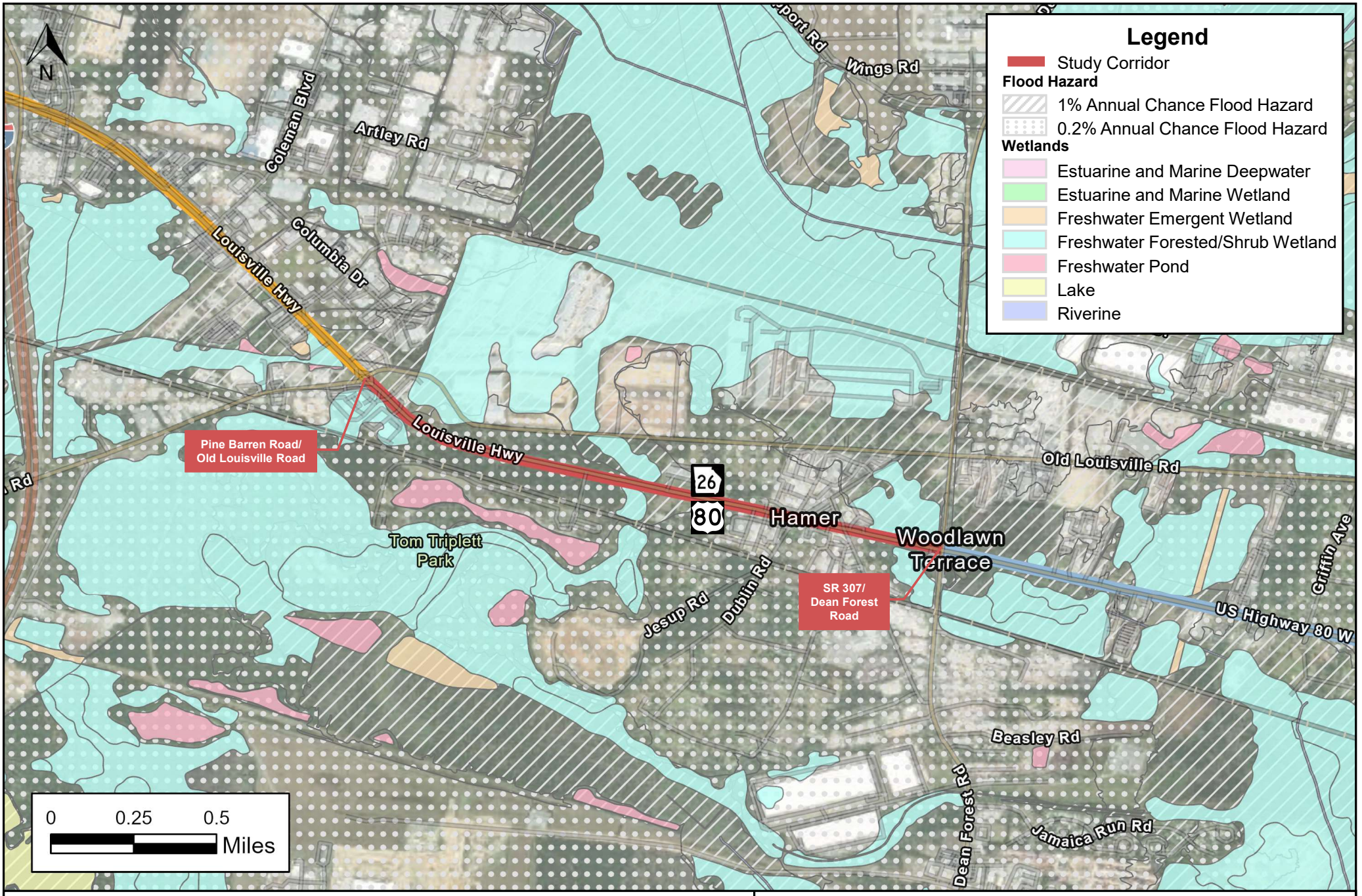
SR 26/US 80 Corridor Study – Existing Conditions/Needs Assessment

Figure 8 – Study Intersections and Key Characteristics

Segment 4 – Park Corridor

SR 26/US 80 CORRIDOR STUDY

Kimley»Horn



SR 26/US 80 Corridor Study – Existing Conditions/Needs Assessment

Figure 9 – Environmental Features Map

Segment 4 – Park Corridor

SR 26/US 80 CORRIDOR STUDY

Kimley»Horn

3.1.5 Segment 5 – Residential Garden City

Segment 5 includes the 2.3-mile-long segment of SR 26/US 80 from SR 307/Dean Forest Road to Chatham Parkway/Heidt Avenue. This segment exhibits unique characteristics relative to the rest of the SR 26/US 80 corridor as it serves as an important connection to the GCT and I-16 while also providing access to predominantly residential land uses. Key characteristics of this segment are summarized in **Table 5**, and existing geometry, traffic volume by time of day, and field-collected photographs are provided in **Figure 10**. Environmental features along this segment are summarized in **Figure 11**.

Traffic Operations

ADT volumes along Segment 5 range between 21,000 VPD and 26,000 VPD with truck percentages between 7% and 15% during the peak periods of travel. Peak hour traffic operations are generally uncongested along most of the segment. This lack of congestion is primarily due to limited turning movement volumes within the segment, and the only signalized intersection within this segment of SR 26/US 80 is located at Chatham Parkway/Heidt Avenue. At this intersection, volumes in the southwest quadrant (i.e., eastbound right-turn and northbound left-turn movements) are nearly equivalent to the through volumes on SR 26/US 80 during the peak periods of travel. Accordingly, moderate queueing was observed on eastbound SR 26/US 80, where the rightmost through lane operates as a de facto right-turn lane during the AM peak period due to the short storage provided for the eastbound right-turn lane to Chatham Parkway.

Based on field travel time runs, Segment 5 operates with limited disruptions in the eastbound direction, with average travel speeds greater than 30 MPH (equivalent to LOS C or better) during both peak periods. As noted for Segment 4, queue spillback from the intersection with SR 307/Dean Forest Road is prevalent during the PM peak period on westbound SR 26/US 80. Nonetheless, existing conditions suggest the need for intersection improvements at Chatham Parkway/Heidt Avenue.

Roadway Geometry/Access Management

As shown in **Table 5**, Segment 5 includes 112 existing unsignalized driveways, which is equivalent to a spacing of 49 driveways per mile and is the second-highest density among the six study segments. Most of these driveways serve private residential developments, though numerous commercial driveways are present along the eastern and western extents of Segment 5. Given tight driveway spacing and higher travel speeds prevalent along the long tangent roadway section, access management strategies may be warranted to enhance safety and operations at the unsignalized intersections along this segment.

Non-Motorist Facilities

No sidewalks are present along Segment 5, and an urban typical section with curb and gutter between Griffin Avenue and Quinney Lane interrupts the bike shoulder otherwise provided along this stretch of SR 26/US 80. An existing midblock crosswalk is provided at Talmadge Avenue but is not accompanied by supporting traffic control devices to assist pedestrian movements across five travel lanes serving more than 20,000 VPD. The CORE MPO's NMTP recommends a shared-use path along one side of the roadway on SR 26/US 80 from SR 307/Dean Forest Road to Griffin Avenue and on both sides of the roadway between Griffin Avenue and Chatham Parkway/Heidt Avenue, which is where SR 26/US 80 is classified as Pedestrian Focus Area in the CORE MPO's NMTP.

Environmental Features

A limited area of freshwater forested wetlands abuts Segment 5 near where Salt Creek crosses the corridor to the east of SR 307/Dean Forest Road. Approximately half of the segment's southern frontage lies within the AE Flood Zone (i.e., 1% annual risk for flooding).

Table 5: Segment 5 – Residential Garden City Corridor Characteristics

Geometric and Functional Characteristics	
Extents	SR 307/Dean Forest Road to Chatham Parkway/Heidt Avenue (2.3 Miles)
Typical Cross-Section	**Typical Section:** Five-Lane with Flush Median/Two-Way Left-Turn Lane (TWLTL) **Typical Lane Widths:** 12' Travel Lanes, 14' TWLTL, Curb and Gutter/ 2'-4' Outside Shoulder
Speed Limit	45 MPH
Number of Driveways	112 (49 Driveways/Mile)
Number of Median Openings	N/A - TWLTL
Number of Signalized Intersections	1
Major Intersecting Roadways	
Chatham Parkway/Heidt Avenue	**Cross-Section:** Five-Lane with Flush Median/Two-Way Left-Turn Lane (TWLTL) **Speed Limit:** 45 MPH/30 MPH **2022 Observed Daily Traffic Volume[1]:** 18,630 VPD south of SR 26/US 80 and 1,890 VPD north of SR 26/US 80
Traffic Characteristics	
Existing Traffic Volume Data[2]	**2021 AADT:** 21,300 **Bi-Directional Peak Hour Volume:** 1,820 VPH **K Factor:** 9% **Daily Truck Percentage:** 17%
Historic Traffic Volume Data[3]	**5-Year Historic Growth Rate:** -1.1% **10-Year Historic Growth Rate:** 0.7%

[1] Existing traffic volume data represents an average across the 48-hour classification counts collected at Chatham Parkway/ Heidt Avenue

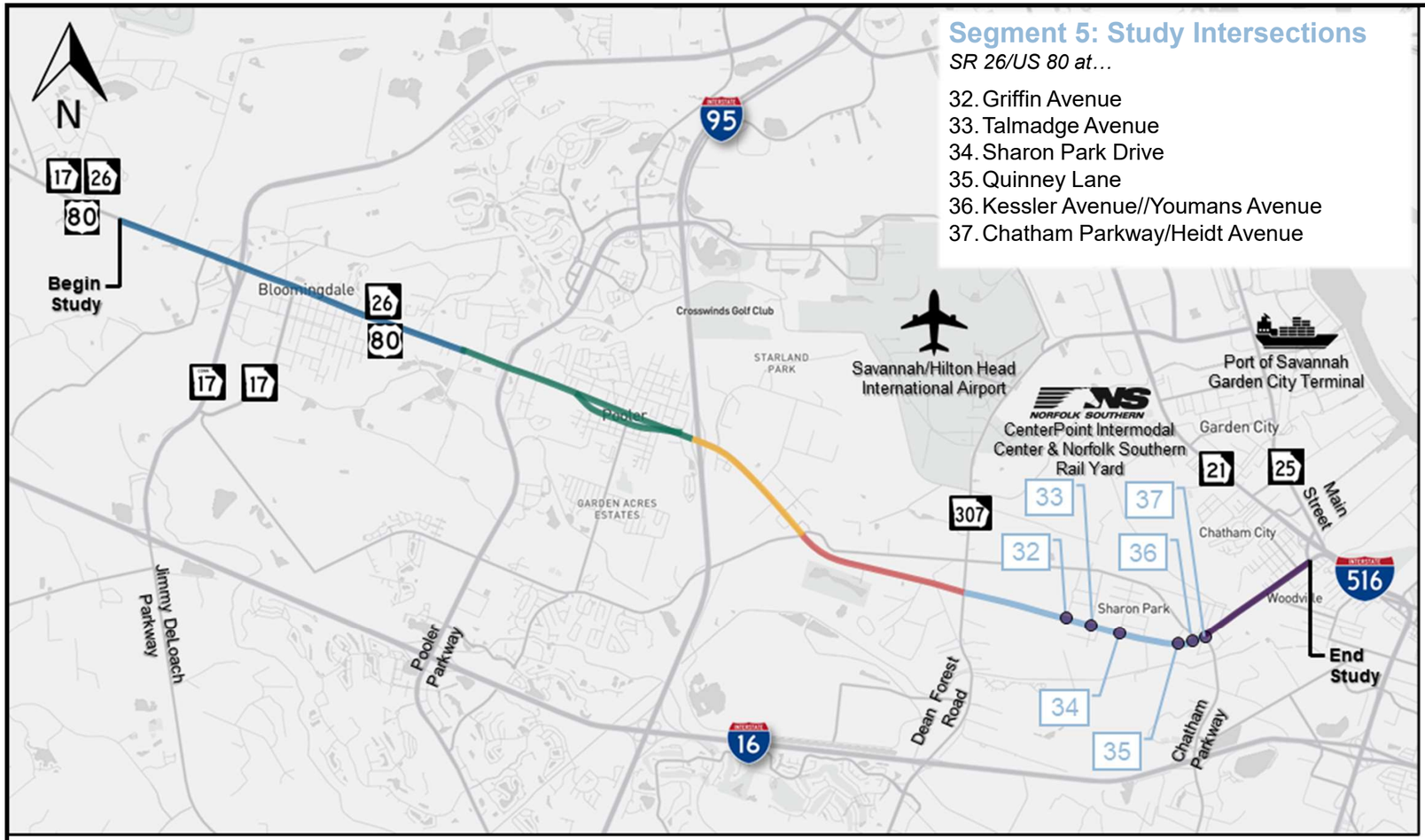
[2] Existing traffic volume data represents an average across the 48-hour classification counts collected at SR 307/ Dean Forest Road

[3] Historic Traffic Growth based on AADT counts from GDOT TADA

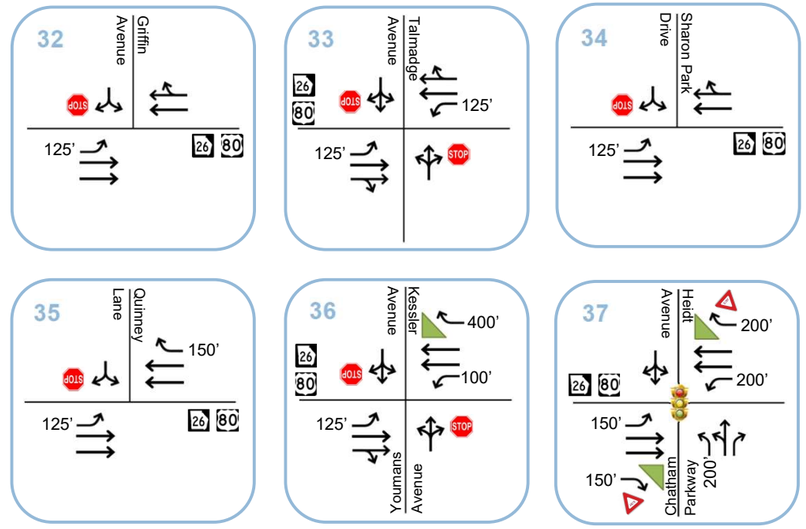
Segment 5: Study Intersections

SR 26/US 80 at…

32. Griffin Avenue
33. Talmadge Avenue
34. Sharon Park Drive
35. Quinney Lane
36. Kessler Avenue//Youmans Avenue
37. Chatham Parkway/Heidt Avenue



Existing Geometry & Traffic Control



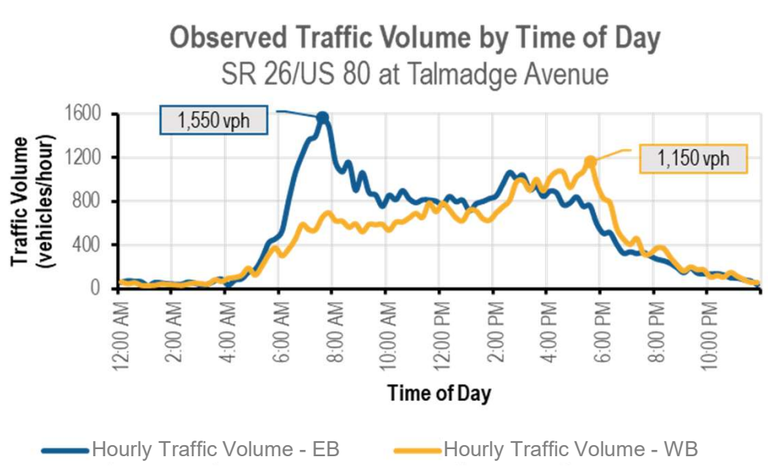


Photo: SR 26/US 80 at Talmadge Avenue (Looking West)

Photo: SR 26/US 80 at Sharon Park Drive (Looking West)

Photo: SR 26/US 80 at Chatham Parkway AM Peak Hour Queueing (Looking West)

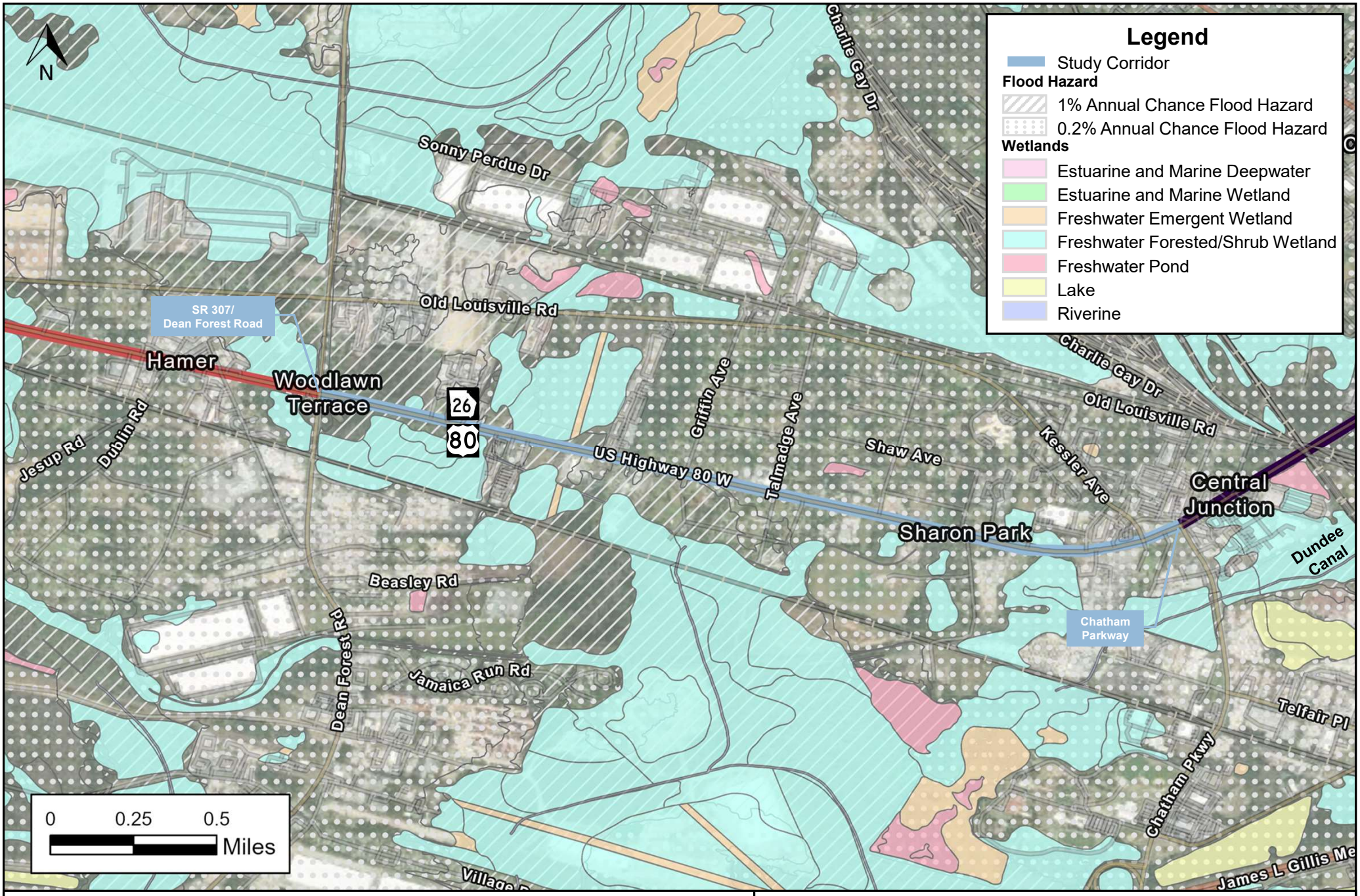
SR 26/US 80 Corridor Study – Existing Conditions/Needs Assessment

Figure 10 – Study Intersections and Key Characteristics

Segment 5 – Residential Garden City

SR 26/US 80 CORRIDOR STUDY

Kimley»Horn



SR 26/US 80 Corridor Study – Existing Conditions/Needs Assessment

Figure 11 – Environmental Features Map

Segment 5 – Residential Garden City

SR 26/US 80 CORRIDOR STUDY

Kimley»Horn

3.1.6 Segment 6 – East Gateway: Portside Garden City

Segment 6 is 1.2-miles-long and serves as a major connection from SR 26/US 80 to I-516/SR 21/SR 25 and the GPA's GCT. East of SR 26 Connector/Burnsed Boulevard/Haslam Avenue, SR 26/US 80 becomes West Bay Street, which runs parallel to I-516/SR 21 and into the Historic District of Downtown Savannah. This segment also includes the Kicklighter Overpass, which is a grade-separated crossing over CSX Transportation (Crossing ID 476890) and Norfolk Southern (Crossing ID 961150K) railroad lines. Key characteristics of Segment 6 are summarized in **Table 6**, and existing geometry, traffic volume by time of day, and field-collected photographs are provided in **Figure 12**. Environmental features along this segment are summarized in **Figure 13**.

Traffic Operations

Along Segment 6, ADT volumes range between 15,000 VPD and 23,000 VPD, with significant heavy truck traffic during the peak periods of travel. Based on count data collected as part of this study, the proportion of trucks in this segment plateaus at approximately 22% during the AM peak hour and averages up to 21% over the course of an average day. Despite increased heavy truck traffic along Segment 6 relative to the rest of the study corridor, observed average travel speeds were 30 MPH or greater in both directions during the AM and PM peak periods, which corresponds to LOS C or better conditions. SR 25/SR 26 Connector/Burnsed Boulevard connects to SR 26/US 80 and SR 25/Main Street and is a primary route for trucks to and from the GCT. The proposed Brampton Road Connector (GDOT PI No. 0006328) will enhance connectivity to GCT's Gate 3 via Segment 6.

Roadway Geometry/Access Management

Segment 6 includes 33 unsignalized driveways, which is equivalent to a spacing of 28 driveways per mile. During the field data collection effort for this study, a vehicle was observed utilizing the flush median to overtake a slower vehicle on the Kicklighter Overpass. Additionally, westbound left-turn queues at the intersection of SR 26/US 80 with Chatham Parkway/Heidt Avenue were such that adjacent full-movement driveways were blocked. Access management strategies such as the construction of a raised median should be considered to alleviate these and other existing operational and safety constraints.

Non-Motorist Facilities

CAT operates Route 3B along eastbound SR 26/US 80 between Alfred Street and Third Street/ Westside Center Plaza, and one bus stop is located on the south side of SR 26/US 80 west of Kicklighter Way. Sidewalks are present on both sides of SR 26/US 80 from Alfred Street through SR 26 Connector/Burnsed Boulevard/Haslam Avenue but are absent elsewhere on Segment 6. Several cyclists and pedestrians were observed traveling on the shoulder across the Kicklighter Overpass, and desire foot paths or "trails" are evident to the west near Chatham Parkway where Heidt Avenue connects to surrounding residential development and the Garden City Elementary School. Although the CORE MPO's NMTP highlights this segment of SR 26/US 80 as a Pedestrian Focus Area, a shared-use path was not recommended in the *Adopted Amendments to the Pedestrian Network* (February 2020). Accordingly, construction of on-street bike lanes or sidewalks to remove gaps in the network should be considered.

Environmental Features

Most of the undeveloped land along Segment 6 is characterized by freshwater forested/shrub wetland that outfalls to the Savannah River located approximately 1.5 miles east of the segment. Just west of SR 26 Connector/Burnsed Boulevard/Haslam Avenue, there is a triple ten-foot-wide by eight-foot-tall box culvert where SR 26/US 80 crosses the Dundee Canal. The majority of the 1.2-mile-long segment lies within the 500-year floodplain.

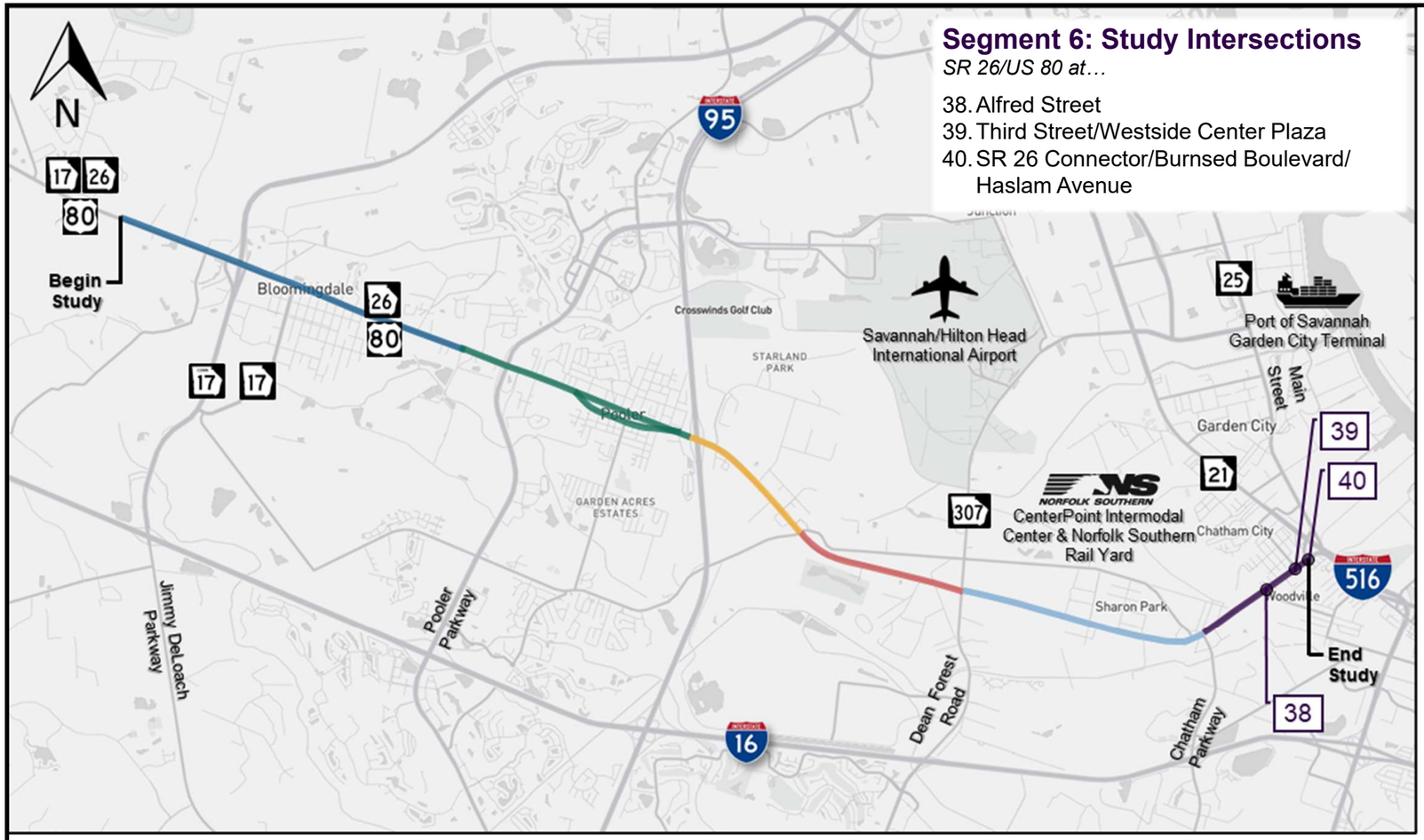
Table 6: Segment 6 – East Gateway: Portside Garden City Corridor Characteristics

Geometric and Functional Characteristics	
Extents	Chatham Parkway/Heidt Avenue to SR 26 Connector/Burnsed Boulevard/ Haslam Avenue (1.2 Miles)
Typical Cross-Section	**Typical Section:** Five-Lane with Flush Median/Two-Way Left-Turn Lane (TWLTL) **Typical Lane Widths:** 12' Travel Lanes, 14' TWLTL, Curb and Gutter/ 2'-4' Outside Shoulder
Speed Limit	45 MPH (35 MPH within 1/2 mile of SR 26 Connector/Burnsed Boulevard/ Haslam Avenue)
Number of Driveways	33 (28 Driveways/Mile)
Number of Median Openings	N/A - TWLTL
Number of Signalized Intersections	3
Major Intersecting Roadways	
SR 26 Connector/ Burnsed Boulevard/Haslam Avenue	**Cross-Section:** Four-Lane Undivided/Two-Lane Undivided **Speed Limit:** 35 MPH/25 MPH **2022 Observed Daily Traffic Volume[1]:** 300 VPD south of SR 26/US 80 and 10,860 VPD north of SR 26/US 80
Traffic Characteristics	
Existing Traffic Volume Data[2]	**2022 Observed Daily Traffic Volume:** 22,600 VPD **Observed Bi-Directional Peak Hour Volume:** 1,860 VPH **K Factor:** 8% **Daily Truck Percentage:** 21%
Historic Traffic Volume Data[3]	**5-Year Historic Growth Rate:** 0.0% **10-Year Historic Growth Rate:** 1.5%

[1] Existing traffic volume data represents an average across the 48-hour classification counts collected at SR 26 Connector/ Burnsed Boulevard/Haslam Avenue

[2] Existing traffic volume data represents an average across the 48-hour classification counts collected at Alfred Street

[3] Historic Traffic Growth based on AADT counts from GDOT TADA



Segment 6: Study Intersections

SR 26/US 80 at…

38. Alfred Street
39. Third Street/Westside Center Plaza
40. SR 26 Connector/Burnsed Boulevard/ Haslam Avenue

Existing Geometry & Traffic Control

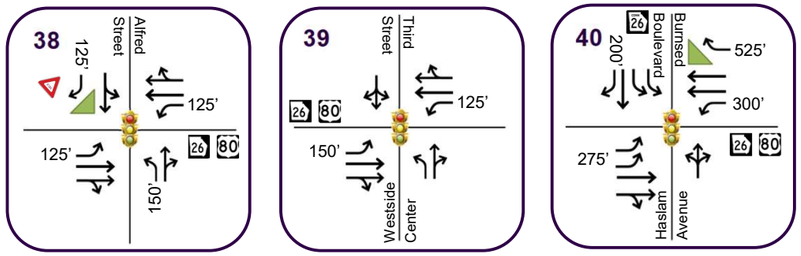
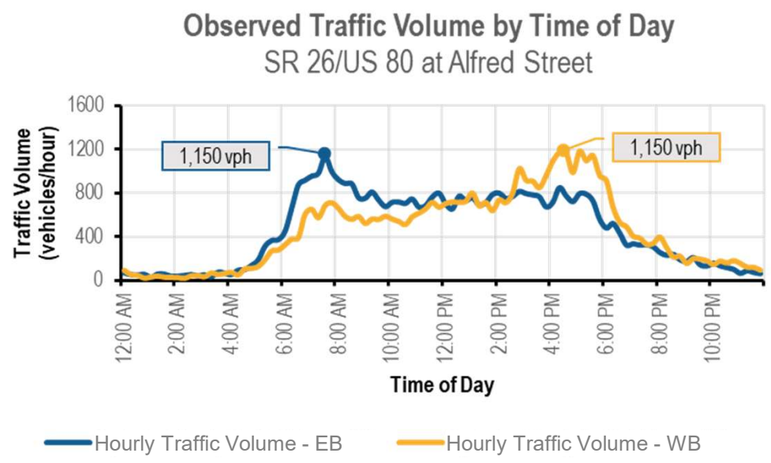


Photo: SR 26/US 80 at SR 26 Connector/ Burnsed Boulevard AM Peak Hour Truck Traffic (Looking South)



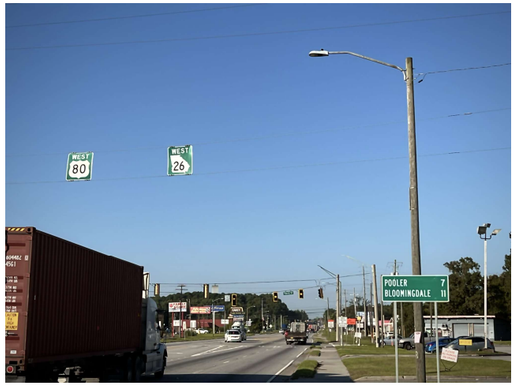


Photo: SR 26/US 80 at Third Street (Looking West)

Photo: SR 26/US 80 at Alfred Street Truck Traffic on Alfred Street (Looking South)

Photo: SR 26/US 80 at Kicklighter Overpass (Looking West)

SR 26/US 80 Corridor Study – Existing Conditions/Needs Assessment

Figure 12 – Study Intersections and Key Characteristics

Segment 6 – East Gateway: Portside Garden City

SR 26/US 80 CORRIDOR STUDY

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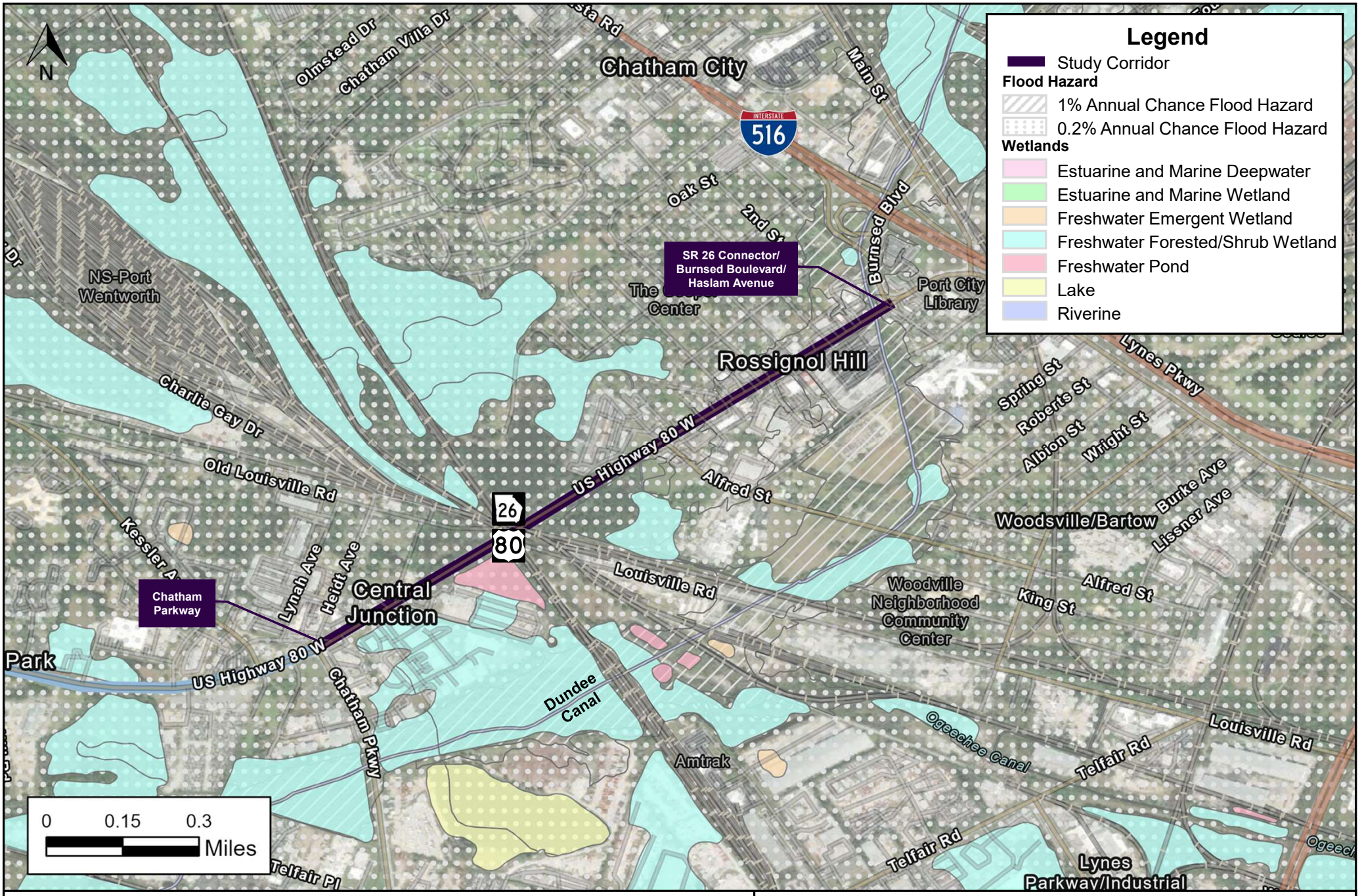

SR 26/US 80 Corridor Study – Existing Conditions/Needs Assessment

Figure 13 – Environmental Features Map

Segment 6 – East Gateway: Portside Garden City

SR 26/US 80 CORRIDOR STUDY

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3.2 Capacity Analysis

The segment characteristics and field observations summarized previously were supplemented with existing traffic data to develop a model of the 12-mile-long SR 26/US 80 corridor in Synchro Version 11 software. This model was used to assess existing traffic operations at the intersection- and segment-level throughout the study area based on measures of effectiveness (MOEs) such as speed, travel time, control delay, and queue length. The existing capacity analyses described in this section are critical for establishing a baseline for the evaluation of short- and long-term improvements. Combined with field observations, these analyses provide an estimate of typical traffic conditions throughout the corridor. The following subsections detail the analysis methodology, existing traffic volume development, intersection-level capacity analysis results, segment-level capacity analysis results, and key findings from these efforts.

3.2.1 Analysis Methodology

The evaluations presented throughout the remainder of this section are based on methodologies contained within the *Highway Capacity Manual, 6th Edition* (HCM6), which evaluates the operating characteristics of intersections and segments under given geometric, traffic control, and traffic demand scenarios. Traffic operations are defined by HCM6 in terms of level of service (LOS) grades that range from LOS A to LOS F and are directly related to the average traveler's perception of the operating efficiency of a facility as defined by delay (at intersections) or travel speed (on segments). However, the underlying complexity of traffic flow cannot be fully distilled to a letter grade, nor is achieving LOS "A" an objective in designing roadways. Rather, roadways are designed such that some decline in LOS is to be expected during the peak periods of travel, and MOEs related to a variety of factors including operations, safety, environment, and cost are considered in right-sizing transportation infrastructure.

Intersection-Level Analysis

Intersection-level traffic analyses were performed in Synchro Version 11 software, which applies methodologies prescribed by HCM6. The LOS thresholds published in HCM6 for signalized and unsignalized intersections are presented in **Table 7**.

Table 7: HCM6 LOS Thresholds for Signalized and Unsignalized Intersections

Level of Service	Control Delay (Seconds/Vehicle)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10	≤ 10
B	> 10 – 20	> 10 – 15
C	> 20 – 35	> 15 – 25
D	> 35 – 55	> 25 – 35
E	> 55 – 80	> 35 – 50
F	> 80	> 50

Segment-Level Analysis

Segment-level capacity analysis was performed by applying the Urban Street Facilities methodology provided in Chapter 16 of HCM6 to SimTraffic simulation outputs and field travel time data. The LOS of an urban street facility is defined based on a comparison of Average Travel Speed (ATS) to the Base Free Flow Speed (BFFS) of each segment, where segments are typically delineated by major boundary intersections and changes in corridor context. The ATS is calculated from the segment length, running time (i.e., time to traverse the distance between boundary intersections without considering control delay), and control delay experienced at each boundary intersection. Running time and control delay may be determined through field observations or traffic simulation software such as SimTraffic. The BFFS of a given segment is estimated based on Equation 18-3 and Exhibit 18-11 in HCM6, each of which are calibrated to nationwide data that relates free flow speed to median type, cross-section, access point density, presence of on-street parking, and traffic signal spacing.

The LOS thresholds published in HCM6 for urban street segments are provided in **Table 8**. The LOS for an urban street facility comprised of multiple segments is estimated based on a length-weighted average of the ATS and BFFS of each segment. As noted in the table, and not unlike the conditions described for unsignalized intersections, urban street segments operating at LOS C or better typically exhibit short delays at the boundary intersections and stable conditions overall. At LOS D or LOS E, an urban street segment operates with less stability and may be susceptible to large increases in delay under even slight fluctuations in traffic demand. At LOS F, an urban street segment is operating over capacity, likely due to bottleneck conditions and long delays experienced at one of its boundary intersections.

Table 8: HCM6 LOS Thresholds for Urban Street Segments

Level of Service	Average Travel Speed (% of Base Free Flow Speed)	
A	≥ 80%	Stable Flow
B	67% - 80%	
C	50% - 67%	
D	40% - 50%	Unstable Flow
E	30% - 40%	
F	< 30%	Congested Flow

3.2.2 Existing Traffic Volume Development

Existing turning movement counts (TMCs) were collected at 32 of the 40 intersections listed in **Section 2.1** during the AM (6:00 AM to 9:00 AM) and PM (3:15 PM to 6:15 PM) peak periods of travel on Tuesday, September 13, 2022. The TMCs for the remaining eight intersections were collected from previous traffic studies completed over the last two years. In accordance with guidelines set forth in the GDOT *Design Traffic Forecasting Manual*, 48-hour classification counts were also collected at 106 locations on Tuesday, September 13, 2022 and Wednesday, September 14, 2022 to facilitate the development of 2022 AADT estimates and establish an understanding of the distribution of traffic volumes and vehicle classes over the course of a typical day. Additional 48-hour classification counts collected as

part of traffic studies conducted over the last two years were also compiled and adjusted to the 2022 existing year using historic growth rates.

COVID-19 Adjustment Factors

In the fall of 2022, GDOT's Office of Planning rescinded its COVID-19 policy for counts collected after July 2022. At eight of the study intersections, traffic count data was obtained from previous traffic studies conducted between March 2020 and May 2022. Therefore, the COVID-19 policy guidelines were followed to adjust the collected count data at these locations based on comparisons with pre-COVID data from GDOT's Traffic Analysis and Data Application (TADA) for nearby count stations. The adjustment factors listed in **Table 9** (AADTs) and **Table 10** (K and D Factors) were applied to the raw daily and peak hour traffic volumes as described in further detail in the *SR 26/US 80 Corridor Study Traffic Forecasting Technical Memorandum* dated February 10, 2023 and attached in **Appendix A**.

Table 9: Applied COVID Adjustment Factors

Location(s)	Project Count ID(s)	COVID Adjustment Factor
SR 26/US 80 WB at Rogers Street	EW23, EW24	1.03
SR 26/US 80 at Parsons Avenue/ Governor Treutlen Drive	EW27,EW28	1.03
SR 26/US 80 EB at Rogers Street	EW25, EW26	1.05
All Other Count Locations	EW29-EW39, NS41-NS43, NS51-NS56, NS59-NS60, NS63-NS64, NS67-NS69, NS71-NS74	1.00

Table 10: Applied Peak Hour K Factor and D Factor COVID-19 Adjustments

Location(s)	Project Count ID(s)	COVID Adjustment K-Factor (AM/PM)[1]	COVID Adjustment D-Factor (AM/PM)[2]
SR 26/US 80 EB at S Rogers Street	EW22, EW25, EW26	11.0% / -	- / -
SR 26/US 80 between Pine Barren Road and SR 307/Dean Forest Road	EW36, EW37, EW38	- / 9.2%	- / -
SR 26/US 80 between SR 307/ Dean Forest Road and Chatham Parkway	EW39-EW46	- / 9.8%	- / 62%
SR 307/Dean Forest Road North of SR 26/US 80	NS73	7.7% / -	- / -
SR 307/Dean Forest Road South of SR 26/US 80	NS74	8.5% / -	- / 66%
S Rogers Street South of SR 26/US 80	NS43	7.2% / -	- / 72%
I-95 SB Off-Ramp North of SR 26/US 80	NS53	10.2% / -	- / -

[1]If the TADA K-Factor is > 1% compared to the collected K Factor, K Factor = TADA K Factor
[2]If the TADA D-Factor is > 5% compared to the collected D Factor, D Factor = TADA D Factor

Construction Adjustment Factors

Additional volume adjustments were considered to capture the potential for diversion to SR 26/US 80 due to ongoing construction on I-16. Based on a comparison between data collected at GDOT count stations 051-0264 and 051-0265 with project count data at similar locations, it was determined that traffic volumes on SR 26/US 80 between I-95 and Chatham Parkway are currently elevated due to I-16

construction. Therefore, a 0.9 construction adjustment factor was applied to this segment to replicate volumes without the diversion from I-16 construction.

Seasonal Adjustment Factors

The raw daily traffic counts (including adjustments for COVID-19, where applicable) were adjusted using GDOT's 2019 traffic factors to develop 2022 Existing AADT volumes. The seasonal factors used for this project are shown in **Table 11**.

Table 11: Applied 2019 GDOT Adjustment Factors

Factor Group[1,2]	Day of Week			Month of Year											
	Tues	Wed	Thurs	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
4	0.97	0.95	0.94	1.07	1.01	0.96	0.96	0.96	1.01	1.04	0.96	0.97	0.96	1.05	1.09
7	0.94	0.92	0.91	1.05	0.99	0.96	0.96	0.98	1.00	1.03	0.98	1.00	0.99	1.03	1.07

[1]Factor Group 4 corresponds to Small Urban/Urban Collectors and Local Roadways and was applied for all non-arterial routes intersecting SR 26/US 80.

[2]Factor Group 7 corresponds to Urban (Non-Atlanta) Arterial Roadways and was applied for all of SR 26/US 80 and any intersecting arterial roadways.

Balanced 2022 Existing Traffic Volumes

The overall peak hours for the study corridor were identified by summing all approach volumes on SR 26/US 80 during each rolling hour between 6:00 AM and 6:15 PM. Based on these comparisons, corridor-wide peak hours of 7:15 – 8:15 AM and 4:45 – 5:45 PM were identified and carried forward through the forecasting process. Existing peak hour traffic volumes used as part of the subject capacity analyses are summarized in **Figure 14**, **Figure 15,** and **Figure 16**.

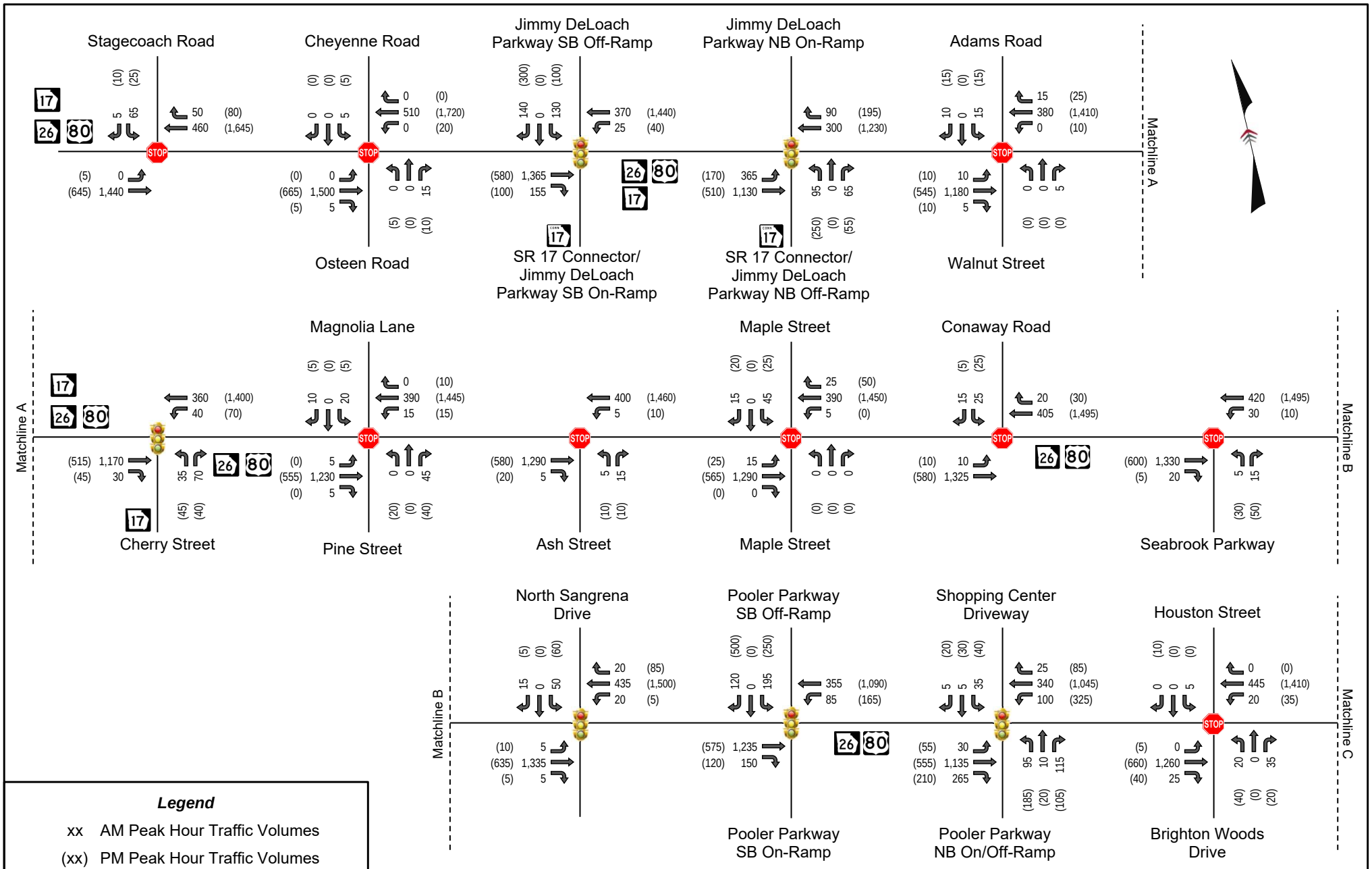
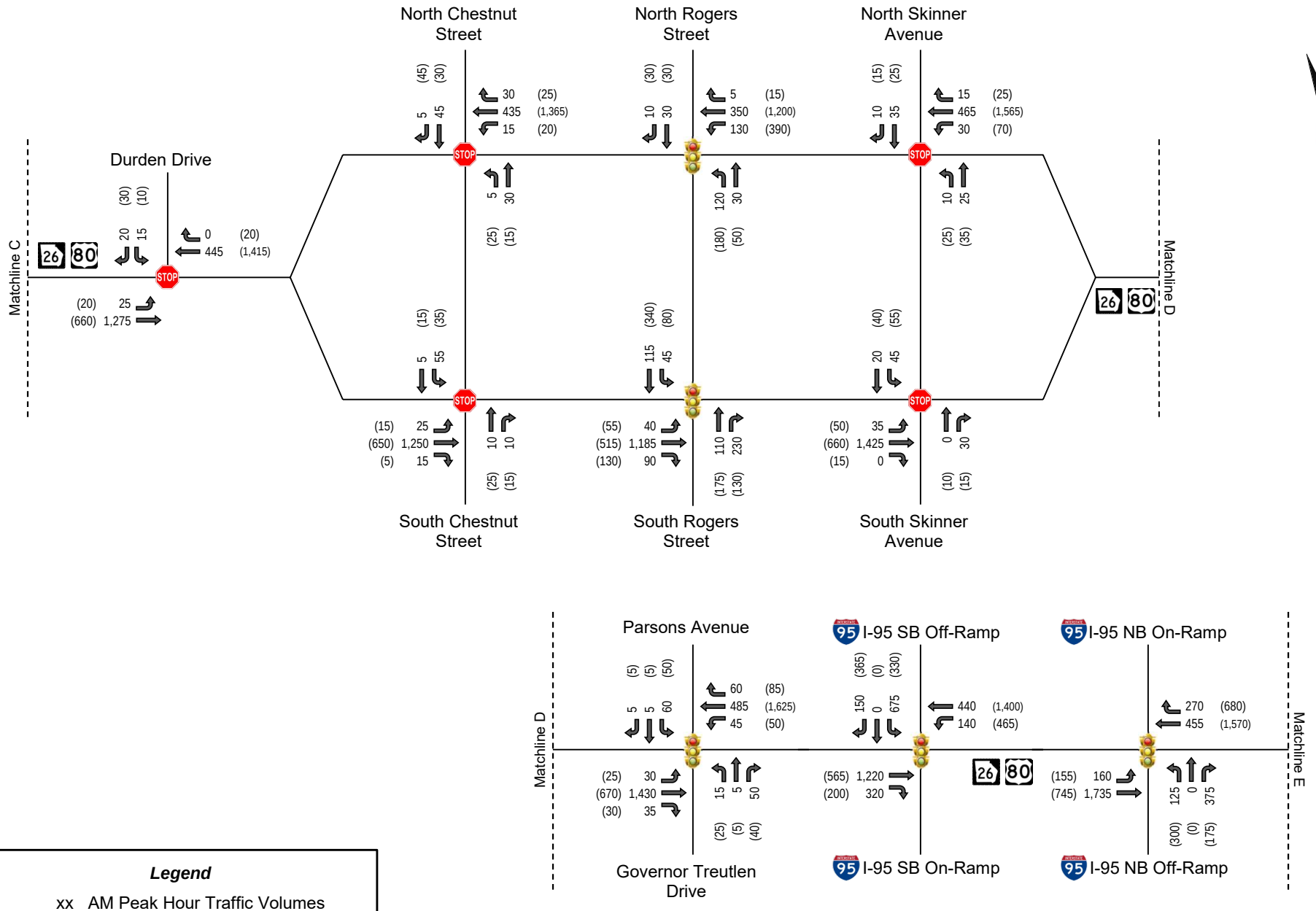


Figure 14
2022 Existing Peak Hour Traffic Volumes
Intersections 1-15



Legend

xx AM Peak Hour Traffic Volumes

(xx) PM Peak Hour Traffic Volumes

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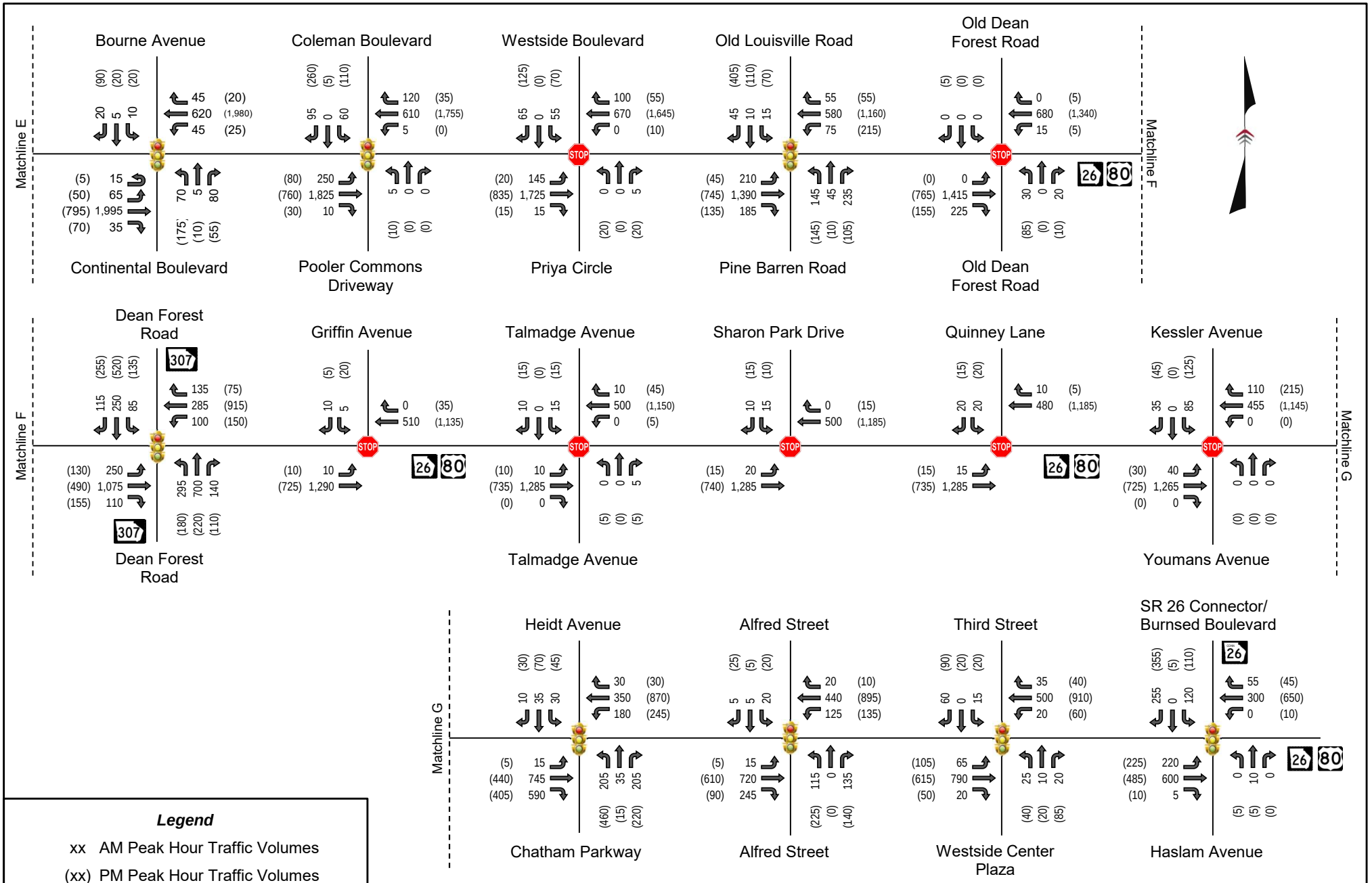
Figure 15
2022 Existing Peak Hour Traffic Volumes
Intersections 16-25



Legend

xx AM Peak Hour Traffic Volumes

(xx) PM Peak Hour Traffic Volumes

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Figure 16
2022 Existing Peak Hour Traffic Volumes
Intersections 26-40

3.2.3 Intersection Analysis Results

Capacity analysis results for each of the 40 study intersections are summarized by contextual segment in **Table 12** (AM Peak Hour) and **Table 13** (PM Peak Hour). The methodologies prescribed by HCM6 consider each intersection in isolation and do not account for the potential for queues to persist and propagate between intersections across multiple periods under oversaturated conditions. As such, corridor operations were also simulated in SimTraffic Version 11 software to identify existing deficiencies at the network level. Key findings are discussed below, with a focus on intersections exhibiting significant delay during one or both peak periods. All references to delay and LOS refer to calculated, not observed, values. Capacity analysis reports are included in **Appendix B**.

Segment 1 – West Gateway: City of Bloomingdale

As noted in **Section 2.1.1**, Segment 1 extends from the Chatham County/Effingham County line through Seabrook Parkway and includes 11 study intersections. Though each of the intersections along Segment 1 operate at LOS D or better overall during the AM peak hour of travel, 6 of 11 intersections operate at LOS E or worse overall during the PM peak hour of travel. However, all six of these intersections operate under two-way stop control (TWSC), and most serve fewer than 50 vehicles per hour on the minor street approaches. Further, the existing center TWLTL provides opportunities for two-stage crossing maneuvers, which field observations confirm are common throughout Segment 1. Therefore, the control delay estimates shown in **Table 12** and **Table 13** may overestimate field-observed delay.

The signalized intersections on SR 17/26/US 80 at the SR 17 Connector/Jimmy DeLoach Parkway interchange and SR 17/Cherry Street operate at LOS B or better during both the AM and PM peak hours of travel. Traffic volumes at the other eight intersections are not expected to meet signal warrants prescribed by the *Manual on Uniform Traffic Control Devices* (MUTCD), but monitoring may be needed in the future as development progresses along the corridor, particularly near the SR 17 Connector/ Jimmy DeLoach Parkway interchange.

Segment 2 – Old Town Pooler

Segment 2 consists of 12 intersections, 10 of which operate at LOS D or better overall during the AM peak hour, and 9 of which operate at LOS D or better during the PM peak hour. As described in **Section 2.1.2**, SR 26/US 80 splits into two one-way segments between Wilkes Street and Parsons Avenue/Governor Treutlen Drive and includes six signalized intersections. Of the unsignalized intersections in this segment, the intersection of SR 26/US 80 with Houston Street/Brighton Woods Drive is the only one which operates at LOS F during both the AM and PM peak hours of travel. Brighton Woods Drive provides access to commercial development near the intersection with SR 26/ US 80 and to a residential community to the south. Like other unsignalized intersections along the corridor, it is expected that two-stage crossing maneuvers that utilize the existing center TWLTL reduce field-observed delays relative to those obtained through traffic analyses. The intersections of SR 26/ US 80 with Chestnut Street and Skinner Avenue also operate at LOS F during the PM peak hour, but field observations and analysis results suggest that queue lengths are minimal on the minor street approaches at each intersection. The signalized intersections at Pooler Parkway, Rogers Street, and Parsons Avenue/Governor Treutlen Drive all operate at LOS D or better during both peak periods.

Table 12: Existing Intersection Capacity Analysis Results – AM Peak Hour

ID	Intersection Name	Intersection Control Type	Approach LOS (Delay, sec/veh)[1]				Intersection Delay (sec/veh)[2]
			EB	WB	NB	SB	
Segment 1 — West Gateway: City of Bloomingdale							
1	SR 26/US 80 at Stagecoach Road	Stop	A (0.0)	-	-	C (24.7)	C (24.7)
2	SR 26/US 80 at Cheyenne Road/Osteen Road	Stop	A (0.0)	A (0.0)	C (16.3)	E (39.0)	**E (39.0)**
3	SR 26/US 80 at SR 17 Connector/Jimmy DeLoach Parkway SB Ramps	Signal	B (12.4)	A (0.7)	-	D (51.3)	B (15.3)
4	SR 26/US 80 at SR 17 Connector/Jimmy DeLoach Parkway NB Ramps	Signal	A (1.2)	A (9.3)	D (51.0)	-	A (5.0)
5	SR 26/US 80 at Adams Road/Walnut Street	Stop	A (8.2)	A (0.0)	B (13.5)	C (20.6)	C (20.6)
6	SR 26/US 80 at Cherry Street	Signal	A (9.3)	A (2.9)	D (39.0)	-	A (9.6)
7	SR 26/US 80 at Magnolia Lane/Pine Street	Stop	A (8.8)	B (11.8)	B (14.6)	D (26.6)	D (26.6)
8	SR 26/US 80 at Ash Street	Stop	-	B (14.5)	C (18.7)	-	C (18.7)
9	SR 26/US 80 at Maple Street	Stop	A (8.2)	B (12.5)	A (0.0)	C (18.6)	C (18.6)
10	SR 26/US 80 at Conaway Road	Stop	A (8.3)	-	-	C (15.4)	C (15.4)
11	SR 26/US 80 at Seabrook Parkway	Stop	-	C (17.9)	C (15.9)	-	C (15.9)
Segment 2 — Old Town Pooler							
12	SR 26/US 80 at N Sangrena Drive	Signal	A (3.0)	A (0.1)	-	D (54.0)	A (4.1)
13	SR 26/US 80 at Pooler Parkway SB Ramps	Signal	B (13.2)	A (1.8)	A (0.0)	D (54.1)	B (14.8)
14	SR 26/US 80 at Pooler Parkway NB Ramp	Signal	A (9.2)	A (6.1)	D (53.6)	D (50.4)	B (12.0)
15	SR 26/US 80 at Houston Street/Brighton Woods Drive	Stop	A (0.0)	B (13.2)	F (51.0)	E (35.6)	**F (51.0)**
16	SR 26/US 80 at Durden Drive	Stop	A (8.5)	-	-	B (13.5)	B (13.5)
17	SR 26/US 80 at N Chestnut Street	Stop	-	A (0.0)	B (14.0)	B (14.1)	B (14.1)
18	SR 26/US 80 at S Chestnut Street	Stop	A (0.0)	-	C (23.4)	C (22.1)	C (23.4)
19	SR 26/US 80 at N Rogers Street	Signal	-	A (4.7)	D (51.8)	D (43.7)	B (17.5)
20	SR 26/US 80 at S Rogers Street	Signal	C (29.4)	-	E (70.8)	B (18.9)	D (36.2)
21	SR 26/US 80 at N Skinner Avenue	Stop	-	A (0.0)	B (13.8)	B (13.7)	B (13.8)
22	SR 26/US 80 at S Skinner Avenue	Stop	A (0.0)	-	C (16.8)	E (43.7)	**E (43.7)**
23	SR 26/US 80 at Parsons Avenue/Governor Treutlen Drive	Signal	C (27.1)	A (8.0)	C (21.3)	E (55.5)	C (22.8)

Table 12: Existing Intersection Capacity Analysis Results – AM Peak Hour (continued)

ID	Intersection Name	Intersection Control Type	Approach LOS (Delay, sec/veh)[1]				Intersection Delay (sec/veh)[2]
			EB	WB	NB	SB	
Segment 3 — Commercial Pooler							
24	SR 26/US 80 at I-95 SB Ramps	Signal	E (56.7)	D (37.1)	A (0.0)	E (67.0)	**E (55.6)**
25	SR 26/US 80 at I-95 NB Ramps	Signal	B (11.4)	A (9.7)	E (78.7)	A (0.0)	B (14.1)
26	SR 26/US 80 at Bourne Avenue/Continental Boulevard	Signal	B (15.7)	A (8.9)	D (54.1)	C (32.1)	B (16.3)
27	SR 26/US 80 at Coleman Boulevard	Signal	A (6.6)	A (9.2)	E (79.3)	F (86.0)	B (11.5)
28	SR 26/US 80 at Westside Boulevard/Priya Circle	Stop	B (10.2)	A (0.0)	C (22.9)	F (54.6)	**F (54.6)**
Segment 4 — Park Pooler							
29	SR 26/US 80 at Old Louisville Road/Pine Barren Road	Signal	B (18.2)	B (15.3)	E (65.7)	F (80.6)	C (21.7)
30	SR 26/US 80 at Old Dean Forest Road	Stop	A (0.0)	D (25.2)	E (48.5)	A (0.0)	**E (48.5)**
31	SR 26/US 80 at SR 307/Dean Forest Road	Signal	E (61.7)	E (68.1)	F (112.1)	F (109.7)	**F (84.9)**
Segment 5 — Residential Garden City							
32	SR 26/US 80 at Griffin Avenue	Stop	A (8.5)	-	-	B (12.5)	B (12.5)
33	SR 26/US 80 at Talmadge Avenue	Stop	A (8.6)	A (0.0)	B (14.6)	C (17.1)	C (17.1)
34	SR 26/US 80 at Sharon Park Drive	Stop	A (8.6)	-	-	C (15.7)	C (15.7)
35	SR 26/US 80 at Quinney Lane	Stop	A (8.6)	-	-	B (14.9)	B (14.9)
36	SR 26/US 80 at Kessler Avenue/Youmans Avenue	Stop	A (8.7)	A (0.0)	A (0.0)	D (27.3)	D (27.3)
37	SR 26/US 80 at Chatham Parkway/Heidt Avenue	Signal	D (35.7)	B (15.2)	D (43.3)	E (74.5)	C (33.6)
Segment 6 — East Gateway: Portside Garden City							
38	SR 26/US 80 at Alfred Street	Signal	B (14.6)	A (2.1)	D (41.7)	D (44.7)	B (14.8)
39	SR 26/US 80 at Third Street/Westside Center Plaza	Signal	A (6.6)	A (6.9)	D (43.7)	D (46.5)	A (9.9)
40	SR 26/US 80 at SR 25/Burnsed Boulevard/Haslam Avenue	Signal	C (28.7)	B (14.4)	D (38.6)	D (43.7)	C (29.6)

[1] Approach delay reported for the left-turn movement only on the major street at unsignalized intersections

[2] Overall intersection delay reported as the worst minor street approach at unsignalized intersections

Table 13: Existing Intersection Capacity Analysis Results – PM Peak Hour

ID	Intersection Name	Intersection Control Type	Approach LOS (Delay, sec/veh)[1]				Intersection Delay (sec/veh)[2]
			EB	WB	NB	SB	
Segment 1 — West Gateway: City of Bloomingdale							
1	SR 26/US 80 at Stagecoach Road	Stop	C (16.3)	-	-	E (49.5)	**E (49.5)**
2	SR 26/US 80 at Cheyenne Road/Osteen Road	Stop	A (0.0)	A (9.4)	D (32.5)	F (242.9)	**F (242.9)**
3	SR 26/US 80 at SR 17 Connector/Jimmy DeLoach Parkway SB Ramps	Signal	B (11.3)	A (0.9)	-	D (35.3)	A (8.9)
4	SR 26/US 80 at SR 17 Connector/Jimmy DeLoach Parkway NB Ramps	Signal	A (2.5)	B (15.3)	D (37.8)	-	B (13.9)
5	SR 26/US 80 at Adams Road/Walnut Street	Stop	B (13.7)	A (8.7)	A (0.0)	F (80.5)	**F (80.5)**
6	SR 26/US 80 at Cherry Street	Signal	A (7.9)	A (4.4)	C (33.5)	-	A (6.5)
7	SR 26/US 80 at Magnolia Lane/Pine Street	Stop	A (0.0)	A (8.7)	D (25.9)	F (59.0)	**F (59.0)**
8	SR 26/US 80 at Ash Street	Stop	-	A (8.8)	B (13.6)	-	B (13.6)
9	SR 26/US 80 at Maple Street	Stop	B (13.9)	A (0.0)	A (0.0)	E (36.7)	**E (36.7)**
10	SR 26/US 80 at Conaway Road	Stop	B (14.3)	-	-	E (39.1)	**E (39.1)**
11	SR 26/US 80 at Seabrook Parkway	Stop	-	B (10.1)	B (10.2)	-	B (10.2)
Segment 2 — Old Town Pooler							
12	SR 26/US 80 at N Sangrena Drive	Signal	A (2.1)	A (0.5)	-	E (55.1)	A (2.5)
13	SR 26/US 80 at Pooler Parkway SB Ramps	Signal	A (0.1)	A (1.1)	A (0.0)	D (52.4)	A (7.0)
14	SR 26/US 80 at Pooler Parkway NB Ramp	Signal	B (12.6)	C (21.8)	D (41.9)	D (35.2)	C (21.8)
15	SR 26/US 80 at Houston Street/Brighton Woods Drive	Stop	B (12.9)	A (9.3)	F (74.5)	C (15.1)	**F (74.5)**
16	SR 26/US 80 at Durden Drive	Stop	B (13.7)	-	-	C (22.9)	C (22.9)
17	SR 26/US 80 at N Chestnut Street	Stop	-	A (0.0)	E (37.5)	E (35.6)	**E (37.5)**
18	SR 26/US 80 at S Chestnut Street	Stop	A (0.0)	-	C (15.2)	C (15.0)	C (15.2)
19	SR 26/US 80 at N Rogers Street	Signal	-	B (16.4)	E (59.9)	D (36.7)	C (22.3)
20	SR 26/US 80 at S Rogers Street	Signal	C (34.7)	-	E (56.5)	D (45.7)	D (42.6)
21	SR 26/US 80 at N Skinner Avenue	Stop	-	A (0.0)	F (119.3)	F (78.6)	**F (119.3)**
22	SR 26/US 80 at S Skinner Avenue	Stop	A (0.0)	-	C (15.3)	C (23.2)	C (23.2)
23	SR 26/US 80 at Parsons Avenue/Governor Treutlen Drive	Signal	B (10.8)	B (13.5)	D (41.2)	E (68.4)	B (14.7)

Table 13: Existing Intersection Capacity Analysis Results – PM Peak Hour (continued)

ID	Intersection Name	Intersection Control Type	Approach LOS (Delay, sec/veh)[1]				Intersection Delay (sec/veh)[2]
			EB	WB	NB	SB	
Segment 3 — Commercial Pooler							
24	SR 26/US 80 at I-95 SB Ramps	Signal	C (26.1)	C (25.0)	A (0.0)	E (58.5)	C (32.2)
25	SR 26/US 80 at I-95 NB Ramps	Signal	B (19.9)	A (1.4)	F (86.0)	A (0.0)	B (13.6)
26	SR 26/US 80 at Bourne Avenue/Continental Boulevard	Signal	A (7.0)	A (9.0)	F (82.2)	C (31.6)	B (14.6)
27	SR 26/US 80 at Coleman Boulevard	Signal	A (9.8)	C (25.7)	E (71.9)	F (92.0)	C (29.5)
28	SR 26/US 80 at Westside Boulevard/Priya Circle	Stop	C (16.5)	B (10.0)	F (298.6)	F (123.0)	**F (298.6)**
Segment 4 — Park Corridor							
29	SR 26/US 80 at Old Louisville Road/Pine Barren Road	Signal	B (17.8)	B (18.0)	E (64.4)	F (83.3)	C (25.5)
30	SR 26/US 80 at Old Dean Forest Road	Stop	A (0.0)	B (11.4)	E (38.8)	C (15.7)	**E (38.8)**
31	SR 26/US 80 at SR 307/Dean Forest Road	Signal	D (44.0)	D (54.6)	D (38.6)	E (59.9)	D (51.1)
Segment 5 — Residential Garden City							
32	SR 26/US 80 at Griffin Avenue	Stop	B (11.5)	-	-	C (24.2)	C (24.2)
33	SR 26/US 80 at Talmadge Avenue	Stop	B (11.6)	A (9.3)	C (19.1)	C (24.1)	C (24.1)
34	SR 26/US 80 at Sharon Park Drive	Stop	B (12.0)	-	-	C (20.5)	C (20.5)
35	SR 26/US 80 at Quinney Lane	Stop	B (12.6)	-	-	D (26.7)	D (26.7)
36	SR 26/US 80 at Kessler Avenue/Youmans Avenue	Stop	B (12.4)	A (0.0)	A (0.0)	F (217.5)	**F (217.5)**
37	SR 26/US 80 at Chatham Parkway/Heidt Avenue	Signal	C (33.6)	C (25.8)	D (41.6)	E (62.0)	C (33.8)
Segment 6 — East Gateway: Portside Garden City							
38	SR 26/US 80 at Alfred Street	Signal	B (14.1)	A (1.7)	D (38.1)	D (36.6)	B (12.4)
39	SR 26/US 80 at Third Street/Westside Center Plaza	Signal	A (1.4)	B (11.2)	D (41.3)	D (45.0)	B (11.8)
40	SR 26/US 80 at SR 25/Burnsed Boulevard/Haslam Avenue	Signal	B (13.2)	C (20.8)	C (34.6)	D (48.2)	C (24.8)

[1] Approach delay reported for the left-turn movement only on the major street at unsignalized intersections

[2] Overall intersection delay reported as the worst minor street approach at unsignalized intersections

Segment 3 – Commercial Pooler

As described in **Section 2.1.3**, Segment 3 includes five intersections, four of which are signalized. The existing unsignalized intersection on SR 26/US 80 with Westside Boulevard/Priya Circle operates at LOS F during the AM and PM peak hours based on capacity analysis results. The *Native Development Traffic Signal Warrant Study* (Hussey Gay Bell, March 2022) recommended the installation of a traffic signal at this location, and signal plans were completed in August 2022 for the intersection improvements. However, as of this writing, a signal has not been permitted at this location.

The intersection on SR 26/US 80 with Coleman Boulevard/Pooler Commons Driveway operates at LOS E overall during the PM peak period with long delays equivalent to LOS F conditions on the southbound intersection approach. A traffic signal upgrade and geometric improvements are planned at this intersection based on the findings from the *JCB Property Industrial Development Traffic Impact Analysis* (Kimley-Horn, January 2022) and are currently under construction. These improvements are expected to improve existing operations and reduce delay for trips to and from the adjacent commercial and industrial developments at both Coleman Boulevard/Pooler Commons Driveway and Westside Boulevard/ Priya Circle.

The I-95 interchange ramps operate at LOS D or better overall during both peak periods based on capacity analysis results from Synchro 11 software, but field observations and SimTraffic simulation runs indicate that actual delay and queueing are significant during both peak periods as detailed in **Section 2.1.2**, **Section 2.1.3**, and **Section 2.2.4**.

Segment 4 – Park Corridor

Segment 4 includes the intersection of SR 26/US 80 with SR 307/Dean Forest Road, which exhibits significant delays on all approaches during the AM and PM peak hours. As shown in **Table 12** and **Table 13** and detailed within **Section 2.1.4**, the capacity analysis results presented here significantly undercut actual delay and queueing observed in the field along Segment 4. The intersections with SR 307/Dean Forest Road and Old Dean Forest Road both operate at LOS E or F during one or both peak hours, but the actual delay incurred by through traffic on SR 26/US 80 is not fully captured within Synchro and SimTraffic software.

This may be attribute to several factors: first, since travel patterns differ from day-to-day and month-to-month throughout the year and produce a range of traffic conditions, typical conditions are difficult to capture with a single set of model inputs (e.g., traffic volumes). Additionally, local conditions, such as location-specific geometry constraints and driving behavior, are likely to yield slightly different results than those attainable through HCM6 methodology, which is calibrated to nationwide data. Finally, intersection capacity analysis results alone are not adequate for describing corridor operations holistically, particularly when queues persist for multiple periods during peak demand, as is the case along Segment 4.

Field travel time runs demonstrate that the maximum travel time along this segment in the eastbound direction is approximately three minutes longer at 7:45 AM (during the height of commuting traffic flows) than at 7:00 AM (just before the morning rush begins). At Old Dean Forest Road, left-turn delay in excess of two minutes was observed for westbound left-turning traffic from SR 26/US 80 during the off-peak period. Committed improvements associated with planned development adjacent to the intersection of SR 26/US 80 with SR 307/Dean Forest Road and improvements proposed as part of the *SR 307 Corridor Study Final Report* (Kimley-Horn, March 2022) will alleviate these existing constraints.

Segment 5 – Residential Garden City

Segment 5 includes six study intersections, one of which is signalized (Chatham Parkway/Heidt Avenue), as described in **Section 2.1.5**. The existing unsignalized intersection of SR 26/US 80 with Kessler Avenue/Youmans Avenue operates at LOS E or worse during the AM and PM peak hours. Minor street left-turn volumes in excess of 100 VPH were observed at the intersection with Kessler Avenue/Youmans Avenue, which connects to Old Louisville Road to the west and serves surrounding residential development and the Garden City Elementary School.

Capacity analysis results are otherwise comparable to field observations on Segment 5. As noted in **Section 2.1.5**, the signalized intersection with Chatham Parkway/Heidt Avenue serves a significant volume of traffic in its southeast quadrant (i.e., eastbound right-turn and northbound left-turn movements), leading to moderate congestion associated with the eastbound right-turn movement on SR 26/US 80, particularly during the AM peak period. These conditions are attributable in part to insufficient auxiliary turn lane storage length but also to existing split signal phasing at the intersection. This split phasing prevents the side street signal phases from running concurrently and yields LOS E or worse conditions on the southbound intersection approach during both the AM and PM peak hours.

Segment 6 – East Gateway: Portside Garden City

Segment 6 consists of three intersections, all of which are signalized as highlighted in **Section 2.1.6**. Capacity analysis results suggest that all three intersections operate at LOS C or better during the AM and PM peak hours, which is consistent with field observations.

3.2.4 Segment Analysis Results

The existing traffic volumes and capacity analysis results presented in this report are intended to capture typical conditions along the SR 26/US 80 corridor during an average weekday while school is in session. However, “typical” conditions are difficult to capture with a single set of model inputs, and intersection capacity analysis results alone are not adequate for describing corridor operations holistically. Accordingly, this section describes segment-level capacity analysis conducted using both SimTraffic Version 11 simulation software and field-collected travel time data.

Corridor travel time outputs from SimTraffic are aggregated by contextual segment in **Table 14** and **Table 15** for the AM and PM peak hours, respectively. These travel time outputs were converted to average travel speed (ATS) and compared to the theoretical base free flow speed (BFFS) to calculate the vehicular LOS as defined by the HCM6 Urban Street Facilities methodology.

The results of the analysis generally reflect those presented in **Section 2.2.3** for the major crossings along the study corridor, where known bottlenecks at the I-95 interchange and SR 307/Dean Forest Road do not produce as much delay in Synchro and SimTraffic software as that observed in the field. Instead, traffic analysis software suggests that the entire corridor operates at LOS D or better during the peak periods of travel. Given the disparity between field-observed traffic conditions and those modeled in SimTraffic, field travel time runs conducted on Tuesday, September 20, 2022 were compiled and post-processed to determine the HCM-based vehicular LOS. Raw travel time data and LOS estimates are presented in **Table 16** and **Table 17** for the AM and PM peak periods, respectively.

Table 14: SimTraffic Corridor Travel Time and LOS by Segment – AM Peak Hour

Segment	Length (mi)	Minimum Travel Time (mm:ss)	Maximum Travel Time (mm:ss)	Average Travel Time (mm:ss)	BFFS (mph)	Average Travel Speed (mph)	LOS
Eastbound							
1	3.3	05:15	05:23	05:19	45.7	37.3	A
2	2.4	06:16	07:27	06:49	42.2	21.1	C
3	1.3	03:22	03:40	03:29	45.0	22.4	D
4	1.6	02:53	03:06	02:58	45.0	32.3	B
5	2.3	03:53	04:09	03:59	45.6	34.6	B
6	1.1	02:09	02:17	02:13	45.0	29.7	C
Total	***12***	***23:48***	***26:01***	***24:48***	***44.7***	***29.0***	***C***
Westbound							
1	3.3	04:43	04:52	04:47	45.6	41.3	A
2	2.4	03:46	03:57	03:51	41.3	37.4	A
3	1.3	02:39	02:49	02:44	45.0	28.5	C
4	1.6	02:10	02:18	02:15	45.0	42.7	A
5	2.3	03:37	03:53	03:45	45.6	36.9	A
6	1.1	02:04	02:10	02:06	45.0	31.3	B
Total	***12***	***19:00***	***19:59***	***19:28***	***44.5***	***37.0***	***A***

Table 15: SimTraffic Corridor Travel Time and LOS by Segment – PM Peak Hour

Segment	Length (mi)	Minimum Travel Time (mm:ss)	Maximum Travel Time (mm:ss)	Average Travel Time (mm:ss)	BFFS (mph)	Average Travel Speed (mph)	LOS
Eastbound							
1	3.3	05:07	05:15	05:11	45.7	38.2	A
2	2.4	05:28	05:49	05:37	42.2	25.6	C
3	1.3	02:54	03:08	03:01	45.0	25.8	C
4	1.6	02:36	02:43	02:41	45.0	35.8	B
5	2.3	03:56	04:13	04:04	45.6	33.9	B
6	1.1	02:17	02:26	02:21	45.0	28.0	C
Total	***12***	***22:18***	***23:33***	***22:56***	***44.7***	***31.4***	***B***
Westbound							
1	3.3	05:33	05:49	05:40	45.6	35.0	B
2	2.4	04:36	04:52	04:43	41.3	30.5	B
3	1.3	03:10	04:22	03:45	45.0	20.8	D
4	1.6	02:27	02:32	02:29	45.0	38.5	A
5	2.3	04:14	05:21	04:44	45.6	29.2	C
6	1.1	02:20	02:30	02:23	45.0	27.6	C
Total	***12***	***22:20***	***25:26***	***23:44***	***44.5***	***30.3***	***B***

Table 16: Average Field Travel Time and LOS – September 20, 2022 – AM Peak Period

Segment[1]	Direction	Length (mi)	Free Flow Speed (mph)	Run 1 Travel Time (mm:ss)	Run 2 Travel Time (mm:ss)	Average Travel Time (mm:ss)	Average Travel Speed (mph)	LOS
Chatham County/Effingham County line to SR 17 Connector/Jimmy DeLoach Parkway	EB	1.1	45.7	01:58	01:33	01:46	37.5	A
	WB		45.6	01:52	02:02	01:23	47.4	A
SR 17 Connector/Jimmy DeLoach Parkway to Pooler Parkway	EB	2.6	45.7	03:20	03:45	03:33	44.0	A
	WB		45.6	04:55	05:56	03:30	44.7	A
Pooler Parkway to I-95	EB	1.9	42.2	05:40	07:20	06:30	17.5	D
	WB		41.3	04:05	05:26	02:57	38.6	A
I-95 to SR 307/Dean Forest Road	EB	2.9	45.0	06:07	09:30	07:48	22.3	D
	WB		45.0	02:57	02:57	04:46	36.6	A
SR 307/Dean Forest Road to Chatham Parkway/Heidt Avenue	EB	2.3	45.6	05:07	03:57	04:32	30.4	C
	WB		45.6	03:37	03:22	05:26	25.4	C
Chatham Parkway/Heidt Avenue to SR 26 Connector/ Burnsed Boulevard/Haslam Avenue	EB	1.2	45.0	02:31	01:34	02:02	35.3	B
	WB		45.0	01:21	01:26	01:57	36.9	A
Overall	***EB***	***12.0***	*--*	***24:43***	***27:39***	***26:11***	***27.5***	***C***
	WB		*--*	***18:47***	***21:09***	***19:58***	***36.1***	***A***

[1]Note: Segment extents do not match the contextual segments highlighted throughout this report; instead, travel time was measured between major interchanges or intersections along the corridor.

Table 17: Average Field Travel Time and LOS – September 20, 2022 – PM Peak Period

Segment[1]	Direction	Length (mi)	Free Flow Speed (mph)	Run 1 Travel Time (mm:ss)	Run 2 Travel Time (mm:ss)	Average Travel Time (mm:ss)	Average Travel Speed (mph)	LOS
Chatham County/Effingham County line to SR 17 Connector/Jimmy DeLoach Parkway	EB	1.1	45.7	01:42	01:30	01:36	41.3	A
	WB		45.6	01:56	01:58	01:29	44.5	A
SR 17 Connector/Jimmy DeLoach Parkway to Pooler Parkway	EB	2.6	45.7	03:25	03:21	03:23	46.1	A
	WB		45.6	16:13	10:46	03:34	43.8	A
Pooler Parkway to I-95	EB	1.9	42.2	05:10	04:01	04:36	24.8	C
	WB		41.3	08:09	09:45	03:35	31.7	B
I-95 to SR 307/Dean Forest Road	EB	2.9	45.0	05:04	05:43	05:24	32.3	B
	WB		45.0	04:05	03:06	08:57	19.4	D
SR 307/Dean Forest Road to Chatham Parkway/Heidt Avenue	EB	2.3	45.6	03:06	03:41	03:24	40.7	A
	WB		45.6	03:48	03:19	13:29	10.2	F
Chatham Parkway/Heidt Avenue to SR 26 Connector/ Burnsed Boulevard/Haslam Avenue	EB	1.2	45.0	02:42	02:07	02:25	29.9	C
	WB		45.0	01:28	01:30	01:57	36.9	A
Overall	***EB***	***12.0***	**--**	***21:09***	***20:23***	***20:46***	***34.7***	***B***
	WB		**--**	***35:39***	***30:24***	***33:01***	***21.8***	***D***

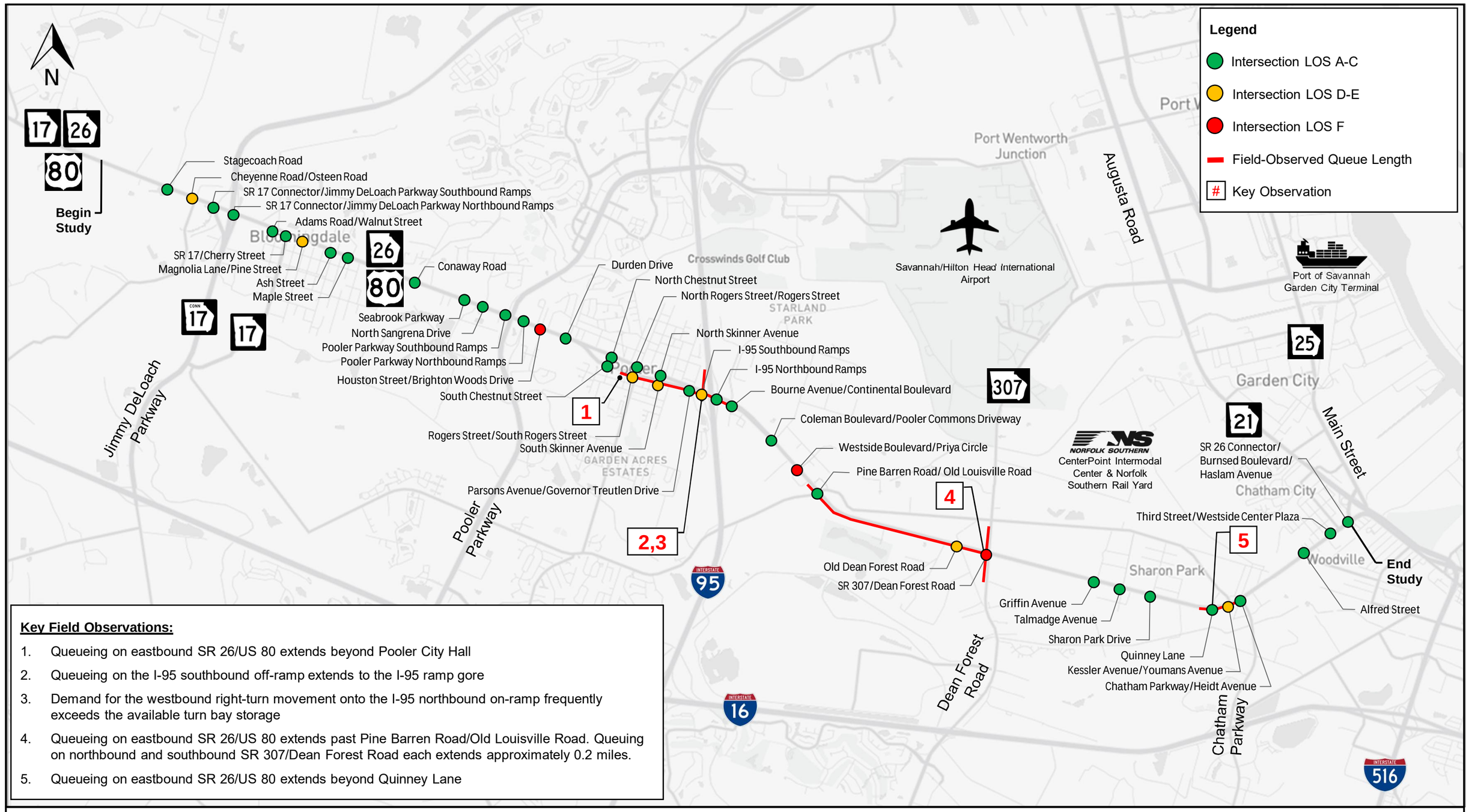
[1]Note: Segment extents do not match the contextual segments highlighted throughout this report; instead, travel time was measured between major interchanges or intersections along the corridor.

As shown in **Table 16** and **Table 17**, field travel time runs and associated LOS estimates are indicative of more congestion than that predicted by the SimTraffic model. Specifically, field-measured overall ATS were up to 8.5 MPH slower than simulation outputs. These differences are greatest on westbound SR 26/ US 80 during the PM peak period in Segment 5, where an ATS near 10 MPH (i.e., representative of LOS F conditions) was observed through field travel time runs between Chatham Parkway/Heidt Avenue and SR 307/Dean Forest Road versus the LOS C conditions predicted by SimTraffic as shown in **Table 15.** On eastbound SR 26/US 80, an ATS of approximately 22 MPH (i.e., representative LOS D conditions) was observed through field travel time runs between I-95 and SR 307/Dean Forest Road during the AM peak period, which was approximately 10 MPH slower than the LOS B conditions predicted by SimTraffic as shown in **Table 14**. Field travel time runs otherwise indicate that the SR 26/US 80 corridor operates at LOS C or LOS D overall in the peak direction of travel.

In considering whether field observations were typical of an "average" weekday over the course of the year, comparisons of anecdotal observations with supplemental data available from Google typical traffic conditions suggest that traffic operations are variable along the corridor. Likewise, the segment analysis results presented herein demonstrate that various segments of SR 26/US 80 operate near the LOS D/ LOS E threshold that defines "unstable flow" and are therefore susceptible to substantial variability in traffic conditions under even minor changes in demand. These findings are critical to understanding existing and potential operational deficiencies along the study corridor and informing future improvements.

3.2.5 Capacity Analysis Summary

The intersection and segment analysis results presented in this section demonstrate that the bookends of the SR 26/US 80 corridor near the City of Bloomingdale and the GCT operate with minimal disruptions under existing conditions. However, existing bottlenecks at the I-95 interchange and SR 307/ Dean Forest Road lead to significant delays for freight and passenger car trips traversing the segments between Old Town Pooler and Chatham Parkway/Heidt Avenue. Planned and committed improvements at locations such as I-95, Coleman Boulevard/Pooler Commons Driveway, and SR 307/Dean Forest Road aim to improve poor traffic operations during the peak hours of the day, but further improvements will be needed to ensure that the corridor continues to operate at an acceptable level of service over the next 20 years. The maps shown in **Figure 17** and **Figure 18** graphically summarize existing operations along the study corridor as defined by capacity analysis, SimTraffic outputs, and field observations. Capacity analysis reports are included in **Appendix B**.



Key Field Observations:

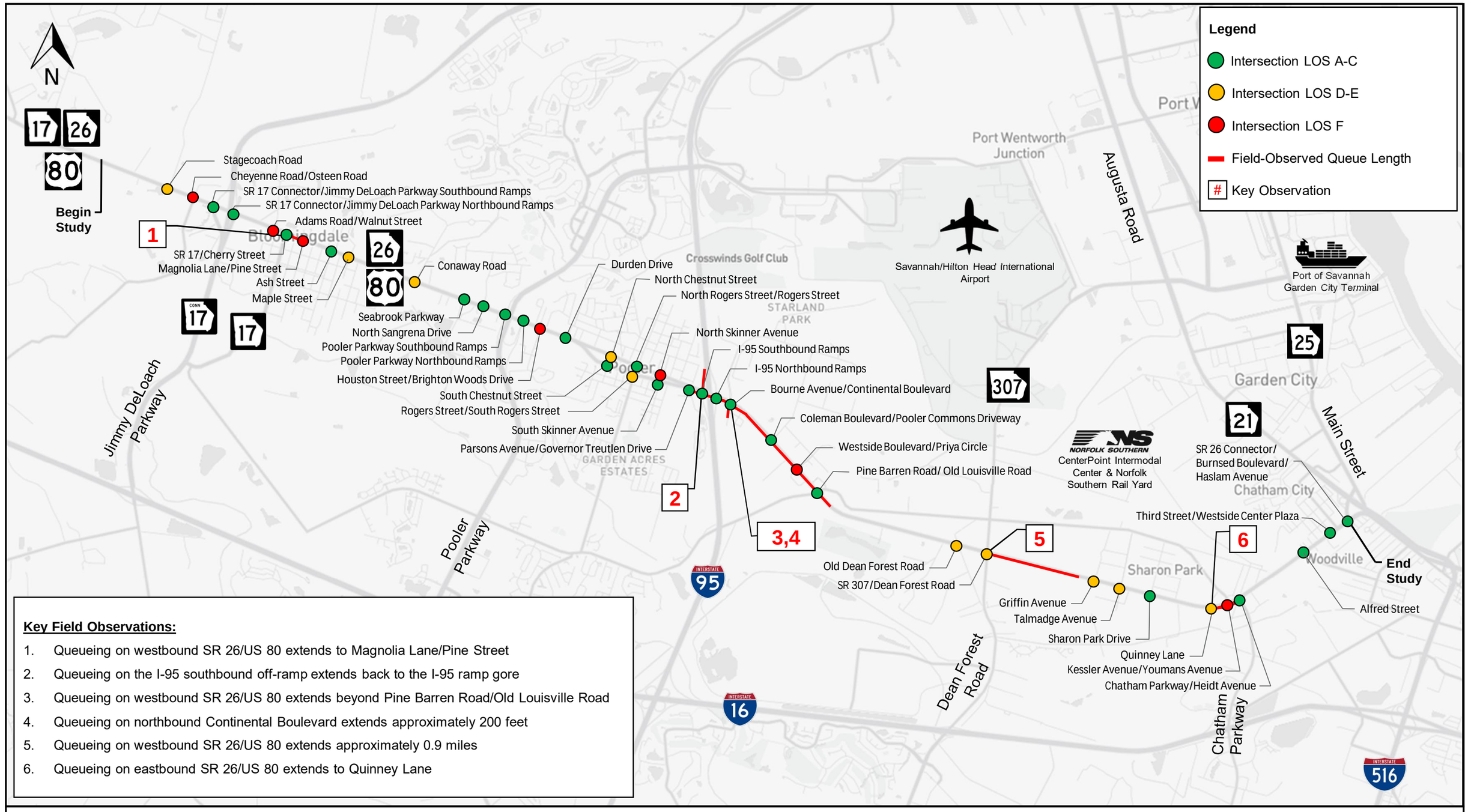
1. Queueing on eastbound SR 26/US 80 extends beyond Pooler City Hall
2. Queueing on the I-95 southbound off-ramp extends to the I-95 ramp gore
3. Demand for the westbound right-turn movement onto the I-95 northbound on-ramp frequently exceeds the available turn bay storage
4. Queueing on eastbound SR 26/US 80 extends past Pine Barren Road/Old Louisville Road. Queuing on northbound and southbound SR 307/Dean Forest Road each extends approximately 0.2 miles.
5. Queueing on eastbound SR 26/US 80 extends beyond Quinney Lane

SR 26/US 80 Corridor Study – Existing Conditions/Needs Assessment

Figure 17 – Existing Corridor Operations Summary – AM Peak Hour

SR 26/US 80 CORRIDOR STUDY

Kimley»Horn



Key Field Observations:

1. Queueing on westbound SR 26/US 80 extends to Magnolia Lane/Pine Street
2. Queueing on the I-95 southbound off-ramp extends back to the I-95 ramp gore
3. Queueing on westbound SR 26/US 80 extends beyond Pine Barren Road/Old Louisville Road
4. Queueing on northbound Continental Boulevard extends approximately 200 feet
5. Queueing on westbound SR 26/US 80 extends approximately 0.9 miles
6. Queueing on eastbound SR 26/US 80 extends to Quinney Lane

SR 26/US 80 Corridor Study – Existing Conditions/Needs Assessment

Figure 18 – Existing Corridor Operations Summary – PM Peak Hour

SR 26/US 80 CORRIDOR STUDY

Kimley»Horn

3.3 Safety Analysis

3.3.1 Introduction and Corridor Descriptive Statistics

The primary objective of this study is to identify and prioritize short- and long-term improvement projects needed for the SR 26/US 80 corridor to operate at an acceptable level of service, but both operations and safety are critical to achieving this goal. This section is focused on evaluating trends in crash history along each contextual segment of the study corridor based on the most recent five years of data (2017-2021) from GDOT's Numetric dashboard. Based on these trends, potential mitigation measures and their associated benefits are identified for consideration as part of future corridor improvements.

As shown in **Table 18**, over 2,100 total crashes occurred on the SR 26/US 80 corridor during the five-year period between 2017 and 2021, including three fatal crashes and 150 non-fatal injury crashes. The 12-mile-long study corridor exhibited just over 175 crashes per mile over this period at a state-adjusted comprehensive crash cost of $102 million, or $20.4 million per year (FHWA, 2018). Between I-95 and Pine Barren Road/Old Louisville Road, the SR 26/US 80 corridor exhibited an average crash rate in excess of five times the statewide average per hundred million vehicle miles traveled (HMVMT) on similarly classified facilities. Additionally, only Segment 1 exhibited a crash rate less than the statewide average, and a need for safety-focused investment exists along the corridor. The following four severity descriptors are used throughout this analysis and are referenced in **Table 18**, which displays crash frequency by severity and presents crash rate comparisons.

- Fatal
- Serious Injury
- Visible Injury
- Property Damage-Only (PDO)

Table 18: Corridor Crash Data Summary – 2017 to 2021

Segment	Crash Frequency by Severity					Crash Rate Per HMVMT (Comparison to Statewide Average)				
	Fatal	Serious Injury	Visible Injury	PDO	Total	2017	2018	2019	2020	2021
1	1	5	22	219	247	81.6 (-53.2%)	199.8 (+14.6%)	193.0 (+10.7%)	133.9 (-23.2%)	171.2 (-1.8%)
2	1	10	38	610	659	745.7 (+327.6%)	606.2 (+247.6%)	673.0 (+286.0%)	667.3 (+282.7%)	756.3 (+333.7%)
3	0	4	18	577	599	858.2 (+496.5%)	822.7 (+471.8%)	829.8 (+476.8%)	836.9 (+481.7%)	907.8 (+531.0%)
4	1	7	18	197	223	264.7 (+84.0%)	323.5 (+124.9%)	264.7 (+84.0%)	316.2 (+119.8%)	470.6 (+227.1%)
5	0	6	12	188	206	312.5 (+117.2%)	287.5 (+99.8%)	206.3 (+43.4%)	206.3 (+43.4%)	275.0 (+91.1%)
6	0	2	8	162	172	511.9 (+255.8%)	595.2 (+313.7%)	261.9 (+82.0%)	250.0 (+73.8%)	428.6 (+197.9%)
Total	***3***	***34***	***116***	***1,953***	***2,106***	***427.1 (+167.8%)***	***452.8 (+183.8%)***	***403.5 (+152.9%)***	***393.2 (+146.5%)***	***485.6 (+204.4%)***

Segments 1 and 2 (SR 26/US 80 west of I-95) are classified as an Urban Minor Arterial per the GDOT Functional Classification Application. Segments 3, 4, 5, and 6 (SR 26/US 80 east of I-95) are classified as an Urban Principal Arterial per the GDOT Functional Classification Application. These two classifications have different crash rates, and comparisons between each segment and the applicable statewide average crash rate from 2017-2021 are found in **Figure 19**.

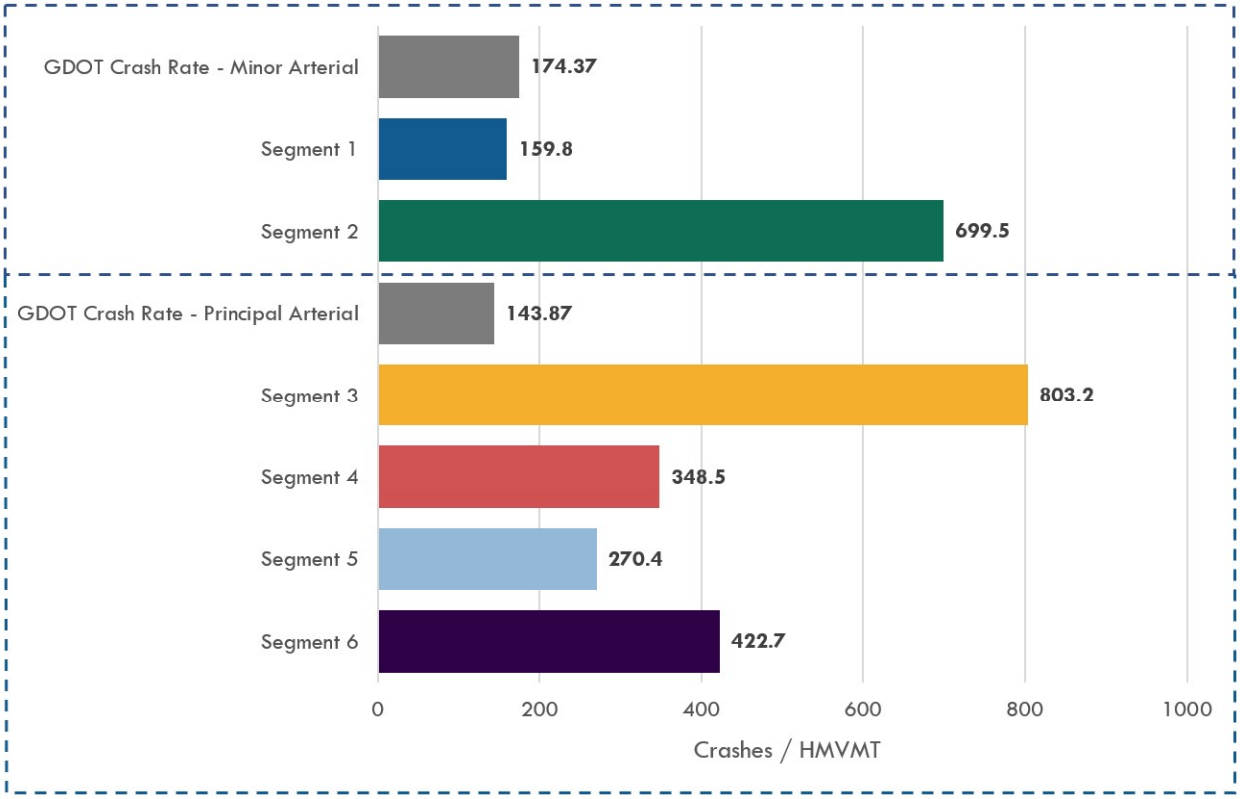
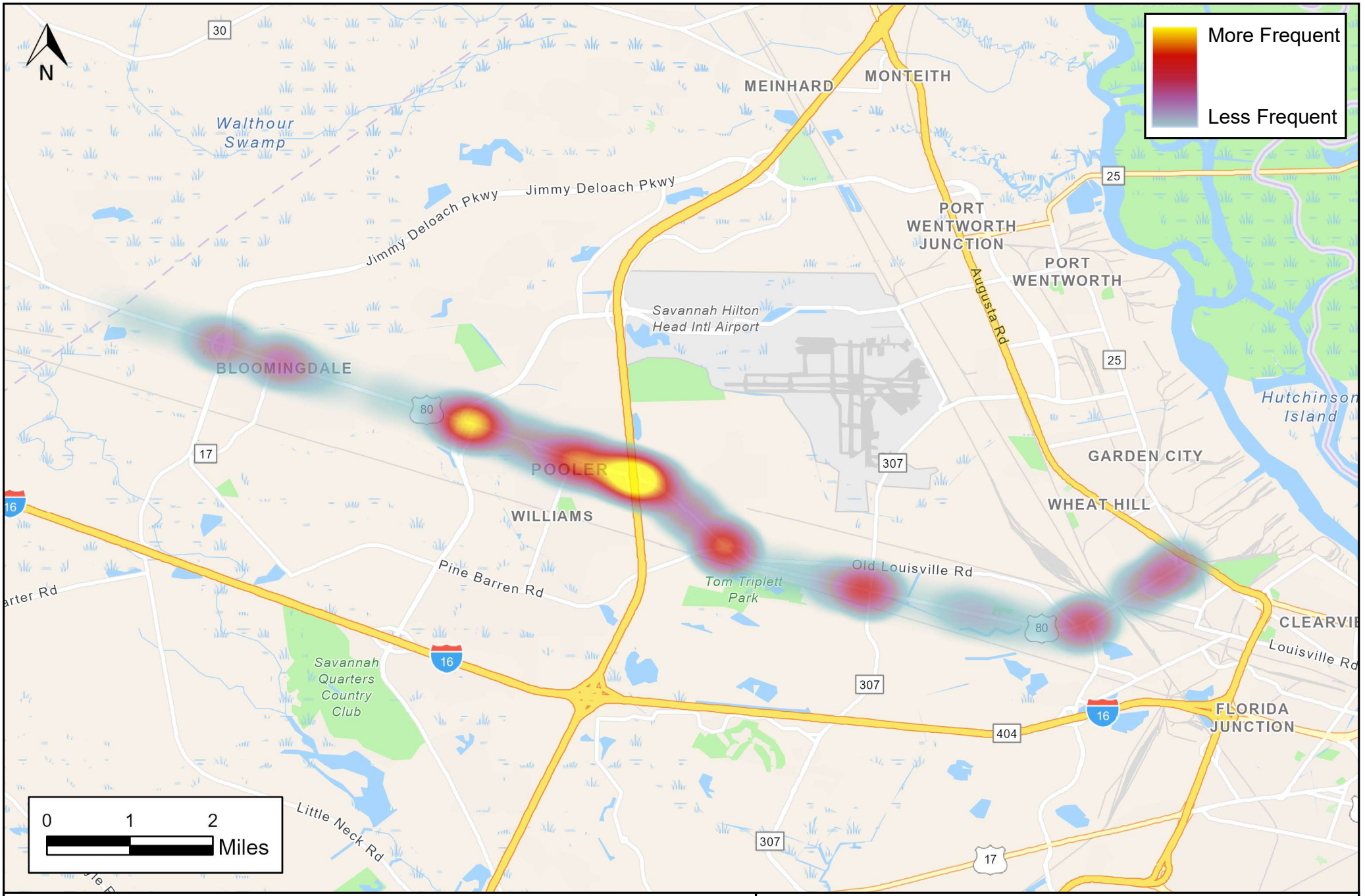


Figure 19: 5-Year Average Crash Rate Comparison by Segment

As illustrated in **Figure 19**, Segment 1 (SR 26/US 80 west of Pooler Parkway) is the only segment with a lower average crash rate than the statewide average. Segment 3 (SR 26/US 80 between I-95 and Pine Barren Road/Old Louisville Road) has the highest crash rate and exceeds the statewide crash rate by the greatest margin when compared against all other segments. In fact, approximately 240 (12%) of all crashes observed throughout the 12-mile-long corridor occurred along the segment near the I-95 interchange between Parsons Avenue/Governor Treutlen Drive and Bourne Avenue/Continental Boulevard, which is one-third of a mile in length and spans only 3% of the total study corridor. The three fatal crashes observed over the study period occurred outside of this stretch, however. The fatal crashes included a single-vehicle crash to the west of SR 17 Connector/Jimmy DeLoach Parkway near Pop Shearhouse Road, a tractor-trailer-involved rear-end collision within Old Town Pooler near Durden Drive, and an angle crash at the SR 26/US 80 intersection with SR 307/Dean Forest Road.

The following figures graphically display all crashes occurring between 2017 and 2021 on the SR 26/US 80 corridor. **Figure 20** presents all crashes in a “heat map” that highlights locations with the highest frequency of crashes, and **Figure 21** presents all crashes by severity. Raw crash data is included in **Appendix C**.

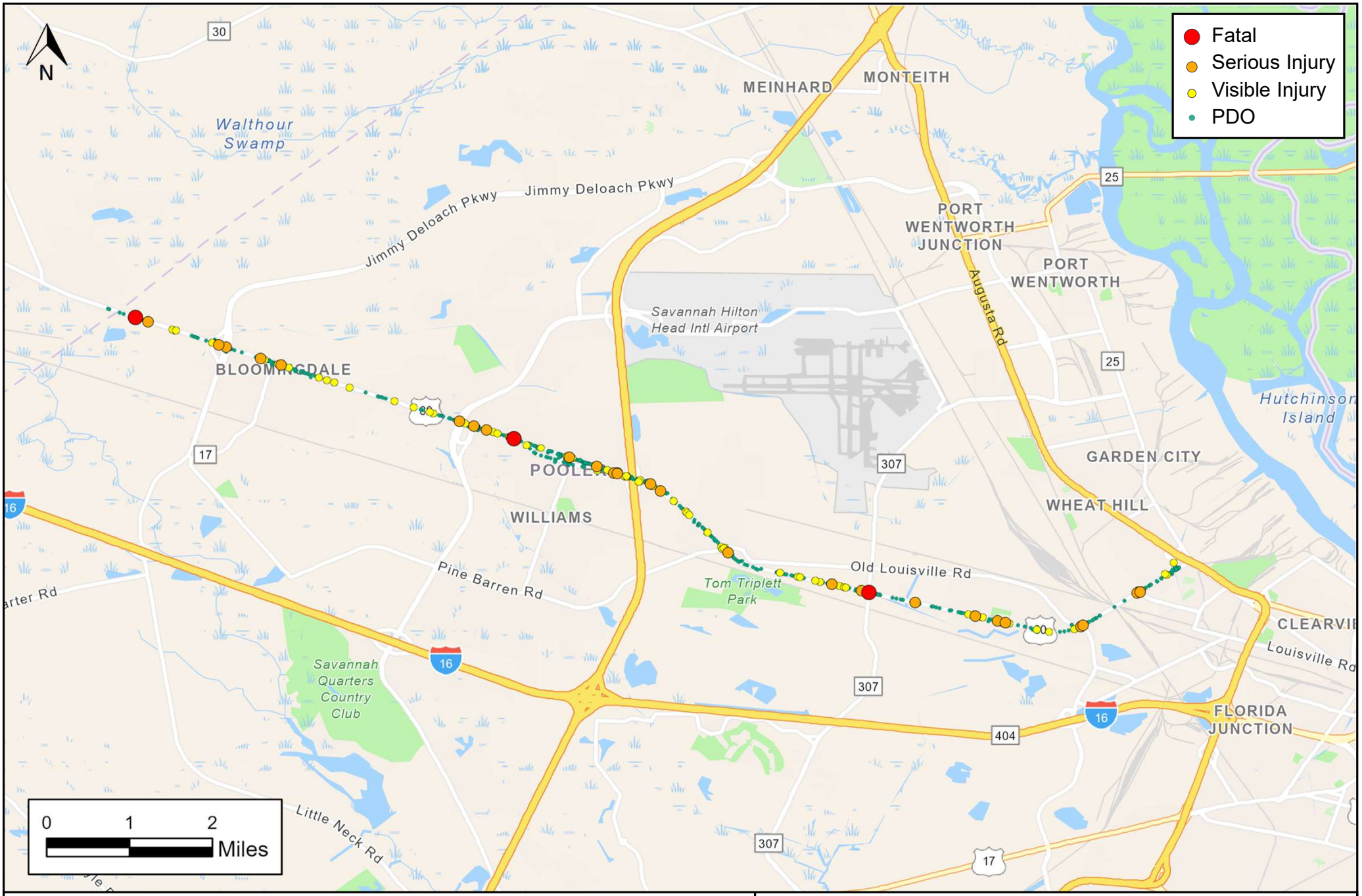


SR 26/US 80 Corridor Study – Existing Conditions/Needs Assessment

Figure 20 – Crash Frequency Heat Map – 2017-2021

SR 26/US 80 CORRIDOR STUDY

Kimley»Horn



SR 26/US 80 Corridor Study – Existing Conditions/Needs Assessment

Figure 21 – Crash Severity Map – 2017-2021

SR 26/US 80 CORRIDOR STUDY

Kimley»Horn

3.3.2 Segment 1 Crash History

Segment 1 extends approximately 3.4 miles between the Chatham County/Effingham County line and Seabrook Parkway on SR 26/US 80. Segment 1 crash frequency by severity and manner of collision over the five-year period between 2017 and 2021 is summarized in **Figure 22**.

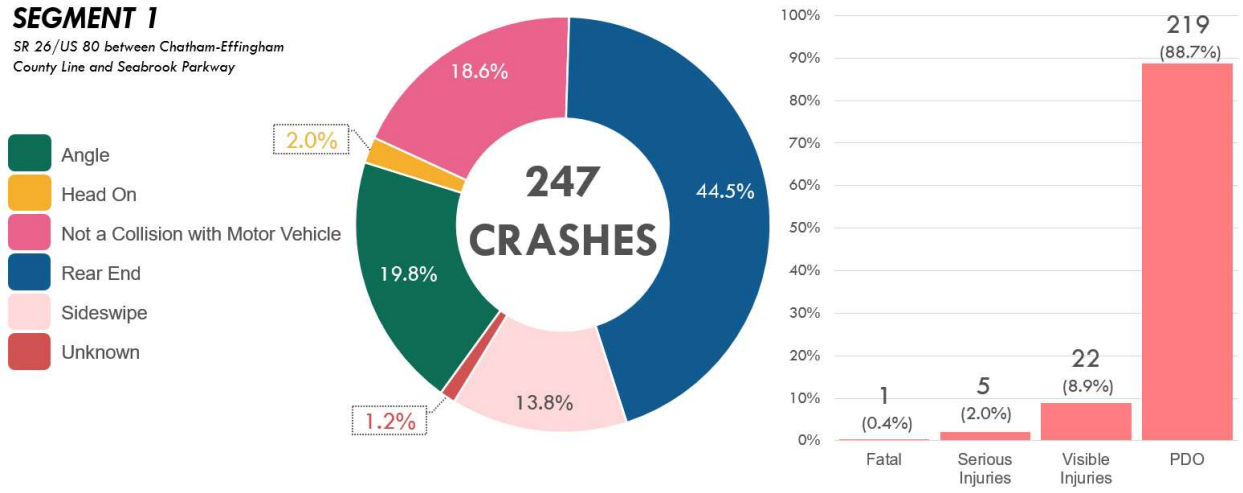


Figure 22: Segment 1 Crash Profile

As shown in **Figure 22**, rear-end crashes were the predominant crash typed observed on Segment 1 over the study period followed by angle crashes and single-vehicle collisions. The majority of crashes (88.7%) were PDO. However, five serious injury crashes occurred within Segment 1, two of which were rear-end crashes, two of which were single-vehicle crashes, and one that was an angle crash. This segment exhibited the lowest crash rate across the entire SR 26/US 80 corridor and was the only segment that exhibited a crash rate lower than the statewide average for similarly classified facilities.

Crashes occurring along Segment 1 over the five-year study period are displayed in **Figure 23**.

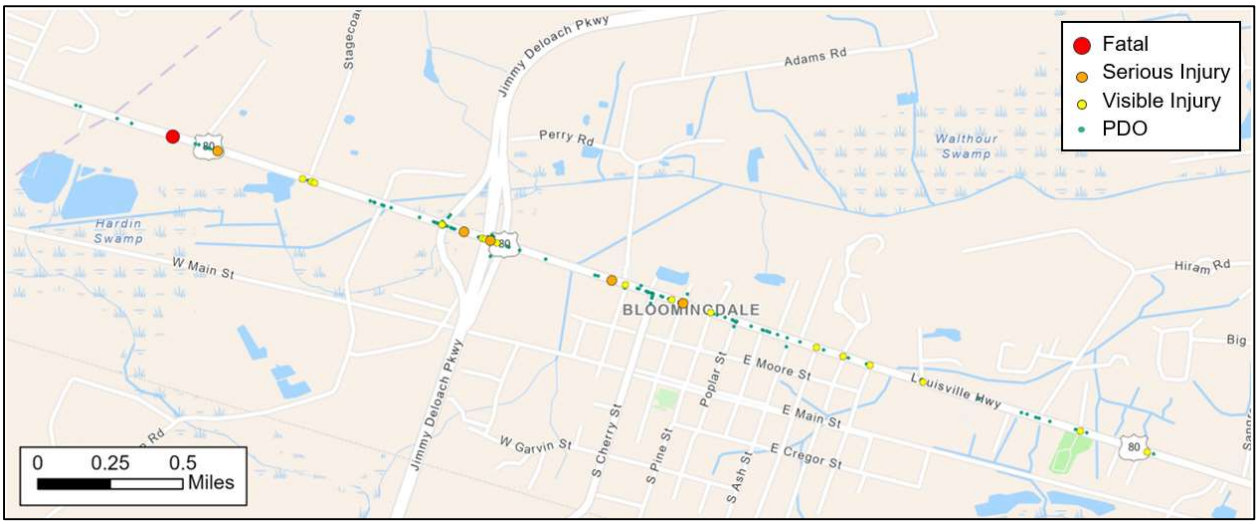


Figure 23: Segment 1 Crash Severity Map

As shown in **Figure 22** and **Figure 23**, 247 crashes were observed throughout Segment 1, primarily at the SR 17 Connector/Jimmy DeLoach Parkway interchange and between Adams Street/Walnut Street and Cypress Street. Fewer crashes were observed west of the SR 17 Connector/Jimmy DeLoach Parkway interchange and east of Cypress Street, which is likely due to the lower density of driveways and intersecting streets. This segment had the highest percentage of single-vehicle crashes among the six contextual segments, with 46 such crashes occurring between 2017 and 2021. Of these crashes, 15 (33%) involved a collision with an animal, which is representative of the rural nature of the western portion of this segment and suggestive of the potential for crashes occurring to be less easily correctable through remedial measures. Nonetheless, the existing cross-section east of SR 17 Connector/Jimmy DeLoach Parkway offers opportunities to reduce conflicts through access management strategies.

One pedestrian fatality occurred within Segment 1 involving a collision between a pickup truck and a pedestrian during dark, non-lighted conditions. This crash occurred approximately 420 feet west of Pop Shearhouse Road on SR 17/26/US 80.

3.3.1 Segment 2 Crash History

Segment 2 extends approximately 2.3 miles between Seabrook Parkway and I-95 on SR 26/US 80. Segment 2 crash frequency by severity and manner of collision over the five-year period between 2017 and 2021 is summarized in **Figure 24**.

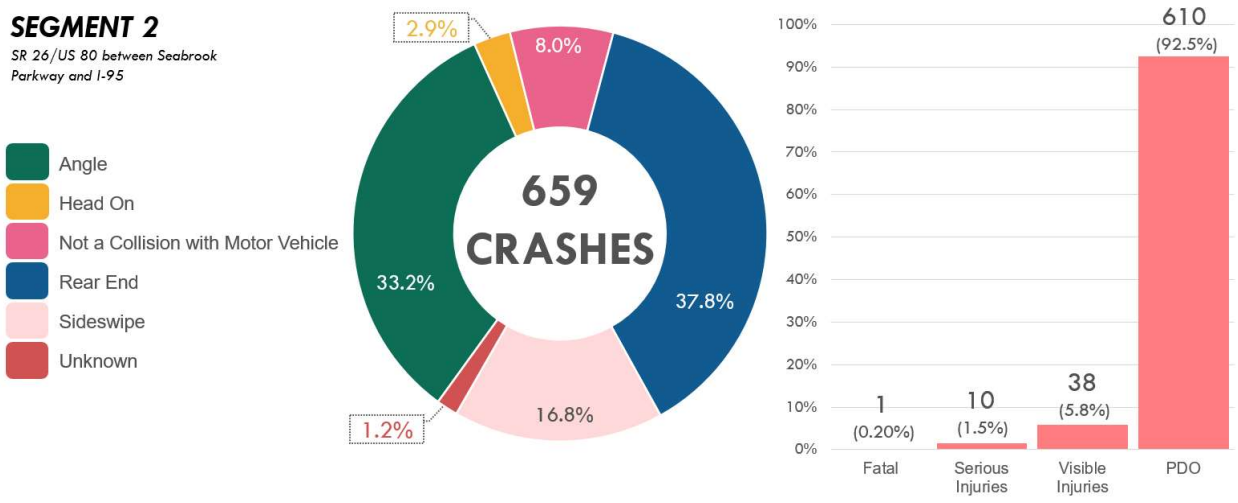


Figure 24: Segment 2 Crash Profile

As shown in **Figure 24**, rear-end crashes were the predominant manner of collision observed on Segment 2 followed by angle crashes and sideswipe crashes. Of the sideswipe crashes occurring on Segment 2, 96 (89%) were sideswipe, same-direction crashes. This segment experienced the highest proportion of sideswipe, same direction crashes along the entire corridor and the second highest proportion of angle crashes along the entire corridor. These crash patterns are consistent with the existing cross-section through Old Town Pooler, which includes two one-way segments and a high density of driveways, particularly on westbound SR 26/US 80. As noted within **Section 2.1.2**, access management strategies could potentially reduce the high frequency of angle crashes observed within this segment.

As displayed in **Figure 25**, clusters of crashes are present throughout Segment 2 but are concentrated near the Pooler Parkway interchange and on westbound SR 26/US 80 through Old Town Pooler.

Although the majority of the crashes (93%) observed along Segment 2 were PDO, 10 serious injury crashes were observed, which included one fatal crash involving a stopped tractor-trailer and a moving passenger vehicle during dark, non-lighted conditions near Durden Road. A higher concentration of PDO crashes were observed through the one-way section between Wilkes Street and Moore Avenue, which is likely attributable to the reduced speed limit along this segment and fewer conflict points at each intersection.

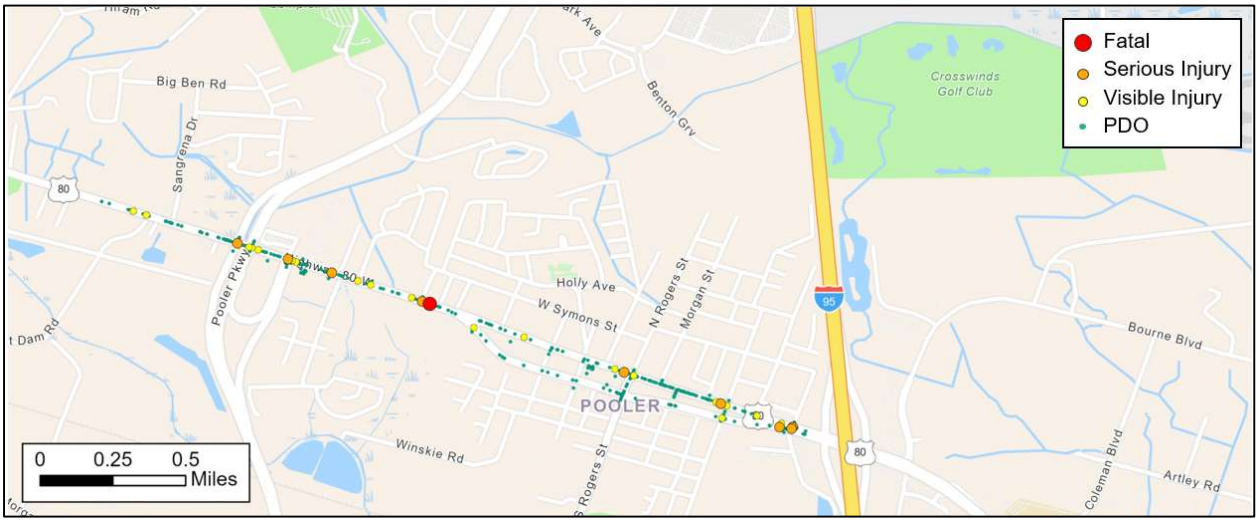


Figure 25: Segment 2 Crash Severity Map

3.3.3 Segment 3 Crash History

Segment 3 extends approximately 1.4 miles between I-95 and Pine Barren Road/Old Louisville Road. Segment 3 crash frequency by severity and manner of collision over the five-year period between 2017 and 2021 is summarized in **Figure 26**.

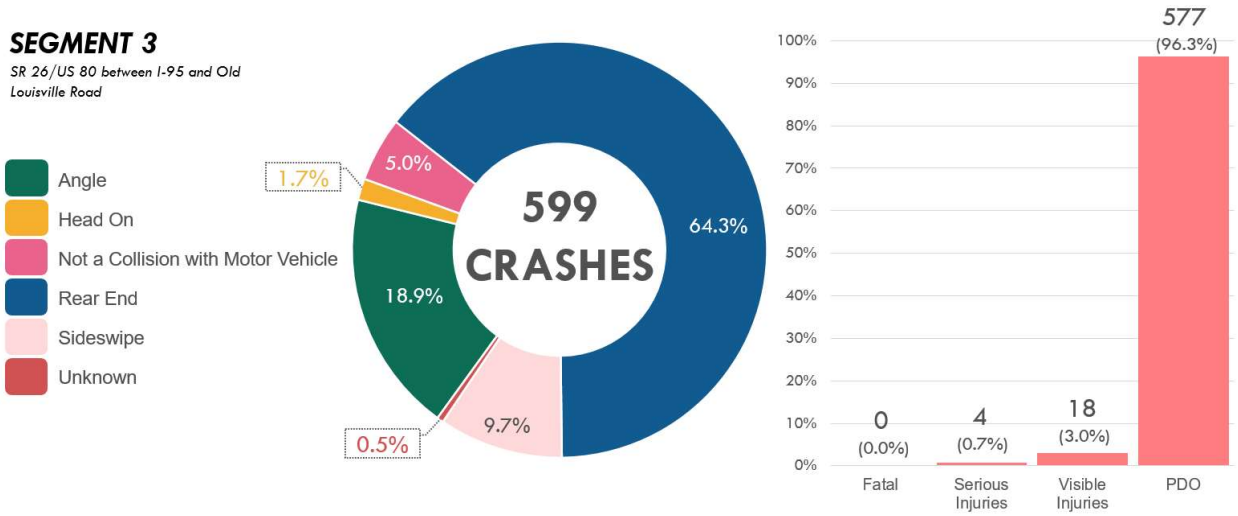


Figure 26: Segment 3 Crash Profile

As shown in **Figure 26**, rear-end crashes were the predominant manner of collision on Segment 3 followed by angle crashes and sideswipe crashes. Segment 3 had the highest proportion of PDO and rear-end crashes of the entire corridor, and these two statistics are likely correlated as rear-end crashes

tend to be less severe and lead to fewer injuries. Of the rear-end crashes, those with reported contributing factors were primarily related to inattention and following too closely, both of which are potential consequences of the stop-and-go traffic present on Segment 3 during the peak periods of the day.

As shown in **Figure 27**, crashes are generally clustered at the major intersections along the corridor, including the I-95 ramp terminals, Bourne Avenue/Continental Boulevard, Coleman Boulevard/ Pooler Commons Driveway, and Pine Barren Road/Old Louisville Road. The majority of crashes occurring on Segment 3 (96%) were PDO; however, four serious injury crashes were observed, three of which were angle crashes, and one of which was a rear-end crash. Two of the three angle crashes were left-angle crashes and occurred at the unsignalized intersections of SR 26/US 80 with Pooler Square and the Parker's driveway located to the east of Pine Barren Road/Old Louisville Road. In each case, restriction to right-in/right-out or restricted crossing U-turn (RCUT) access through channelizing islands and concrete medians would reduce the likelihood of similar crashes occurring in the future.

Figure 27: Segment 3 Crash Severity Map

3.3.4 Segment 4 Crash History

Segment 4 extends approximately 1.6 miles between Pine Barren Road/Old Louisville Road and SR 307/Dean Forest Road. Segment 4 crash frequency by severity and manner of collision over the five-year period between 2017 and 2021 is summarized in **Figure 28**.

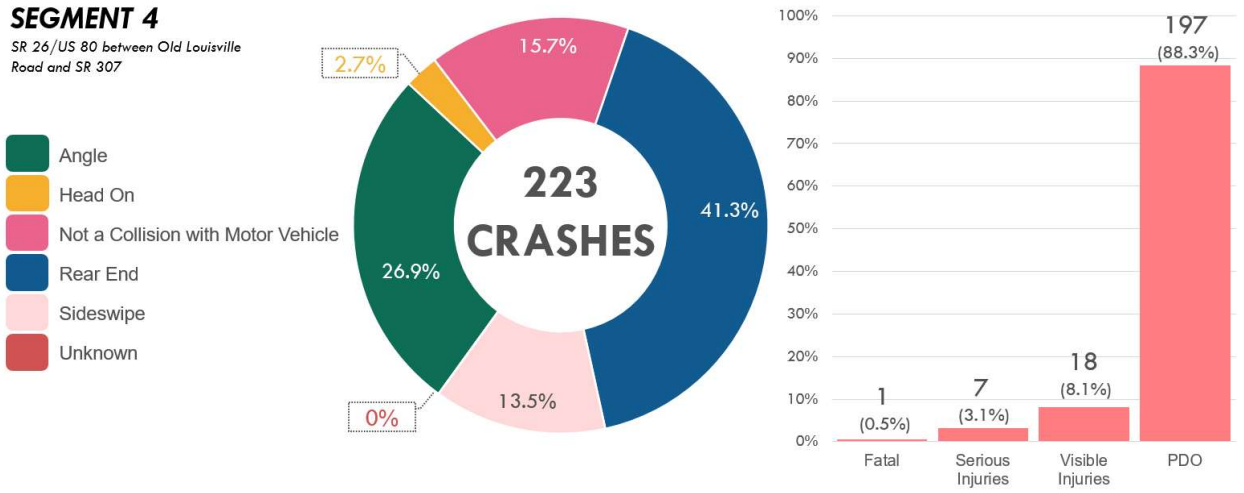


Figure 28: Segment 4 Crash Profile

As shown in **Figure 28**, rear-end crashes were the predominant manner of collision on Segment 4 followed by angle crashes and single-vehicle crashes. The greatest frequency of crashes was observed on the eastern portion of the segment between Dublin Road and SR 307/Dean Forest Road. Between 2017 and 2021, 28 (13%) of the crashes observed on Segment 4 occurred at the intersection of SR 26/ US 80 with Old Dean Forest Road, 14 of which were angle crashes. This intersection's skew angle reduces sight distance, and the existing flashing beacon on SR 26/US 80 is indicative of the safety constraints at this intersection. These constraints would likely be remedied by restricting left-turn access from the intersection's minor street approaches or through intersection realignment. Crashes along Segment 4 are illustrated in **Figure 29.**

Figure 29: Segment 4 Crash Severity Map

The majority of crashes (89%) occurring on Segment 4 were PDO; however, Segment 4 had the highest percentage (11%) of injury/fatality crashes along the entire corridor. Seven serious injury crashes occurred on Segment 4, four of which were rear-end crashes and three of which were angle crashes. One fatality occurred within Segment 4 involving an angle collision between two passenger cars at the intersection of SR 26/US 80 with SR 307/Dean Forest Road on dry pavement during dark, non-lighted conditions. This crash also resulted in one additional serious injury.

3.3.5 Segment 5 Crash History

Segment 5 extends approximately 2.3 miles between SR 307/Dean Forest Road and Chatham Parkway/ Heidt Avenue. Segment 5 crash frequency by severity and manner of collision over the five-year period between 2017 and 2021 is summarized in **Figure 30**.

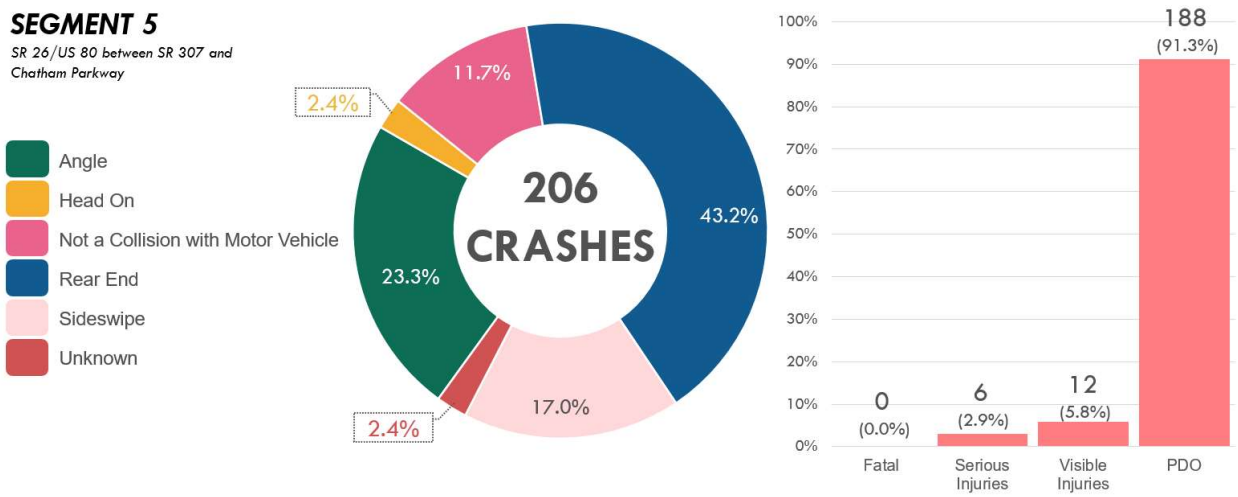


Figure 30: Segment 5 Crash Profile

As shown in **Figure 30**, rear-end crashes were the predominant manner of collision on Segment 5 over the study period followed by angle crashes and sideswipe crashes. As shown in **Figure 31**, approximately half of all crashes observed on Segment 5 occurred between Quinney Lane and Chatham Parkway/ Heidt Avenue with the remaining crashes distributed across the remaining two miles of the segment. The majority of crashes (91%) were PDO; however, six serious injury crashes occurred on Segment 5, two of which involved rear-end collisions near the intersection with Chatham Parkway/Heidt Avenue.

The concentration of crashes near the intersection with Chatham Parkway/Heidt Avenue indicates that the high proportion of rear-end crashes in this segment may be attributable to congestion associated with traffic on eastbound SR 26/US 80 bound for southbound Chatham Parkway. Field observations indicate that the long tangent section on SR 26/US 80 between SR 307/Dean Forest Road and Kelly Hill Road may encourage high travel speeds. Given that the intersection with Chatham Parkway/Heidt Avenue is preceded by a horizontal curve in the eastbound direction, drivers may often have limited time to react to the back of queues, which increases the potential for severe rear-end crashes to occur. Elsewhere on Segment 5, heavy traffic demand, a lack of multimodal facilities, and tightly spaced driveways present other safety constraints.

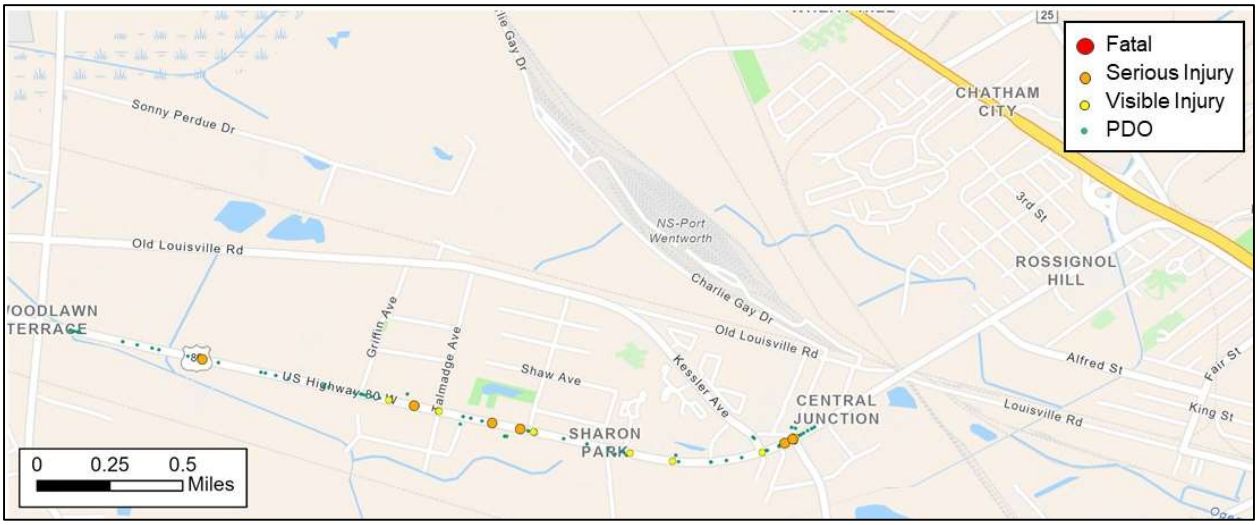


Figure 31: Segment 5 Crash Severity Map

3.3.6 Segment 6 Crash History

Segment 6 extends approximately 1.2 miles between Chatham Parkway/Heidt Avenue and SR 26 Connector/Burnsed Boulevard/Haslam Avenue. Segment 6 crash frequency by severity and manner of collision over the five-year period between 2017 and 2021 is summarized in **Figure 32**.

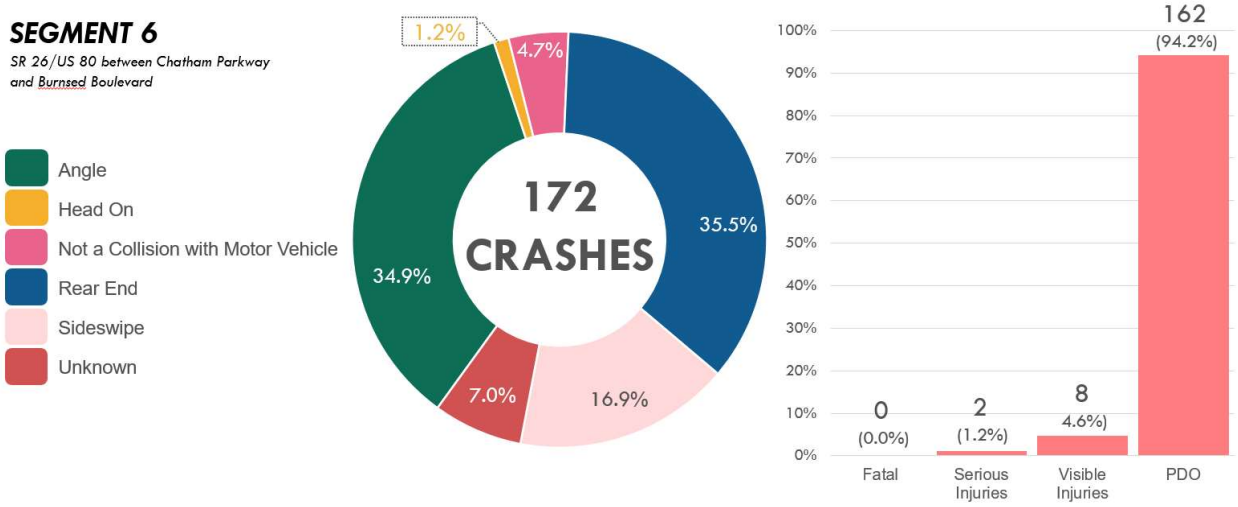


Figure 32: Segment 6 Crash Profile

As shown in **Figure 32**, rear-end crashes were the predominant manner of collision on Segment 6 over the study period, but this segment also exhibited the highest proportion of angle crashes among the six contextual segments. The map shown in **Figure 33** demonstrates that crashes were distributed across segment but clustered most tightly at the intersections with Alfred Street and SR 26 Connector/ Burnsed Boulevard/Haslam Avenue. Together, these two intersections accounted for more than half of all crashes occurring on Segment 6. The majority of crashes (91.3%) were PDO, but two serious injury crashes occurred near the intersection with Alfred Street, both of which were angle crashes.

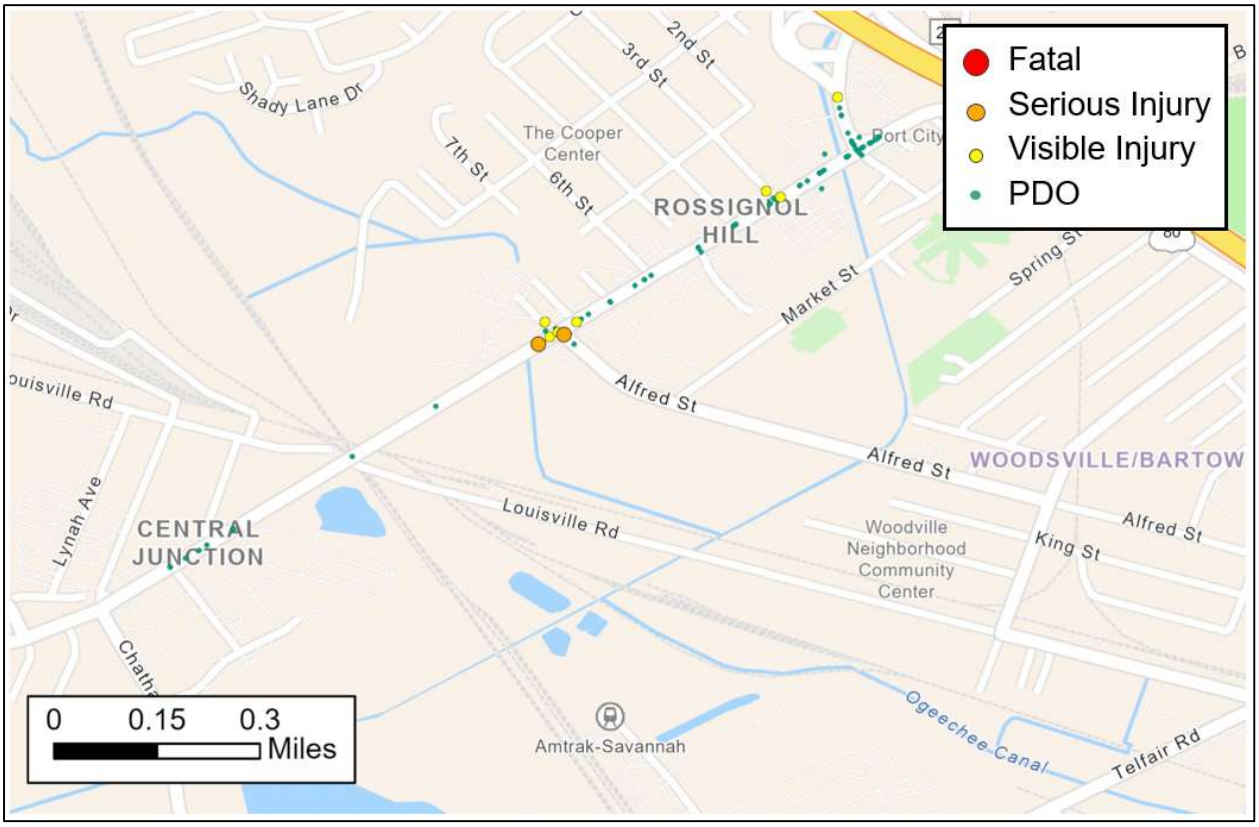


Figure 33: Segment 6 Crash Severity Map

3.3.7 Pedestrian/Bicycle Involvement

A total of 15 pedestrian- or bicycle-involved crashes occurred between 2017 and 2021 along the corridor, as shown in **Figure 34**. These crashes were most heavily clustered on Segment 2 between Pooler Parkway and I-95, where 6 of 15 (40%) crashes occurred, including two that resulted in injuries.

The SR 26/US 80 corridor serves Georgia State Bicycle Route 85/Savannah River Run along its entire length from the Chatham County/Effingham County line to SR 26 Connector/Burnsed Boulevard/ Haslam Avenue and intersects with multiple CORE MPO designated bikeways. However, the corridor's cross-section alternates between an urban typical section with curb and gutter to a rural typical section with varying shoulder widths, creating a general disjointedness that is not conducive to effective pedestrian or bicycle connectivity. During field observations, moderate pedestrian and cycling activity was noted throughout the corridor but was most prevalent on Segment 2 through Old Town Pooler and on Segment 6 between Chatham Parkway/Heidt Avenue and I-516/SR 21/SR 25. In both cases, pedestrian and bicycle facilities are incomplete as no sidewalk is provided along eastbound SR 26/US 80 through Old Town Pooler nor in either direction across the Kicklighter Overpass.

Figure 34: Summary of Bicycle and Pedestrian Crashes

3.3.8 Safety Analysis Summary

The corridor and segment safety analyses presented in the previous subsections illustrate that trends in existing crash history are a product of the SR 26/US 80 corridor characteristics, specifically:

- ***The 12-mile-long study corridor includes approximately 472 unsignalized driveways, which is equivalent to an average spacing of 39 driveways per mile.*** Approximately 275 (13%) of all crashes observed over the study period occurred along the section of Segment 2 through Old Town Pooler, where driveway density is the highest along the study corridor.
- ***Congested conditions at major interchanges and intersections along the study corridor likely contribute to an increased frequency of rear-end crashes.*** Approximately 990 (47%) of all crashes in the study database were rear-end crashes, and 260 (26%) of these occurred between Parsons Avenue/Governor Treutlen Drive and Bourne Avenue/Continental Boulevard near the I-95 interchange.
- ***The study corridor traverses "Main Street" for the cities of Bloomingdale and Pooler and includes six major interchanges and intersections that reduce speeds across much of its length.*** Accordingly, just 153 of 2,106 crashes (7%) observed over the five-year study period resulted in an injury. However, crash *frequency* was higher than the statewide average for similarly classified facilities over the same period in five of the six contextual segments and was in excess of five times the statewide average in Segment 3.

Given these findings, access management improvements are needed across all six contextual segments. Considering manner of collision, approximately 550 (26%) of all crashes were angle collisions, which is significantly higher than the statewide proportion (13%) for principal arterial roadways over the same five-year period. Implementation of raised median sections and reduced conflict intersection designs have the potential to mitigate these trends and reduce disruptions to traffic operations during the peak hours of travel. Most critically, studies have shown that a positive correlation exists between congestion and crash rates. The need for auxiliary turn lane improvements and traffic signal upgrades near I-95, SR 307/Dean Forest Road, and Chatham Parkway/Heidt Avenue are evident based on crash trends.

4 Future Conditions Assessment

4.1 Introduction

The Existing Conditions Assessment detailed in **Section 3** summarized a comprehensive data collection effort, capacity analysis, and safety analysis conducted to assess existing conditions along the SR 26/US 80 corridor and identify transportation challenges, needs, and opportunities to be considered throughout the remainder of the study. The SR 26/US 80 corridor from the Effingham County/ Chatham County line to SR 26 Connector/Burnsed Boulevard/Haslam Avenue at I-516/SR 21/25 serves as a critical freight corridor, hurricane evacuation route, state bicycle route, and alternate route to I-16. Portions of the route are utilized by the Savannah-Chatham County Public School System and Chatham Area Transit, and the corridor includes a diverse mix of industrial, residential, governmental, and recreational facilities while crossing the municipal boundaries of the City of Bloomingdale, the City of Pooler, the City of Garden City, and the City of Savannah. Maintaining mobility, access and safety along this multi-jurisdictional corridor is key to the long-term success of the surrounding area. To satisfy the goals and objectives of the CORE MPO's MTP and complementary transportation planning initiatives, the findings summarized in **Section 3** suggest the following:

- ***Access management should be prioritized throughout the SR 26/US 80 corridor.*** As underscored in preceding sections, the 12-mile-long study corridor includes approximately 472 unsignalized driveways, which is equivalent to an average spacing of 39 driveways per mile. As a consequence, more than one fourth of all crashes that occurred over the five-year period from 2017-2021 were angle crashes, which is nearly double the proportion for principal arterial roadways statewide over the same period. Raised median sections and reduced conflict intersection designs should be considered throughout the study corridor, particularly through the cities of Bloomingdale and Pooler, where driveway spacing and both latent and observed multimodal activity are highest.
- ***Non-motorist facilities should be incorporated in future improvement projects.*** The SR 26/US 80 corridor serves Georgia State Bicycle Route 85/Savannah River Run along its entire length from the Effingham County/Chatham County line to SR 26 Connector/Burnsed Boulevard/ Haslam Avenue, intersects with multiple CORE MPO designated bikeways, and crosses the commercial and municipal centers of the cities of Bloomingdale and Pooler. However, the corridor's cross-section alternates between an urban typical section with curb and gutter and a rural typical section with varying shoulder widths. This variability creates a general disjointedness that is not conducive to bicycle or pedestrian activity. Providing new multimodal facilities and upgrading or connecting existing infrastructure would address recommendations from the CORE MPO's NMTP and better serve alternative travel modes.
- ***Capacity and safety improvements should be prioritized at the corridor's critical bottlenecks.*** The I-95 interchange with SR 26/US 80 is a primary contributor to the corridor's peak hour congestion and existing crash history that generally consists of high-frequency, low-severity crashes. Notably, more than 25% of all crashes reported along the study corridor from 2017-2021 were within the section between Parsons Avenue/ Governor Treutlen Drive and Bourne Avenue/Continental Boulevard. Queues extend more than one mile upstream of the interchange in the peak direction of travel during the heaviest commuting periods of the day. Auxiliary turn lane improvements and signal upgrades should be considered to mitigate congestion and reduce the potential for crashes.

The outcomes of the Existing Conditions Assessment were used to inform the development of comprehensive improvement concepts for the SR 26/US 80 corridor. The remainder of this section summarizes future conditions along the study corridor with known roadway improvement projects, future development, and regional growth. Conceptual alternatives for the study corridor were evaluated against baseline "No-Build" traffic conditions under short-term (0-5 Years) and long-term (5+ Years) time horizons, and a shortlist of recommended projects was compiled for consideration as part of the CORE MPO MTP process.

4.2 Background Growth & Future Traffic Volume Development

4.2.1 Horizon Year No-Build Traffic Volume Development

The methodology and projected traffic volumes presented in this section were drawn from the *SR 26/US 80 Corridor Study Traffic Forecasting Technical Memorandum* dated February 10, 2023. This memorandum is attached in **Appendix A** for reference.

Baseline 2022 Existing traffic volumes were developed as discussed in **Section 3.2.2**. Growth along the study corridor was then estimated through a two-tiered approach. First, baseline background growth rates were selected for the short-term (i.e., 2022 through 2030) and long-term (i.e., 2030 through 2045) horizons based on CORE MPO Travel Demand Model (TDM) outputs, GDOT TADA historic AADT, and population projections from the Georgia Governor's Office of Planning and Budget (OPB). The resulting background growth rates are summarized in **Table 19**.

Table 19: Background Growth Rates

Roadway	2022-2030	2030-2045
SR 26/US 80 West of I-95	1.5%	0.8%
SR 26/US 80 East of I-95	0.8%	0.8%
Arterial/Collector Side Roads	1.5%	0.8%
Local Side Roads	0.5%	0.5%
I-95 Ramps	1.0%	1.0%

Next, trips associated with known developments were manually assigned to the study network based on recently completed traffic impact analyses (TIAs) and other planning studies using supplemental data from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*. Specific developments expected to impact the study corridor are summarized in **Table 20** based on coordination with GDOT and the cities of Bloomingdale, Pooler, and Garden City.

Table 20: Summary of Known Developments

Development Name	Description/Land Use (s)	Source	Horizon
SR 17 Connector/Jimmy DeLoach Parkway (South of Study Area)			
Jones-Grainger Industrial Development	2.4 Million Square Feet of Warehousing	City of Bloomingdale	Short-Term (2030)
Ottawa Farms Phase 1 Industrial Development	1 Million Square Feet of Warehousing	*Ottawa Farms Development Traffic Impact Analysis* (Kimley-Horn, 2021)	Short-Term (2030)

Development Name	Description/Land Use (s)	Source	Horizon
Ottawa Farms Phase 2 Industrial Development	3.5 Million Square Feet of Warehousing	*Ottawa Farms Development Traffic Impact Analysis* (Kimley-Horn, 2021)	Short-Term (2030)
Morgan Property Industrial/Commercial Development	2.3 Million Square Feet of Warehousing 250,000 Square Feet of Commercial	City of Bloomingdale	Long-Term (2045)
Pine Barren Road (South of Study Area)			
Bloomingdale Distribution Center Industrial Development	4.6 Million Square Feet of Warehousing	City of Bloomingdale	Short-Term (2030)
Pine Barren Road Corridor Development	2.9 Million Square Feet of Warehousing 4,800 Multifamily Residential Units 900 Senior Adult Housing Units 2,600 Single-Family Residential Units	*Pine Barren Road Corridor Study* (Kimley-Horn, 2021)	Short-Term (2030)
SR 307/Dean Forest Road (North/South of Study Area)			
GCT West Phase 1	GPA facility expected to increase capacity at GCT by 280,000 TEUs	*SR 307 Corridor Study* (Kimley-Horn, 2022)	Short-Term (2030)
GCT West Phase 2	GPA facility expected to increase capacity at GCT by 620,000 TEUs	*SR 307 Corridor Study* (Kimley-Horn, 2022)	Short-Term (2030)
CenterPoint Logistics Park	580,000 Square Feet of Warehousing	*SR 307 Corridor Study* (Kimley-Horn, 2022)	Short-Term (2030)
CenterPoint at Norfolk Southern	1.3 Million Square Feet of Warehousing	*SR 307 Corridor Study* (Kimley-Horn, 2022)	Short-Term (2030)
Strategic Partners Facility	170,000 Square Feet of Warehousing	*SR 307 Corridor Study* (Kimley-Horn, 2022)	Short-Term (2030)
Main Gate Industrial Development	1.3 Million Square Feet of Warehousing	*SR 307 Corridor Study* (Kimley-Horn, 2022)	Short-Term (2030)
Gulfstream Expansion and Airport Redevelopment	Gulfstream expansion to provide 800 new jobs with access to new facility via SR 307/Dean Forest Road at Davidson Drive	*SR 307 Corridor Study* (Kimley-Horn, 2022)	Short-Term (2030)
Project Live Oak	4.2 Million Square Feet of Warehousing/Fulfillment Center	*SR 307 Corridor Study* (Kimley-Horn, 2022)	Short-Term (2030)
Coastal Commerce Center	800,000 Square Feet of Warehousing	*SR 307 Corridor Study* (Kimley-Horn, 2022)	Short-Term (2030)
SR 26/US 80 Corridor			
Stagecoach Road/ Osteen Road Development	260,000 Square Feet of Retail 400 Multifamily Dwelling Units	City of Bloomingdale	Long-Term (2045)

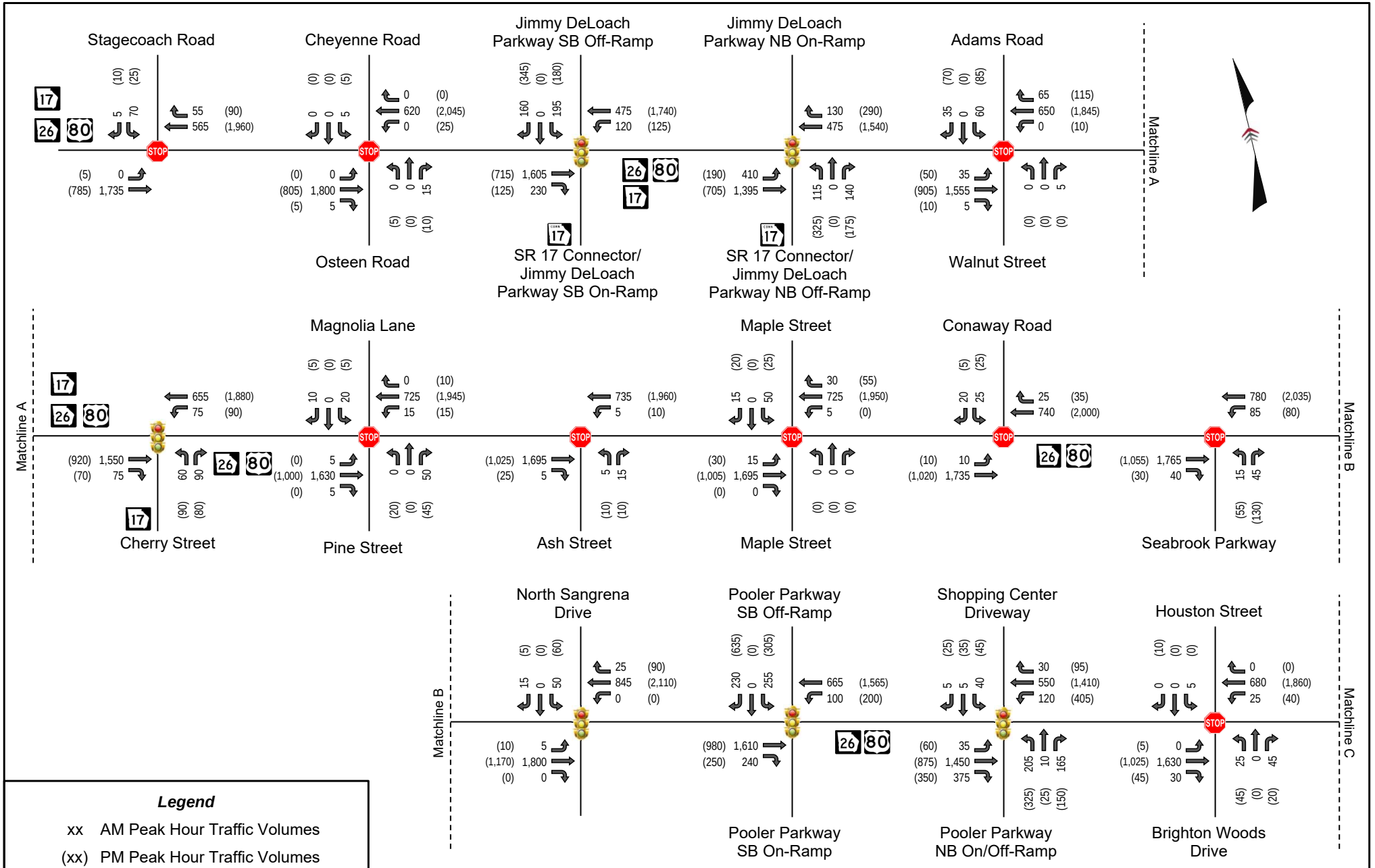
Development Name	Description/Land Use (s)	Source	Horizon
Bloomingdale Opportunity Area #1/Bloomingdale Town Center	100,000 Square Feet of Retail 200 Multifamily Dwelling Units 100 Senior Adult Housing Units 50 Single-Family Dwelling Units	City of Bloomingdale	Short-Term (2030)
Bloomingdale Opportunity Areas #2 – #3	150,000 Square Feet of Retail 100 Single-Family Dwelling Units 250 Multifamily Dwelling Units	City of Bloomingdale	Long-Term (2045)
US 80 Townhome/ Hardware Mixed-Use Development	55,000 Square Feet of Retail 225 Single-Family Dwelling Units	*US 80 Townhome and Hardware Store Mixed-Use Development Traffic Impact Analysis* (Kimley-Horn, 2022)	Short-Term (2030)
Seabrook Parkway Commercial Development	120,000 Square Feet of Retail	GDOT/City of Bloomingdale	Short-Term (2030)
Drury Inn and Suites Hotel	190-Room Hotel	*Drury Inn and Suites Development Traffic Impact Analysis* (Kimley-Horn, 2022)	Short-Term (2030)
JCB Property Industrial Development	1.5 Million Square Feet of Warehousing/Fulfillment Center	*JCB Property Industrial Development Traffic Impact Analysis* (Kimley-Horn, 2022)	Short-Term (2030)
Old Louisville Road Warehouse	630,000 Square Feet of Warehousing	*Old Louisville Road Warehouse Traffic Impact Analysis* (Kimley-Horn, 2022)	Short-Term (2030)
Oglethorpe Speedway Industrial Development	3.6 Million Square Feet of Warehousing	*Oglethorpe Speedway Development Traffic Impact Analysis* (Kimley-Horn, 2022)	Short-Term (2030)
RaceTrac Gas Station/Convenience Store	Gas station with 16 fueling positions	*SR 307 Corridor Study* (Kimley-Horn, 2022)	Short-Term (2030)
Hicks Property Industrial Development	140,000 Square-Foot Transload Facility	*Hicks Property Industrial Development Traffic Impact Analysis* (Kimley-Horn, 2022)	Short-Term (2030)
SR 26/US 80 Apartment Complex	170 Multifamily Dwelling Units	City of Garden City	Short-Term (2030)
DSI Warehouse/Access Road	600,000 Square Feet of Warehousing/Transload Facility	City of Garden City	Short-Term (2030)
Fawcett Tract Industrial Development	850,000 Square Feet of Warehousing	*Fawcett Tract Traffic Impact Analysis* (Thomas & Hutton, 2022)	Short-Term (2030)
Rossignol Hill Recreational Complex	32,000 Square-foot Indoor Recreational Facility	City of Garden City	Short-Term (2030)
Sleep Inn Hotel	70-Room Hotel	City of Garden City	Short-Term (2030)

Finally, GDOT PI No. 0006328 (Brampton Road Connector) has an anticipated opening year of 2024 and will provide direct access from I-516 to GCT Gate 3 via a new roadway between SR 26 Connector/ Burnsed Boulevard and Brampton Road. This project is expected to redistribute heavy truck traffic across the GCT's gates.

The 2030 and 2045 traffic volume forecasts were developed as follows:

- The COVID-adjusted, factored, and balanced 2022 Existing daily traffic volumes were adjusted using the chosen baseline growth rates.
- Existing K and D factors were used to calculate baseline future DHVs.
- The 2030 and 2045 daily, AM peak hour, and PM peak hour traffic volumes were balanced, as appropriate.
- Daily, AM peak hour, and PM peak hour trips associated with known developments and growth at GCT's Gate 3 were assigned to the balanced study network.

Each of these steps are discussed in greater detail in the *SR 26/US 80 Corridor Study Traffic Forecasting Technical Memorandum* dated February 10, 2023 attached in **Appendix A**. Balanced 2030 and 2045 traffic volume diagrams used in the Horizon Year No-Build traffic analyses are summarized in **Figure 35** through **Figure 40**.



Legend

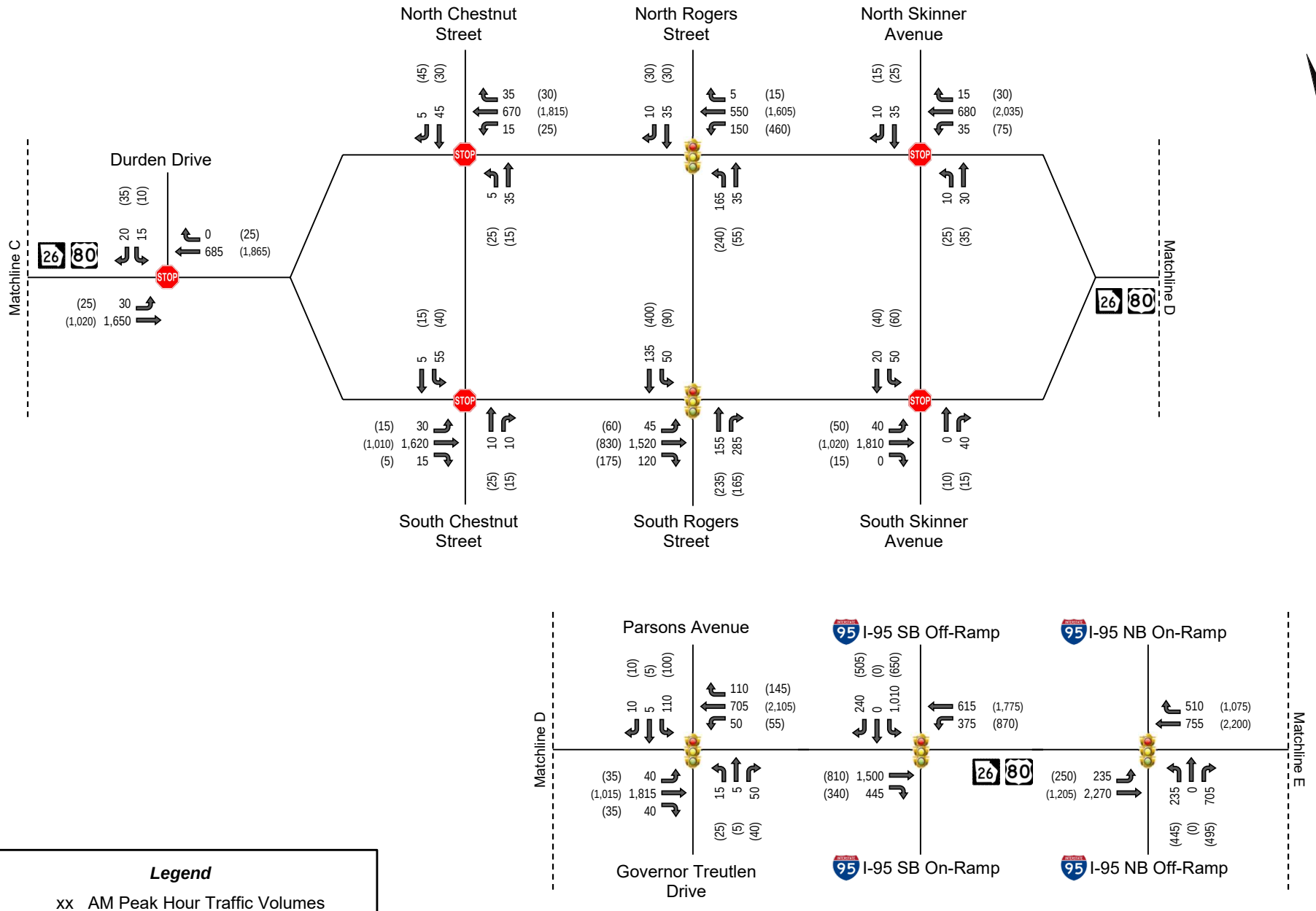
xx AM Peak Hour Traffic Volumes

(xx) PM Peak Hour Traffic Volumes

Kimley»Horn

SR 26/US 80 CORRIDOR STUDY

Figure 35
2030 No-Build Peak Hour Traffic Volumes
Intersections 1-15



Legend

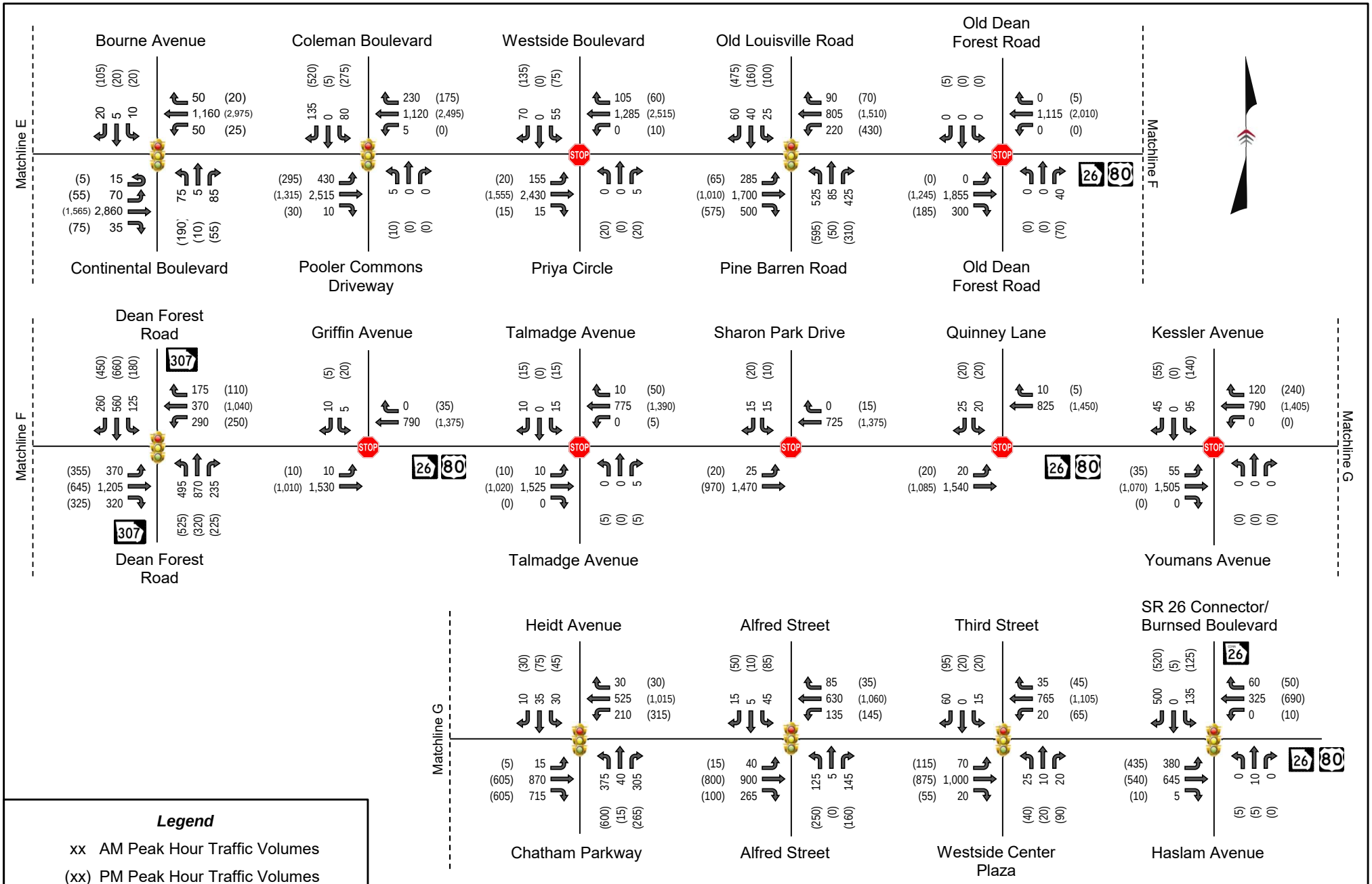
xx AM Peak Hour Traffic Volumes

(xx) PM Peak Hour Traffic Volumes

Kimley»Horn

SR 26/US 80 CORRIDOR STUDY

Figure 36
2030 No-Build Peak Hour Traffic Volumes
Intersections 16-25



Legend

xx AM Peak Hour Traffic Volumes

(xx) PM Peak Hour Traffic Volumes

Kimley»Horn

SR 26/US 80 CORRIDOR STUDY

Figure 37
2030 No-Build Peak Hour Traffic Volumes
Intersections 26-40

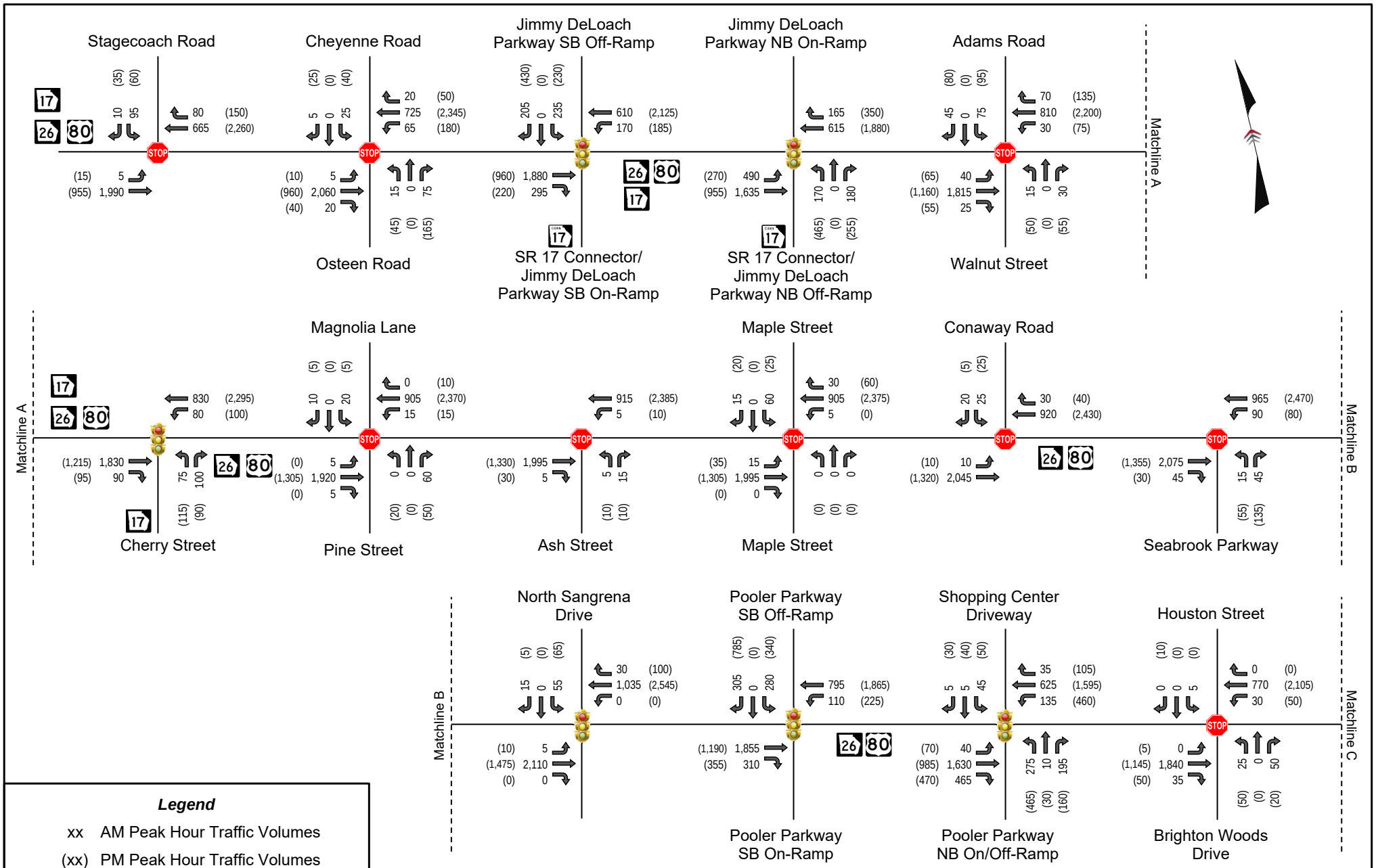
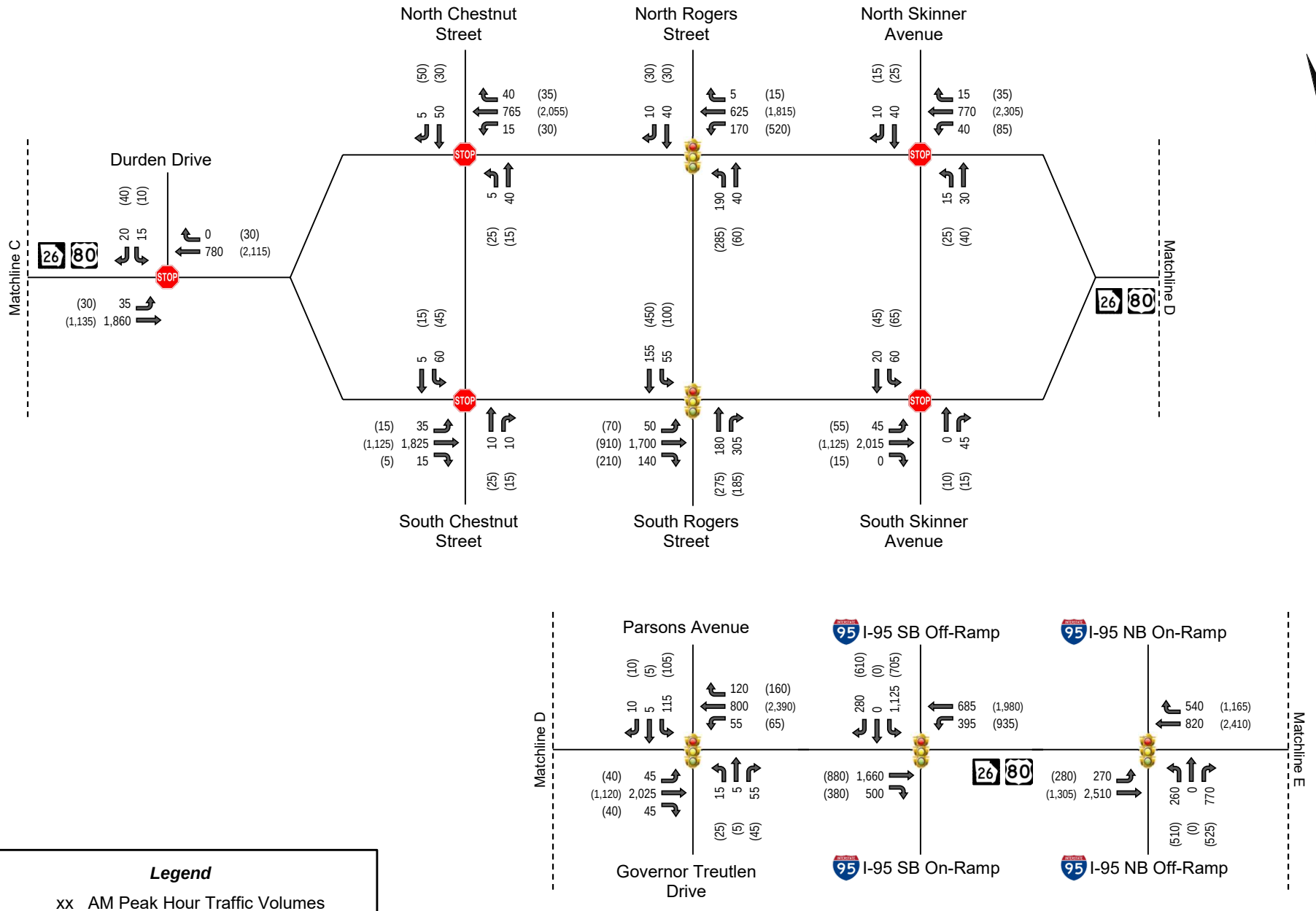


Figure 38
2045 No-Build Peak Hour Traffic Volumes
Intersections 1-15



Legend

xx AM Peak Hour Traffic Volumes

(xx) PM Peak Hour Traffic Volumes

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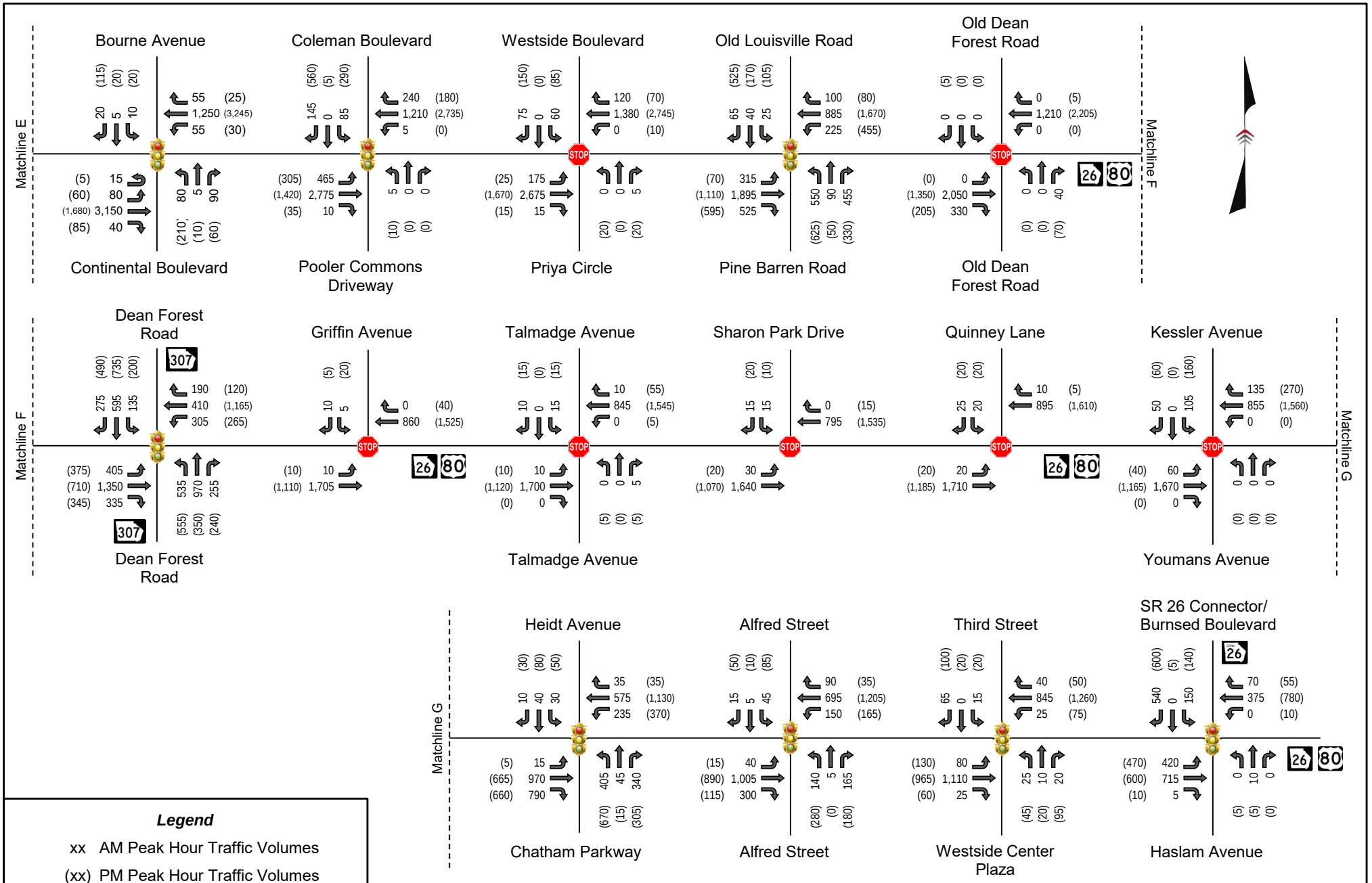
SR 26/US 80 CORRIDOR STUDY

Figure 39
2045 No-Build Peak Hour Traffic Volumes
Intersections 16-25



Legend

xx AM Peak Hour Traffic Volumes

(xx) PM Peak Hour Traffic Volumes

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SR 26/US 80 CORRIDOR STUDY

Figure 40
2045 No-Build Peak Hour Traffic Volumes
Intersections 26-40

4.3 Horizon Year No-Build Traffic Analysis

4.3.1 Analysis Methodology and Assumptions

As described in **Section 3.2**, a model of the study corridor was developed in Synchro Version 11 software based on field observations conducted in September 2022 and supplemental desktop review. This model was initially calibrated to existing geometry, traffic control, and travel patterns throughout the study area. These baseline model inputs were then adjusted to reflect the know roadway improvement projects and future development (including expected schedules of completion) summarized in **Section 4.2**.

Throughout the remainder of this section, MOEs such as speed, travel time, control delay, and queue length post-processed from Synchro and SimTraffic software are compared across scenarios to assess traffic operations under baseline "No-Build" conditions and identify future operational constraints along the study corridor. Numeric results are converted to a letter grade-based LOS as defined by HCM6 Chapter 19/Signalized Intersections, Chapter 20/Two-Way Stop-Controlled Intersections, and Chapter 16/Urban Street Facilities. The thresholds used to make these LOS determinations are detailed further in Section 3.2 along with key concepts that should be considered when interpreting the results presented in the sections that follow.

Where applicable, traffic signal warrant analyses and GDOT Intersection Control Evaluations (ICE) were performed based on guidance within the GDOT *Design Policy Manual*, Part 4 of the *Manual on Uniform Traffic Control Devices* (MUTCD), and GDOT's Policy 4A-5 – *Intersection Control Evaluation (ICE) Policy*.

4.3.2 Intersection Analysis Results

Capacity analysis results for each of the study intersections are summarized by contextual segment in **Table 21** (2030 No-Build), and **Table 22** (2045 No-Build). Key findings are discussed below with a focus on trends in operations between 2030 and 2045 at intersections exhibiting significant delay during one or both peak periods. All references to delay and LOS refer to calculated, not observed, values. For reporting purposes, SR 26/US 80 is designated with an east-west orientation throughout the study corridor.

Segment 1 – West Gateway: City of Bloomingdale

As shown in **Table 21** and **Table 22**, each of the signalized intersections along Segment 1 operate at LOS D or better overall during the AM and PM peak hours of travel under 2030 No-Build and 2045 No-Build conditions. Notably, the SR 26/US 80 interchange ramps with SR 17 Connector/ Jimmy DeLoach Parkway are expected to operate acceptably with no improvements through the long-term horizon year. However, six of the eight unsignalized intersections on this segment are expected to operate at LOS F during the peak periods of travel with progressive increases in delay as growth occurs along the corridor through 2045.

To best facilitate operations and safety on the SR 26/US 80 corridor through the 2045 horizon year, the phased improvements listed in **Table 25** and **Table 26** at the conclusion of **Section 4.3.4** were advanced for further consideration as part of the GDOT ICE process. In Segment 1, these improvements include signalization of three existing unsignalized intersections when warranted; a new signalized intersection between Adams Road and SR 17 Connector/Jimmy DeLoach Parkway; and a proposed raised median section between SR 17 Connector/Jimmy DeLoach Parkway and Pooler Parkway.

Table 21: 2030 No-Build Intersection Capacity Analysis Results

ID	Intersection Name	Intersection Control Type	Approach LOS (Delay, sec/veh)[1] AM Peak Hour				Intersection Delay (sec/veh)[2] AM Peak Hour	Approach LOS (Delay, sec/veh)[1] PM Peak Hour				Intersection Delay (sec/veh)[2] PM Peak Hour
			EB	WB	NB	SB		EB	WB	NB	SB	
Segment 1 — West Gateway: City of Bloomingdale												
1	SR 17/26/US 80 at Stagecoach Road	Stop	A (0.0)	-	-	D (34.0)	D (34.0)	C (20.6)	-	-	F (96.9)	**F (96.9)**
2	SR 17/26/US 80 at Cheyenne Road/Osteen Road	Stop	A (0.0)	A (0.0)	C (19.6)	F (61.4)	**F (61.4)**	A (0.0)	B (10.1)	F (56.3)	F ($)	**F ($)**
3	SR 17/26/US 80 at SR 17 Connector/Jimmy DeLoach Parkway SB Ramps	Signal	B (16.5)	A (3.5)	A (0.0)	E (76.2)	C (21.8)	B (14.2)	A (1.3)	A (0.0)	D (41.4)	B (11.1)
4	SR 17/26/US 80 at SR 17 Connector/Jimmy DeLoach Parkway NB Ramps	Signal	A (1.5)	B (10.3)	D (51.4)	A (0.0)	A (5.6)	A (3.9)	C (20.0)	D (44.7)	A (0.0)	B (17.7)
5	SR 17/26/US 80 at Adams Road/Walnut Street	Stop	A (9.4)	A (0.0)	C (16.5)	F (168.3)	**F (168.3)**	C (22.7)	B (10.2)	A (0.0)	F ($)	**F ($)**
6	SR 17/26/US 80 at SR 17/Cherry Street	Signal	A (9.6)	A (2.8)	E (67.6)	-	B (11.1)	A (6.9)	A (4.7)	E (62.2)	-	A (8.6)
7	SR 26/US 80 at Magnolia Lane/Pine Street	Stop	B (10.3)	C (15.0)	C (19.1)	F (86.6)	**F (86.6)**	A (0.0)	B (10.6)	F (149.1)	F (290.6)	**F (290.6)**
8	SR 26/US 80 at Ash Street	Stop	-	C (19.8)	D (27.4)	-	D (27.4)	-	B (10.8)	C (18.8)	-	C (18.8)
9	SR 26/US 80 at Maple Street	Stop	A (9.4)	C (16.2)	A (0.0)	D (32.0)	D (32.0)	C (20.2)	A (0.0)	A (0.0)	F (103.6)	**F (103.6)**
10	SR 26/US 80 at Conaway Road	Stop	A (9.7)	-	-	C (21.3)	C (21.3)	C (20.4)	-	-	F (95.9)	**F (95.9)**
11	SR 26/US 80 at Seabrook Parkway	Stop	-	D (27.1)	C (21.7)	-	C (21.7)	-	B (11.9)	C (16.4)	-	C (16.4)
Segment 2 — Old Town Pooler												
12	SR 26/US 80 at North Sangrena Drive	Signal	A (4.5)	A (0.3)	-	D (54.0)	A (4.3)	A (2.8)	A (0.4)	-	E (55.1)	A (2.3)
13	SR 26/US 80 at Pooler Parkway SB Ramps	Signal	C (20.9)	A (3.2)	A (0.0)	E (60.4)	B (19.6)	A (0.4)	A (1.2)	A (0.0)	D (50.5)	A (5.9)
14	SR 26/US 80 at Pooler Parkway NB Ramp	Signal	B (18.0)	B (12.6)	D (53.0)	D (41.4)	C (20.0)	C (34.2)	C (25.7)	E (55.0)	C (30.5)	C (32.5)
15	SR 26/US 80 at Houston Street/Brighton Woods Drive	Stop	A (0.0)	C (17.3)	F (57.9)	F (85.5)	**F (85.5)**	C (17.0)	B (11.1)	E (49.6)	C (19.6)	**E (49.6)**
16	SR 26/US 80 at Durden Drive	Stop	A (9.4)	-	-	C (17.0)	C (17.0)	C (19.2)	-	-	E (39.5)	**E (39.5)**
17	SR 26/US 80 at North Chestnut Street	Stop	-	A (0.0)	C (18.9)	C (18.8)	C (18.9)	-	A (0.0)	F (120.1)	F (105.7)	**F (120.1)**
18	SR 26/US 80 at South Chestnut Street	Stop	A (0.0)	-	E (37.3)	E (35.5)	**E (37.3)**	A (0.0)	-	C (23.3)	C (22.6)	C (23.3)
19	SR 26/US 80 at North Rogers Street	Signal	-	A (7.2)	D (48.4)	D (39.3)	B (17.4)	-	D (38.1)	E (75.4)	D (35.5)	D (42.5)
20	SR 26/US 80 at South Rogers Street	Signal	D (46.4)	-	F (138.0)	B (18.3)	**E (61.6)**	C (34.3)	-	E (56.1)	D (43.0)	D (40.9)
21	SR 26/US 80 at North Skinner Avenue	Stop	-	A (0.0)	C (17.8)	C (17.3)	C (17.8)	-	A (0.0)	F ($)	F ($)	**F ($)**
22	SR 26/US 80 at South Skinner Avenue	Stop	A (0.0)	-	C (23.1)	F (122.4)	**F (122.4)**	A (0.0)	-	C (23.3)	F (56.2)	**F (56.2)**
23	SR 26/US 80 at Parsons Avenue/Governor Treutlen Drive	Signal	E (60.8)	B (10.9)	C (24.2)	E (79.5)	D (46.2)	B (13.0)	A (4.6)	D (50.2)	F (131.3)	B (12.1)
Segment 3 — Commercial Pooler												
24	SR 26/US 80 at I-95 SB Ramps	Signal	E (79.4)	F (109.2)	A (0.0)	F (105.7)	**F (94.1)**	F (113.6)	F (89.7)	A (0.0)	F (179.2)	**F (116.1)**
25	SR 26/US 80 at I-95 NB Ramps	Signal	B (15.1)	D (43.6)	F (82.5)	A (0.0)	C (28.1)	D (43.6)	E (70.9)	E (77.2)	A (0.0)	**E (63.8)**
26	SR 26/US 80 at Bourne Avenue/Continental Boulevard	Signal	E (56.9)	A (5.7)	F (132.5)	D (42.2)	D (45.1)	A (4.3)	F (88.3)	F (154.3)	D (49.0)	**E (62.6)**
27	SR 26/US 80 at Coleman Boulevard/Pooler Commons Driveway	Signal	C (26.0)	B (19.1)	F (82.7)	F (84.8)	C (26.8)	D (37.1)	F (107.9)	F (83.9)	F (117.0)	**F (86.5)**
28	SR 26/US 80 at Westside Boulevard/Priya Circle	Signal	C (16.9)	A (0.0)	E (40.5)	F ($)	**F ($)**	E (35.4)	C (15.1)	A (0.0)	F ($)	**F ($)**

Table 21: 2030 No-Build Intersection Capacity Analysis Results (continued)

ID	Intersection Name	Intersection Control Type	Approach LOS (Delay, sec/veh)[1] AM Peak Hour				Intersection Delay (sec/veh)[2] AM Peak Hour	Approach LOS (Delay, sec/veh)[1] PM Peak Hour				Intersection Delay (sec/veh)[2] PM Peak Hour
			EB	WB	NB	SB		EB	WB	NB	SB	
Segment 4 — Park Corridor												
29	SR 26/US 80 at Pine Barren Road/Old Louisville Road	Signal	C (26.5)	D (50.8)	F ($)	F (81.8)	**F (101.3)**	E (67.6)	F (81.7)	F (255.6)	F (80.9)	**F (106.4)**
30	SR 26/US 80 at Old Dean Forest Road	Stop	A (0.0)	A (0.0)	D (25.0)	A (0.0)	D (25.0)	A (0.0)	A (0.0)	C (15.6)	C (22.5)	C (22.5)
31	SR 26/US 80 at SR 307/Dean Forest Road	Signal	F (142.2)	F (138.8)	F (143.3)	F (268.7)	**F (164.7)**	F (115.9)	F (141.8)	F (139.1)	F (273.5)	**F (167.9)**
Segment 5 — Residential Garden City												
32	SR 26/US 80 at Griffin Avenue	Stop	A (9.5)	-	-	B (14.9)	B (14.9)	B (13.2)	-	-	D (32.9)	D (32.9)
33	SR 26/US 80 at Talmadge Avenue	Stop	A (9.7)	A (0.0)	C (16.7)	C (22.8)	C (22.8)	B (13.3)	B (10.6)	D (26.5)	D (33.5)	D (33.5)
34	SR 26/US 80 at Sharon Park Drive	Stop	A (9.4)	-	-	C (18.1)	C (18.1)	B (13.6)	-	-	C (24.3)	C (24.3)
35	SR 26/US 80 at Quinney Lane	Stop	B (10.0)	-	-	C (19.6)	C (19.6)	C (15.3)	-	-	E (39.8)	**E (39.8)**
36	SR 26/US 80 at Kessler Avenue/Youmans Avenue	Stop	B (10.2)	A (0.0)	A (0.0)	F (73.7)	**F (73.7)**	B (14.8)	A (0.0)	A (0.0)	F ($)	**F ($)**
37	SR 26/US 80 at Chatham Parkway/Heidt Avenue	Signal	D (35.3)	C (20.0)	E (55.9)	F (101.6)	D (37.9)	D (48.4)	C (33.3)	E (65.1)	F (102.0)	D (49.0)
Segment 6 — East Gateway: Portside Garden City												
38	SR 26/US 80 at Alfred Street	Signal	C (23.5)	A (3.1)	D (38.6)	D (45.4)	B (18.4)	B (18.0)	A (1.7)	D (37.0)	D (41.1)	B (14.2)
39	SR 26/US 80 at Third Street/Westside Center Plaza	Signal	A (7.7)	A (8.2)	D (43.7)	D (46.5)	B (10.3)	C (24.3)	B (13.1)	D (41.3)	D (48.0)	C (21.2)
40	SR 26/US 80 at SR 26 Connector/Burnsed Boulevard/Haslam Avenue	Signal	B (15.6)	C (34.6)	C (27.5)	F (97.8)	D (44.8)	C (20.6)	C (34.8)	C (29.0)	F (99.8)	D (46.8)

[1] Approach delay reported for the left-turn movement only on the major street at unsignalized intersections
[2] Overall intersection delay reported as the worst minor street approach at unsignalized intersections
$ Control delay exceeds 300 seconds per vehicle

Table 22: 2045 No-Build Intersection Capacity Analysis Results

ID	Intersection Name	Intersection Control Type	Approach LOS (Delay, sec/veh)[1] AM Peak Hour				Intersection Delay (sec/veh)[2] AM Peak Hour	Approach LOS (Delay, sec/veh)[1] PM Peak Hour				Intersection Delay (sec/veh)[2] PM Peak Hour
			EB	WB	NB	SB		EB	WB	NB	SB	
Segment 1 — West Gateway: City of Bloomingdale												
1	SR 17/26/US 80 at Stagecoach Road	Stop	A (9.1)	-	-	F (52.0)	**F (52.0)**	D (28.0)	-	-	F ($)	**F ($)**
2	SR 17/26/US 80 at Cheyenne Road/Osteen Road	Stop	A (9.3)	C (24.9)	F (218.0)	F ($)	**F ($)**	D (29.3)	B (12.8)	F ($)	F ($)	**F ($)**
3	SR 17/26/US 80 at SR 17 Connector/Jimmy DeLoach Parkway SB Ramps	Signal	C (23.0)	A (7.9)	A (0.0)	F (119.7)	C (32.9)	B (15.6)	A (1.1)	A (0.0)	E (73.8)	B (16.9)
4	SR 17/26/US 80 at SR 17 Connector/Jimmy DeLoach Parkway NB Ramps	Signal	B (14.1)	B (11.4)	D (52.8)	A (0.0)	B (15.8)	B (14.9)	D (42.7)	F (105.9)	A (0.0)	D (41.4)
5	SR 17/26/US 80 at Adams Road/Walnut Street	Stop	B (10.2)	C (18.1)	F ($)	F ($)	**F ($)**	E (37.7)	B (12.6)	F ($)	F ($)	**F ($)**
6	SR 17/26/US 80 at SR 17/Cherry Street	Signal	B (11.7)	A (3.5)	F (81.7)	-	B (13.3)	A (8.6)	A (8.7)	E (64.2)	-	B (11.6)
7	SR 26/US 80 at Magnolia Lane/Pine Street	Stop	B (11.4)	C (18.3)	C (24.7)	F (260.2)	**F (260.2)**	A (0.0)	B (12.5)	E (38.2)	F (117.3)	**F (117.3)**
8	SR 26/US 80 at Ash Street	Stop	-	D (25.7)	E (38.7)	-	**E (38.7)**	-	B (12.7)	D (25.0)	-	D (25.0)
9	SR 26/US 80 at Maple Street	Stop	B (10.3)	C (20.2)	A (0.0)	F (56.8)	**F (56.8)**	D (30.4)	A (0.0)	A (0.0)	F ($)	**F ($)**
10	SR 26/US 80 at Conaway Road	Stop	B (10.6)	-	-	D (27.4)	D (27.4)	D (29.1)	-	-	F (256.3)	**F (256.3)**
11	SR 26/US 80 at Seabrook Parkway	Signal	-	E (47.5)	E (38.2)	-	**E (38.2)**	-	B (14.6)	D (26.7)	-	D (26.7)
Segment 2 — Old Town Pooler												
12	SR 26/US 80 at North Sangrena Drive	Signal	A (6.5)	A (0.4)	-	D (54.3)	A (5.5)	A (3.4)	A (0.4)	-	E (55.4)	A (2.4)
13	SR 26/US 80 at Pooler Parkway SB Ramps	Signal	C (28.3)	A (4.1)	A (0.0)	E (79.9)	C (25.9)	B (10.7)	A (1.5)	A (0.0)	D (49.3)	A (9.0)
14	SR 26/US 80 at Pooler Parkway NB Ramp	Signal	C (25.5)	B (18.1)	E (58.7)	D (37.3)	C (27.0)	D (45.4)	E (67.6)	F (112.6)	C (32.2)	**E (65.6)**
15	SR 26/US 80 at Houston Street/Brighton Woods Drive	Stop	A (0.0)	C (21.0)	F (99.6)	F (144.1)	**F (144.1)**	C (20.1)	B (12.1)	F (81.1)	C (22.8)	**F (81.1)**
16	SR 26/US 80 at Durden Drive	Stop	A (9.9)	-	-	C (19.1)	C (19.1)	C (24.2)	-	-	F (58.4)	**F (58.4)**
17	SR 26/US 80 at North Chestnut Street	Stop	-	A (0.0)	C (22.3)	C (22.3)	C (22.3)	-	A (0.0)	F ($)	F (227.4)	**F ($)**
18	SR 26/US 80 at South Chestnut Street	Stop	A (0.0)	-	F (50.8)	F (52.7)	**F (52.7)**	A (0.0)	-	D (27.5)	D (27.0)	D (27.5)
19	SR 26/US 80 at North Rogers Street	Signal	-	A (9.1)	D (46.8)	D (36.8)	B (18.4)	-	E (72.4)	F (115.6)	D (35.5)	**E (77.0)**
20	SR 26/US 80 at South Rogers Street	Signal	F (88.3)	-	F (166.9)	D (38.1)	**F (99.0)**	D (36.8)	-	E (57.9)	D (42.1)	D (42.5)
21	SR 26/US 80 at North Skinner Avenue	Stop	-	A (0.0)	C (20.1)	C (20.1)	C (20.1)	-	A (0.0)	F ($)	F ($)	**F ($)**
22	SR 26/US 80 at South Skinner Avenue	Stop	A (0.0)	-	D (28.1)	F (270.1)	**F (270.1)**	A (0.0)	-	D (27.4)	F (100.7)	**F (100.7)**
23	SR 26/US 80 at Parsons Avenue/Governor Treutlen Drive	Signal	E (72.3)	A (4.9)	C (24.3)	F (83.6)	D (51.8)	B (17.9)	A (7.4)	D (51.5)	F (183.2)	B (16.6)
Segment 3 — Commercial Pooler												
24	SR 26/US 80 at I-95 SB Ramps	Signal	F (168.4)	F (125.9)	A (0.0)	F (138.0)	**F (149.6)**	F (133.1)	F (126.1)	A (0.0)	F (242.0)	**F (155.5)**
25	SR 26/US 80 at I-95 NB Ramps	Signal	B (19.6)	C (32.9)	F (81.5)	A (0.0)	C (27.4)	D (53.3)	F (143.6)	E (76.9)	A (0.0)	**F (112.3)**
26	SR 26/US 80 at Bourne Avenue/Continental Boulevard	Signal	F (110.6)	A (3.4)	F (110.6)	F (81.4)	**F (80.6)**	B (12.8)	F (124.5)	F (166.5)	E (70.8)	**F (87.8)**
27	SR 26/US 80 at Coleman Boulevard	Signal	D (53.8)	C (21.1)	F (82.7)	F (87.7)	D (45.8)	D (39.4)	F (154.3)	F (84.0)	F (135.5)	**F (114.8)**
28	SR 26/US 80 at Westside Boulevard/Priya Circle	Stop	C (20.1)	A (0.0)	F (50.9)	F ($)	**F ($)**	E (47.6)	C (16.3)	A (0.0)	F ($)	**F ($)**

Table 22: 2045 No-Build Intersection Capacity Analysis Results (continued)

ID	Intersection Name	Intersection Control Type	Approach LOS (Delay, sec/veh)[1] AM Peak Hour				Intersection Delay (sec/veh)[2] AM Peak Hour	Approach LOS (Delay, sec/veh)[1] PM Peak Hour				Intersection Delay (sec/veh)[2] PM Peak Hour
			EB	WB	NB	SB		EB	WB	NB	SB	
Segment 4 — Park Corridor												
29	SR 26/US 80 at Pine Barren Road/Old Louisville Road	Signal	F (127.7)	E (69.7)	F (167.0)	F (81.8)	**F (117.3)**	F (80.2)	F (115.2)	F ($)	F (80.7)	**F (135.0)**
30	SR 26/US 80 at Old Dean Forest Road	Stop	A (0.0)	A (0.0)	D (29.7)	A (0.0)	D (29.7)	A (0.0)	A (0.0)	C (16.7)	D (27.4)	D (27.4)
31	SR 26/US 80 at SR 307/Dean Forest Road	Signal	F (168.0)	F (169.0)	F (179.9)	F (294.0)	**F (193.8)**	F (131.6)	F (178.3)	F (165.2)	F ($)	**F (195.4)**
Segment 5 — Residential Garden City												
32	SR 26/US 80 at Griffin Avenue	Stop	A (9.8)	-	-	C (16.0)	C (16.0)	B (14.5)	-	-	E (39.9)	**E (39.9)**
33	SR 26/US 80 at Talmadge Avenue	Stop	B (10.0)	A (0.0)	C (18.6)	D (25.9)	D (25.9)	B (14.7)	B (11.1)	D (30.4)	E (42.4)	**E (42.4)**
34	SR 26/US 80 at Sharon Park Drive	Stop	A (9.8)	-	-	C (20.1)	C (20.1)	C (15.2)	-	-	D (28.9)	D (28.9)
35	SR 26/US 80 at Quinney Lane	Stop	B (10.4)	-	-	C (21.8)	C (21.8)	C (17.3)	-	-	F (51.6)	**F (51.6)**
36	SR 26/US 80 at Kessler Avenue/Youmans Avenue	Stop	B (10.6)	A (0.0)	A (0.0)	F (137.6)	**F (137.6)**	C (16.9)	A (0.0)	A (0.0)	F ($)	**F ($)**
37	SR 26/US 80 at Chatham Parkway/Heidt Avenue	Signal	D (40.4)	C (23.1)	E (67.4)	F (121.3)	D (44.2)	E (59.5)	D (42.4)	F (80.7)	F (138.9)	**E (61.4)**
Segment 6 — East Gateway: Portside Garden City												
38	SR 26/US 80 at Alfred Street	Signal	C (32.9)	A (5.0)	D (39.1)	D (45.9)	C (24.0)	C (21.2)	A (2.3)	D (36.6)	D (39.8)	B (15.2)
39	SR 26/US 80 at Third Street/Westside Center Plaza	Signal	B (16.4)	A (8.8)	D (43.7)	D (47.0)	B (15.1)	C (26.0)	B (14.2)	D (42.0)	D (52.4)	C (22.4)
40	SR 26/US 80 at SR 26 Connector/Burnsed Boulevard/Haslam Avenue	Signal	B (16.0)	D (36.2)	C (29.1)	F (145.8)	**E (59.9)**	C (22.6)	D (41.9)	C (28.3)	F (157.1)	**E (66.6)**

[1] Approach delay reported for the left-turn movement only on the major street at unsignalized intersections

[2] Overall intersection delay reported as the worst minor street approach at unsignalized intersections

$ Control delay exceeds 300 seconds per vehicle

Segment 2 – Old Town Pooler

Along Segment 2, five of the six existing signalized intersections are expected to operate at LOS D or better during the peak periods of travel under 2030 No-Build conditions, and the intersection of eastbound SR 26/US 80 with Rogers Street is expected to operate at LOS E. By 2045, the northbound Pooler Parkway ramps and both of the SR 26/US 80 intersections with Rogers Street are expected to operate at LOS E or worse during the peak periods of travel. In each case, auxiliary turn lane improvements are warranted based on projected traffic volumes, delay, and queue lengths. As in Segment 1, the unsignalized intersections on Segment 2 are expected to operate at LOS E or worse during the peak periods of travel with progressive increases in delay as growth occurs along the corridor through 2045.

The phased improvements listed in **Table 25** and **Table 26** at the conclusion of **Section 4.3.4** were advanced for further consideration as part of the GDOT ICE process. In Segment 2, these improvements include additional left- and right-turn bays at the Pooler Parkway northbound ramp terminal and SR 26/US 80 intersections with Rogers Street in both directions. Additionally, a raised median section is proposed between Pooler Parkway and the beginning of the one-way pair section at Wilkes Street. Finally, non-motorized improvements are proposed throughout Segment 2 in accordance with recommendations from the CORE MPO's NMTP, stakeholder outreach efforts, and field observations.

Segment 3 – Commercial Pooler

Intersection capacity analysis results indicate that all five of the study intersections along Segment 3 are expected to operate at LOS E or LOS F under 2030 No-Build conditions, with progressive increases in delay and queueing as growth occurs along the corridor through 2045. As noted in **Section 2.1.3**, the SR 26/US 80 interchange with I-95 is an existing bottleneck for through traffic along Segment 3, and related delay and queueing impacts extend through adjacent intersections during the peak periods of travel. Operations are expected to degrade based on projected growth along the corridor, and capacity analysis results indicate that an interchange reconfiguration is warranted in the near term. Over the long-term horizon, forecasted traffic volumes indicate that roadway widening and further intersection improvements may be needed along this portion of the study corridor.

To mitigate existing and projected operations and safety constraints, the phased improvements listed in **Table 25** and **Table 26** at the conclusion of **Section 4.3.4** were advanced for further consideration as part of the GDOT ICE process. In Segment 3, these improvements include reconfiguration of the SR 26/US 80 interchange with I-95 and related modifications to the adjacent signalized intersections at Parsons Avenue and Bourne Avenue; widening of SR 26/US 80 to a six-lane, divided section with a raised median between I-95 and Pine Barren Road; a new traffic signal at the intersection of SR 26/US 80 with Westside Boulevard/Priya Circle when warranted; and a shared-use path on the south side of the roadway along the entire segment.

Segment 4 – Park Corridor

The capacity analysis results presented in **Table 21** and **Table 22** indicate that each of the existing signalized intersections along Segment 4 are expected to operate at LOS F under 2030 No-Build and 2045 No-Build conditions. Though intersection analysis results suggest that the intersection of SR 26/US 80 with Old Dean Forest Road will operate at LOS D or better during both horizons, these results do not consider delay and queueing impacts that extend upstream of the intersection with

SR 307/Dean Forest Road under existing conditions. In the absence of improvements, these delays and queues are expected to increase significantly along Segment 4.

Recommendations from the *SR 307 Corridor Study Final Report* (Kimley-Horn, 2022) were considered as a starting point in developing the phased improvements listed in **Table 25** and **Table 26** at the conclusion of **Section 4.3.4** for further consideration as part of the GDOT ICE process. The improvements listed in **Table 25** and **Table 26** include additional auxiliary turn lanes and signal timing improvements at the SR 26/US 80 intersection with SR 307/Dean Forest Road (under the short-term horizon); a raised median section throughout Segment 4; construction of a new interchange at the existing at-grade intersection with SR 307/Dean Forest Road (under the long-term horizon); and a shared-use path on the south side of the roadway along the entire segment.

Segment 5 – Residential Garden City

Based on capacity analysis results, the existing unsignalized intersections on SR 26/US 80 between SR 307/Dean Forest Road and Quinney Lane are expected to operate at LOS D or better under 2030 No-Build conditions and at LOS E or better under 2045 No-Build conditions. Intersection analysis results suggest that the intersection of SR 26/US 80 with Chatham Parkway/Heidt Avenue will operate similarly; however, field observations indicated that queues on the eastbound and westbound approaches occasionally impact adjacent intersections under existing conditions, and these trends are expected to be amplified as traffic volumes grow along Segment 5. Accordingly, the adjacent unsignalized intersections of SR 26/US 80 with Quinney Lane and Kessler Avenue/Youmans Avenue are expected to operate at LOS F during one or both peak periods under 2030 No-Build and 2045 No-Build conditions.

To mitigate operations and safety constraints along Segment 5, particularly near the SR 26/US 80 intersection with Chatham Parkway/Heidt Avenue, the phased improvements listed in **Table 25** and **Table 26** at the conclusion of **Section 4.3.4** were advanced for further consideration as part of the GDOT ICE process. These recommendations include auxiliary turn lane improvements and access management near the SR 26/US 80 intersection with Chatham Parkway/Heidt Avenue; a raised median section throughout Segment 5; and a shared-use path on both sides of SR 26/US 80. To provide alternate access for restricted movements at Kessler Avenue/Youmans Avenue, a new signal is proposed at the SR 26/US 80 intersection with Quinney Lane, where signal warrants are expected to be met under 2030 volume conditions.

Segment 6 – East Gateway: Portside Garden City

Each of the existing signalized intersections along Segment 6 are expected to operate at LOS D or better under 2030 No-Build conditions and at LOS E or better under 2045 No-Build conditions. Given that projected traffic volumes are lower along this segment of the study corridor than the other segments, limited operational constraints are anticipated through the long-term horizon; however, capacity analysis results suggest that the southbound approach at the intersection of SR 26/US 80 with SR 25/Burnsed Boulevard/Haslam Avenue may operate with long delays and queues under short- and long-term horizon conditions absent improvements.

The phased improvements listed in **Table 25** and **Table 26** were advanced for further consideration as part of the GDOT ICE process. Based on the forecasted directional split at the intersection, modifications to the existing lane configuration on the southbound approach of the SR 26/US 80 intersection with SR 25/Burnsed Boulevard/Haslam Avenue are proposed. In addition, a raised median section is proposed along the entire segment along with a shared-use path on both sides of SR 26/US 80.

4.3.3 Segment Analysis Results

As noted in **Section 3.2.4**, projected No-Build traffic volumes and capacity analysis results presented in this section are intended to be representative of future conditions along the SR 26/US 80 corridor during an average weekday while school is in session. Given that "average" conditions are difficult to capture through one set of model inputs and that intersection capacity analysis results consider each node in isolation, these node-level results were supplemented with system-level results from simulation runs conducted in SimTraffic Version 11 software.

Corridor travel time outputs from SimTraffic are summarized in **Table 23** and **Table 24** for the AM and PM peak hours of travel, respectively. These travel time outputs were converted to a corresponding average travel speed and compared to the theoretical base free flow speed, which was assumed equivalent to the posted speed limit on SR 26/US 80 with adjustments based on the geometry, traffic control, and vehicle fleet characteristics of each study segment. The LOS was then determined as defined by the HCM6 Urban Street Facilities methodology.

Table 23: No-Build Corridor Travel Time and LOS Comparisons – AM Peak Hour

Measure	2022 Existing	2030 No-Build	2045 No-Build
Eastbound SR 26/US 80			
Minimum Travel Time (mm:ss)	23:01	29:11	37:22
Maximum Travel Time (mm:ss)	24:50	34:52	58:45
Average Travel Speed (mph)	30.1	22.5	16.1
Overall Corridor LOS	B	C	E
Segment 1 LOS	A	B	B
Segment 2 LOS	C	F	F
Segment 3 LOS	C	D	E
Segment 4 LOS	B	C	C
Segment 5 LOS	B	B	B
Segment 6 LOS	C	C	C
Westbound SR 26/US 80			
Minimum Travel Time (mm:ss)	19:08	21:09	21:07
Maximum Travel Time (mm:ss)	20:00	30:58	40:40
Average Travel Speed (mph)	36.7	29.6	25.7
Overall Corridor LOS	A	C	C
Segment 1 LOS	A	A	A
Segment 2 LOS	A	C	D
Segment 3 LOS	C	D	E
Segment 4 LOS	A	B	B
Segment 5 LOS	A	B	C
Segment 6 LOS	B	C	C

Table 24: No-Build Corridor Travel Time and LOS Comparisons – PM Peak Hour

Measure	2022 Existing	2030 No-Build	2045 No-Build
Eastbound SR 26/US 80			
Minimum Travel Time (mm:ss)	21:51	24:58	25:40
Maximum Travel Time (mm:ss)	23:02	28:28	29:48
Average Travel Speed (mph)	32.0	27.3	26.1
Overall Corridor LOS	B	C	C
Segment 1 LOS	A	A	A
Segment 2 LOS	C	D	D
Segment 3 LOS	C	D	D
Segment 4 LOS	B	C	C
Segment 5 LOS	B	B	B
Segment 6 LOS	C	C	C
Westbound SR 26/US 80			
Minimum Travel Time (mm:ss)	22:15	33:19	39:29
Maximum Travel Time (mm:ss)	24:09	42:24	45:07
Average Travel Speed (mph)	31.0	19.1	17.2
Overall Corridor LOS	B	D	E
Segment 1 LOS	B	A	B
Segment 2 LOS	B	B	C
Segment 3 LOS	D	F	F
Segment 4 LOS	B	D	D
Segment 5 LOS	B	E	E
Segment 6 LOS	C	C	C

Based on the results summarized in **Table 23** and **Table 24**, operations on the SR 26/US 80 corridor are expected to significantly decline from 2022 Existing to 2030 No-Build conditions. These findings are indicative of existing capacity constraints coupled with the substantial growth projected along the corridor in the near term. SimTraffic outputs suggest that average travel speed will decrease by more than 7 MPH (AM peak period) and 10 MPH (PM peak period) overall throughout the corridor under 2030 No-Build conditions relative to 2022 Existing conditions. Moreover, the range of simulated peak period travel times (i.e., difference between the minimum and maximum travel times observed on the corridor) is expected to be 2 minutes at most under 2022 Existing conditions but up to 9 minutes under 2030 No-Build conditions.

These trends are amplified when comparing 2045 No-Build conditions to 2022 Existing conditions, as average travel speeds are expected to decrease by up to 14 MPH overall, and the peak direction of travel is expected to operate at LOS E during the AM and PM peak periods. The expected range of peak period travel times in the peak direction of travel is between 19 and 21 minutes under 2045 No-Build conditions. Collectively, these results indicate that in the absence of improvements, the corridor is expected to experience significant increases in delay and decreases in travel time reliability.

4.3.4 GDOT ICE Analysis

Stage 1 Intersection Control Evaluation (ICE) analyses were completed for all study intersections to screen and identify feasible alternatives for intersection control based on practicality, project scale, potential for crash reduction, and potential to improve traffic operations. Stage 1 alternatives were identified through a multi-step process. First, traffic signal warrant analyses were conducted for all unsignalized study intersections and at those proposed as part of future development. Among these, the following intersections met traffic signal warrants under 2045 volume conditions:

- SR 17/26/US 80 at Stagecoach Road
- SR 17/26/US 80 at Cheyenne Road/Osteen Road
- SR 26/US 80 at Bloomingdale Town Center Driveway
- SR 26/US 80 at Seabrook Parkway
- SR 26/US 80 at Westside Boulevard/Priya Circle
- SR 26/US 80 at Quinney Lane

At each of these six locations, the feasibility of single- or multi-lane roundabouts was also reviewed. However, roundabouts were determined to be undesirable alternatives for intersection control along the study corridor based on planning-level guidance provided by GDOT's Roundabout Analysis Tool. Specifically, projected major street traffic volumes exceed the entering volume threshold (i.e., 25,000 VPD for single-lane roundabouts or 45,000 VPD for multi-lane roundabouts) or minor street volumes do not constitute at least 10% of the overall entering volume.

Next, along segments where raised median sections are proposed (i.e., the entire study corridor except for the one-way pair section in Old Town Pooler), restricted crossing U-turn (RCUT) or right-in/right-out (RI/RO) configurations were recommended for all existing unsignalized intersections not expected to meet traffic signal warrants. The appropriate degree of access for these intersections was selected based on projected volumes, intersection spacing, and adjacent driveway interconnectivity. Elsewhere, auxiliary turn lane improvements or other geometric modifications were considered based on No-Build capacity analysis results and then selected as feasible alternatives as appropriate on the ICE Stage 1 worksheets. The Stage 1 ICE worksheets are included in **Appendix D.**

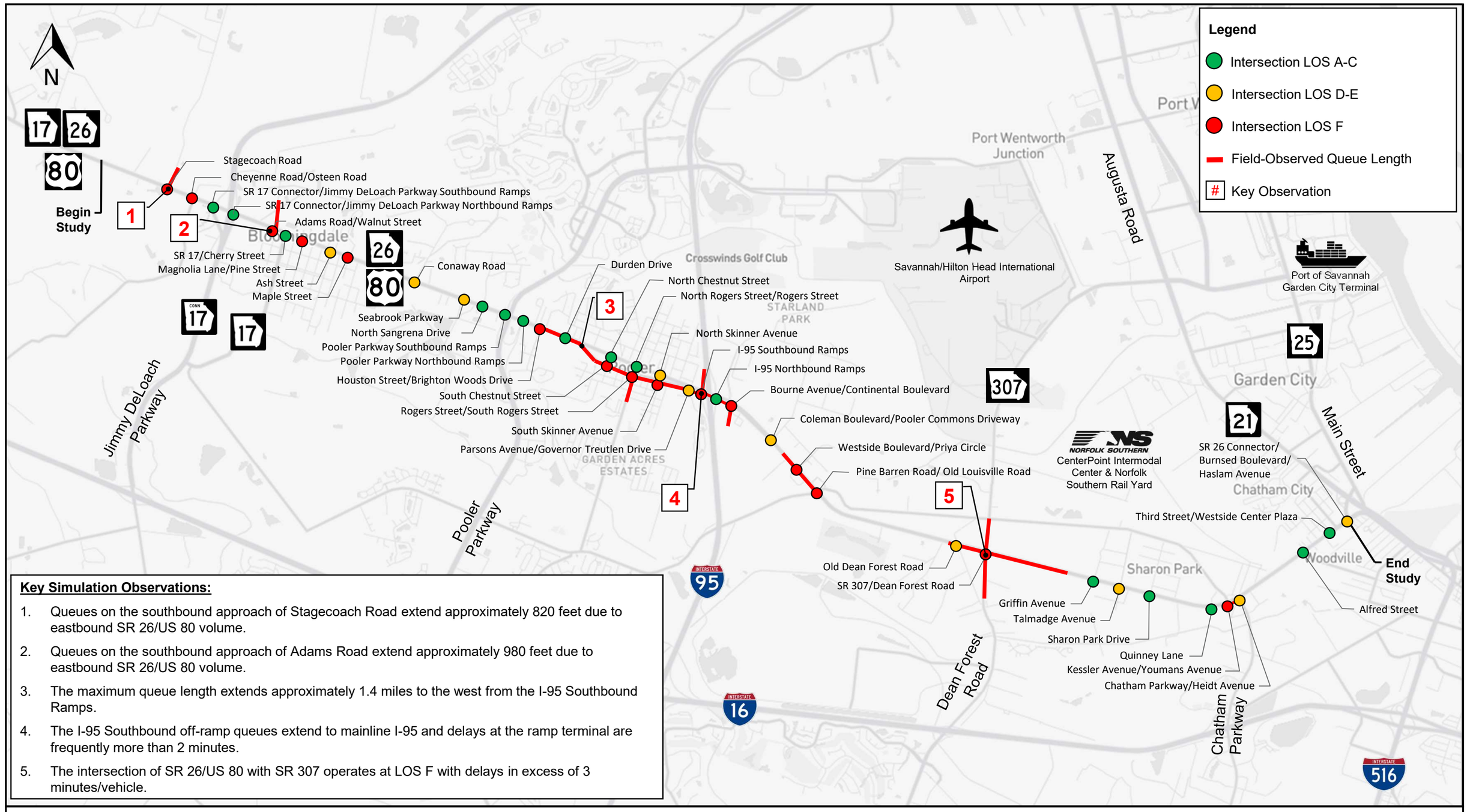
4.3.5 Capacity Analysis Summary

The intersection- and corridor-level operations summarized in **Section 4.3.2** and **Section 4.3.3** are captured graphically in **Figure 41** and **Figure 42** for 2045 No-Build conditions. As noted on the preceding pages, traffic operations on the SR 26/US 80 corridor are expected to deteriorate by 2030 in the absence of improvements. Additionally, the conditions represented in the figures that follow may be experienced by road users sooner than the 2045 horizon year. Notable simulation observations illustrated in **Figure 41** and **Figure 42** include:

- Queues on eastbound SR 26/US 80 extend from the I-95 interchange as far as Brighton Woods Drive during the AM peak hour.
    - Average travel speed on eastbound SR 26/US 80 between Pooler Parkway and I-95 is less than 7 MPH under AM peak hour conditions.
    - Queues on the I-95 southbound off-ramp extend out of the simulation network which indicates the potential for frequent spillback to mainline I-95 during the AM peak period.

- Queues on westbound SR 26/US 80 extend from the I-95 interchange past Old Louisville Road/ Pine Barren Road during the PM peak hour, and the average travel speed is less than 6 MPH during the PM peak hour.
- Queues on all approaches of the intersection with SR 307/Dean Forest Road extend well upstream of the intersection, beyond Old Louisville Road/Pine Barren Road, Old Dean Forest Road, Griffin Avenue, and Morgan Industrial Boulevard during one or both peak periods.
- Queues on the eastbound approach of the intersection with SR 307/Dean Forest Road would be longer than shown if not for demand metering at the I-95 interchange particularly during the AM peak period.
- Operations meet LOS standards elsewhere along the SR 26/US 80 study corridor; however, queues in the peak direction span approximately one-third of the entire study corridor length during the peak hours of travel.

Findings from the Existing Conditions Assessment in **Section 3** and those noted throughout this section were used to develop the short- and long-term recommendations listed in **Table 25** and **Table 26**. These improvements were advanced for further consideration as part of the GDOT ICE process and corridor alternatives development and analysis.



Key Simulation Observations:

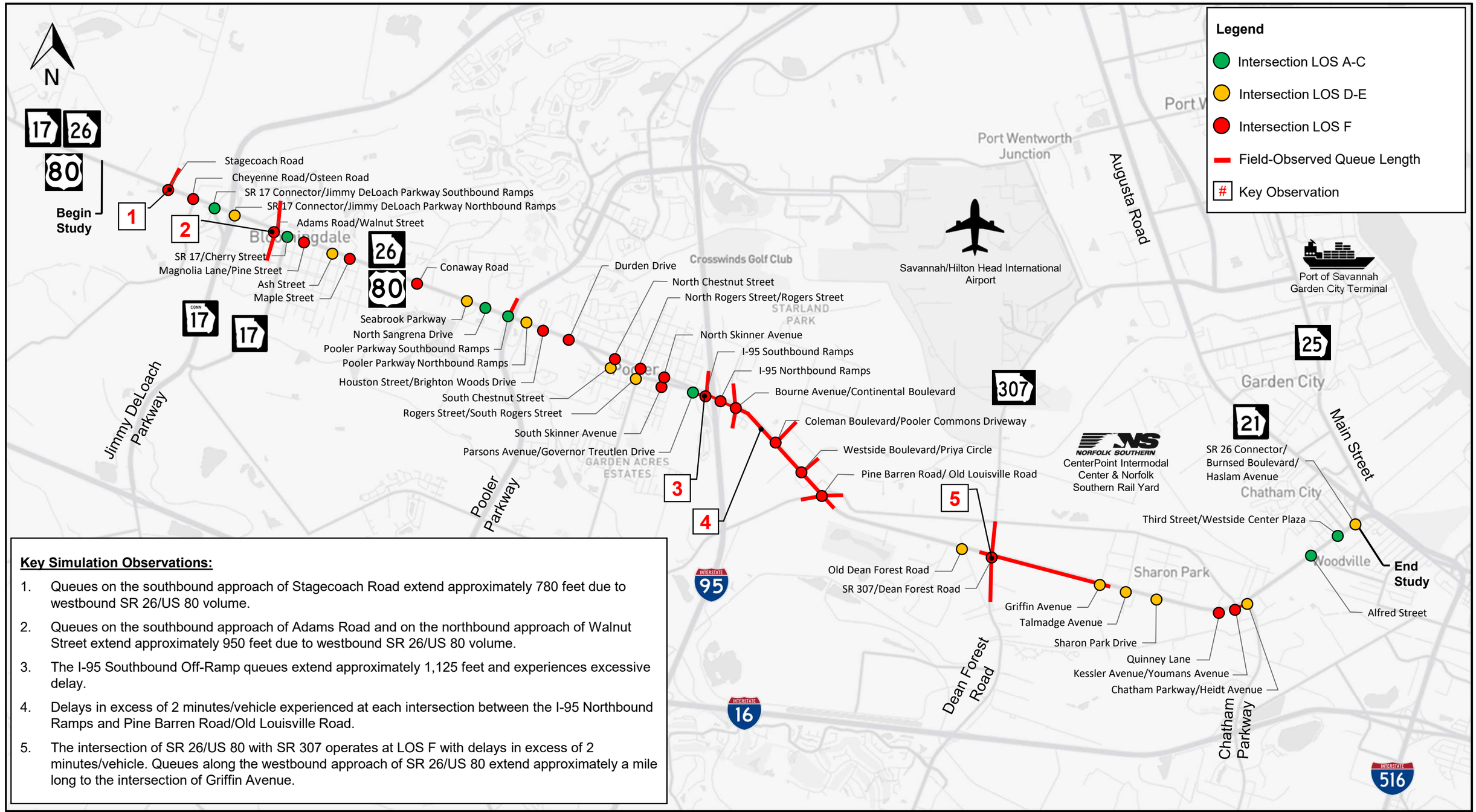
1. Queues on the southbound approach of Stagecoach Road extend approximately 820 feet due to eastbound SR 26/US 80 volume.
2. Queues on the southbound approach of Adams Road extend approximately 980 feet due to eastbound SR 26/US 80 volume.
3. The maximum queue length extends approximately 1.4 miles to the west from the I-95 Southbound Ramps.
4. The I-95 Southbound off-ramp queues extend to mainline I-95 and delays at the ramp terminal are frequently more than 2 minutes.
5. The intersection of SR 26/US 80 with SR 307 operates at LOS F with delays in excess of 3 minutes/vehicle.

SR 26/US 80 Corridor Study – Alternatives Development & Analysis

Figure 41 – 2045 No-Build Corridor Operations Summary – AM Peak Hour

SR 26/US 80 CORRIDOR STUDY

Kimley»Horn



Key Simulation Observations:

1. Queues on the southbound approach of Stagecoach Road extend approximately 780 feet due to westbound SR 26/US 80 volume.
2. Queues on the southbound approach of Adams Road and on the northbound approach of Walnut Street extend approximately 950 feet due to westbound SR 26/US 80 volume.
3. The I-95 Southbound Off-Ramp queues extend approximately 1,125 feet and experiences excessive delay.
4. Delays in excess of 2 minutes/vehicle experienced at each intersection between the I-95 Northbound Ramps and Pine Barren Road/Old Louisville Road.
5. The intersection of SR 26/US 80 with SR 307 operates at LOS F with delays in excess of 2 minutes/vehicle. Queues along the westbound approach of SR 26/US 80 extend approximately a mile long to the intersection of Griffin Avenue.

SR 26/US 80 Corridor Study – Alternatives Development & Analysis

Figure 42 – 2045 No-Build Corridor Operations Summary – PM Peak Hour

SR 26/US 80 CORRIDOR STUDY

Kimley»Horn

Table 25: Recommended Corridor-Level Improvements Summary

Corridor-Level Improvements	
Extents	**Description of Improvements**
SR 26/US 80 from SR 17 Connector/Jimmy DeLoach Parkway to SR 26 Connector/Burnsed Boulevard (All Segments)	Short-Term (0-5 Years) • Conduct a 12-mile-long corridor signal timing review to improve vehicular flow through time-of-day coordinated operations • Optimize signal cycle length, splits, and offsets in conjunction with other short-term improvements • Replace existing three-section permissive signal heads and five-section protected/permissive signal heads on SR 26/US 80 with four-section flashing yellow arrow signal heads Long-Term (5+ Years) • Conduct a 12-mile-long corridor signal timing review to improve vehicular flow through time-of-day coordinated operations • Optimize signal cycle length, splits, and offsets in conjunction with other long-term improvements
SR 26/US 80 from Bloomingdale Town Center Driveway to Pooler Parkway (Segment 1)	Long-Term (5+ Years) • Construct a 20-foot-wide raised median along SR 26/US 80 from Bloomingdale Town Center Driveway to Pooler Parkway • Construct a 10-foot-wide shared-use path on both sides of SR 26/US 80 from Bloomingdale Town Center Driveway to Pooler Parkway • Construct restricted crossing U-turn (RCUT) intersections and/or U-turn eyebrows at Adams Road, Magnolia Lane/Pine Street, Poplar Street, Ash Street, Maple Street, Tuten Avenue, and Conaway Road • Relocate the existing mid-block pedestrian crossing at Magnolia Lane/Pine Street to Church Street and install High Intensity Activated Crosswalk Beacons (HAWK) when warrants are met • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy at all intersections to accommodate new shared-use path and sidewalk, including signal adjustments where necessary • Install pedestrian lighting adjacent to shared-use paths and sidewalks
SR 26/US 80 from Pooler Parkway to I-95 (Segment 2)	Long-Term (5+ Years) • Construct a 20-foot-wide raised median along SR 26/US 80 from Pooler Parkway to 400 feet east of Wilkes Street • Construct a 10-foot-wide shared-use path on both sides of SR 26/US 80 from Pooler Parkway to 400 feet east of Wilkes Street • Construct a 10-foot-wide shared-use-path on the north side of westbound SR 26/US 80 and a 5-foot-wide sidewalk on the south side of westbound SR 26/US 80 from 400 feet east of Wilkes Street to Moore Avenue • Construct a 5-foot-wide sidewalk on the north side of eastbound SR 26/US 80 and a 10-foot-wide shared-use path on the south side of eastbound SR 26/US 80 from 400 feet east of Wilkes Street to Moore Avenue • Construct a 10-foot-wide shared-use path on the north side and the south side of SR 26/US 80 from Moore Avenue to the I-95 southbound ramps • Construct restricted crossing U-turn (RCUT) intersections and U-turn eyebrows at Houston Street/Brighton Woods Drive and Durden Drive • Install Rectangular Rapid Flashing Beacons (RFFB) at the existing pedestrian crossings at North Chestnut Street and South Chestnut Street • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy at all intersections to accommodate new shared-use path and sidewalk, including signal adjustments where necessary • Install pedestrian lighting adjacent to shared-use paths and sidewalks

Corridor-Level Improvements	
Extents	**Description of Improvements**
SR 26/US 80 from I-95 to Old Louisville Road/ Pine Barren Road (Segment 3)	<u>Long-Term (5+ Years)</u> • Construct a 20-foot-wide raised median along SR 26/US 80 from I-95 to Old Louisville Road/Pine Barren Road • Construct a third eastbound and westbound through lane on SR 26/US 80 from I-95 to Old Louisville Road/Pine Barren Road • Construct a 5-foot-wide sidewalk on the north side of SR 26/US 80 and a 10-foot-wide shared-use path on the south side of SR 26/US 80 • Construct a restricted crossing U-turn (RCUT) intersection and U-turn eyebrows at Pooler Square • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy at all intersections to accommodate new shared-use paths and sidewalks, including signal adjustments where necessary • Install pedestrian lighting adjacent to shared-use paths and sidewalks
SR 26/US 80 from Old Louisville Road/Pine Barren Road to Griffin Avenue (Segment 4/Segment 5)	<u>Long-Term (5+ Years)</u> • Construct a 20-foot-wide raised median along SR 26/US 80 from Old Louisville Road/Pine Barren Road to Griffin Avenue • Construct a 5-foot-wide sidewalk on the north side of SR 26/US 80 and a 10-foot-wide shared-use path on the south side of SR 26/US 80 • Construct restricted crossing U-turn (RCUT) intersections and/or U-turn eyebrows at Triplett Park Drive, Dublin Road, Old Dean Forest Road, and Griffin Avenue • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy at all intersections to accommodate new shared-use paths and sidewalks, including signal adjustments where necessary • Install pedestrian lighting adjacent to shared-use paths and sidewalks
SR 26/US 80 from Griffin Avenue to Chatham Parkway/Heidt Avenue (Segment 5)	<u>Short-Term (0-5 Years)</u> • Install a fully actuated traffic signal at Quinney Lane when MUTCD signal warrants are met to operate in coordination with the existing signal at Chatham Parkway/Heidt Avenue • Construct a 14-foot-wide raised median between Kessler Avenue and Junction Avenue • Convert the intersection at Kessler Avenue to an unsignalized restricted crossing U-turn (RCUT) • Convert the intersections at West Chatham Boulevard and Junction Avenue to a right-in/right-out configuration • Extend the eastbound right-turn lane at Chatham Parkway to Kessler Avenue and implement permitted-overlap signal phasing such that the eastbound right-turn lane operates concurrently with the northbound approach <u>Long-Term (5+ Years)</u> • Construct a 20-foot-wide raised median along SR 26/US 80 from Griffin Avenue to Heidt Avenue/Chatham Parkway • Construct a 10-foot-wide shared-use path on both sides of SR 26/US 80 • Construct restricted crossing U-turn (RCUT) intersections and/or U-turn eyebrows at Talmadge Avenue, Sharon Park Drive, and Kessler Avenue • Remove the existing mid-block pedestrian crossing at Talmadge Avenue • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy at all intersections to accommodate new shared-use path, including signal adjustments where necessary • Install pedestrian lighting adjacent to shared-use paths
SR 26/US 80 from Chatham Parkway/Heidt Avenue to SR 26 Connector/Burnsed Boulevard (Segment 6)	<u>Long-Term (5+ Years)</u> • Construct a 20-foot-wide raised median along SR 26/US 80 from Heidt Avenue/Chatham Parkway to Third Street/Westside Center Plaza • Construct a 5-foot-wide sidewalk on the south side of SR 26/US 80 and a 10-foot-wide shared-use path on the north side of SR 26/US 80 • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy at all intersections to accommodate new shared-use paths and sidewalks, including signal adjustments where necessary • Install pedestrian lighting adjacent to shared-use paths and sidewalks • Widen the existing Kicklighter Overpass bridge deck to the north to accommodate the 10-foot-wide shared-use path

Table 26: Recommended Intersection-Level Improvements Summary

Intersection-Level Improvements		
Intersection No.	**Location**	**Description of Improvements**
1	SR 26/US 80 at Stagecoach Road	Long-Term (5+ Years) • Install a fully actuated traffic signal when MUTCD signal warrants are met • Reconstruct the southbound approach to include the following: o One left-turn lane with provisions for 150 feet of storage o One right-turn lane with 100 feet of storage • Reconstruct the eastbound approach to include the following: o 8-foot-wide concrete median o One left-turn lane with 235 feet of storage o Two through lanes • Construct a 20-foot-wide raised median between the intersections of Stagecoach Road and Cheyenne Road/Osteen Road • Extend the westbound right-turn lane storage to 275 feet • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy • Install a fully actuated traffic signal when MUTCD warrants are met.
2	SR 26/US 80 at Cheyenne Road/Osteen Road	Long-Term (5+ Years) • Install a fully actuated traffic signal when MUTCD signal warrants are met • Realign Cheyenne Road with Osteen Road • Reconstruct the eastbound approach to include: o 8-foot-wide concrete median o One left-turn lane with 235 feet of storage o Two through lanes o One right-turn lane with 375 feet of storage • Reconstruct the westbound approach to include: o One right-turn lane with 175 feet of storage o Two through lanes o One left-turn lane with 235 feet of storage • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy
4	SR 26/US 80 at SR 17 Connector/Jimmy DeLoach Parkway Northbound Ramps	Long-Term (5+ Years) • Reconstruct the intersection to include: o Dual eastbound left-turn lanes with 350 feet of storage o Dual eastbound through lanes o Dual northbound receiving lanes • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy
5, 7, 8, 9, 10	SR 26/US 80 at Adams Road, Magnolia Lane/Pine Street, Ash Street, Maple Street, and Conaway Road	Long-Term (5+ Years) • Convert to an unsignalized RCUT configuration concurrent with proposed median project along Segment 1

Intersection-Level Improvements		
Intersection No.	**Location**	**Description of Improvements**
11	SR 26/US 80 at Seabrook Parkway	Long-Term (5+ Years) • Install a fully actuated traffic signal when MUTCD signal warrants are met • Reconstruct the adjacent commercial driveways on the north side of SR 26/US 80 to create a 4-way intersection • Reconstruct the eastbound approach to include: o One left-turn lane with 235 feet of storage o Dual through lanes o One right-turn lane with 250 feet of storage • Reconstruct the westbound approach to include: o One left-turn lane with 235 feet of storage o Dual through lanes • Reconstruct the northbound approach to include: o One shared through/left-turn lane o One right-turn lane with 175 feet of storage • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy
13	SR 26/US 80 at Pooler Parkway Southbound Ramps	Long-Term (5+ Years) • Upgrade the existing traffic signal • Reconstruct the southbound off-ramp to include the following: o Dual left-turn lanes with 500 feet of storage o Dual right-turn lanes with 500 feet of storage • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy
14	SR 26/US 80 at Pooler Parkway Northbound Ramps	Long-Term (5+ Years) • Upgrade the existing traffic signal • Reconstruct the northbound ramp terminal to include the following: o One southbound left-turn lane with 100 feet of storage o One southbound shared through/right-turn lane o Dual westbound left-turn lanes with 275 feet of storage o Dual westbound through lanes o One westbound right-turn lane with 175 feet of storage o Dual northbound left-turn lanes with 300 feet of storage o One northbound through lane o One northbound right-turn lane with 300 feet of storage • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy
15, 16	SR 26/US 80 at Houston Street/Brighton Woods Drive and Durden Drive	Long-Term (5+ Years) • Convert to an unsignalized RCUT configuration concurrent with proposed median project along Segment 2

Intersection-Level Improvements		
Intersection No.	**Location**	**Description of Improvements**
19, 20	SR 26/US 80 at Rogers Street	Long-Term (5+ Years) • Upgrade the existing traffic signals • Reconstruct the intersection with North Rogers Street to include the following: o One westbound left-turn lane with 160 feet of storage o Dual westbound through lanes o One northbound left-turn lane with 100 feet of storage o One northbound through lane o One southbound shared through/right-turn lane • Reconstruct the intersection with South Rogers Street to include the following: o One eastbound right-turn lane with 100 feet of storage o Dual eastbound through lanes o One northbound right-turn lane with 350 feet of storage o One northbound through lane o One southbound left-turn lane with 100 feet of storage o One southbound through lane • Connect to improvements constructed as part of the City of Pooler's future South Rogers Street Improvements Project • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy
23	SR 26//US 80 at Parsons Avenue/Governor Treutlen Drive	Long-Term (5+ Years) • Convert to a RIRO configuration concurrent with proposed signalization and realignment at the intersection with Moore Avenue

Intersection-Level Improvements		
Intersection No.	**Location**	**Description of Improvements**
24, 25	SR 26/US 80 at I-95	Short-Term (0-5 Years) • Convert the existing diamond interchange to a diverging diamond interchange (DDI) • Reconstruct the southbound ramp terminal to include the following: o Dual southbound right-turn lanes with 450 feet of storage o Two southbound left-turn lanes with 450 feet of storage o Three eastbound through lanes o One eastbound right-turn lane with 325 feet of storage o Dual westbound through lanes o One westbound left-turn lane o Dual receiving lanes on the southbound on-ramp • Reconstruct the northbound ramp terminal to include the following: o Dual northbound right-turn lanes with 400 and 275 feet of storage o Dual northbound left-turn lanes with 450 feet of storage o Three westbound through lanes o One westbound right-turn lane with 400 feet of storage o Dual eastbound through lanes o One eastbound left-turn lane o Dual receiving lanes on the northbound on-ramp • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy Long-Term (5+ Years) • Add a fourth westbound lane between the ramp terminals • Reconstruct the southbound ramp terminal to include the following: o Triple southbound left-turn lanes with 450 feet of storage o Dual westbound left-turn drop lanes • Reconstruct the northbound ramp terminal to include the following: o Dual northbound receiving lanes o Four westbound through lanes o One westbound right-turn lane with 400 feet of storage o Dual eastbound through lanes o One eastbound shared through/left-turn lane • Construct a 10-foot-wide shared-use-path within the raised median between the ramp terminals • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy

Intersection-Level Improvements		
Intersection No.	**Location**	**Description of Improvements**
26	SR 26/US 80 at Bourne Avenue/Continental Boulevard	<u>Short-Term (0-5 Years)</u> • Reconstruct the intersection to operate as a thru-cut design and upgrade the existing traffic signal • Reconstruct the southbound approach to include the following: o One left-turn lane with provisions for 100 feet of storage o One right-turn lane with provisions for 100 feet of storage • Reconstruct the northbound approach to include the following: o Dual left-turn lanes with provisions for 200 feet of storage o One right-turn lane with 100 feet of storage • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy
28	SR 26/US 80 at Westside Boulevard/Priya Circle	<u>Long-Term (5+ Years)</u> • Install a fully actuated traffic signal when MUTCD signal warrants are met • Reconstruct the eastbound approach to include the following: o One left-turn lane with 235 feet of storage o Three through lanes o One right-turn lane with 175 feet of storage • Reconstruct the westbound approach to include the following: o One left-turn lane with 235 feet of storage o Three through lanes o One right-turn lane with 175 feet of storage • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy

Intersection-Level Improvements		
Intersection No.	**Location**	**Description of Improvements**
29	SR 26/US 80 at Old Louisville Road/Pine Barren Road	<u>Short-Term (0-5 Years)</u> • Reconstruct the northbound approach to include the following: o Dual left-turn lanes with 300 feet of storage o One through lane o One right-turn lane with 175 feet of storage <u>Long-Term (5+ Years)</u> • Upgrade the existing traffic signal • Reconstruct the westbound approach to include the following: o Dual left-turn lanes with 500 feet of storage o Three through lanes o One right-turn lane with 235 feet of storage • Reconstruct the northbound approach to include the following: o Dual left-turn lanes with 300 feet of storage o One through lane o One right-turn lane with 300 feet of storage • Reconstruct the eastbound approach to include the following: o One left-turn lane with 300 feet of storage o Three through lanes o One right-turn lane with 300 feet of storage • Construct an 800-foot-long raised median along Pine Barren Road • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy

Intersection-Level Improvements		
Intersection No.	**Location**	**Description of Improvements**
31	SR 26/US 80 at SR 307/Dean Forest Road	<u>Short-Term (0-5 Years)</u> • Reconstruct the eastbound approach to include the following: o Dual left-turn lanes with 500 feet of storage o Two through lanes o One right-turn lane with 500 feet of storage • Reconstruct the westbound approach to include the following: o Dual left-turn lanes with 400 feet of storage o Two through lanes o One right-turn lane with 400 feet of storage • Reconstruct the northbound approach to include the following: o Dual left-turn lanes with 400 feet of storage o Two through lanes o One right-turn lane with 400 feet of storage • Reconstruct the southbound approach to include the following: o Dual left-turn lanes with 250 feet of storage o Two through lanes o One right-turn lane with 350 feet of storage • Construct pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy <u>Long-Term (5+ Years)</u> • Construct a Single-Point Urban Interchange (SPUI) at the intersection of SR 307/Dean Forest Road and SR 26/US 80 • Construct a 20-foot-wide raised median along SR 307/Dean Forest Road from Morgan Industrial Boulevard to Old Louisville Road • Replace dual northbound and southbound left-turn lanes constructed with short-term improvements with single northbound and southbound left-turn lanes on SR 307/ Dean Forest Road • Construct a raised median and eastbound and westbound ramps along SR 26/US 80 with retaining walls to accommodate the interchange • Install roadway lighting at the interchange • Install pedestrian lighting adjacent to shared-use path and sidewalks • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy
32, 33, 34, 36	SR 26/US 80 at Griffin Avenue, Talmadge Avenue, Sharon Park Drive, and Kessler Avenue	<u>Long-Term (5+ Years)</u> • Convert to an unsignalized RCUT configuration concurrent with proposed median project along Segment 5
35	SR 26/US 80 at Quinney Lane	<u>Short-Term (0-5 Years)</u> • Install a new traffic signal to run in coordination with the existing signal at Chatham Parkway • Accommodate the raised median and other improvements noted in Segment 5

Intersection-Level Improvements		
Intersection No.	**Location**	**Description of Improvements**
37	SR 26/US 80 at Chatham Parkway/Heidt Avenue	<u>Short-Term (0-5 Years)</u> • Extend the eastbound right-turn lane to begin at Kessler Avenue • Implement permitted-overlap signal phasing for the eastbound right-turn movement <u>Long-Term (5+ Years)</u> • Realign Heidt Avenue to improve intersection skew to a minimum of 75 degrees • Upgrade the existing traffic signal • Reconstruct the westbound approach to include the following: o Dual left-turn lanes with 235 feet of storage o Dual through lanes o One right-turn lane with 175 feet of storage • Reconstruct the eastbound approach to include the following: o One left-turn lane with 175 feet of storage o Dual through lanes o One right-turn lane with 300 feet of storage • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy
38	SR 26/US 80 at Alfred Street	<u>Long-Term (5+ Years)</u> • Upgrade the existing traffic signal • Reconstruct the southbound approach to include the following: o One left-turn lane with 200 feet of storage o One through lane o One right-turn lane with 125 feet of storage • Reconstruct the westbound approach to include the following: o One left-turn lane with 160 feet of storage o Dual through lanes o One right-turn lane with 100 feet of storage • Reconstruct the northbound approach to include the following: o One left-turn lane with 300 feet of storage o One shared through/right-turn lane • Reconstruct the eastbound approach to include the following: o One left-turn lane with 160 feet of storage o Dual through lanes o One right-turn lane with 100 feet of storage

Intersection-Level Improvements		
Intersection No.	**Location**	**Description of Improvements**
40	SR 26/US 80 at SR 26 Connector/Burnsed Boulevard/Haslam Avenue	<u>Long-Term (5+ Years)</u> • Upgrade the existing traffic signal • Reconstruct the southbound approach to include the following: o Dual left-turn lanes with provisions for 100 feet of storage o One shared through/right-turn lane with 200 feet of storage o One right-turn lane with 200 feet of storage
41	SR 26/US 80 at Bloomingdale Town Center Driveway	<u>Short-Term (0-5 Years)</u> • Install a fully actuated traffic signal when MUTCD signal warrants are met • Reconstruct the intersection to operate as a thru-cut design • Reconstruct the southbound approach to include the following: o Dual left-turn lanes with 225 feet of storage o One right-turn lane with 225 feet of storage • Reconstruct the westbound approach to include the following: o One left-turn/U-turn lane with 235 feet of storage o Two through lanes o One right-turn lane with 350 feet of storage • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy
42, 43	SR 26/US 80 at Moore Avenue/San Drive	<u>Long-Term (5+ Years)</u> • Install a fully actuated traffic signal at eastbound and westbound SR 26/US 80 when MUTCD signal warrants are met • Extend Moore Avenue 600 feet to the south to provide a connection to San Drive • Construct the intersection at westbound SR 26/US 80 to include the following: o One southbound shared through/right-turn lane o One westbound left-turn lane with 235 feet of storage o Dual westbound through lanes o One westbound right-turn lane with 175 feet of storage • Construct the intersection at eastbound SR 26/US 80 to include the following: o One northbound shared through/right-turn lane o One eastbound left-turn lane with 235 feet of storage o Dual eastbound through lanes o One eastbound right-turn lane with 125 feet of storage o One southbound left-turn lane with 100 feet of storage • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy

4.4 Alternatives Development and Analysis

As detailed in **Section 4.3.4**, a Stage 1 ICE was completed per GDOT Policy 4A-5 for each of the study intersections along the subject 12-mile-long stretch of the SR 26/US 80 corridor. Stage 2 ICE or ICE Waiver forms should be completed as part of subsequent project development as appropriate and in accordance with GDOT Policy. The following subsections summarize analyses conducted to develop short- and long-term recommendations for the study segments and intersections along the SR 26/US 80 corridor.

4.4.1 Corridor and Intersection Alternatives Development

Access Management Strategies

The improvement alternatives listed in **Table 25** and **Table 26** consist primarily of geometric modifications needed to support access management throughout the study corridor. Through guidance provided within the GDOT *Regulations for Driveway and Encroachment Control,* project team workshop sessions, and engineering judgement, driveways were consolidated, closed, or restricted to partial access as appropriate along the existing four- and six-lane undivided segments of SR 26/US 80 across the study limits. Among the unsignalized study intersections, proposed right-in/right-out or RCUT configurations are proposed at the SR 26/US 80 intersections with Adams Road/Walnut Street, Magnolia Lane/ Pine Street, Ash Street, Maple Street, Conaway Road, Houston Street/Brighton Woods Drive, Durden Drive, Parsons Avenue/Governor Treutlen Drive, Griffin Avenue, Talmadge Avenue, Sharon Park Drive, and Kessler Avenue.

These access control measures are depicted in the conceptual layouts in **Appendix E**. For the study intersections along this stretch of the SR 26/US 80 corridor, the decision to close the median at certain intersections while providing partial or full access at others was determined based on projected traffic volumes and traffic operations, environmental and right-of-way constraints, and implementation costs. The Savannah Area Geographic Information System (SAGIS) database and other available resources were leveraged, as applicable.

Signal Upgrades and Minor Intersection Improvements

New traffic signals are recommended at the intersections of SR 26/US 80 with Stagecoach Road, Cheyenne Road/Osteen Road, the proposed Bloomingdale Town Center driveway, Seabrook Parkway, Westside Boulevard/Priya Circle, and Quinney Lane. Each intersection is expected to meet MUTCD signal warrants based on projected traffic volumes or the need to accommodate diverted traffic volumes following construction of a raised median along the corridor. As documented in the **Section 4.3.4**, multi-lane roundabout alternatives were considered but deemed infeasible at each location based on projected traffic volumes and the desire to maintain continuity in intersection control along the study corridor.

Minor intersection improvements include construction of new or extended auxiliary turn lanes at the intersections of SR 26/US 80 with the SR 17 Connector/Jimmy DeLoach Parkway northbound ramps, the Pooler Parkway northbound ramps, Rogers Street, Old Louisville Road/Pine Barren Road, SR 307/ Dean Forest Road (under the short-term horizon), Chatham Parkway/Heidt Avenue, Alfred Street, and SR 26 Connector/Burnsed Boulevard/Haslam Avenue. Alternative intersection control or full reconfiguration was considered at each of these intersections but was deemed infeasible or unnecessary based on projected traffic volumes and traffic operations, environmental and right-of-way constraints, and implementation costs.

Grade Separation and Major Intersection Improvements

At the study corridor's most critical bottlenecks, the intersections of SR 26/US 80 with the I-95 ramps and SR 307/Dean Forest Road, multiple improvement alternatives were considered. In each case, projected traffic volumes and location-specific right-of-way and environmental constraints were first identified to evaluate the feasibility of each alternative. At SR 307/Dean Forest Road, findings from the *SR 307 Corridor Study* (Kimley-Horn, 2022) were used as a starting point for evaluating at-grade and grade-separated alternatives. Based on a comparison of projected traffic volumes from the SR 307 study and the current study, it was determined that the same alternatives should be advanced under the short- and long-term horizons. The resulting configurations are shown in the conceptual layouts in **Appendix E**.

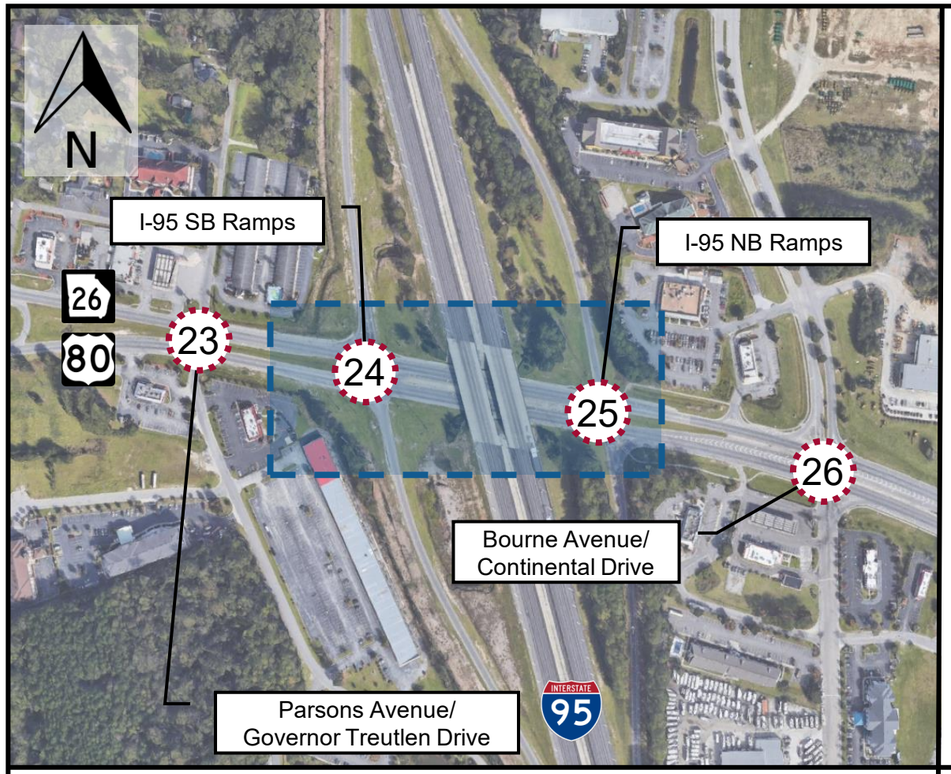
At the I-95 interchange, planning-level screening tools were used to estimate the volume-to-capacity (V/C) ratio under candidate concepts and determine which are likely to operate best. The potential for tiered improvements (i.e., short-term improvements implemented ahead of the long-term solution) was also considered. Based on the results of these screening efforts, the following were advanced for further evaluation:

- **Short-Term Horizon**
  - Conventional Diamond Interchange with Auxiliary Turn Lane Improvements (Alternative A)
  - Diverging Diamond Interchange (DDI) within Existing Cross Section (Alternative B)
- **Long-Term Horizon**
  - Single-Point Urban Interchange (SPUI) with Corridor Widening (Alternative A)
  - Diverging Diamond Interchange with Corridor Widening (Alternative B)

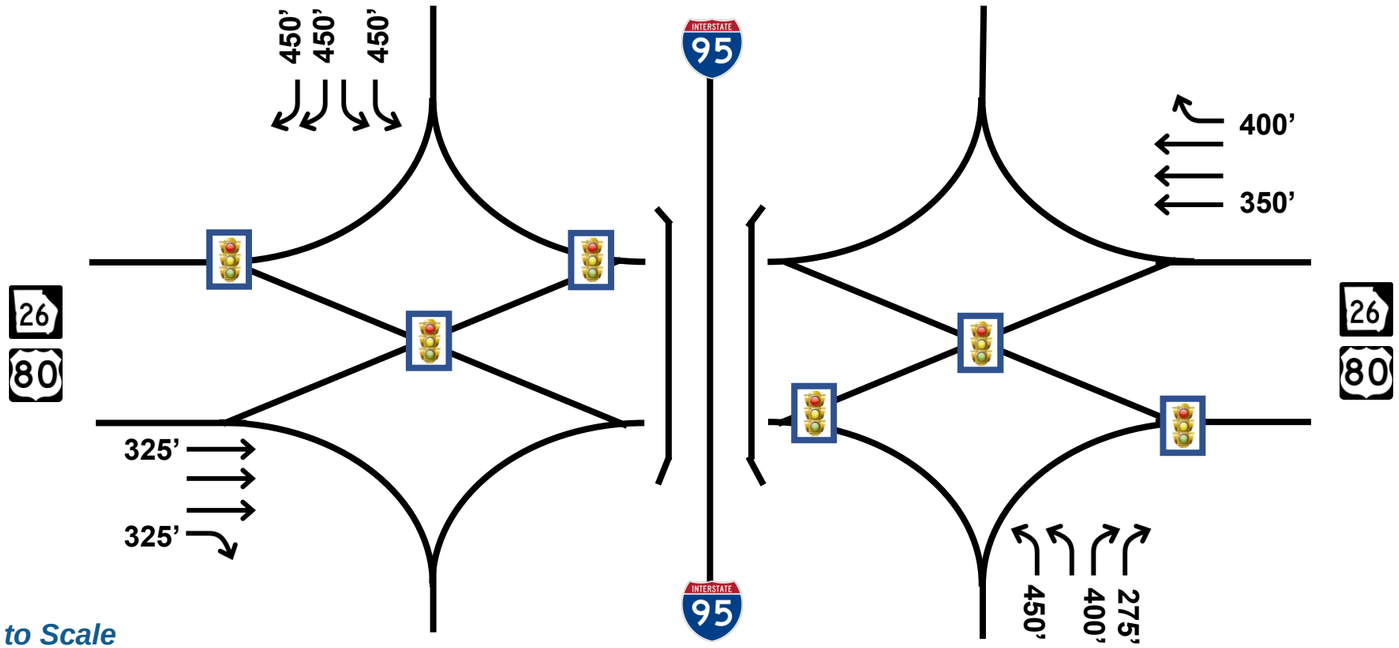
Traffic operations were analyzed in Synchro and SimTraffic software under the two alternatives listed for each time horizon. In each case, simulation runs were conducted with access management strategies, signal upgrades, and minor intersection improvements recommended at adjacent intersections along the corridor in place so that the independent utility of each concept could be evaluated. The results of these analyses are summarized in **Figure 43** and **Figure 44** along with the lane configuration assumptions associated with each scenario.

As shown in **Figure 43**, maintaining a conventional diamond interchange configuration while implementing auxiliary turn lane improvements and associated signal upgrades is not expected to yield acceptable operations at the I-95 interchange or along the surrounding corridor segments under 2030 traffic volume conditions. The analysis results suggest that moderate travel time and delay improvements could be expected, but the interchange would still operate at a V/C greater than 1.0 during the AM and PM peak periods of travel with LOS F conditions on one or more approaches at the ramp termini. Alternatively, conversion to a DDI demonstrates an acceptable V/C and LOS while providing travel time improvements of up to 10 minutes per vehicle in the peak direction of travel during the AM and PM peak periods. The intersection concepts analyzed do not impact the existing I-95 bridge structure and do not require substantial modifications to the cross section on SR 26/US 80.

Under the long-term horizon, the analysis results shown in **Figure 44** indicate that Alternative B (DDI) is expected to operate at a more favorable V/C and LOS while providing greater travel time benefits for the corridor than Alternative A (SPUI). Accordingly, Alternative B (DDI) is recommended under the short- and long-term horizons.

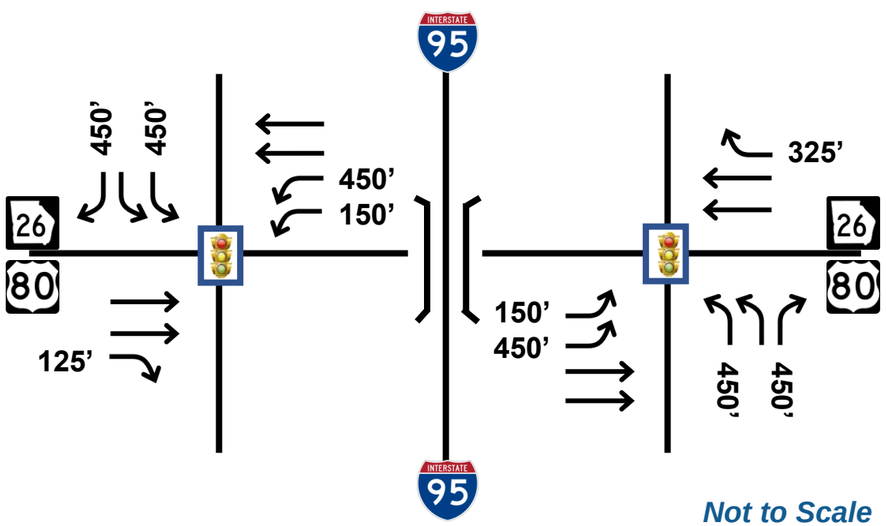


Alternative B: Diverging Diamond Interchange



Not to Scale

Alternative A: Conventional Intersections with Turn Lane Improvements



Not to Scale

SR 26/US 80 at I-95 Interchange Alternative Comparisons (LOS, Delay, V/C Ratio, and Corridor Travel Time)

Conceptual Alternative	Measure of Effectiveness	SR 26/US 80 at I-95 Interchange Weighted Average Measures of Effectiveness*					SR 26/US 80 Average Corridor Travel Time (mm:ss)	
		EB	WB	NB	SB	Overall		
AM Peak Hour								
2030 No-Build Existing Geometry	LOS (Delay, sec/veh)	D (45.7)	E (66.4)	F (82.5)	F (105.7)	**E (58.8)**	Eastbound	32:02
	Maximum V/C Ratio	1.14	0.72	1.03	1.21	**1.21**	Westbound	24:19
2030 No-Build Alternative A	LOS (Delay, sec/veh)	B (16.3)	D (40.7)	F (82.5)	F (89.6)	**C (34.1)**	Eastbound	32:32
	Maximum V/C Ratio	1.06	0.58	1.03	0.91	**1.06**	Westbound	21:13
2030 No-Build Alternative B	LOS (Delay, sec/veh)	B (13.5)	C (22.9)	E (64.7)	E (68.3)	**C (31.2)**	Eastbound	25:57
	Maximum V/C Ratio	0.90	0.57	0.84	0.57	**0.90**	Westbound	21:20
PM Peak Hour								
2030 No-Build Existing Geometry	LOS (Delay, sec/veh)	E (79.9)	F (119.5)	E (76.9)	F (179.2)	**F (114.1)**	Eastbound	26:25
	Maximum V/C Ratio	0.86	1.18	0.98	1.26	**1.26**	Westbound	37:42
2030 No-Build Alternative A	LOS (Delay, sec/veh)	E (75.5)	C (31.0)	E (58.6)	F (96.7)	**D (48.8)**	Eastbound	25:29
	Maximum V/C Ratio	0.88	1.14	0.95	1.25	**1.25**	Westbound	30:10
2030 No-Build Alternative B	LOS (Delay, sec/veh)	C (28.7)	B (11.1)	C (31.9)	C (30.9)	**C (20.7)**	Eastbound	24:57
	Maximum V/C Ratio	0.82	0.90	0.34	0.47	**0.90**	Westbound	27:23

*Weighted average delay and V/C ratio calculated for equivalent comparison with conventional intersection configuration

SR 26/US 80 Corridor Study – Alternatives Development & Analysis

Figure 43 – Conceptual Alternative Comparisons – I-95 at SR 26/US 80 Interchange – Short Term

SR 26/US 80 CORRIDOR STUDY

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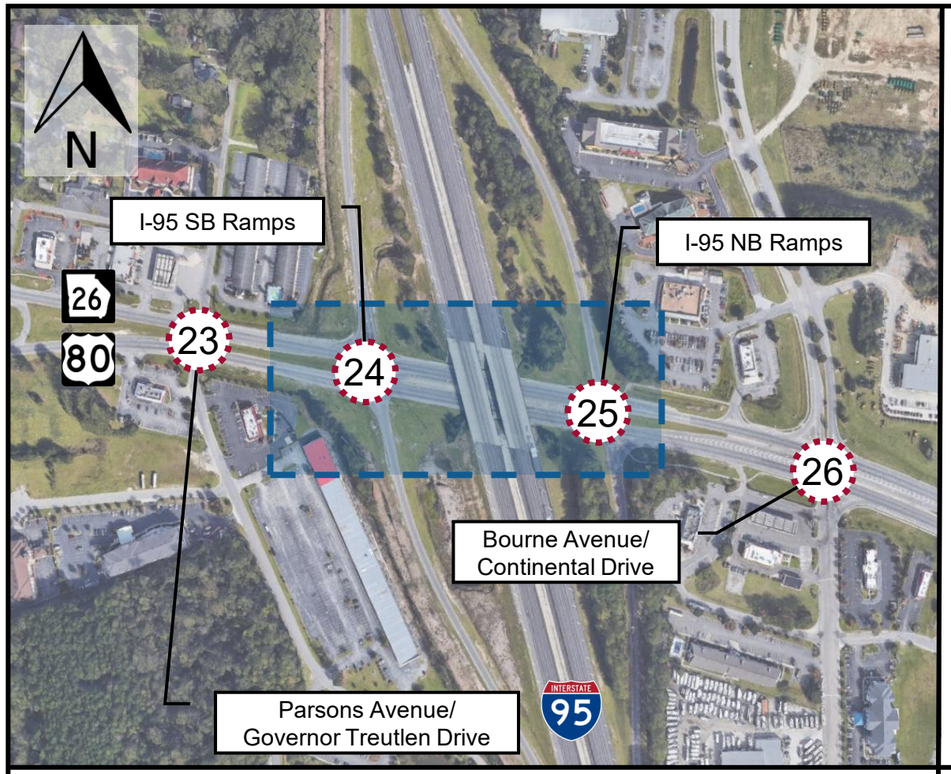
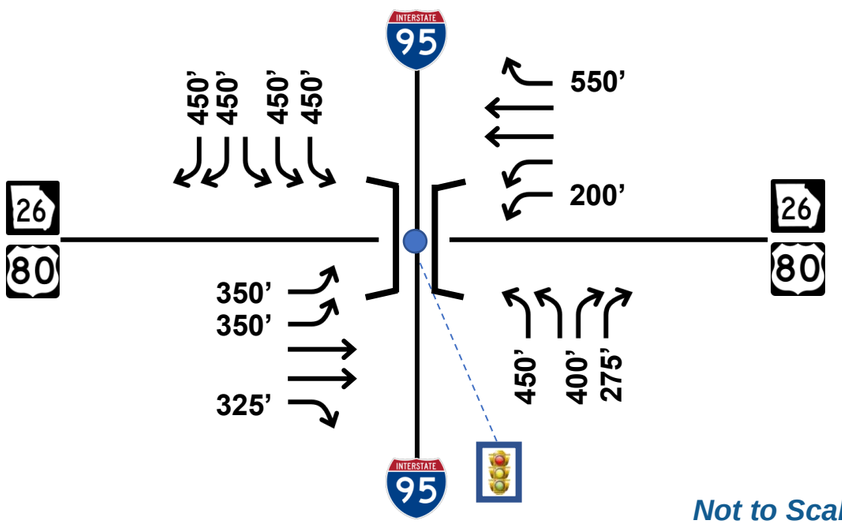
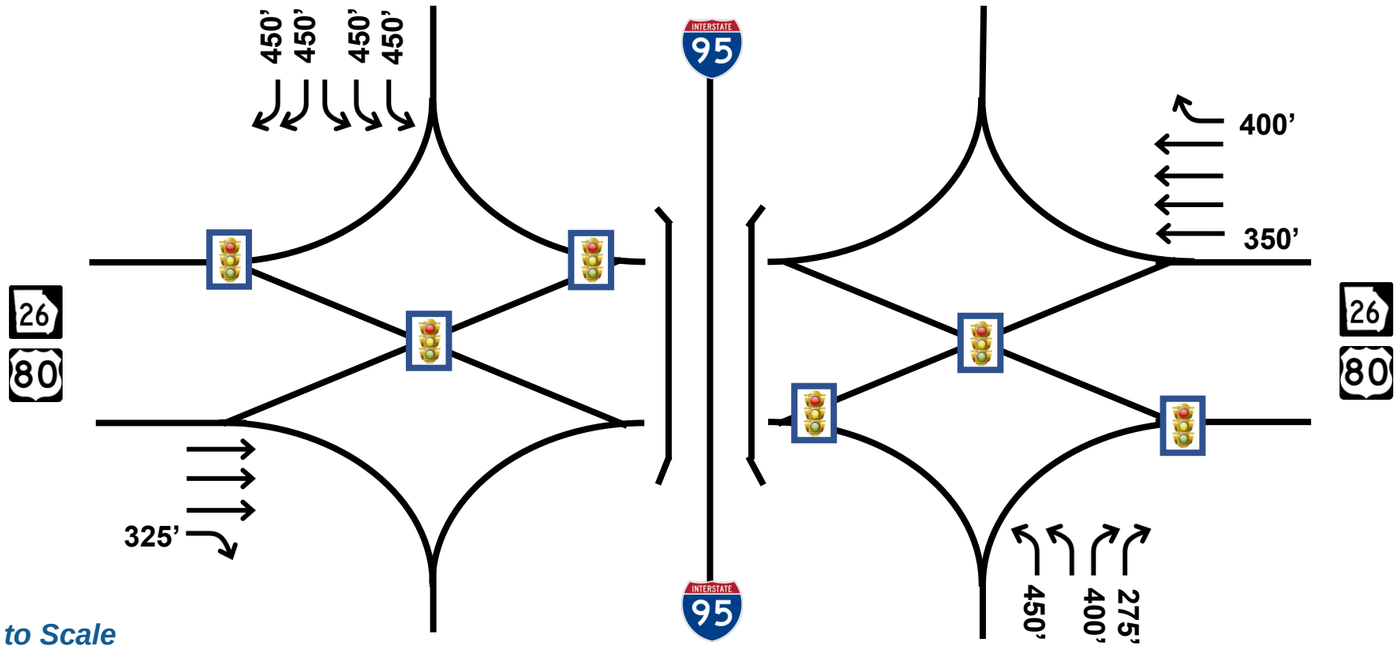


Alternative A: Single-Point Urban Interchange



Not to Scale

Alternative B: Diverging Diamond Interchange



Not to Scale

SR 26/US 80 at I-95 Interchange Alternative Comparisons (LOS, Delay, V/C Ratio, and Corridor Travel Time)

Conceptual Alternative	Measure of Effectiveness	SR 26/US 80 at I-95 Interchange Weighted Average Measures of Effectiveness*					SR 26/US 80 Average Corridor Travel Time (mm:ss)	
		EB	WB	NB	SB	Overall		
AM Peak Hour								
2045 No-Build Existing Geometry	LOS (Delay, sec/veh)	F (84.7)	E (74.1)	F (81.5)	F (138.0)	**F (85.2)**	Eastbound	44:49
	Maximum V/C Ratio	1.27	0.80	1.10	1.34	**1.34**	Westbound	28:00
2045 No-Build Alternative A	LOS (Delay, sec/veh)	E (55.3)	B (11.4)	F (94.0)	F (93.4)	**E (61.0)**	Eastbound	29:23
	Maximum V/C Ratio	0.90	0.46	0.89	0.99	**0.99**	Westbound	20:34
2045 No-Build Alternative B	LOS (Delay, sec/veh)	A (8.8)	C (31.3)	D (35.5)	C (28.6)	**B (19.8)**	Eastbound	24:43
	Maximum V/C Ratio	0.85	0.61	0.72	0.55	**0.85**	Westbound	21:40
PM Peak Hour								
2045 No-Build Existing Geometry	LOS (Delay, sec/veh)	F (88.6)	F (135.7)	E (76.9)	F (242.0)	**F (170.9)**	Eastbound	27:36
	Maximum V/C Ratio	0.93	1.32	1.05	1.40	**1.40**	Westbound	41:53
2045 No-Build Alternative A	LOS (Delay, sec/veh)	B (16.2)	C (26.6)	E (72.7)	F (118.7)	**D (48.3)**	Eastbound	24:58
	Maximum V/C Ratio	0.41	0.89	0.76	1.08	**1.08**	Westbound	30:27
2045 No-Build Alternative B	LOS (Delay, sec/veh)	C (30.2)	B (15.0)	C (25.6)	C (30.9)	**C (22.3)**	Eastbound	25:21
	Maximum V/C Ratio	0.80	0.89	0.38	0.51	**0.89**	Westbound	28:10

*Weighted average delay and V/C ratio calculated for equivalent comparison with conventional intersection configuration

SR 26/US 80 Corridor Study – Alternatives Development & Analysis

Figure 44 – Conceptual Alternative Comparisons – I-95 at SR 26/US 80 Interchange – Long Term

SR 26/US 80 CORRIDOR STUDY

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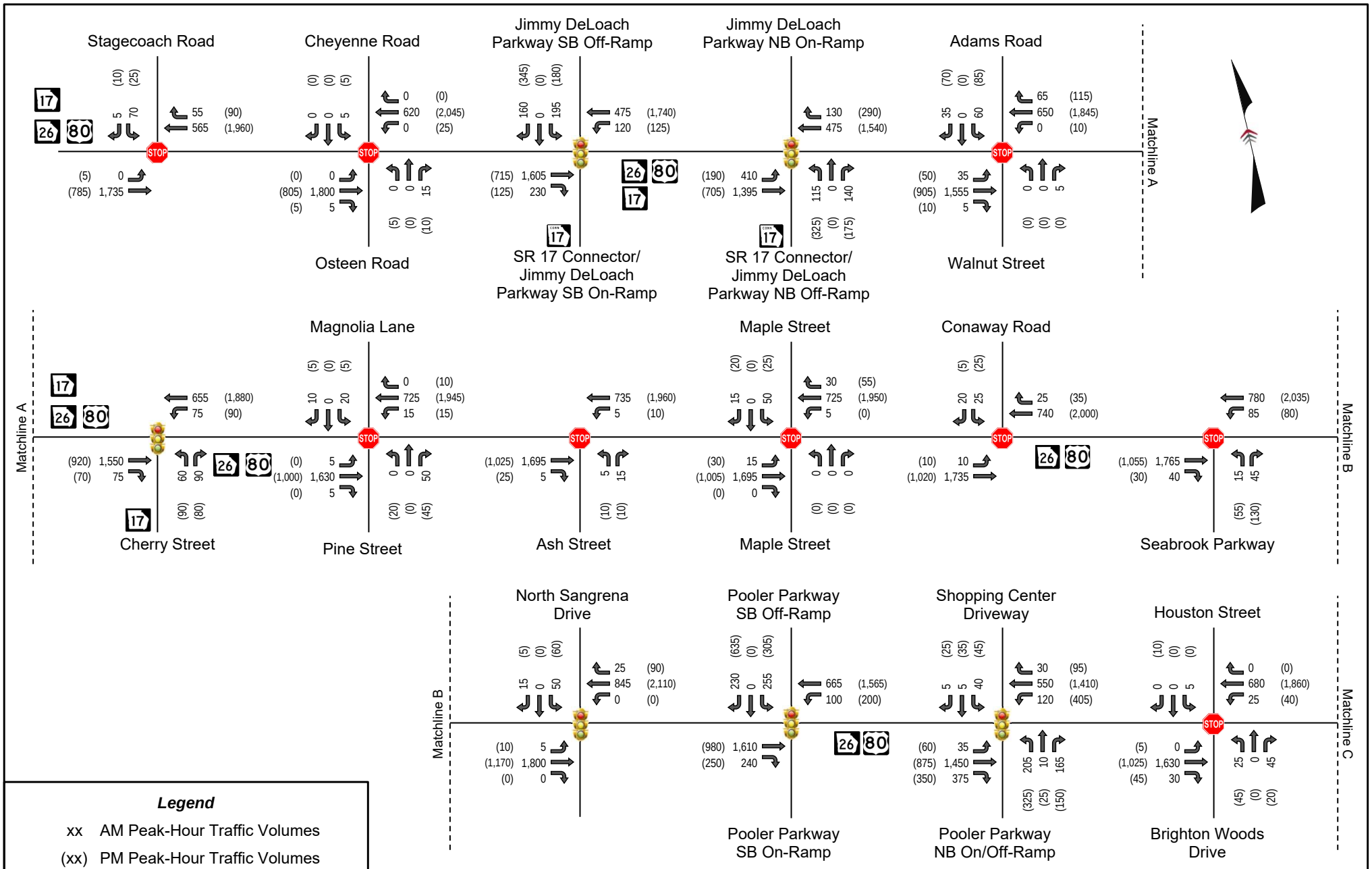
4.4.2 Horizon Year Build Traffic Volume Development

The traffic volumes depicted in **Figure 35** through **Figure 40** were applied to the 2030 Build and 2045 Build scenarios, as the nature of recommended improvements is not such that diversion of traffic volumes is expected. However, under each scenario, access management strategies will close median access at numerous study intersections and will require that minor street left-turn movements divert to adjacent intersections as U-turn movements. The 2030 and 2045 Build peak hour traffic volumes are presented in **Figure 45** through **Figure 50**.



Legend

xx AM Peak-Hour Traffic Volumes

(xx) PM Peak-Hour Traffic Volumes

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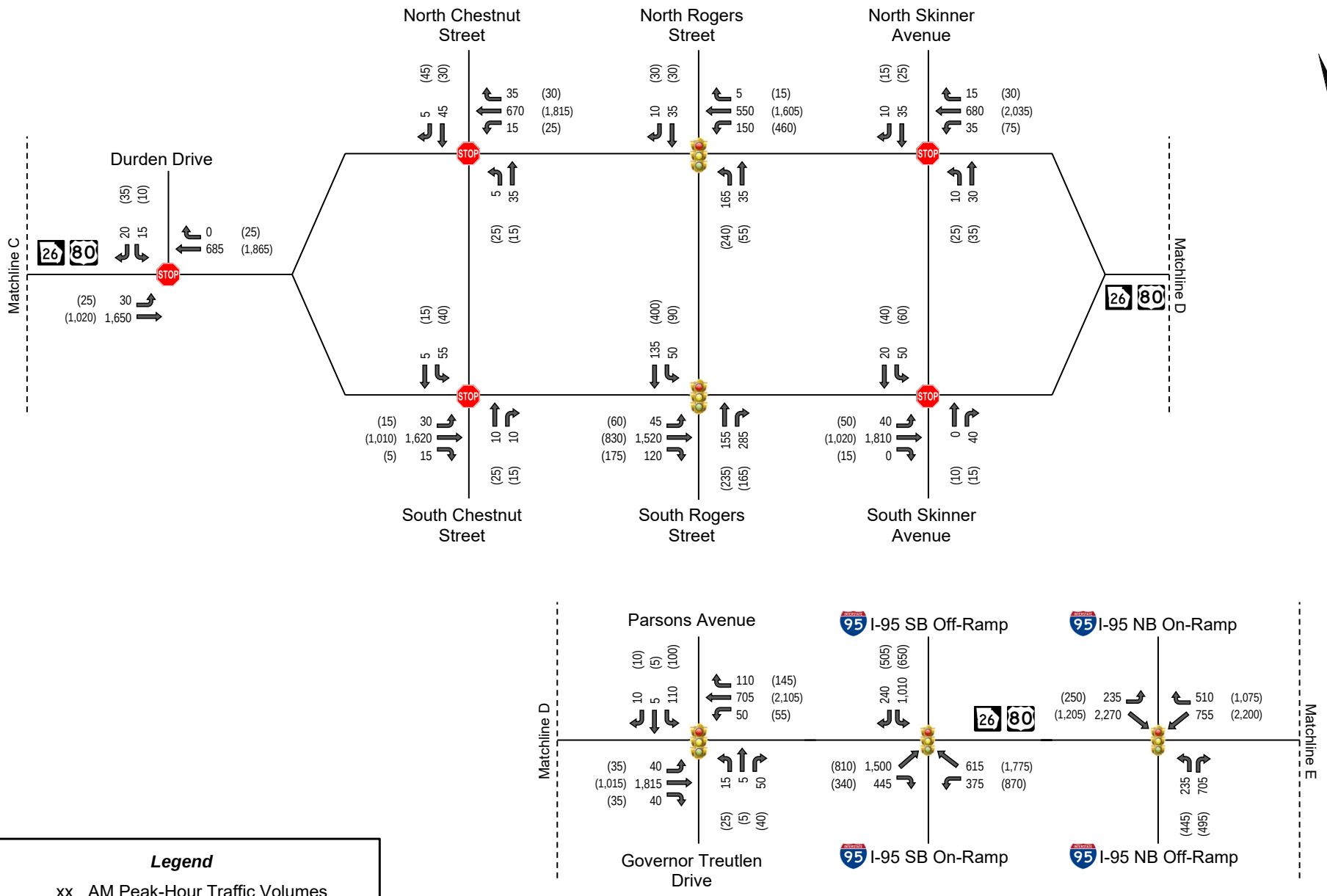
SR 26/US 80 CORRIDOR STUDY

Figure 45
2030 Build Peak Hour Traffic Volumes
Intersections 1-15



Legend

xx AM Peak-Hour Traffic Volumes

(xx) PM Peak-Hour Traffic Volumes

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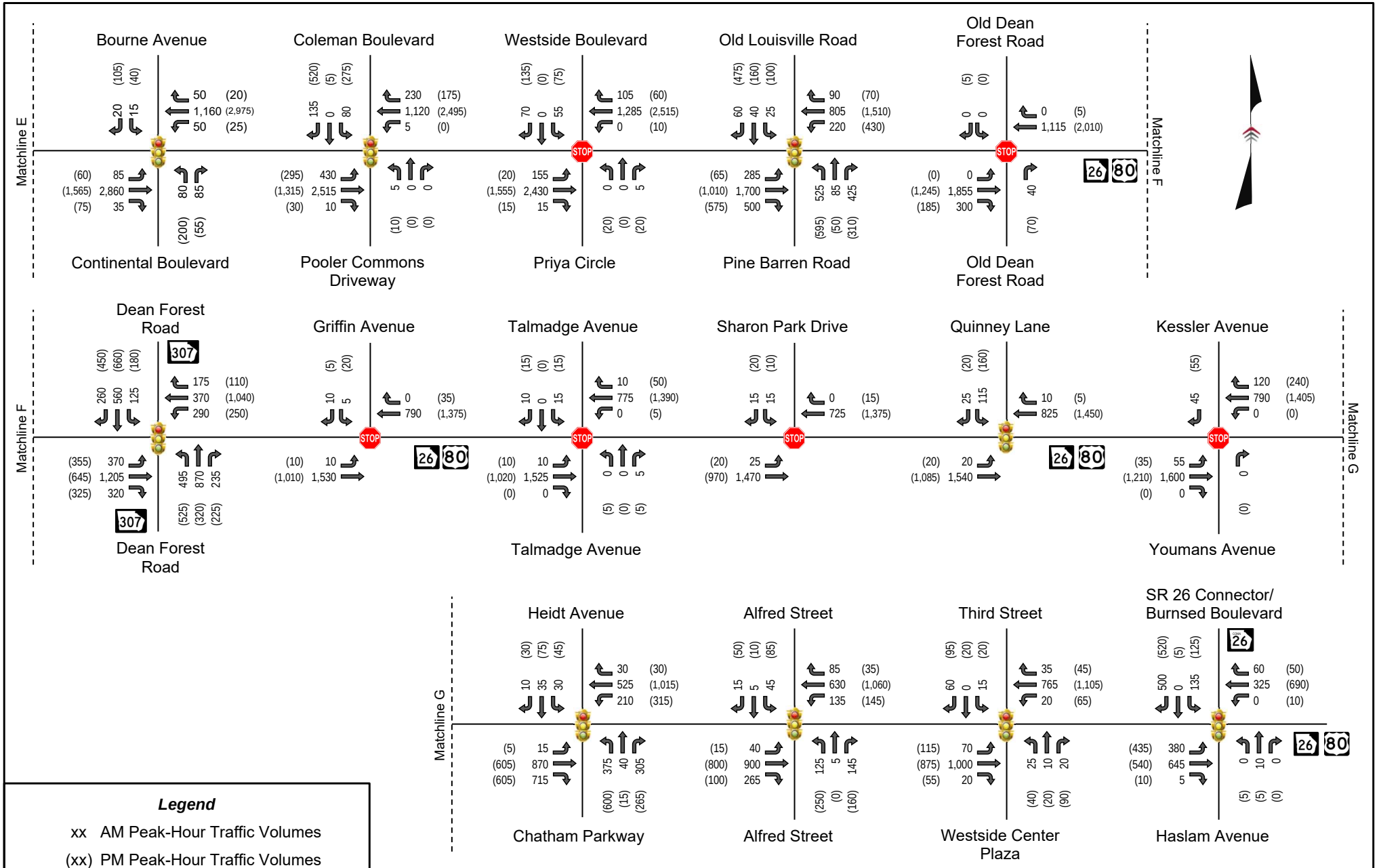
SR 26/US 80 CORRIDOR STUDY

Figure 46
2030 Build Peak Hour Traffic Volumes
Intersections 16-25



Legend

xx AM Peak-Hour Traffic Volumes

(xx) PM Peak-Hour Traffic Volumes

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SR 26/US 80 CORRIDOR STUDY

Figure 47
2030 Build Peak Hour Traffic Volumes
Intersections 26-40

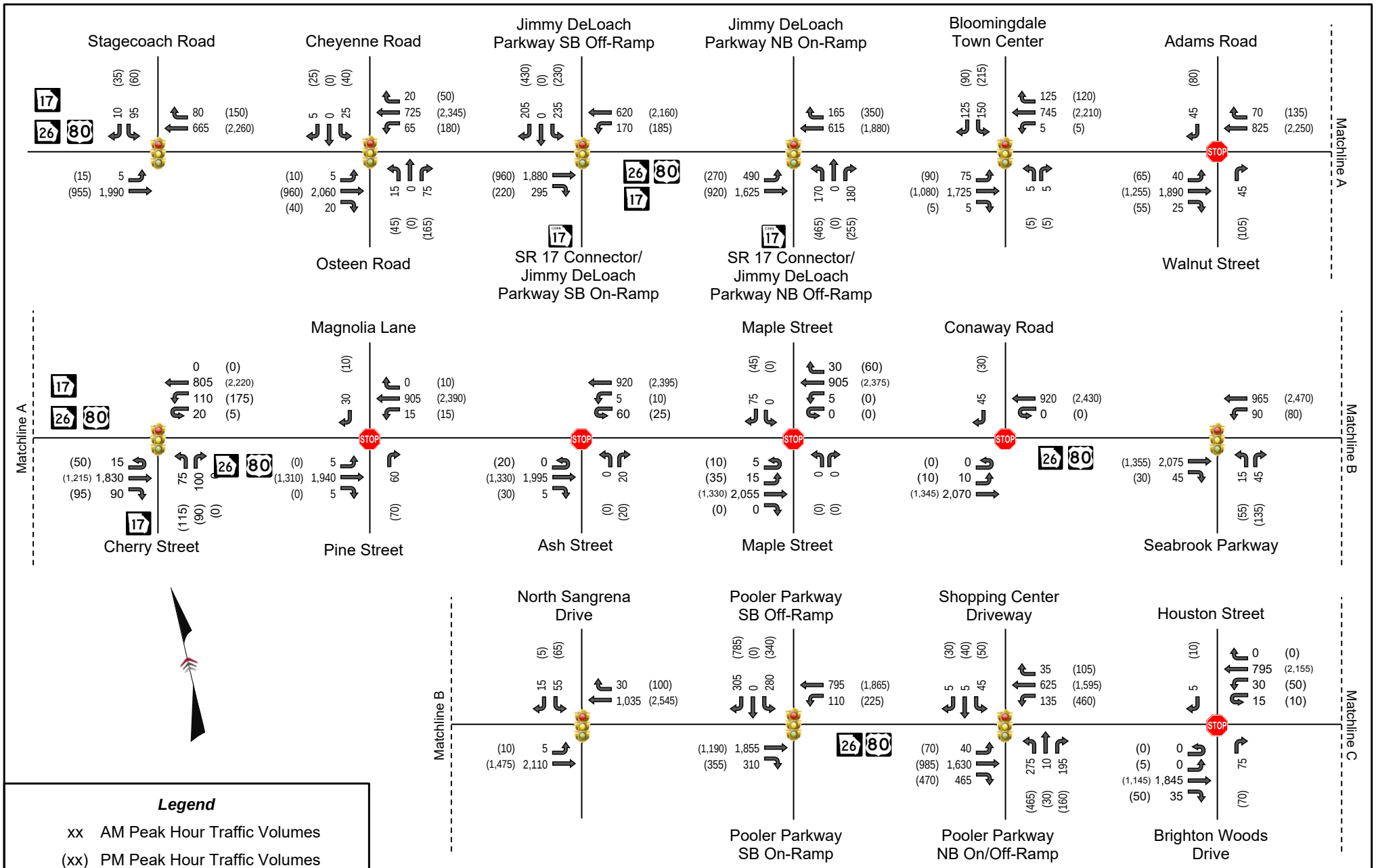
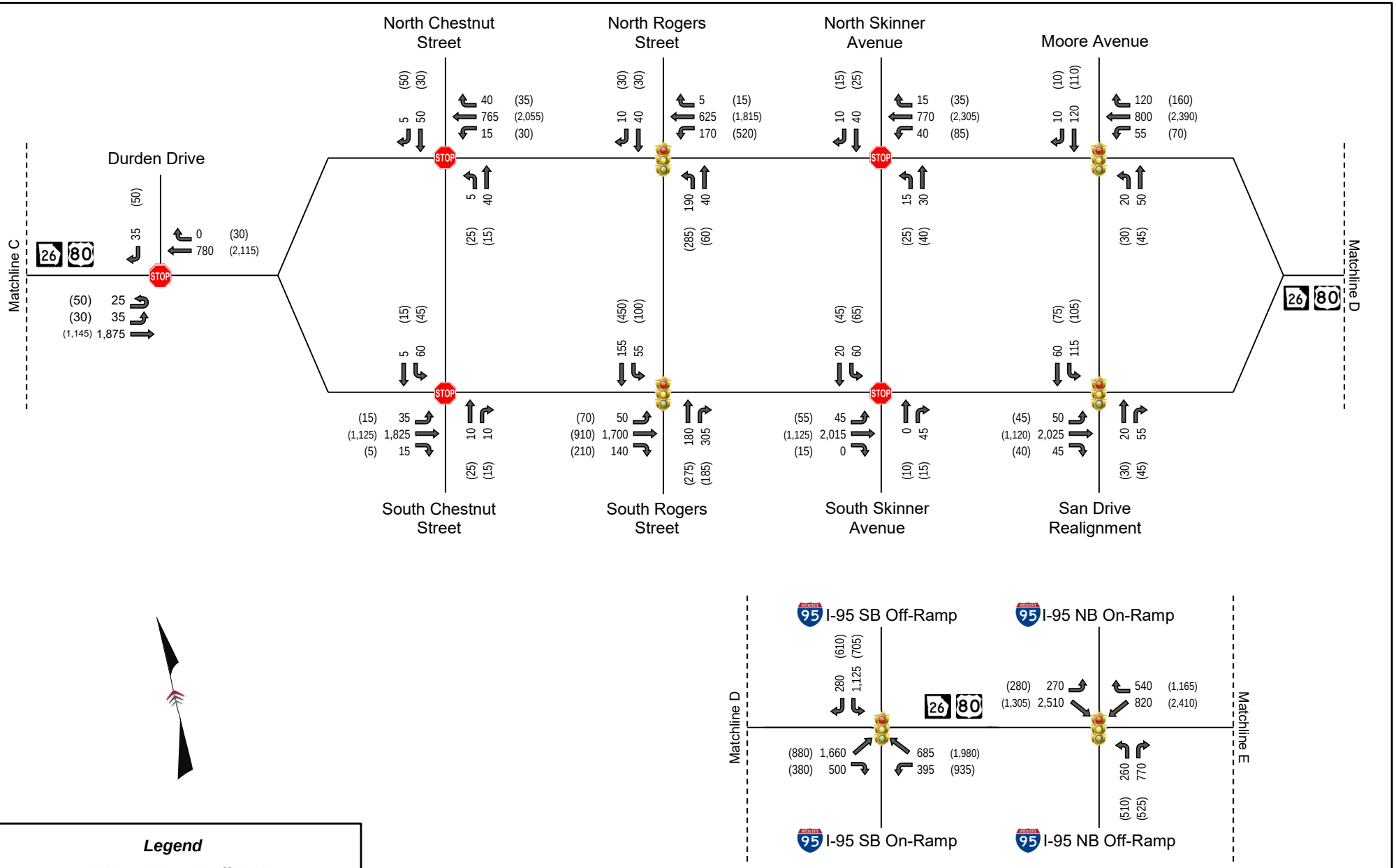


Figure 48
2045 Build Peak Hour Traffic Volumes
Intersections 1-15



Legend

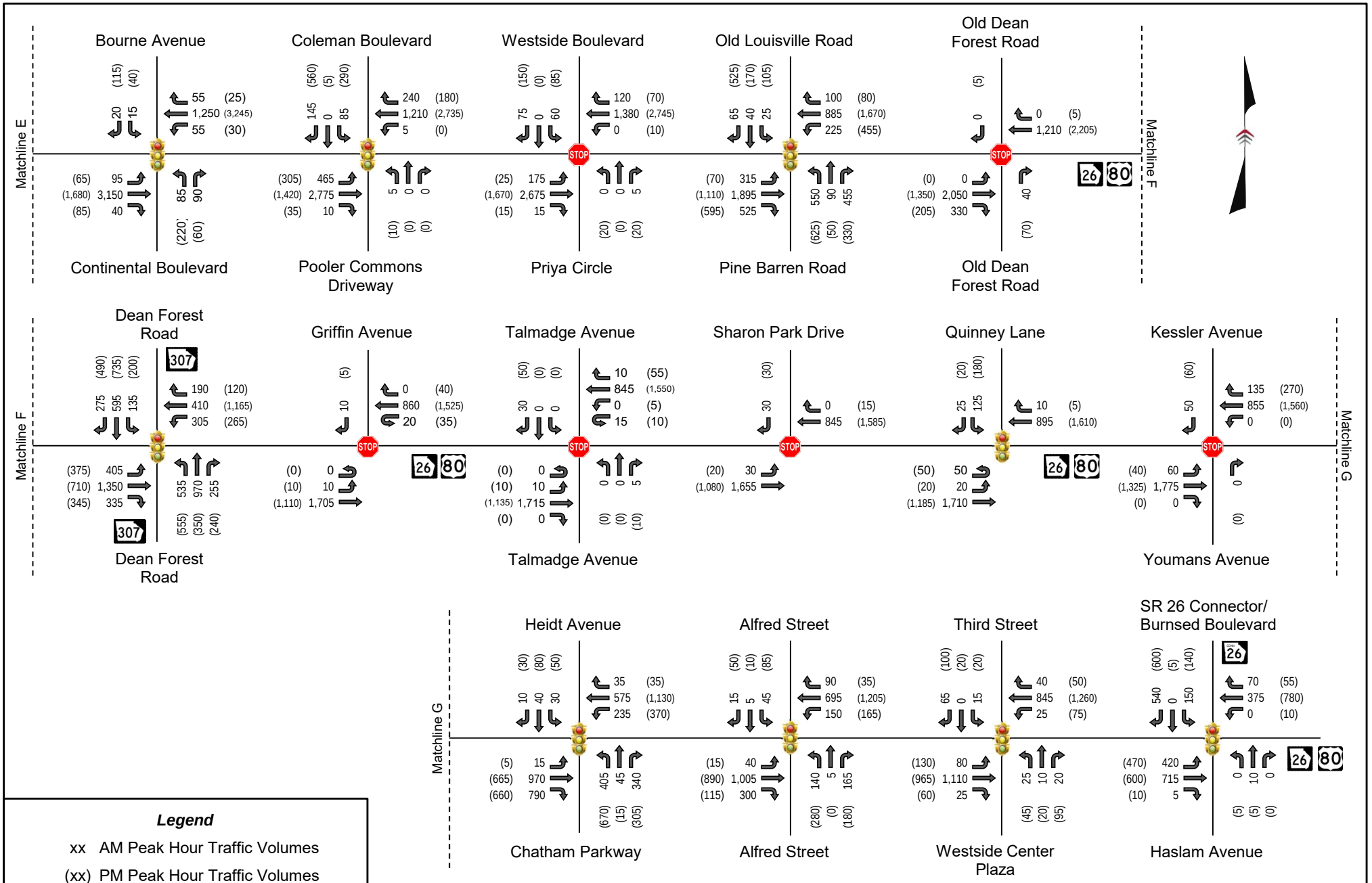
xx AM Peak Hour Traffic Volumes

(xx) PM Peak Hour Traffic Volumes

Kimley»Horn

SR 26/US 80 CORRIDOR STUDY

Figure 49
2045 Build Peak Hour Traffic Volumes
Intersections 16-25



Legend

xx AM Peak Hour Traffic Volumes

(xx) PM Peak Hour Traffic Volumes

Kimley»Horn

SR 26/US 80 CORRIDOR STUDY

Figure 50
2045 Build Peak Hour Traffic Volumes
Intersections 26-40

4.4.3 Intersection Analysis Results

Capacity analysis results for each of the study intersections are summarized by contextual segment in **Table 27** (2030 Build) and **Table 28** (2045 Build). Key findings are discussed below, with a focus on trends in operations between the 2030 and 2045 horizon years for intersections exhibiting the greatest control delay. The improvements modeled in Synchro correspond with those presented in **Table 25** and **Table 26** (refer to **Section 4.3.4**) and are detailed further in **Section 4.4.4** and **Section 6.** For reporting purposes, SR 26/US 80 is designated with an east-west orientation throughout the study limits.

2030 (Short-Term) Build

Critical improvements considered under the 2030 horizon year include:

- Conversion of the I-95 interchange with SR 26/US 80 to a DDI configuration
- Intersection improvements at Bourne Avenue/Continental Boulevard, Old Louisville Road/ Pine Barren Road, and SR 307/Dean Forest Road
- Signalization of the intersection of SR 26/US 80 with the Bloomingdale Town Center driveway when warranted based on adjacent development
- Access management and intersection improvements on SR 26/US 80 between Quinney Lane and Chatham Parkway/Heidt Avenue
- Corridor signal retiming across the entire SR 26/US 80 study corridor

With these short-term improvements in place, operations in the 2030 Build Scenario are expected to significantly improve relative to 2030 No-Build conditions between Pooler Parkway and SR 307/ Dean Forest Road (i.e., Segments 2, 3 and 4). At the I-95 interchange, for example, LOS F conditions are expected under 2030 No-Build conditions, but the ramp termini are expected to operate at LOS D or better under 2030 Build conditions with the proposed DDI configuration. Though not captured in node-level capacity analysis results, queues on the I-95 ramps and in each direction on SR 26/US 80 are expected to decrease substantially under 2030 Build conditions. The intersection with SR 307/Dean Forest Road is still expected to operate with long delays; however, the proposed at-grade improvements are expected to decrease delays and queues until the proposed grade-separated improvements can be implemented. Finally, the proposed raised median, quadrant roadway system, and auxiliary turn lane improvements near the Chatham Parkway/Heidt Avenue intersection are expected to decrease delays and queues particularly at the existing unsignalized intersections with Quinney Lane and Kessler Avenue.

Though numeric changes in delay at each intersection are modest under 2030 Build conditions, greater benefit is anticipated at the corridor level particularly as traffic volumes continue to increase beyond the 2030 horizon year.

Table 27: 2030 Build Intersection Capacity Analysis Results

ID	Intersection Name	Intersection Control Type	Approach LOS (Delay, sec/veh)[1] AM Peak Hour				Intersection Delay (sec/veh)[2] AM Peak Hour	Approach LOS (Delay, sec/veh)[1] PM Peak Hour				Intersection Delay (sec/veh)[2] PM Peak Hour
			EB	WB	NB	SB		EB	WB	NB	SB	
Segment 1 — West Gateway: City of Bloomingdale												
1	SR 17/26/US 80 at Stagecoach Road	Stop	A (0.0)	-	-	D (34.0)	D (34.0)	C (20.6)	-	-	F (96.9)	**F (96.9)**
2	SR 17/26/US 80 at Cheyenne Road/Osteen Road	Stop	A (0.0)	A (0.0)	C (19.6)	F (61.4)	**F (61.4)**	A (0.0)	B (10.1)	F (56.3)	F ($)	**F ($)**
3	SR 17/26/US 80 at SR 17 Connector/Jimmy DeLoach Parkway SB Ramps	Signal	B (16.5)	A (3.5)	A (0.0)	E (76.2)	C (21.8)	B (14.2)	A (1.3)	A (0.0)	D (41.4)	B (11.1)
4	SR 17/26/US 80 at SR 17 Connector/Jimmy DeLoach Parkway NB Ramps	Signal	A (1.5)	B (10.3)	D (51.4)	A (0.0)	A (5.6)	A (3.9)	C (20.0)	D (44.7)	A (0.0)	B (17.7)
5	SR 17/26/US 80 at Adams Road/Walnut Street	Stop	A (9.4)	A (0.0)	C (16.5)	F (168.3)	**F (168.3)**	C (22.7)	B (10.2)	A (0.0)	F ($)	**F ($)**
6	SR 17/26/US 80 at SR 17/Cherry Street	Signal	A (9.6)	A (2.8)	E (67.6)	-	B (11.1)	A (6.9)	A (4.7)	E (62.2)	-	A (8.6)
7	SR 26/US 80 at Magnolia Lane/Pine Street	Stop	B (10.3)	C (15.0)	C (19.1)	F (86.6)	**F (86.6)**	A (0.0)	B (10.6)	F (149.1)	F (290.6)	**F (290.6)**
8	SR 26/US 80 at Ash Street	Stop	-	C (19.8)	D (27.4)	-	D (27.4)	-	B (10.8)	C (18.8)	-	C (18.8)
9	SR 26/US 80 at Maple Street	Stop	A (9.4)	C (16.2)	A (0.0)	D (32.0)	D (32.0)	C (20.2)	A (0.0)	A (0.0)	F (103.6)	**F (103.6)**
10	SR 26/US 80 at Conaway Road	Stop	A (9.7)	-	-	C (21.3)	C (21.3)	C (20.4)	-	-	F (95.9)	**F (95.9)**
11	SR 26/US 80 at Seabrook Parkway	Stop	-	D (27.1)	C (21.7)	-	C (21.7)	-	B (11.9)	C (16.4)	-	C (16.4)
Segment 2 — Old Town Pooler												
12	SR 26/US 80 at North Sangrena Drive	Signal	A (4.5)	A (0.3)	-	D (54.0)	A (4.3)	A (2.8)	A (0.4)	-	E (55.1)	A (2.3)
13	SR 26/US 80 at Pooler Parkway SB Ramps	Signal	C (20.9)	A (3.2)	A (0.0)	E (60.4)	B (19.6)	A (0.4)	A (1.2)	A (0.0)	D (50.5)	A (5.9)
14	SR 26/US 80 at Pooler Parkway NB Ramp	Signal	B (18.0)	B (12.6)	D (53.0)	D (41.4)	C (20.0)	C (34.2)	D (37.0)	E (55.0)	C (30.5)	D (38.3)
15	SR 26/US 80 at Houston Street/Brighton Woods Drive	Stop	A (0.0)	C (17.3)	F (57.9)	F (85.5)	**F (85.5)**	C (17.0)	B (11.1)	E (49.6)	C (19.6)	**E (49.6)**
16	SR 26/US 80 at Durden Drive	Stop	A (9.4)	-	-	C (17.0)	C (17.0)	C (19.2)	-	-	E (39.5)	**E (39.5)**
17	SR 26/US 80 at North Chestnut Street	Stop	-	A (0.0)	C (18.9)	C (18.8)	C (18.9)	-	A (0.0)	F (120.1)	F (105.7)	**F (120.1)**
18	SR 26/US 80 at South Chestnut Street	Stop	A (0.0)	-	E (37.3)	E (35.5)	**E (37.3)**	A (0.0)	-	C (23.3)	C (22.6)	C (23.3)
19	SR 26/US 80 at North Rogers Street	Signal	-	A (6.3)	F (86.7)	E (62.9)	C (25.9)	-	B (19.1)	F (85.1)	D (52.9)	C (27.9)
20	SR 26/US 80 at South Rogers Street	Signal	C (25.8)	-	F (80.6)	E (75.0)	D (40.2)	C (32.1)	-	E (77.4)	F (82.4)	D (54.0)
21	SR 26/US 80 at North Skinner Avenue	Stop	-	A (0.0)	C (17.8)	C (17.3)	C (17.8)	-	A (0.0)	F ($)	F ($)	**F ($)**
22	SR 26/US 80 at South Skinner Avenue	Stop	A (0.0)	-	C (23.1)	F (122.4)	**F (122.4)**	A (0.0)	-	C (23.3)	F (56.2)	**F (56.2)**
23	SR 26/US 80 at Parsons Avenue/Governor Treutlen Drive	Signal	B (11.5)	B (10.1)	C (24.5)	F (93.2)	B (14.9)	A (6.3)	A (7.0)	D (45.5)	F (107.3)	B (10.8)
Segment 3 — Commercial Pooler												
24-A	SR 26/US 80 at I-95 SB Ramps (WBT/SBR)	Signal	-	B (10.4)	-	C (21.2)	D (35.6)	-	A (7.4)	-	E (55.4)	C (21.4)
24-B	SR 26/US 80 at I-95 SB Ramps (EBT/SBL)	Signal	B (18.6)	-	-	E (79.5)		D (38.4)	-	-	B (11.8)	
25-A	SR 26/US 80 at I-95 NB Ramps (EBT/NBR)	Signal	B (10.2)	-	F (83.0)	-	C (27.5)	C (22.1)	-	C (28.8)	-	C (20.1)
25-B	SR 26/US 80 at I-95 NB Ramps (WBT/NBL)	Signal	-	C (33.0)	A (9.7)	-		-	B (14.0)	D (35.3)	-	
26	SR 26/US 80 at Bourne Avenue/Continental Boulevard	Signal	E (64.8)	A (4.5)	E (60.0)	D (36.5)	D (47.3)	B (12.2)	E (72.6)	F (177.4)	E (57.0)	**E (57.2)**
27	SR 26/US 80 at Coleman Boulevard/Pooler Commons Driveway	Signal	B (12.9)	C (25.4)	F (81.8)	E (76.0)	B (19.7)	C (27.3)	F (108.0)	F (81.5)	F (104.9)	**F (81.6)**
28	SR 26/US 80 at Westside Boulevard/Priya Circle	Stop	C (16.9)	A (0.0)	E (40.5)	F ($)	**F ($)**	E (35.4)	C (15.1)	A (0.0)	F ($)	**F ($)**

Table 27: 2030 Build Intersection Capacity Analysis Results (continued)

ID	Intersection Name	Intersection Control Type	Approach LOS (Delay, sec/veh)[1] AM Peak Hour				Intersection Delay (sec/veh)[2] AM Peak Hour	Approach LOS (Delay, sec/veh)[1] PM Peak Hour				Intersection Delay (sec/veh)[2] PM Peak Hour
			EB	WB	NB	SB		EB	WB	NB	SB	
Segment 4 — Park Corridor												
29	SR 26/US 80 at Pine Barren Road/Old Louisville Road	Signal	C (26.5)	D (50.8)	F (98.5)	F (81.8)	D (46.1)	F (83.9)	E (62.0)	F (141.3)	E (63.1)	**F (81.1)**
30	SR 26/US 80 at Old Dean Forest Road	Stop	A (0.0)	A (0.0)	D (25.0)	A (0.0)	D (25.0)	A (0.0)	A (0.0)	C (15.6)	C (24.0)	C (24.0)
31	SR 26/US 80 at SR 307/Dean Forest Road	Signal	E (78.5)	E (70.2)	E (79.4)	F (165.0)	**F (93.0)**	D (53.8)	E (68.9)	E (63.2)	F (177.0)	**F (91.2)**
Segment 5 — Residential Garden City												
32	SR 26/US 80 at Griffin Avenue	Stop	A (9.5)	-	-	B (14.9)	B (14.9)	B (13.2)	-	-	D (32.9)	D (32.9)
33	SR 26/US 80 at Talmadge Avenue	Stop	A (9.7)	A (0.0)	C (16.7)	C (22.8)	C (22.8)	B (13.3)	B (10.6)	D (26.5)	D (33.5)	D (33.5)
34	SR 26/US 80 at Sharon Park Drive	Stop	A (9.4)	C (16.3)	F ($)	D (32.6)	F ($)	B (13.6)	B (11.6)	F ($)	E (35.3)	**F ($)**
35	SR 26/US 80 at Quinney Lane	Signal	A (6.2)	A (1.3)	-	E (58.0)	A (7.5)	A (5.6)	A (3.1)	-	E (79.5)	A (9.2)
36	SR 26/US 80 at Kessler Avenue/Youmans Avenue	Stop	B (10.2)	A (0.0)	A (0.0)	B (12.5)	B (12.5)	B (14.8)	A (0.0)	A (0.0)	C (18.5)	C (18.5)
37	SR 26/US 80 at Chatham Parkway/Heidt Avenue	Signal	D (40.9)	C (32.4)	E (61.2)	F (155.6)	D (46.2)	C (31.2)	C (33.1)	D (50.3)	F (85.6)	D (38.8)
Segment 6 — East Gateway: Portside Garden City												
38	SR 26/US 80 at Alfred Street	Signal	B (19.5)	A (4.1)	D (38.6)	D (45.4)	B (16.8)	C (20.1)	A (1.9)	C (27.2)	C (30.5)	B (13.1)
39	SR 26/US 80 at Third Street/Westside Center Plaza	Signal	C (20.5)	A (8.5)	D (43.7)	D (46.5)	B (17.3)	A (1.5)	B (11.7)	E (62.4)	E (71.7)	B (13.7)
40	SR 26/US 80 at SR 26 Connector/Burnsed Boulevard/Haslam Avenue	Signal	C (29.9)	C (30.9)	C (31.3)	C (26.7)	C (29.0)	A (1.4)	D (54.7)	E (68.1)	C (31.2)	C (25.9)

[1] Approach delay reported for the left-turn movement only on the major street at unsignalized intersections

[2] Overall intersection delay reported as the worst minor street approach at unsignalized intersections

$ Control delay exceeds 300 seconds per vehicle

Table 28: 2045 Build Intersection Capacity Analysis Results

ID	Intersection Name	Intersection Control Type	Approach LOS (Delay, sec/veh)[1] AM Peak Hour				Intersection Delay (sec/veh)[2] AM Peak Hour	Approach LOS (Delay, sec/veh)[1] PM Peak Hour				Intersection Delay (sec/veh)[2] PM Peak Hour
			EB	WB	NB	SB		EB	WB	NB	SB	
Segment 1 — West Gateway: City of Bloomingdale												
1	SR 17/26/US 80 at Stagecoach Road	Signal	A (9.3)	A (0.3)	-	F (86.1)	A (9.8)	A (2.7)	A (1.3)	-	E (65.8)	A (2.9)
2	SR 17/26/US 80 at Cheyenne Road/Osteen Road	Signal	A (2.8)	A (0.5)	D (54.2)	D (54.8)	A (2.9)	A (0.5)	A (1.8)	E (59.3)	E (59.0)	A (2.8)
3	SR 17/26/US 80 at SR 17 Connector/Jimmy DeLoach Parkway SB Ramps	Signal	A (2.1)	A (2.7)	A (0.0)	F (119.7)	B (18.9)	A (0.8)	A (2.1)	A (0.0)	E (60.8)	B (11.5)
4	SR 17/26/US 80 at SR 17 Connector/Jimmy DeLoach Parkway NB Ramps	Signal	B (10.1)	B (13.8)	D (54.2)	A (0.0)	B (13.5)	B (13.8)	A (2.5)	E (64.3)	A (0.0)	B (14.4)
41	SR 26/US 80 at Bloomingdale Town Center	Signal	A (3.9)	A (6.3)	C (25.8)	D (41.2)	A (8.1)	A (7.0)	B (18.2)	C (28.8)	F (84.9)	C (20.1)
5	SR 17/26/US 80 at Adams Road/Walnut Street	Stop	B (10.3)	A (0.0)	C (23.4)	B (12.3)	C (23.4)	E (40.6)	A (0.0)	C (17.7)	F (53.3)	**F (53.3)**
6	SR 17/26/US 80 at SR 17/Cherry Street	Signal	A (2.5)	A (2.3)	D (54.3)	-	A (3.8)	A (0.7)	A (6.2)	E (78.1)	-	A (6.4)
7	SR 26/US 80 at Magnolia Lane/Pine Street	Stop	B (11.4)	C (18.5)	D (25.1)	B (12.0)	D (25.1)	A (0.0)	B (12.5)	C (16.4)	D (28.8)	D (28.8)
8	SR 26/US 80 at Ash Street	Stop	-	F ($)	C (23.6)	-	C (23.6)	-	D (25.9)	C (15.1)	-	C (15.1)
9	SR 26/US 80 at Maple Street	Stop	B (12.3)	C (21.1)	A (0.0)	B (13.2)	B (13.2)	F (106.1)	A (0.0)	A (0.0)	E (35.3)	**E (35.3)**
10	SR 26/US 80 at Conaway Road	Stop	B (10.6)	-	-	B (13.1)	B (13.1)	D (29.1)	-	-	E (35.6)	**E (35.6)**
11	SR 26/US 80 at Seabrook Parkway	Signal	B (18.4)	A (7.7)	F (87.3)	-	B (15.1)	A (0.3)	A (2.8)	E (78.7)	-	A (3.3)
Segment 2 — Old Town Pooler												
12	SR 26/US 80 at North Sangrena Drive	Signal	A (3.7)	A (0.4)	-	E (64.9)	A (3.7)	A (2.5)	A (1.2)	-	E (59.9)	A (2.6)
13	SR 26/US 80 at Pooler Parkway SB Ramps	Signal	B (19.0)	A (6.1)	A (0.0)	E (71.0)	C (24.6)	A (2.3)	A (3.5)	A (0.0)	D (52.7)	B (15.7)
14	SR 26/US 80 at Pooler Parkway NB Ramp	Signal	A (1.5)	C (22.2)	E (74.9)	E (65.2)	B (13.9)	B (18.6)	D (40.2)	E (69.1)	E (57.8)	D (36.1)
15	SR 26/US 80 at Houston Street/Brighton Woods Drive	Stop	A (0.0)	F (64.5)	D (27.8)	B (11.3)	D (27.8)	C (20.9)	B (14.8)	C (15.0)	C (23.6)	C (23.6)
16	SR 26/US 80 at Durden Drive	Stop	B (12.3)	-	-	B (11.6)	B (11.6)	F ($)	-	-	D (31.5)	D (31.5)
17	SR 26/US 80 at North Chestnut Street	Stop	-	A (0.0)	C (22.3)	C (22.3)	C (22.3)	-	A (0.0)	F ($)	F (227.4)	**F ($)**
18	SR 26/US 80 at South Chestnut Street	Stop	A (0.0)	-	F (50.8)	F (52.7)	**F (52.7)**	A (0.0)	-	D (27.5)	D (27.0)	D (27.5)
19	SR 26/US 80 at North Rogers Street	Signal	-	A (7.3)	E (66.3)	D (45.7)	C (21.6)	-	C (27.4)	E (59.6)	D (40.2)	C (31.7)
20	SR 26/US 80 at South Rogers Street	Signal	C (27.9)	-	E (55.0)	D (44.6)	C (31.8)	C (32.0)	-	E (58.1)	D (49.2)	D (41.2)
21	SR 26/US 80 at North Skinner Avenue	Stop	-	A (0.0)	C (20.1)	C (20.1)	C (20.1)	-	A (0.0)	A (0.0)	F ($)	**F ($)**
22	SR 26/US 80 at South Skinner Avenue	Stop	A (0.0)	-	D (28.1)	F (270.1)	**F (270.1)**	A (0.0)	-	D (27.4)	F (100.7)	**F (100.7)**
23-A	SR 26/US 80 at Moore Avenue	Signal	-	A (3.3)	E (64.2)	E (68.4)	B (14.2)	-	B (13.8)	E (75.8)	E (77.4)	B (18.1)
23-B	SR 26/US 80 at San Drive	Signal	D (41.3)	-	D (53.7)	E (57.7	D (42.7)	A (5.0)	-	E (57.7)	E (60.5)	B (13.4)
Segment 3 — Commercial Pooler												
24-A	SR 26/US 80 at I-95 SB Ramps (WBT/SBR)	Signal	-	C (23.0)	-	B (15.3)	B (18.8)	-	A (9.2)	-	D (54.5)	C (22.3)
24-B	SR 26/US 80 at I-95 SB Ramps (EBT/SBL)	Signal	A (8.7)	-	-	C (31.9)		D (38.7)	-	-	B (10.5)	
25-A	SR 26/US 80 at I-95 NB Ramps (EBT/NBR)	Signal	A (8.8)	-	D (43.5)	-	C (20.6)	C (24.4)	-	C (20.6)	-	C (22.3)
25-B	SR 26/US 80 at I-95 NB Ramps (WBT/NBL)	Signal	-	D (38.2)	B (12.0)	-		-	B (19.8)	C (30.7)	-	
26	SR 26/US 80 at Bourne Avenue/Continental Boulevard	Signal	B (18.0)	B (10.0)	D (40.9)	C (27.8)	B (16.6)	B (10.8)	A (4.1)	E (72.9)	D (37.5)	B (10.7)
27	SR 26/US 80 at Coleman Boulevard/Pooler Commons Driveway	Signal	A (6.5)	B (18.6)	E (62.4)	E (71.7)	B (13.1)	C (23.0)	D (40.9)	E (68.7)	F (90.3)	D (42.9)
28	SR 26/US 80 at Westside Boulevard/Priya Circle	Signal	A (9.1)	B (14.0)	A (0.0)	C (28.4)	B (11.0)	A (3.2)	A (0.6)	E (61.0)	E (66.8)	A (3.1)

Table 28: 2045 Build Intersection Capacity Analysis Results (continued)

ID	Intersection Name	Intersection Control Type	Approach LOS (Delay, sec/veh)[1] AM Peak Hour				Intersection Delay (sec/veh)[2] AM Peak Hour	Approach LOS (Delay, sec/veh)[1] PM Peak Hour				Intersection Delay (sec/veh)[2] PM Peak Hour
			EB	WB	NB	SB		EB	WB	NB	SB	
Segment 4 — Park Corridor												
29	SR 26/US 80 at Pine Barren Road/Old Louisville Road	Signal	C (20.1)	C (32.6)	F (87.5)	D (45.3)	D (37.9)	C (30.2)	E (58.7)	F (83.0)	F (84.9)	**E (57.8)**
30	SR 26/US 80 at Old Dean Forest Road	Stop	A (0.0)	-	D (29.7)	A (0.0)	D (29.7)	A (0.0)	-	C (16.7)	D (27.4)	D (27.4)
31	SR 26/US 80 at SR 307/Dean Forest Road	Signal	D (38.3)	C (34.7)	C (27.0)	E (73.5)	D (41.7)	C (33.2)	C (31.9)	C (30.5)	D (44.4)	D (36.6)
Segment 5 — Residential Garden City												
32	SR 26/US 80 at Griffin Avenue	Stop	A (9.8)	-	-	B (11.6)	B (11.6)	B (14.5)	-	-	C (16.6)	C (16.6)
33	SR 26/US 80 at Talmadge Avenue	Stop	B (10.0)	F (54.3)	C (18.7)	B (12.0)	B (18.7)	B (14.7)	C (17.4)	B (13.2)	C (18.9)	C (18.9)
34	SR 26/US 80 at Sharon Park Drive	Stop	B (10.0)	C (19.2)	D (29.7)	B (12.0)	D (29.7)	C (21.5)	B (12.3)	C (16.7)	C (18.8)	C (18.8)
35	SR 26/US 80 at Quinney Lane	Signal	A (8.4)	A (8.9)	-	E (70.6)	B (11.9)	A (7.4)	B (17.9)	-	F (89.5)	B (18.4)
36	SR 26/US 80 at Kessler Avenue/Youmans Avenue	Stop	B (10.6)	A (0.0)	A (0.0)	B (13.0)	B (13.0)	C (16.9)	A (0.0)	A (0.0)	C (21.4)	C (21.4)
37	SR 26/US 80 at Chatham Parkway/Heidt Avenue	Signal	C (23.2)	B (19.1)	D (38.0)	E (56.8)	C (26.3)	C (26.3)	C (33.0)	D (43.5)	E (74.4)	D (35.0)
Segment 6 — East Gateway: Portside Garden City												
38	SR 26/US 80 at Alfred Street	Signal	B (18.5)	B (19.2)	C (31.3)	D (39.2)	C (20.7)	C (20.2)	A (2.2)	C (31.0)	D (43.1)	B (14.1)
39	SR 26/US 80 at Third Street/Westside Center Plaza	Signal	A (3.4)	B (11.1)	D (37.2)	D (39.4)	A (8.6)	C (26.2)	B (18.0)	D (36.4)	E (64.7)	C (24.6)
40	SR 26/US 80 at SR 26 Connector/Burnsed Boulevard/Haslam Avenue	Signal	B (12.1)	C (26.9)	D (36.4)	C (29.5)	C (20.3)	B (16.0)	C (31.0)	C (31.2)	C (31.6)	C (25.1)

[1] Approach delay reported for the left-turn movement only on the major street at unsignalized intersections

[2] Overall intersection delay reported as the worst minor street approach at unsignalized intersections

$ Control delay exceeds 300 seconds per vehicle

2045 (Long-Term) Build

Critical improvements considered under the 2045 horizon year include:

- All improvements considered under 2030 Build conditions
- Signalization of the intersections of SR 26/US 80 with Stagecoach Road, Cheyenne Road/ Osteen Road, Seabrook Parkway, and Westside Boulevard/Priya Circle when warranted
- Minor improvements at the intersections of SR 26/US 80 with the SR 17 Connector/ Jimmy DeLoach Parkway northbound ramps, Pooler Parkway northbound ramps, Rogers Street, Alfred Street, and SR 26 Connector/Burnsed Boulevard/Haslam Avenue
- Access management via construction of a raised median and associated minor intersection improvements and signal upgrades throughout the study limits
- Corridor widening to a six-lane divided facility between I-95 and Old Louisville Road/ Pine Barren Road
- Additional geometric modifications and signal upgrades at the I-95 DDI and adjacent intersections including the signalization of Moore Avenue

With these long-term improvements in place, all existing and proposed signalized intersections on the corridor are expected to operate at LOS D or better except the intersections with Old Louisville Road/ Pine Barren Road and Westside Boulevard/Priya Circle. At these intersections, long delays are expected on the minor street approaches due to commercial and industrial development expected in this segment of the corridor. The stop-controlled approaches of most unsignalized intersections on the corridor are expected to operate at LOS D or better with longer delays concentrated within Old Town Pooler in Segment 2. At the SR 26/US 80 intersections with Chestnut Street, North Skinner Avenue, and South Skinner Avenue, MUTCD signal warrants are not expected to be met, and alternatives are limited by the existing one-way pair configuration and density of businesses and residences on this segment.

Finally, operational improvements are expected at the major existing bottlenecks on the corridor upon completion of the long-term recommendations. For example, the I-95 interchange ramp termini are expected to operate at LOS C or better under 2045 Build conditions and queues are not expected to impact the I-95 mainline nor adjacent intersections. Based on the proposed SPUI at the SR 307/Dean Forest Road intersection, the SR 26/US 80 corridor will experience minimal delay at the new interchange with only minor friction at the diverge and merge areas upstream and downstream of the interchange, respectively. The new signalized intersection at SR 307/Dean Forest Road associated with the proposed SPUI is expected to operate at LOS D or better under 2045 Build conditions.

4.4.4 Segment Analysis Results

Intersection capacity analysis results indicate that the recommended long-term alternatives will demonstrate acceptable operations across the SR 26/US 80 study corridor under the 2045 Build scenario. As noted in **Section 3.2.4** and **Section 4.3.3**, intersection capacity analysis results consider each node in isolation and do not provide a holistic view of corridor operations. Accordingly, these node-level results were supplemented with system-level results from simulation runs conducted in SimTraffic Version 11. Corridor travel time outputs and associated LOS from SimTraffic are summarized in **Table 29** and **Table 30**.

Table 29: Build Corridor Travel Time and LOS Comparisons – AM Peak Hour

Measure	2030 No-Build	2030 Build	2045 No-Build	2045 Build
Eastbound SR 26/US 80				
Minimum Travel Time (mm:ss)	29:11	24:40	37:22	23:52
Maximum Travel Time (mm:ss)	34:52	28:16	58:45	25:50
Average Travel Speed (mph)	22.5	27.7	16.1	29.1
Overall Corridor LOS	C	C	E	C
Segment 1 LOS	B	B	B	B
Segment 2 LOS	F	C	F	C
Segment 3 LOS	D	E	E	D
Segment 4 LOS	C	C	C	A
Segment 5 LOS	B	C	B	B
Segment 6 LOS	C	C	C	C
Westbound SR 26/US 80				
Minimum Travel Time (mm:ss)	21:09	20:55	21:07	21:17
Maximum Travel Time (mm:ss)	30:58	21:53	40:40	22:13
Average Travel Speed (mph)	29.6	33.7	25.7	33.2
Overall Corridor LOS	C	B	C	B
Segment 1 LOS	A	A	A	A
Segment 2 LOS	C	A	D	A
Segment 3 LOS	D	C	E	D
Segment 4 LOS	B	B	B	A
Segment 5 LOS	B	B	C	A
Segment 6 LOS	C	C	C	B

2030 (Short-Term) Build

As shown in **Table 29** and **Table 30**, corridor travel times are expected to decrease by up to 13 minutes per vehicle under the 2030 Build scenario relative to the 2030 No-Build scenario. Operational gains associated with short-term improvements such as signal upgrades and installations, corridor retiming, and minor intersection geometry modifications are expected to be modest. However, reconfiguration of the SR 26/US 80 interchange with I-95 to a DDI is expected to have an immediate positive impact on travel time relative to 2030 No-Build conditions. Nonetheless, Segment 3 is still expected to operate at LOS E or LOS F during the peak periods of travel in the peak direction which indicates the need for larger improvements such as roadway widening under the long-term scenario.

Table 30: Build Corridor Travel Time and LOS Comparisons – PM Peak Hour

Measure	2030 No-Build	2030 Build	2045 No-Build	2045 Build
Eastbound SR 26/US 80				
Minimum Travel Time (mm:ss)	24:58	24:01	25:40	24:29
Maximum Travel Time (mm:ss)	28:28	26:01	29:48	26:16
Average Travel Speed (mph)	27.3	28.9	26.1	28.4
Overall Corridor LOS	C	C	C	C
Segment 1 LOS	A	A	A	B
Segment 2 LOS	D	B	D	C
Segment 3 LOS	D	E	D	E
Segment 4 LOS	C	B	C	A
Segment 5 LOS	B	C	B	C
Segment 6 LOS	C	C	C	C
Westbound SR 26/US 80				
Minimum Travel Time (mm:ss)	33:19	25:23	39:29	26:32
Maximum Travel Time (mm:ss)	42:24	29:07	45:07	30:21
Average Travel Speed (mph)	19.1	26.3	17.2	25.6
Overall Corridor LOS	D	C	E	C
Segment 1 LOS	A	B	B	C
Segment 2 LOS	B	B	C	C
Segment 3 LOS	F	F	F	E
Segment 4 LOS	D	C	D	C
Segment 5 LOS	E	C	E	B
Segment 6 LOS	C	C	C	C

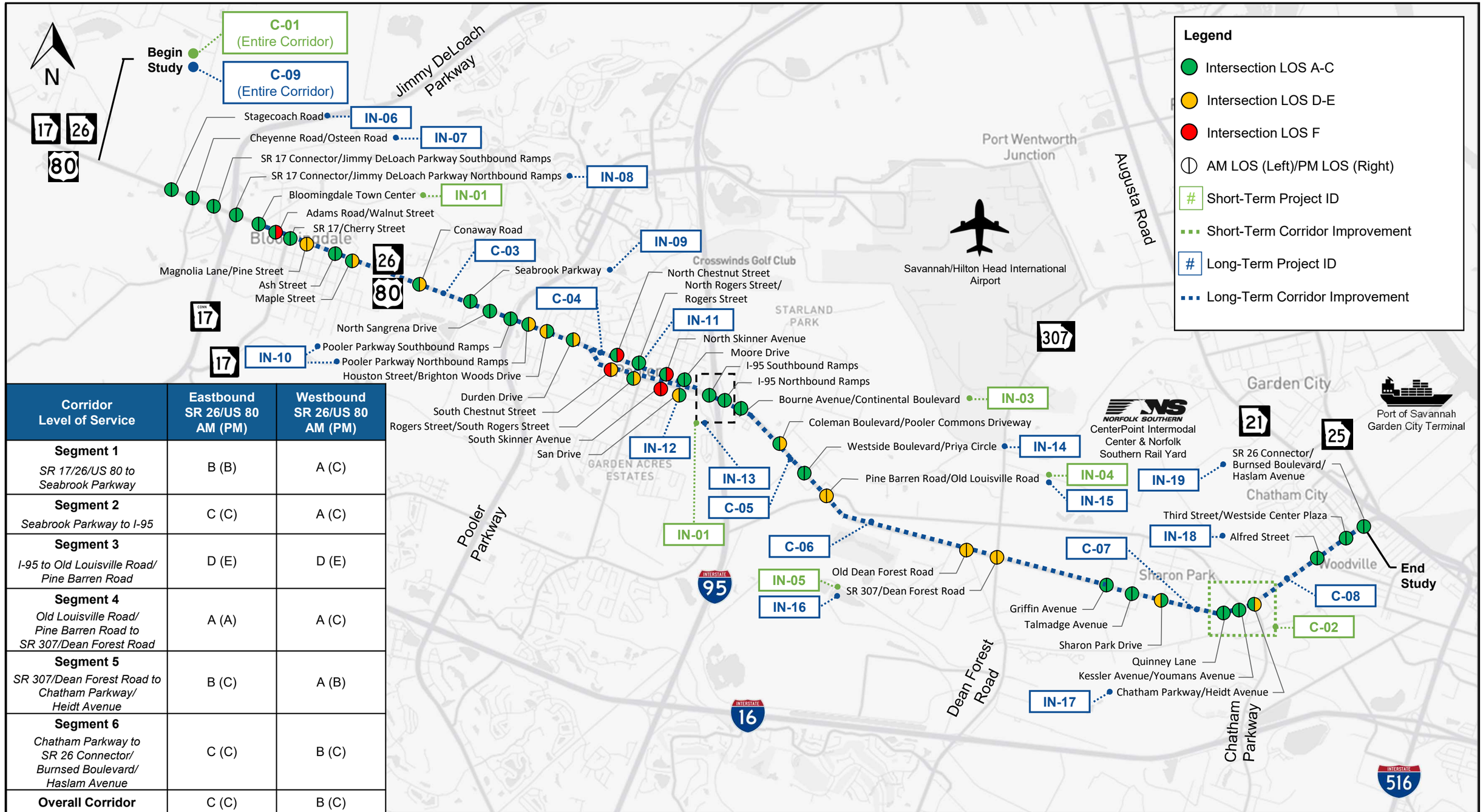
2045 (Long-Term) Build

Upon completion of the proposed long-term improvements detailed in **Table 25** and **Table 26**, travel times under 2045 Build conditions are expected to be similar to that observed under 2030 Build conditions despite nearly 15% higher traffic volumes in 2045. Additionally, the range of travel times is expected to be less than four minutes during the peak period in the peak direction of travel which indicates that traffic conditions are likely to be stable and less susceptible to fluctuations in volume that occur from day-to-day. Under 2045 Build conditions, overall corridor travel times decrease relative to 2045 No-Build conditions by up to 30 minutes and 15 minutes during the AM and PM peak periods, respectively.

4.4.5 Capacity Analysis Summary

The completion of the short-term recommendations listed in **Table 25** and **Table 26** are likely to result in corridor-wide operational improvements along the SR 26/US 80 corridor, but projected traffic growth over the long-term horizon will necessitate additional and more extensive improvements. Due to the congestion originating at the I-95 interchange and the SR 307/Dean Forest Road intersection, these locations were prioritized for short- and long-term improvements. **Figure 51** illustrates the locations of the recommended short- and long-term projects described in **Table 33** and summarizes intersection and

segment LOS under 2045 Build conditions. As shown in **Figure 51**, all intersections and segments are expected to operate at LOS D or better, with a few exceptions, upon completion of the improvements recommended herein.



Corridor Level of Service	Eastbound SR 26/US 80 AM (PM)	Westbound SR 26/US 80 AM (PM)
Segment 1 *SR 17/26/US 80 to Seabrook Parkway*	B (B)	A (C)
Segment 2 *Seabrook Parkway to I-95*	C (C)	A (C)
Segment 3 *I-95 to Old Louisville Road/ Pine Barren Road*	D (E)	D (E)
Segment 4 *Old Louisville Road/ Pine Barren Road to SR 307/Dean Forest Road*	A (A)	A (C)
Segment 5 *SR 307/Dean Forest Road to Chatham Parkway/ Heidt Avenue*	B (C)	A (B)
Segment 6 *Chatham Parkway to SR 26 Connector/ Burnsed Boulevard/ Haslam Avenue*	C (C)	B (C)
Overall Corridor	C (C)	B (C)

SR 26/US 80 Corridor Study – Alternatives Development & Analysis

Figure 51 – 2045 Build Corridor Operations Summary & Project Listing

SR 26/US 80 CORRIDOR STUDY

Kimley»Horn

5 Public Outreach

5.1 Stakeholder Outreach Strategy

5.1.1 Public Participation Goals and Process

The SR 26/US 80 Corridor Study will adhere to the requirements and recommendations outlined in the CORE MPO's Public Participation Plan. The goals of public participation for the SR 26/US 80 Corridor Study are to:

- Raise the level of awareness of how stakeholders can become involved in the Study
- Ensure that those interested in the study have adequate, appropriate, and meaningful opportunities to participate
- Utilize the Stakeholder Advisory Team to reach interested parties in the community and within the planning area

5.1.2 Stakeholder Advisory Team

Early in the process, a Stakeholder Advisory Team (SAT) was established to provide input and feedback regarding the development of the SR 26/US 80 Corridor Study. This group also acted as ambassadors for the project by sharing information with their constituent groups and encouraging members of the community to participate in the planning process.

The SAT consisted of key stakeholders, such as agencies, local government partners, business owners, operators and tenants, and relevant community organizations. A list of the SAT members and organizations is included in **Table 31**.

Table 31: SAT Members and Organizations

Organization	Name
City of Pooler	Robbie Byrd
	Brian Crooks
	Tom Hutcherson
	Leon Davenport
CORE MPO	Wykoda Wang
Chatham County	Pamela Bernard
City of Bloomingdale	Charles Akridge
City of Garden City	Scott Robider
City of Savannah	Steve Henry
Georgia Ports Authority (GPA)	Jamie McCurry
Georgia DOT – Planning	Ned Green

Organization	Name
Georgia DOT – District 5	Joseph Capello
	Troy Pittman
Georgia DOT – Research Freight Group	Vivian Canizares
Federal Highway Administration (FHWA)	Joseph Longo
	Olivia Lewis
Chatham Area Transit	Faye DiMassimo
Pooler Chamber of Commerce	Pam Southard
Savannah Economic Development Authority (SEDA)	Jesse Dillon
Savannah/Hilton Head International Airport	Mark Denmark
FedEx	Crystal Dawkins
Gulfstream	Mark Bennett
JCB	Ken Bianco
Bike Walk Savannah	Caila Brown

5.1.3 Community Engagement

Public Information Open House

A Public Information Open House (PIOH) was hosted on 15-AUG-2023 from 5:00 p.m. to 7:00 p.m. at Pooler's City Hall. The PIOH was open to all members of the public, including those who live and work in the communities served by SR 26/US 80, to seek feedback on the draft recommendations and concept layouts. In conjunction with the PIOH, an online survey was made available to collect feedback through the project website. Advertisement of the PIOH included a media release and a legal ad prepared for use by the City of Pooler.

Online Engagement

The project team assisted the City of Pooler with a project-specific website that was hosted on the CORE MPO's website. This website served as a hub for all information, project documentation, findings, and schedules for the study. The website was regularly updated with information to keep the public informed of the study's progress. Additionally, the project team prepared an online survey to capture targeted feedback from the overall community. The survey coincided with the PIOH to obtain feedback on the recommendations and existing challenges along the SR 26/US 80 corridor. The survey results and summary memorandum are included in **Appendix F.** Based on the feedback collected during the PIOH and from the online survey, the following updates were made to the draft concept layouts:

- Converted proposed raised medians to flush medians to accommodate emergency services in Bloomingdale and Garden City
- Revised u-turn eyebrow to accommodate truck movements at Brighton Woods Drive, Pooler Square, Westside Boulevard, Griffin Avenue, Quinney Lane, and Third Street
- Added westbound u-turn eyebrow across from Durden Drive to serve businesses on south side of SR 26/US 80
- Increased full-width storage of northbound right-turn lane to 300 feet at the intersection of SR 26/US 80 at Pine Barren Road
- Added westbound u-turn eyebrow approximately 0.2 miles east of Triplett Park Drive to accommodate businesses on both sides of SR 26/US 80
- Relocated shared-use path to north side of SR 26/US 80 between Chatham Parkway and SR 26 Connector/Burnsed Boulevard to connect to Garden City's planned shared-use path and recreational complex on Alfred Street

5.1.4 CORE MPO Engagement

Informational presentations were provided to the CORE MPO Technical Coordinating Committee (TCC) and Policy Board. The first meeting provided an overview of the study findings and alternatives while the second meeting focused on the Draft Report and Final Recommendations.

- Topic: Status Update/Study Findings and Existing Conditions Assessment
  - MPO TCC – 08-Dec-2022
  - MPO Policy Board – 14-Dec-2022
- Topic: Presentation of the Draft Report and Recommendations
  - MPO TCC – 17-Aug-2023
  - MPO Policy Board – 23-Aug-2023

During the MPO Policy Board presentation on 14-DEC-2022, several questions were raised by members of the Board. Faye DiMassimo (Chatham Area Transit) noted that there is an extensive amount of work underway at CAT which includes a Comprehensive Operational Analysis (COA)/ Transit Development Plan (TDP), Master Transit Plan, service expansion, and more. CAT requested that the Corridor Study team coordinate with CAT to integrate CAT's vision and operational analysis as applicable into the SR 26/US 80 Corridor Study. For example, CAT is currently evaluating microtransit and vanpool alternatives. The team understands from previous work in the area that there is a latent demand for transit, and the study team will coordinate with CAT as the study progresses to incorporate recommendations from CAT's other ongoing studies into the Final Report.

Tim Callahan (Effingham County) asked how growth associated with the Hyundai plant, which was announced after this study began, would be incorporated into the study. The study team considered its impact during development of future-year traffic forecasts. Further, the study team has coordinated with local jurisdictions along the study corridor to obtain information regarding other related developments so that those could also be considered in the future-year traffic forecasts. A summary of known developments is included in **Table 20** in **Section 4.2.1.** More specifically, planned industrial, commercial,

and residential developments – particularly west of I-95 – are expected to contribute to robust short-term increases in traffic volumes within Bloomingdale and western Pooler as summarized in **Table 19**.

During the MPO Policy Board presentation on 23-AUG-2023, several questions were raised by members of the Board. Les Fussell (City of Richmond Hill) asked if the study considered an interchange at I-95 and Pine Barren Road to alleviate congestion at I-95 and SR 26/US 80. The study team responded that the SR 26/US 80 study did not include provisions for a new interchange and further noted that the findings of a previous Interchange Justification Report (IJR) concluded that such an interchange would be infeasible due to its proximity to existing interchanges at SR 26/US 80 and I-16.

Alderman Nick Palumbo (City of Savannah) asked about the locations and width of the shared-use path as well as provisions for landscaping and mid-block crossings. The study team noted that 10-foot-wide paths are recommended to accommodate two-way bicycle and pedestrian traffic throughout the 12-mile-long study corridor. Due to crossing widths and traffic volumes on SR 26/US 80, potential signalization for mid-block crossings should be coordinated with GDOT during design, and several mid-block crossings are recommended as shown on the concept layouts. Regarding landscaping, path and sidewalk locations should be coordinated during design to identify potential or expanded landscaping opportunities, and a corresponding note was subsequently added to the concept layouts.

Tim Callanan (Effingham County) asked if the study considered the impact of trucks that utilize SR 26/ US 80 beginning north of the weigh station on I-16 to access the Port of Savannah. The team noted that this existing volume was considered in the existing data collection and forecasted traffic volumes.

Commissioner Tanya Milton (Chatham County) inquired about the public outreach efforts included in the study. The study team noted that the PIOH and online survey had been made available to the public for feedback. Further, the study team requested the support of the SAT in distributing the findings, information, and public meeting notices within their respective communities along SR 26/US 80.

Finally, Faye DiMassimo (Chatham Area Transit) clarified that the SR 26/US 80 corridor is not outside the transit district and that all of Chatham County is considered part of the transit district. Summaries of all presentations to the CORE MPO are included in **Appendix F.**

5.1.5 Stakeholder Advisory Team (SAT) Meetings

The initial virtual SAT meeting was held on 19-DEC-2022 during the data gathering and needs assessment phase. Stakeholders were invited to share their perspectives on existing challenges along the corridor as well as their vision for its future. A second virtual SAT meeting was held on 27-JUL-2023 during the alternatives analysis phase, and stakeholders were provided an opportunity to offer feedback and ask questions regarding the improvement recommendations along the SR 26/US 80 corridor. Summaries for both SAT meetings are included in **Appendix F**.

Following the second SAT meeting, the study team met with City of Bloomingdale public officials at Bloomingdale City Hall on 06-SEP-2023 to discuss the draft recommendations. Chief of Police A.B. Jeffcoat emphasized that it would be important for emergency vehicles to be able to perform a southbound left-turn from Adams Road onto SR 26/US 80. As a result, the proposed raised medians on SR 26/US 80 in close proximity to the Bloomingdale Fire Department and at Adams Road were converted to flush medians to accommodate eastbound and southbound left-turns, respectively, for emergency services. As SR 26/US 80 serves as the City's "Main Street", Mayor Dennis Baxter emphasized that subsequent project programming and design should accommodate and encourage future commercial development. He also supported the shared-use paths and lighting on both sides of SR 26/US 80.

6 Recommendations

Consistent with the goals highlighted in the CORE MPO's *Mobility 2045 MTP* and future *Moving Forward Together 2050 MTP*, the purpose of the SR 26/US 80 Corridor Study is to identify and prioritize short-term (0-5 Years) and long-term (5+ Years) improvement projects needed for motorized, non-motorized, and transit users along the SR 26/US 80 corridor; facilitate planning and programming of projects through the CORE MPO's MTP process; and justify the future programming of projects in the CORE MPO's TIP and TMP. These objectives were accomplished through a comprehensive Existing Conditions Assessment (**Section 3**), Future Conditions Assessment (**Section 4**), and Public Outreach (**Section 5**).

Based on existing field observations, horizon year model runs in SimTraffic software, and feedback from key stakeholders, bottlenecks at I-95 and SR 307/Dean Forest Road along with other capacity constraints within the study corridor are likely to contribute to significant delays for freight and commuter trips traversing SR 26/US 80 during the peak periods of the day. Existing crash history suggests that peak hour congestion contributes to a high frequency of rear-end collisions on SR 26/US 80 at both I-95 and SR 307/Dean Forest Road. The crash data explored as part of this study also indicates that a lack of access management and a high density of commercial driveways contributes to a high frequency of crashes compared to statewide averages. The 12-mile-long study corridor includes approximately 472 unsignalized driveways, which is equivalent to an average spacing of 39 driveways per mile. Approximately 275 (13%) of all crashes recorded from 2017-2021 occurred along the section of Segment 2 through Old Town Pooler, where driveway density is the highest along the study corridor.

The crash analysis and horizon year traffic forecasts informed the selection of the recommended short- and long-term motorized and non-motorized improvements summarized in **Table 32** and **Table 33**. For reporting purposes, SR 26/US 80 is designated with an east-west orientation from the Effingham County/ Chatham County line to SR 26 Connector/Burnsed Boulevard/Haslam Avenue at I-516/SR 21/25. To assist future planning efforts and project programming, the recommendations also include a Priority Ranking column. Separate priority rankings for short- and long-term recommendations were assigned based on each recommendation's potential to improve traffic operations and safety along the corridor. Finally, the conceptual layouts illustrating the recommendations for individual intersections and the SR 26/US 80 corridor are included as **Appendix E**.

Table 32: Recommended Short-Term Improvements Summary

Short-Term (0-5 Years) Improvements				
ID	**Priority Ranking**	**Name**	**Jurisdiction(s)**	**Description of Improvements**
IN-01	7	SR 26/US 80 at Bloomingdale Town Center Driveway Signalization	City of Bloomingdale	• Install a fully actuated traffic signal when MUTCD signal warrants are met • Reconstruct the intersection to operate as a thru-cut design • Reconstruct the southbound approach to include the following: o Dual left-turn lanes with 225 feet of storage o One right-turn lane with 225 feet of storage • Reconstruct the westbound approach to include the following: o One left-turn/U-turn lane with 235 feet of storage o Two through lanes o One right-turn lane with 350 feet of storage • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy
IN-02	1	SR 26/US 80 at I-95 Interchange	City of Pooler	• Convert the existing diamond interchange to a diverging diamond interchange (DDI) • Reconstruct the southbound ramp terminal to include the following: o Dual southbound right-turn lanes with 450 feet of storage o Two southbound left-turn lanes with 450 feet of storage o Three eastbound through lanes o One eastbound right-turn lane with 325 feet of storage o Dual westbound through lanes o One westbound left-turn lane o Dual receiving lanes on the southbound on-ramp • Reconstruct the northbound ramp terminal to include the following: o Dual northbound right-turn lanes with 400 and 275 feet of storage o Dual northbound left-turn lanes with 450 feet of storage o Three westbound through lanes o One westbound right-turn lane with 400 feet of storage o Dual eastbound through lanes o One eastbound left-turn lane o Dual receiving lanes on the northbound on-ramp • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy • Monitor the intersection for future growth and changes in traffic patterns in conjunction with long-term improvement project IN-14

Short-Term (0-5 Years) Improvements				
ID	**Priority Ranking**	**Name**	**Jurisdiction(s)**	**Description of Improvements**
IN-03	2	SR 26/US 80 at Bourne Avenue/Continental Boulevard Intersection Improvements	City of Pooler	• Reconstruct the intersection to operate as a thru-cut design and upgrade the existing traffic signal to accommodate improvements constructed as part of project IN-02 • Reconstruct the southbound approach to include the following: o One left-turn lane with provisions for 100 feet of storage o One right-turn lane with provisions for 100 feet of storage • Reconstruct the northbound approach to include the following: o Dual left-turn lanes with provisions for 200 feet of storage o One right-turn lane with 100 feet of storage • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy
IN-04	5	SR 26/US 80 at Old Louisville Road/ Pine Barren Road Auxiliary Lanes	City of Pooler	• Reconstruct the northbound approach to include the following: o Dual left-turn lanes with 300 feet of storage o One through lane o One right-turn lane with 300 feet of storage
IN-05	3	SR 26/US 80 at SR 307/Dean Forest Road Auxiliary Lanes	City of Pooler City of Savannah City of Garden City	• Reconstruct the eastbound approach to include the following: o Dual left-turn lanes with 500 feet of storage o Two through lanes o One right-turn lane with 500 feet of storage • Reconstruct the westbound approach to include the following: o Dual left-turn lanes with 400 feet of storage o Two through lanes o One right-turn lane with 400 feet of storage • Reconstruct the northbound approach to include the following: o Dual left-turn lanes with 400 feet of storage o Two through lanes o One right-turn lane with 400 feet of storage • Reconstruct the southbound approach to include the following: o Dual left-turn lanes with 250 feet of storage o Two through lanes o One right-turn lane with 350 feet of storage • Construct pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy
C-01	4	Corridor Signal Timing Optimization on SR 26/US 80 from SR 17 Connector/Jimmy DeLoach Parkway to SR 26 Connector/Burnsed Boulevard/Haslam Avenue	City of Bloomingdale City of Pooler City of Savannah City of Garden City	• Conduct a 12-mile-long corridor signal timing review to improve vehicular flow through time-of-day coordinated operations • Optimize signal cycle length, splits, and offsets in conjunction with other short-term improvements • Replace existing three-section permissive signal heads and five-section protected/permissive signal heads on SR 26/US 80 with four-section flashing yellow arrow signal heads

Short-Term (0-5 Years) Improvements				
ID	**Priority Ranking**	**Name**	**Jurisdiction(s)**	**Description of Improvements**
C-02	6	SR 26/US 80 Improvements from Quinney Lane to Junction Avenue	City of Garden City	• Install a fully actuated traffic signal at Quinney Lane when MUTCD signal warrants are met to operate in coordination with the existing signal at Chatham Parkway/Heidt Avenue • Construct a 14-foot-wide raised median between Kessler Avenue and Junction Avenue • Convert the intersection at Kessler Avenue to an unsignalized restricted crossing U-turn (RCUT) • Convert the intersections at West Chatham Boulevard and Junction Avenue to a right-in/right-out configuration • Extend the eastbound right-turn lane at Chatham Parkway to Kessler Avenue and implement permitted-overlap signal phasing such that the eastbound right-turn lane operates concurrently with the northbound approach
TS-01	8	SR 307 Corridor Transit Expansion Study	City of Bloomingdale City of Pooler City of Savannah City of Garden City	• Coordinate with Chatham Area Transit (CAT) to review CAT's findings from recent studies to inform recommendations for expanded service along the 12-mile-long SR 26/US 80 corridor • Coordinate with local Agencies, governing bodies, and other stakeholders to identify funding sources for construction and implementation of long-term improvements • Assist development of potential route modifications to CAT Route 3B • Develop pilot program to track ridership numbers, identify new route(s) and stop/shelter location(s)

Table 33: Recommended Long-Term Improvements Summary

Long-Term (5+ Years) Improvements				
ID	**Priority Ranking**	**Name**	**Jurisdiction(s)**	**Description of Improvements**
IN-06	16	SR 17/26/US 80 at Stagecoach Road Signalization	City of Bloomingdale	• Install a fully actuated traffic signal when MUTCD signal warrants are met • Reconstruct the southbound approach to include the following: o One left-turn lane with provisions for 150 feet of storage o One right-turn lane with 100 feet of storage • Reconstruct the eastbound approach to include the following: o 8-foot-wide concrete median o One left-turn lane with 235 feet of storage o Two through lanes • Construct a 20-foot-wide raised median between the intersections of Stagecoach Road and Cheyenne Road/Osteen Road • Extend the westbound right-turn lane storage to 275 feet • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy
IN-07	15	SR 17/26/US 80 at Cheyenne Road/Osteen Road Signalization	City of Bloomingdale	• Install a fully actuated traffic signal when MUTCD signal warrants are met • Realign Cheyenne Road with Osteen Road • Reconstruct the eastbound approach to include: o 8-foot-wide concrete median o One left-turn lane with 235 feet of storage o Two through lanes o One right-turn lane with 375 feet of storage • Reconstruct the westbound approach to include: o One right-turn lane with 175 feet of storage o Two through lanes o One left-turn lane with 235 feet of storage • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy
IN-08	12	SR 17/26/US 80 at SR 17 Connector/Jimmy DeLoach Parkway Northbound Ramp Intersection Improvements	City of Bloomingdale	• Reconstruct the intersection to include: o Dual eastbound left-turn lanes with 350 feet of storage o Dual eastbound through lanes o Dual northbound receiving lanes • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy

Long-Term (5+ Years) Improvements				
ID	**Priority Ranking**	**Name**	**Jurisdiction(s)**	**Description of Improvements**
IN-09	14	SR 26/US 80 at Seabrook Parkway Signalization	City of Bloomingdale	• Install a fully actuated traffic signal when MUTCD signal warrants are met to accommodate improvements constructed as part of project C-03 • Reconstruct the adjacent commercial driveways on the north side of SR 26/US 80 to create a 4-way intersection • Reconstruct the eastbound approach to include: o One left-turn lane with 235 feet of storage o Dual through lanes o One right-turn lane with 250 feet of storage • Reconstruct the westbound approach to include: o One left-turn lane with 235 feet of storage o Dual through lanes • Reconstruct the northbound approach to include: o One shared through/left-turn lane o One right-turn lane with 175 feet of storage • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy
IN-10	8	SR 26/US 80 at Pooler Parkway Interchange Improvements	City of Pooler	• Upgrade the existing traffic signals to accommodate improvements constructed as part of projects C-03 and C-04 • Reconstruct the southbound off-ramp to include the following: o Dual left-turn lanes with 500 feet of storage o Dual right-turn lanes with 500 feet of storage • Reconstruct the northbound ramp terminal to include the following: o One southbound left-turn lane with 100 feet of storage o One southbound shared through/right-turn lane o Dual westbound left-turn lanes with 275 feet of storage o Dual westbound through lanes o One westbound right-turn lane with 175 feet of storage o Dual northbound left-turn lanes with 300 feet of storage o One northbound through lane o One northbound right-turn lane with 300 feet of storage • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy

Long-Term (5+ Years) Improvements				
ID	**Priority Ranking**	**Name**	**Jurisdiction(s)**	**Description of Improvements**
IN-11	9	SR 26/US 80 at South/North Rogers Street Intersection Improvements	City of Pooler	• Upgrade the existing traffic signals to accommodate improvements constructed as part of project C-04 • Reconstruct the intersection with North Rogers Street to include the following: o One westbound left-turn lane with 160 feet of storage o Dual westbound through lanes o One northbound left-turn lane with 100 feet of storage o One northbound through lane o One southbound shared through/right-turn lane • Reconstruct the intersection with South Rogers Street to include the following: o One eastbound right-turn lane with 100 feet of storage o Dual eastbound through lanes o One northbound right-turn lane with 350 feet of storage o One northbound through lane o One southbound left-turn lane with 100 feet of storage o One southbound through lane • Connect to improvements constructed as part of the City of Pooler's future South Rogers Street Improvements Project • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy
IN-12	2	Moore Avenue Extension and Signalization	City of Pooler	• Install a fully actuated traffic signals at eastbound and westbound SR 26/US 80 when MUTCD signal warrants are met and accommodate improvements constructed as part of projects C-04 and IN-13 • Extend Moore Avenue 600 feet to the south to provide a connection to San Drive • Construct the intersection at westbound SR 26/US 80 to include the following: o One southbound shared through/right-turn lane o One westbound left-turn lane with 235 feet of storage o Dual westbound through lanes o One westbound right-turn lane with 175 feet of storage • Construct the intersection at eastbound SR 26/US 80 to include the following: o One northbound shared through/right-turn lane o One eastbound left-turn lane with 235 feet of storage o Dual eastbound through lanes o One eastbound right-turn lane with 125 feet of storage o One southbound left-turn lane with 100 feet of storage • Construct a third eastbound through lane in conjunction with improvements constructed as part of project C-04 • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy • Reconfigure the existing signalized intersection at Parsons Avenue/Governor Treutlen Drive to a right-in/right-out configuration

Long-Term (5+ Years) Improvements				
ID	**Priority Ranking**	**Name**	**Jurisdiction(s)**	**Description of Improvements**
IN-13	1	SR 26/US 80 at I-95 Interchange	City of Pooler	• Add a fourth westbound lane between the ramp terminals to the DDI constructed as part of project IN-01 • Reconstruct the southbound ramp terminal to include the following: o Triple southbound left-turn lanes with 450 feet of storage o Dual westbound left-turn drop lanes • Reconstruct the northbound ramp terminal to include the following: o Dual northbound receiving lanes o Four westbound through lanes o One westbound right-turn lane with 400 feet of storage o Dual eastbound through lanes o One eastbound shared through/left-turn lane • Construct a 10-foot-wide shared-use-path within the raised median between the ramp terminals • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy
IN-14	13	SR 26/US 80 at Westside Boulevard/Priya Circle Signalization	City of Pooler	• Install a fully actuated traffic signal when MUTCD signal warrants are met and accommodate improvements constructed as part of project C-05 • Reconstruct the eastbound approach to include the following: o One left-turn lane with 235 feet of storage o Three through lanes o One right-turn lane with 175 feet of storage • Reconstruct the westbound approach to include the following: o One left-turn lane with 235 feet of storage o Three through lanes o One right-turn lane with 175 feet of storage • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy
IN-15	5	SR 26/US 80 at Old Louisville Road/Pine Barren Road Intersection Improvements	City of Pooler	• Upgrade the existing traffic signal to accommodate improvements constructed as part of project C-05 • Reconstruct the westbound approach to include the following: o Dual left-turn lanes with 500 feet of storage o Three through lanes o One right-turn lane with 235 feet of storage • Reconstruct the northbound approach to include the following: o Dual left-turn lanes with 300 feet of storage o One through lane o One right-turn lane with 300 feet of storage • Reconstruct the eastbound approach to include the following: o One left-turn lane with 300 feet of storage o Three through lanes o One right-turn lane with 300 feet of storage • Construct an 800-foot-long raised median along Pine Barren Road • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy

Long-Term (5+ Years) Improvements				
ID	**Priority Ranking**	**Name**	**Jurisdiction(s)**	**Description of Improvements**
IN-16	4	SR 307/Dean Forest Road Interchange	City of Pooler City of Savannah City of Garden City	• Construct a Single-Point Urban Interchange (SPUI) at the intersection of SR 307/Dean Forest Road and SR 26/US 80 • Construct a 20-foot-wide raised median along SR 307/Dean Forest Road from Morgan Industrial Boulevard to Old Louisville Road • Replace dual northbound and southbound left-turn lanes constructed with project IN-05 with single northbound and southbound left-turn lanes on SR 307/Dean Forest Road • Construct a raised median and eastbound and westbound ramps along SR 26/US 80 with retaining walls to accommodate the interchange • Install roadway lighting at the interchange • Install pedestrian lighting adjacent to shared-use path and sidewalks • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy
IN-17	6	SR 26/US 80 at Chatham Parkway/Heidt Avenue Intersection Improvements	City of Garden City	• Realign Heidt Avenue to improve intersection skew to a minimum of 75 degrees • Upgrade the existing traffic signal to accommodate improvements constructed as part of projects C-07 and C-08 • Reconstruct the westbound approach to include the following: o Dual left-turn lanes with 235 feet of storage o Dual through lanes o One right-turn lane with 175 feet of storage • Reconstruct the eastbound approach to include the following: o One left-turn lane with 175 feet of storage o Dual through lanes o One right-turn lane with 300 feet of storage • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy
IN-18	18	SR 26/US 80 at Alfred Street/8th Street Intersection Improvements	City of Garden City	• Upgrade the existing traffic signal to accommodate improvements constructed as part of project C-08 • Reconstruct the southbound approach to include the following: o One left-turn lane with 200 feet of storage o One through lane o One right-turn lane with 125 feet of storage • Reconstruct the westbound approach to include the following: o One left-turn lane with 160 feet of storage o Dual through lanes o One right-turn lane with 100 feet of storage • Reconstruct the northbound approach to include the following: o One left-turn lane with 300 feet of storage o One shared through/right-turn lane • Reconstruct the eastbound approach to include the following: o One left-turn lane with 160 feet of storage o Dual through lanes o One right-turn lane with 100 feet of storage

Long-Term (5+ Years) Improvements				
ID	**Priority Ranking**	**Name**	**Jurisdiction(s)**	**Description of Improvements**
IN-19	11	SR 26/US 80 at SR 26 Connector/Burnsed Boulevard/ Haslam Avenue Intersection Improvements	City of Garden City	• Upgrade the existing traffic signal to accommodate improvements constructed as part of project C-08 • Reconstruct the southbound approach to include the following: o Dual left-turn lanes with provisions for 100 feet of storage o One shared through/right-turn lane with 200 feet of storage o One right-turn lane with 200 feet of storage
C-03	21	Raised Median and Pedestrian Accommodations from Bloomingdale Town Center Driveway to Pooler Parkway	City of Bloomingdale City of Pooler	• Construct a 20-foot-wide raised median along SR 26/US 80 from Bloomingdale Town Center Driveway to Pooler Parkway • Construct a 10-foot-wide shared-use path on both sides of SR 26/US 80 from Bloomingdale Town Center Driveway to Pooler Parkway • Construct restricted crossing U-turn (RCUT) intersections and/or U-turn eyebrows at Adams Road, Magnolia Lane/Pine Street, Poplar Street, Ash Street, Maple Street, Tuten Avenue, and Conaway Road • Relocate the existing mid-block pedestrian crossing at Magnolia Lane/Pine Street to Church Street and install High Intensity Activated Crosswalk Beacons (HAWK) when warrants are met • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy at all intersections to accommodate new shared-use path and sidewalk, including signal adjustments where necessary • Install pedestrian lighting adjacent to shared-use paths and sidewalks • Connect to improvements constructed with projects C-04, IN-01, and IN-10
C-04	10	Raised Median and Pedestrian Accommodations from Pooler Parkway to I-95	City of Bloomingdale City of Pooler	• Construct a 20-foot-wide raised median along SR 26/US 80 from Pooler Parkway to 400 feet east of Wilkes Street • Construct a 10-foot-wide shared-use path on both sides of SR 26/US 80 from Pooler Parkway to 400 feet east of Wilkes Street • Construct a 10-foot-wide shared-use-path on the north side of westbound SR 26/US 80 and a 5-foot-wide sidewalk on the south side of westbound SR 26/US 80 from 400 feet east of Wilkes Street to Moore Avenue • Construct a 5-foot-wide sidewalk on the north side of eastbound SR 26/US 80 and a 10-foot-wide shared-use path on the south side of eastbound SR 26/US 80 from 400 feet east of Wilkes Street to Moore Avenue • Construct a 10-foot-wide shared-use path on the north side and the south side of SR 26/US 80 from Moore Avenue to the I-95 southbound ramps • Construct restricted crossing U-turn (RCUT) intersections and U-turn eyebrows at Houston Street/Brighton Woods Drive and Durden Drive • Install Rectangular Rapid Flashing Beacons (RFFB) at the existing pedestrian crossings at North Chestnut Street and South Chestnut Street • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy at all intersections to accommodate new shared-use path and sidewalk, including signal adjustments where necessary • Install pedestrian lighting adjacent to shared-use paths and sidewalks • Connect to improvements constructed with projects C-03, C-05, IN-10, and IN-13
C-05	3	Raised Median, Widening, and Pedestrian Accommodations from I-95 to Old Louisville Road/Pine Barren Road	City of Pooler	• Construct a 20-foot-wide raised median along SR 26/US 80 from I-95 to Old Louisville Road/Pine Barren Road • Construct a third eastbound and westbound through lane on SR 26/US 80 from I-95 to Old Louisville Road/Pine Barren Road • Construct a 5-foot-wide sidewalk on the north side of SR 26/US 80 and a 10-foot-wide shared-use path on the south side of SR 26/US 80 • Construct a restricted crossing U-turn (RCUT) intersection at Pooler Square • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy at all intersections to accommodate new shared-use paths and sidewalks, including signal adjustments where necessary • Install pedestrian lighting adjacent to shared-use paths and sidewalks • Connect to improvements constructed with projects C-04, C-06, IN-13, and IN-15

Long-Term (5+ Years) Improvements				
ID	**Priority Ranking**	**Name**	**Jurisdiction(s)**	**Description of Improvements**
C-06	19	Raised Median and Pedestrian Accommodations from Old Louisville Road/Pine Barren Road to Griffin Avenue	City of Pooler City of Savannah City of Garden City	• Construct a 20-foot-wide raised median along SR 26/US 80 from Old Louisville Road/Pine Barren Road to Griffin Avenue • Construct a 5-foot-wide sidewalk on the north side of SR 26/US 80 and a 10-foot-wide shared-use path on the south side of SR 26/US 80 • Construct restricted crossing U-turn (RCUT) intersections and/or U-turn eyebrows at Triplett Park Drive, Dublin Road, Old Dean Forest Road, and Griffin Avenue • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy at all intersections to accommodate new shared-use paths and sidewalks, including signal adjustments where necessary • Install pedestrian lighting adjacent to shared-use paths and sidewalks • Connect to improvements constructed with projects C-05, C-07, and IN-15
C-07	20	Raised Median and Pedestrian Accommodations from Griffin Avenue to Heidt Avenue/Chatham Parkway	City of Garden City	• Construct a 20-foot-wide raised median along SR 26/US 80 from Griffin Avenue to Heidt Avenue/Chatham Parkway • Construct a 10-foot-wide shared-use path on both sides of SR 26/US 80 • Construct restricted crossing U-turn (RCUT) intersections and/or U-turn eyebrows at Talmadge Avenue, Sharon Park Drive, and Kessler Avenue • Remove the existing mid-block pedestrian crossing at Talmadge Avenue • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy at all intersections to accommodate new shared-use path, including signal adjustments where necessary • Install pedestrian lighting adjacent to shared-use paths • Connect to improvements constructed with projects C-06, C-08, and IN-17
C-08	17	Raised Median and Pedestrian Accommodations from Heidt Avenue/Chatham Parkway to SR 26 Connector/Burnsed Boulevard	City of Garden City	• Construct a 20-foot-wide raised median along SR 26/US 80 from Heidt Avenue/Chatham Parkway to Third Street/Westside Center Plaza • Construct a 5-foot-wide sidewalk on the south side of SR 26/US 80 and a 10-foot-wide shared-use path on the north side of SR 26/US 80 • Install pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy at all intersections to accommodate new shared-use paths and sidewalks, including signal adjustments where necessary • Install pedestrian lighting adjacent to shared-use paths and sidewalks • Widen the existing Kicklighter Overpass bridge deck to the north to accommodate the 10-foot-wide shared-use path • Connect to improvements constructed with projects C-07, IN-17, and IN-19
C-09	7	Corridor Signal Timing Optimization from SR 17 Connector/Jimmy DeLoach Parkway to SR 26 Connector/Burnsed Boulevard/Haslam Avenue	City of Bloomingdale City of Pooler City of Savannah City of Garden City	• Conduct a 12-mile-long corridor signal timing review to improve vehicular flow through time-of-day coordinated operations • Optimize signal cycle length, splits, and offsets in conjunction with other long-term improvements
TS-02	22	SR 26/US 80 Corridor Transit Expansion	City of Bloomingdale City of Pooler City of Savannah City of Garden City	• Construct improvements recommended by CAT's recent studies and/or project TS-01 • Coordinate with CAT to install stop/shelter locations, pull-off areas, and route signage not already constructed by other long-term projects

Appendices

A – SR 26/US 80 Corridor Study Traffic Forecasting Technical Memorandum

B – Capacity Analysis Reports

C – Crash Data (2017 - 2021)

D – GDOT ICE Worksheets

E – Conceptual Layouts

F – Public Outreach