



METROPOLITAN PLANNING ORGANIZATION

Resolution to Amend the 2040 Metropolitan Transportation Plan of the Coastal Region Metropolitan Planning Organization

WHEREAS, the Coastal Region Metropolitan Planning Organization (CORE MPO) desires to adopt the amendments to the 2040 Metropolitan Transportation Plan (MTP) called CORE Connections 2040 Total Mobility Plan for the CORE MPO transportation planning area; and

WHEREAS, the proposed amendments are to add two new bridge projects located in Port Wentworth to the 2040 MTP - SR 25/US 17 @ Savannah River and SR 25/US 17 @ Middle River; and

WHEREAS, the bridges at SR 25/US 17 @ Middle River and @ Savannah River have been rated as “structurally deficient” by GDOT, so their replacements/rehabilitations will ensure safe travel for trucks and passenger cars alike, and provide a safe bike link from Georgia to South Carolina; and

WHEREAS, the proposed amendments will not impact the financial balance of the 2040 MTP; and

WHEREAS, CORE MPO, in accordance with the adopted Participation Plan, has completed a 15-day public review and comment period for the proposed MTP amendments and has incorporated all received comments; and

WHEREAS, CORE MPO desires to complete the amendment process to add the new bridge projects to the 2040 MTP.

NOW, THEREFORE, BE IT RESOLVED THAT, the Coastal Region Metropolitan Planning Organization adopts the amendments to the 2040 Metropolitan Transportation Plan as shown in the summary of MTP amendment report with any corrections based upon the motion of the October 28, 2015 regularly scheduled meeting.

Approved this day, October 28, 2015

A handwritten signature in blue ink, appearing to read "Albert J. Scott". The signature is written in a cursive style and is positioned above a horizontal line.

Albert J. Scott, Chairman
Coastal Region Metropolitan Planning Organization



METROPOLITAN PLANNING ORGANIZATION

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION OCTOBER 2015 MPO MEETINGS

Agenda Item: Adoption of Amendments to the 2040 Total Mobility Transportation Plan for Two Bridge Replacement Projects in Port Wentworth

Presenter: Wykoda Wang, MPO Staff

Summary: The CORE MPO's Metropolitan Transportation Plan (MTP), CORE Connections 2040 Total Mobility Plan, was adopted by the CORE MPO Board in August 2014. The MTP can be amended as project scopes change or new needs are identified.

According to the current MPO's Participation Plan, the MTP amendment is a two-step process.

- After the receipt of an amendment request, the MPO staff and the MPO's advisory committees will review the request and recommend to the CORE MPO Board to authorize a detailed study of the proposal. The MPO Board will decide either to reject the application or authorize detailed analysis of the proposal.
- If further study is authorized, the MPO staff will conduct a detailed analysis and present the findings and recommendations to the MPO's advisory committees and the MPO Board. The MPO Board will then decide either to reject the proposal or schedule the proposed change for public hearing. If a public hearing is held, the MPO Board will decide at the conclusion of the hearing whether to reject the proposal, approval the proposal, or approve the proposal with modifications.

Only projects included in the MTP are able to be programmed in the MPO's short-range programming document – Transportation Improvement Program (TIP), which is a subset of the MTP. The TIP may be modified as well in accordance with the procedures outlined in the Participation Plan. The CORE MPO's current FY 2015 - 2018 TIP was adopted by the MPO Board in August 2014.

In August 2015 CORE MPO received a request to amend the 2040 MTP and the FY 2015 - 2018 TIP from the Georgia Department of Transportation (GDOT) for two projects - SR 25/US 17 @ Savannah River in Port Wentworth and SR 25/US 17 @ Middle River in Port Wentworth. At the August 2015 meeting the CORE MPO Board authorized staff to conduct further analysis to test feasibility of incorporating these two projects into the 2040 MTP. In October 2015 the MPO intends to complete the MTP amendments so that the requested projects can be programmed in the Transportation Improvement Program (TIP) after the adoption of the MTP amendments.

SR 25/US 17 @ SAVANNAH RIVER IN PORT WENTWORTH

Reason for Requested MTP Amendment:

The new project – SR 25/US 17 bridge replacement at Savannah River in Port Wentworth - is consistent with the Houlihan Bridge Replacement project @ Savannah River that is included in Cost Band Three (2031 – 2040) of the 2040 MTP with a cost estimate of \$47,910,696. However, the GDOT request entails moving the bridge replacement project from Cost Band Three to Cost Band One (2015 – 2020), which requires re-balancing of the financial plan for both cost bands (considered an amendment according to the MPO's Participation Plan).

Project Description:

Replace the bridge at SR 25/US 17 @ Savannah River in Port Wentworth. Concept and design for the bridge replacement are to be developed.

Project Justification:

The bridge at SR 25/US 17 @ Savannah River (Houlihan Bridge) is a drawbridge that has been rated as “structurally deficient” by GDOT. It connects Port Wentworth to the Savannah Wildlife Refuge and beyond in South Carolina. SR 25 serves the Port of Savannah and carries considerable truck traffic. With the expansion of the Port of Savannah, it is expected more truck traffic will be generated and carried through this corridor. Thus the replacement of the drawbridge will ensure safe travel for trucks and passenger cars alike. In addition, the Houlihan Bridge is on the CORE MPO's bikeway network and provides a safe bike link from Georgia to South Carolina.

Special Considerations:

- ***Land Use:*** The bridge is located in proximity to the Port of Savannah.
- ***Traffic Volume and Capacity:*** SR 25 is heavily-used by trucks originating from the Port of Savannah (around 35% truck traffic). The average annual daily traffic count (AADT) on SR 25 in the project area is around 3,700 for 2014.
- ***Functional Classification and Design:*** SR 25 is classified as a Minor Arterial.
- ***Environmental Impact:*** The proposed bridge replacement is located in the GDOT right-of-way. No environmental impact is anticipated for this project.

- **Social and Economic Impact:** The bridge replacement will correct a functionally deficient bridge.

SR 25/US 17 @ MIDDLE RIVER IN PORT WENTWORTH

Reason for Requested MTP Amendment:

SR 25/US 17 bridge replacement @ Middle River in Port Wentworth is a new project. Addition of a project to the MTP requires an amendment according to the MPO's Participation Plan.

Project Description:

Replace the bridge at SR 25/US 17 @ Middle River in Port Wentworth. Concept and design for the bridge replacement are to be developed.

Project Justification:

The bridge at SR 25/US 17 @ Middle River has been rated as "structurally deficient" by GDOT. It connects Port Wentworth to the Savannah Wildlife Refuge and beyond in South Carolina. SR 25 serves the Port of Savannah and carries considerable truck traffic. With the expansion of the Port of Savannah, it is expected more truck traffic will be generated and carried through this corridor. Thus the replacement of the bridge will ensure safe travel for trucks and passenger cars alike. In addition, the bridge is on the CORE MPO's bikeway network and provides a safe bike link from Georgia to South Carolina.

Special Considerations:

- **Land Use:** The bridge is located in proximity to the Port of Savannah.
- **Traffic Volume and Capacity:** SR 25 is heavily-used by trucks originating from the Port of Savannah (around 35% truck traffic). The average annual daily traffic count (AADT) on SR 25 in the project area is around 3,700 for 2014.
- **Functional Classification and Design:** SR 25 is classified as a Minor Arterial.
- **Environmental Impact:** The proposed bridge replacement is located in the GDOT right-of-way. No environmental impact is anticipated for this project.
- **Social and Economic Impact:** The bridge replacement will correct a functionally deficient bridge.

Project Status:

Detailed scope of work is being developed. GDOT is proposing to program the preliminary engineering (PE) phase and right-of-way (ROW) phase of these two projects in fiscal years 2016 and 2018 respectively. The construction phase is being proposed to be scheduled in fiscal year 2019. GDOT has included these two projects in the state's Construction Work Program (CWP). The cost estimate for each phase is listed in the table below. After the 2040

MTP amendments are adopted, the projects (PE phase and ROW phase) will be amended into the CORE MPO's FY 2015 - 2018 Transportation Improvement Program (TIP).

<i>PI#</i>	<i>Phase</i>	<i>Fund</i>	<i>Description</i>	<i>Work Type</i>	<i>Fed\$</i>	<i>State\$</i>	<i>Other\$</i>	<i>Total Funding</i>
0013741	PE	M001	SR 25/US 17 @ SAVANNAH RIVER IN PORT WENTWORTH	Bridges	\$800,000	\$200,000	\$0	\$1,000,000
	ROW	M001			\$400,000	\$100,000	\$0	\$500,000
	CST	M001			\$7,806,924	\$1,951,731	\$0	\$9,758,655
0013742	PE	M001	SR 25/US 17 @ MIDDLE RIVER IN PORT WENTWORTH	Bridges	\$800,000	\$200,000	\$0	\$1,000,000
	ROW	M001			\$400,000	\$100,000	\$0	\$500,000
	CST	M001			\$9,201,969	\$2,300,492	\$0	\$11,502,461

Expected Funding Sources and MTP Financial Balance:

For any MTP amendment, the most important consideration is to maintain the financial balance of the plan, meaning the available revenues must be equal to or more than the total project costs. Since the federal requirement is that the MTP must use Year-of-Expenditure (YOE) dollars, the financial balance of each cost band of the MTP must be maintained. Based on the development schedule of the bridge replacement projects, Cost Band One (2015 – 2020) of the 2040 Total Mobility Plan will be impacted. Since one of the projects will need to be advanced from Cost Band Three to Cost Band One, Band Three will be impacted as well, though not negatively.

GDOT indicated that the bridge replacement projects would be implemented with additional funds beyond the revenue projections conducted for the development of the 2040 MTP. Thus adding the projects to the 2040 MTP Cost Band One is not expected to affect the financial balance of the plan. The additional revenues will come from M001 funds in the amount of \$24,261,116.

The 2040 MTP financial balances of Cost Band One are as follows.

- Original Total Revenue Projections - \$281,705,163
- Original Total Project Cost Estimates - \$281,705,163
- Original Cost Band One Financial Balance - \$0

After adding the two bridge replacement projects:

- * Updated Total Revenue Projections - \$305,966,279 (\$281,705,163+\$24,261,116)
- * Updated Total Cost Estimates - \$305,966,279 (\$281,705,163+\$24,261,116)
- * Updated Cost Band One Financial Balance - \$0

The financial balances of Cost Band Three are as follows.

- o Original Total Revenue Projections - \$476,254,474
- o Original Total Project Cost Estimates - \$ 476,254,474
- o Original Cost Band Three Financial Balance - \$0

After adding the two bridge replacement projects:

- ❖ Updated Total Revenue Projections - \$476,254,474
- ❖ Updated Total Cost Estimates - \$428,343,778 (\$476,254,474 - \$47,910,696)
- ❖ Updated Cost Band Three Financial Balance - \$47,910,696

Conclusion:

Based on the above analysis, the two bridge replacement projects will address two functionally deficient structures and their accommodation into the 2040 MTP will not negatively impact the financial balance of the plan.

Recommendation: For endorsement and approval of amendments to the CORE MPO's 2040 Metropolitan Transportation Plan to include the bridge replacement project at SR 25 @ Middle River in Port Wentworth, and to move the bridge replacement project at SR 25 @ Savannah River from Cost Band Three to Cost Band One.