Appendix _: Project Prioritization Process

1. Introduction

This project prioritization framework establishes the structure and methods for use in prioritizing project recommendations associated with the CORE MPO 2050 Metropolitan Transportation Plan. Prioritization is a key element of comprehensive transportation planning due to the wide range of needs evaluated throughout the process and the large costs associated with infrastructure investment. Prioritization allows policy makers to target their limited resources at the most critical problems.

This prioritization framework relies on a range of quantitative and qualitative variables and a weighting system to generate prioritization scores for individual projects. These scores are comparable only within project categories and/or modes. Scores for roadway capacity projects are not comparable with scores for operational projects.

While this prioritization framework provides a strong foundation from which to make investment decisions, it does not replace the need for leadership and planning judgement calls. It should be used in conjunction with public feedback, awareness of limited resources, and broad policy objectives to guide transportation investment decisions.

2. Prioritization Framework Structure: Tier 1 Needs

This prioritization framework relies on a range of variables chosen to approximate need and generate prioritization scores that can be used to rank projects according to this need. These variables are derived from standardized regional data sources, including the Travel Demand Model (TDM), CORE MPO 2024 Regional Freight Plan (RFTP) Update, and other accepted regional planning sources.

2.1. Project Categories

The prioritization framework uses different sets of variables for different mode and project types. This allows prioritization to be tailored according to the characteristics of various projects. Scores generated for each project type can be used to rank similar projects against one another; however, they cannot effectively be used to rank across modes and project types. The project category established for this framework is as follows:

- **Roadway Capacity Improvements** - These projects include widenings, design speed and functional class upgrades, and other capacity improving projects.

2.2. Weighted Prioritization Scoring

The project categories listed above are assigned scores based on their values across a range of quantitative and qualitative variables. The variables and associated scores for each project category are detailed in Section 3 of this report.

Scores are assigned for each variable based on cutoffs derived from overall data distribution.

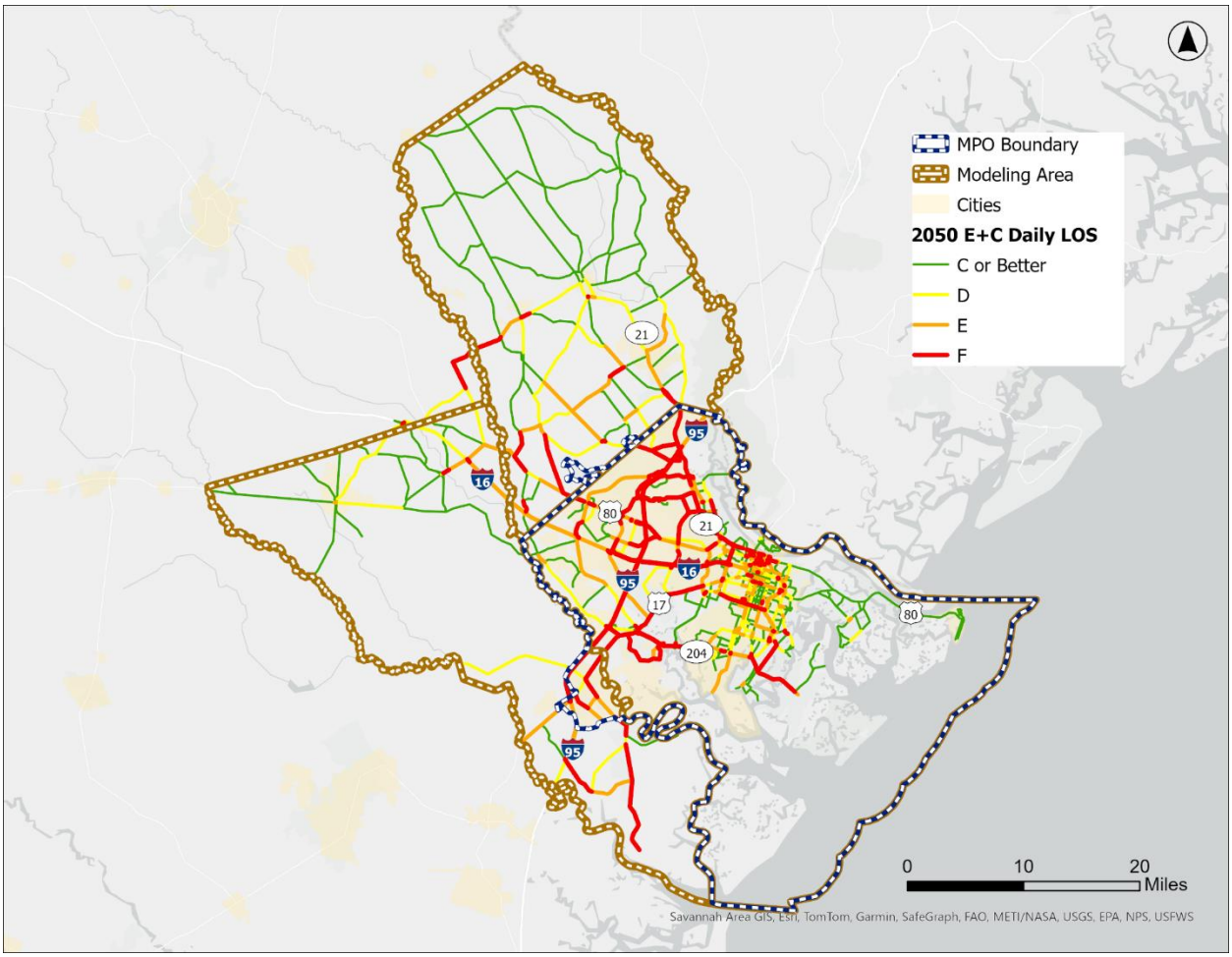
3. Prioritization Variable Definitions

This section defines the variables used for prioritization and the cutoffs used.

3.1. 2050 Existing + Committed Daily Roadway Level of Service

LOS is a metric used to evaluate congestion levels along a corridor. LOS values range from “A” to “F” on an alphabetical scale, with “A” representing free flowing traffic and “F” representing a roadway capacity failure with extreme congestion. Values of “D” and above are considered acceptable for the CORE MPO, while “E”, and “F” are considered failing.

Figure 1: 2050 E+C Daily LOS



This analysis uses 2050 LOS values derived from the CORE MPO’s Travel Demand Model. These are generated within the Travel Demand Model based on existing traffic counts and roadway capacity, land use variables, and other factors. The table below displays the prioritization score values assigned for different LOS values. Roadways with worse LOS values were assigned higher prioritization scores. Roadways with LOS “D” or higher were assigned lower scores.

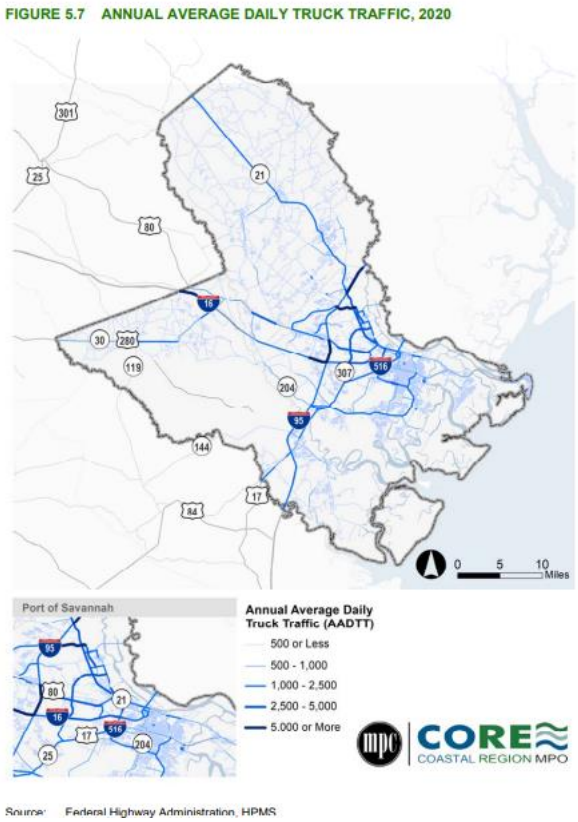
Table 1: 2050 Roadway LOS Scores

LOS	Prioritization Score
A, B, C,	1
D	5
E, F	10

3.2. Annual Average Daily Truck Traffic (AADTT)

Annual Average Daily Truck Traffic is a measure of truck traffic averaged per year on each roadway. The daily truck traffic indicates the amount of truck traffic on a given roadway in a year. This metric helps determine which roadways are popular truck routes and could need further analysis for truck capacity.

Figure 2: Annual Average Daily Truck Traffic (AADTT)



The table below displays the prioritization score values assigned for different AADTT values. Roadways with higher AADTT values were assigned higher prioritization scores. Roadways with AADTT below 1,000 were assigned lower scores.

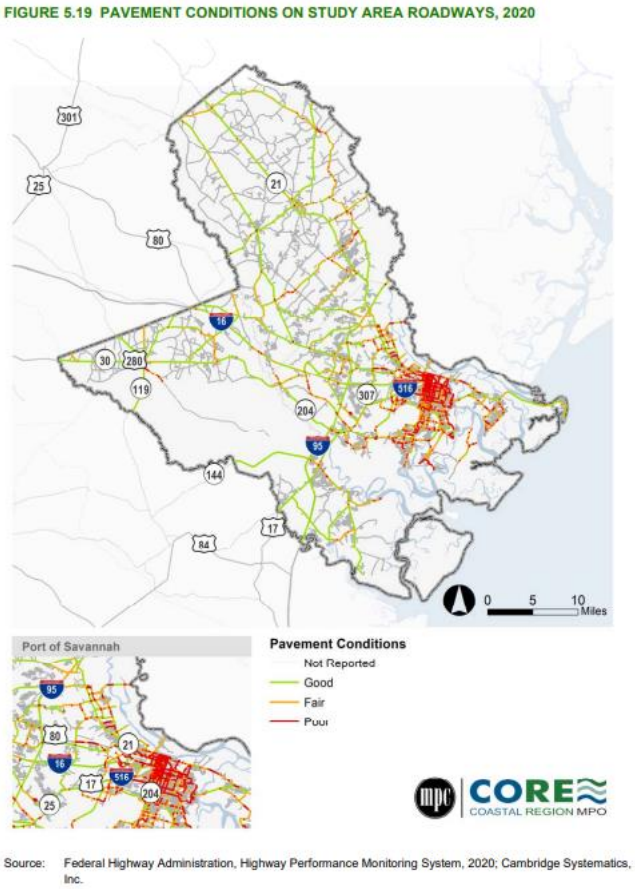
Table 2: Truck Volumes

AADTT	Prioritization Score
1,000 or less	1
1,000 – 2,500	5
2,500 – over 5,000	10

3.3. Pavement Conditions

Pavement conditions are a measure of the state of the pavement of roadways. The pavement conditions indicate how near the pavement of the roadway is need of repair. This metric helps determine which roadways are in need of maintenance to ensure the roadway is prime for traffic and safety.

Figure 3: Pavement Conditions



Source: Federal Highway Administration, Highway Performance Monitoring System, 2020; Cambridge Systematics, Inc.

The table below displays the prioritization score values assigned for different pavement conditions values. Roadways with lower or poorer values were assigned higher prioritization scores. Roadways with pavement conditions higher than ‘fair’ were assigned lower scores.

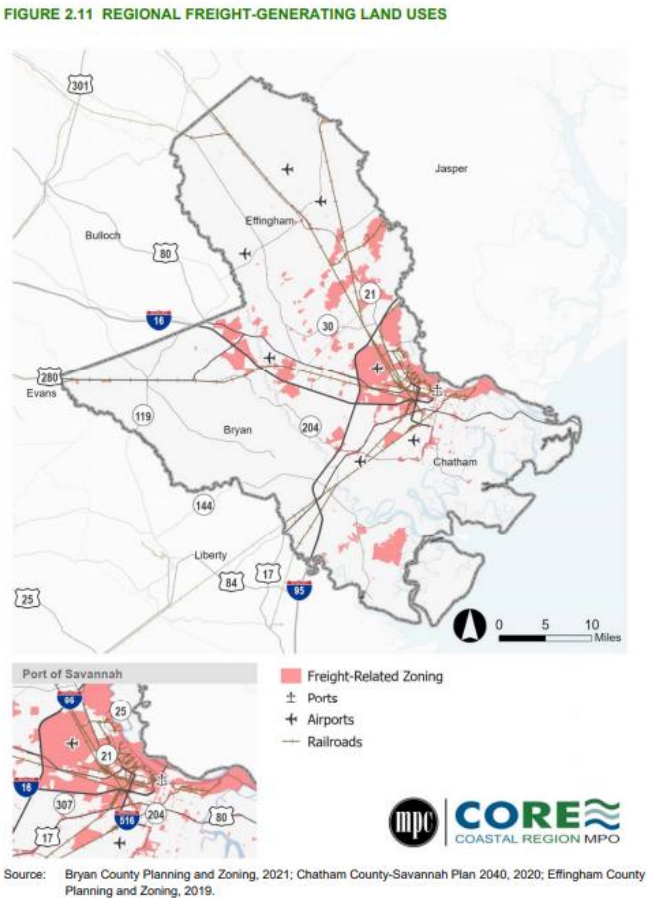
Table 3: Pavement Conditions

Conditions	Prioritization Score
Not reported - Good	1
Fair	5
Poor	10

3.4. Provides Connection to Freight Generating Land Uses

Freight Generating Land Uses are a metric that determine freight trip attractors (i.e. land uses that cause freight traffic to travel to their developments). The freight generating land uses indicate which routes are likely to be used to get to certain land parcels. This metric helps determine which portions of the roadway network are likely to have freight traffic.

Figure 4: Freight Generating Land Uses



The table below displays the prioritization score values assigned for different access to land use values. Roadways that do provide great access and connection to freight generating land uses were assigned higher prioritization scores. Roadways that did not provide much access and connection to freight generating land uses were assigned lower scores.

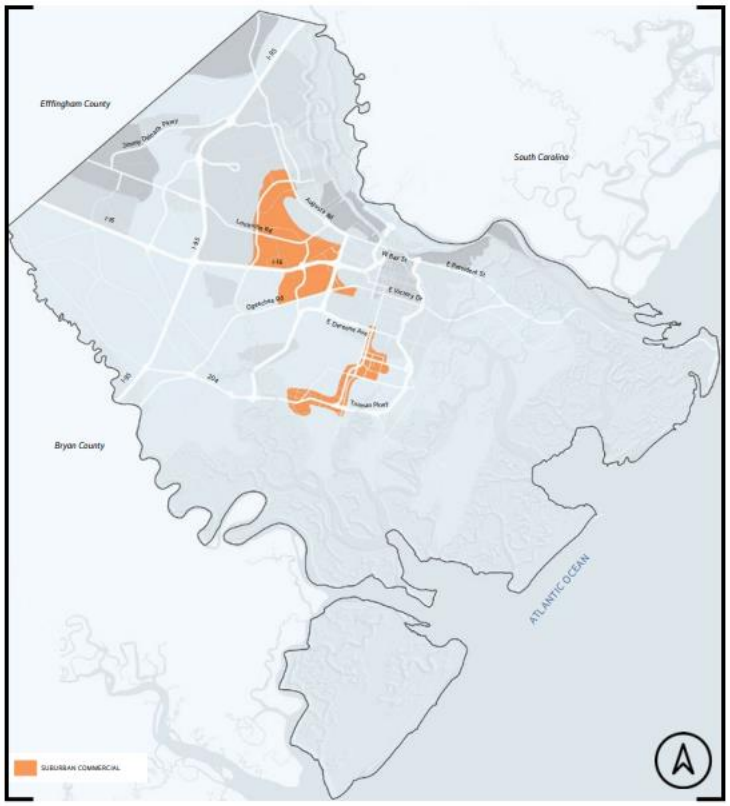
Table 4: Provides Access to Freight Generating Land Uses

Access to Land Uses	Prioritization Score
Little Connection	1
Medium Connection	5
Most Connection	10

3.5. Connecting Population Centers to Activity Centers

Roadways connecting population centers to activity centers indicate which routes are most likely to be used to get to certain developments from key housing areas. This metric helps determine which portions of the roadway network are likely to have increased traffic.

Figure 5: Major Suburban Activity Centers



The table below displays the prioritization score values assigned for different connectivity to activity centers. Roadways providing the most connectivity were assigned higher prioritization scores. Roadways providing less connectivity were assigned lower scores.

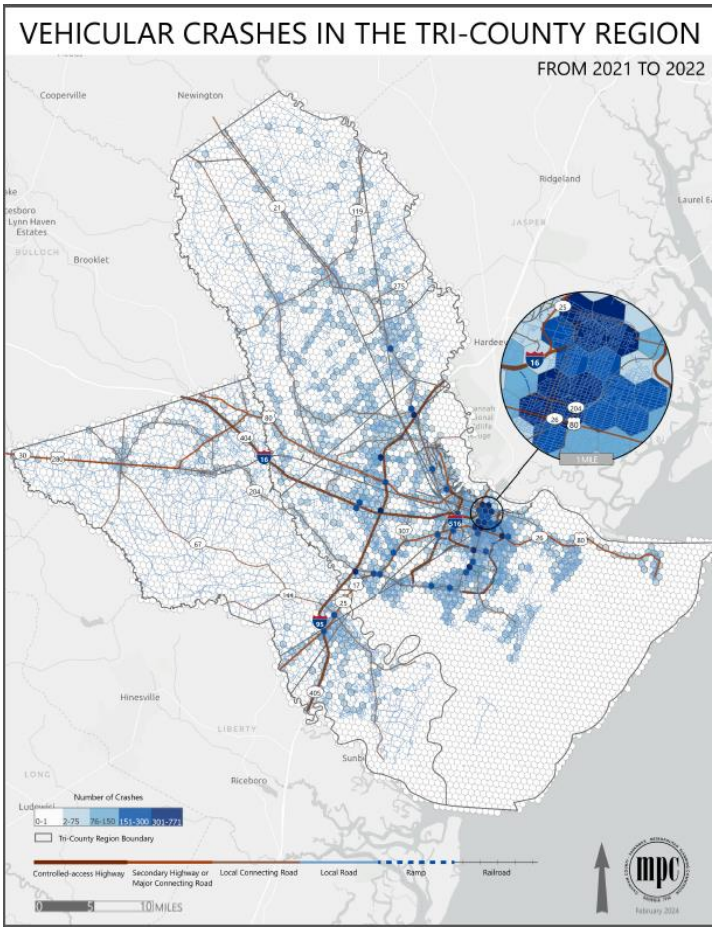
Table 5: Connecting Population to Activity Centers

Connectivity	Prioritization Score
Low Connectivity	1
Medium Connectivity	5
High Connectivity	10

3.6. Vehicular Crash Rates

Crash rates can be effective indicators of safety needs at intersections and along corridors. Corridors with greater number of crashes provide opportunities to increase safety for a larger number of users.

Figure 6: Vehicular Crashes



Crash rates for this analysis were calculated from GDOT's crash database (GEARS) which catalogues crashes throughout the state. The tables below show prioritization scores associated with intersection and corridor crash rates.

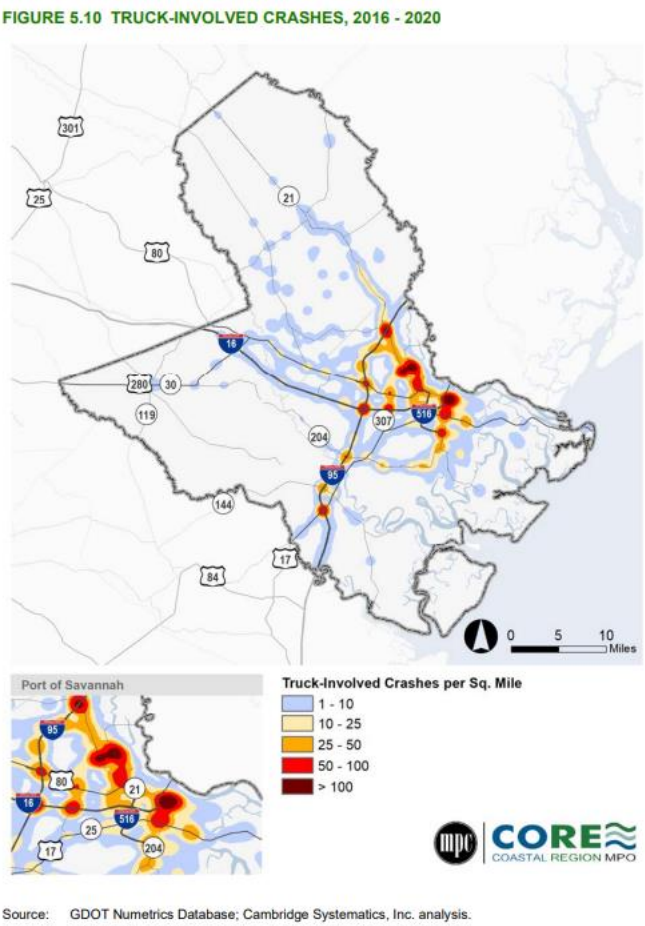
Table 6: Vehicular Crash Scores

Vehicular Crashes	Prioritization Score
0-1	1
7-150	5
151-771	10

3.7. Freight Crash Rates

Freight crash rates can be effective indicators of safety needs at intersections and along corridors. Corridors with greater number of crashes provide opportunities to increase safety for a larger number of users.

Figure 7: Freight Crashes



Crash rates for this analysis were calculated from GDOT's crash database (GEARS) which catalogues crashes throughout the state. The tables below show prioritization scores associated with intersection and corridor crash rates.

Table 7: Vehicular Crash Scores

Vehicular Crashes	Prioritization Score
0-24	1
25-50	5
>50	10

4. Prioritization Variables by Project Category

Each project category is prioritized with a different set of variables and associated weights. While many variables, such as 2050 Roadway Level of Service (LOS), are used across multiple project categories, scores across categories are not directly comparable.

The following tables display the variables used to prioritize each project category and their associated weights. All project categories rely on the variables discussed in Section 3 except for intersections. Intersections were prioritized with a separate methodology which is summarized below.

4.1 Roadway Capacity Improvements

The variables used to prioritize roadway capacity improvements and their weights in the final prioritization score are displayed in the table below.

Table 7: Roadway Capacity Improvement Variables

Attribute	Weight
2050 LOS	0.142857
Vehicular Crashes	0.142857
Freight Crashes	0.142857
AADTT	0.142857
Pavement Conditions	0.142857

Connects Population to Activity Centers	0.142857
Connect to Major Freight Generators	0.142857

Tier 2 Prioritization- Resilience

Contents

Introduction

A vulnerability assessment is a quantifiable method to prioritize projects and funding based on resilience. FHWA defines vulnerability as "the degree to which a system is susceptible to, or unable to cope with adverse effects of climate change or extreme weather events. In the transportation context, climate change vulnerability is a function of a transportation system's exposure to climate effects, sensitivity to climate effects, and adaptive capacity." Exposure, sensitivity, and adaptive capacity as defined as:

- **Exposure** refers to whether the asset or system is located in an area: experiencing direct effects of climate variables.
- **Sensitivity** refers to how the asset or system fares when exposed to a climate variable.
- **Adaptive capacity** refers to the system's ability to adjust to or cope with existing climate variability or future climate impacts.[1]

[1] FHWA Vulnerability Assessment and Adaptation Framework 3rd Edition (2017, pg. 81-82)

FHWA Framework

Using the *FHWA Vulnerability Assessment and Adaptation Framework 3rd Edition*, the CORE MPO performed a vulnerability assessment following the process outlined in FIGURE X to score the projects in the second tier of prioritization. The Framework is organized into six sections with ongoing monitoring.

1. Articulation objectives and defining study scope
2. Obtaining asset data for the vulnerability assessment
3. Obtaining climate data for the vulnerability assessment
4. Assessing vulnerability
5. Identifying, analyzing and prioritizing adaptation options
6. Incorporating assessment results in decision-making

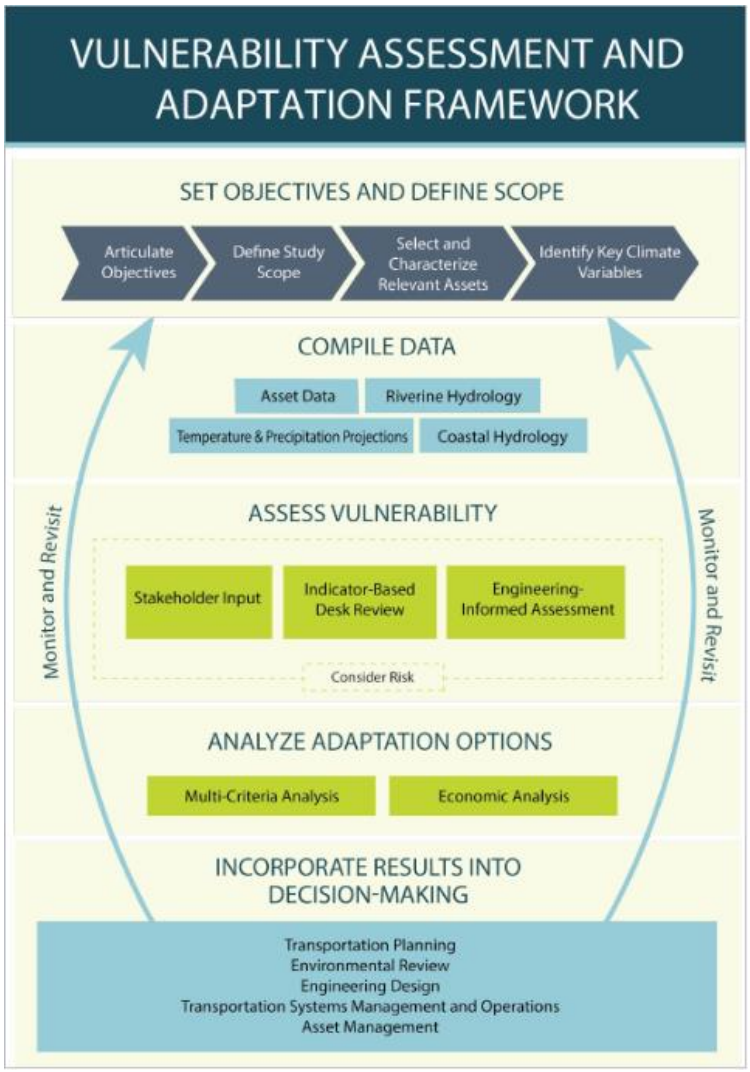


FIGURE X. FHWA Vulnerability Assessment and Adaptation Framework

This process took place from December 2023 to May 2024 and relied on guidance from an assessment team of MPO staff, Planners, Engineers, Emergency Management Professionals, GIS Analysts, Resilience Managers, and Community Representatives. The team consisted of representatives with varying technical expertise, covering the geographic range of Bryan County, Chatham County, Effingham County, City of Savannah, Tybee Island, and State-level entities. Organizations and institutions represented include the CORE MPO, SAGIS, FHWA, GDOT, and Harambee House (TABLE X).

TABLE X. Assessment Team

Name	Organization	Title
Audra Miller	Bryan County, Community Development Department	Community Development Director
Paul Teague	Bryan County Engineering	Senior Engineering Project Manager
Deana Brooks	Chatham County Engineering	Civil Engineer
Sydney Young	Chatham County Engineering	GIS Technician I
Jackie Jackson	Chatham County Manager's Office	Resilience Program Administrator
Taylor Sanchez	Chatham Emergency Management Agency	Emergency Management Specialist
Joseph Shearouse	City of Savannah, Office of the City Manager	Director of Policy and External Affairs
Peter Gulbronson	City of Tybee Island	City Engineer/Director of Infrastructure
Anna B. McQuarrie	CORE MPO/MPC	Special Projects and Transportation Planner
Asia Hernton	CORE MPO/MPC	Non-Motorized Transportation Planner
Wykoda Wang	CORE MPO/MPC	Director of Transportation
Kimberly Barlett	Effingham County Development Services	Planner I
Joseph Longo	FHWA Georgia Division	Community Planner
Kaniz Sathi	GDOT	Transportation Planning Specialist
Shakeena Reeves	Harambee House	Environmental Justice Specialist
Veronica Cox	SAGIS	GIS Analyst

The assessment team met once a month on the following dates:

- **12/15/2023:** Kickoff meeting to set objectives, select climate stressors, and select transit assets
- **1/31/2024:** Exposure indicator selection introduction
- **2/21/2024:** Exposure indicators selection and scoring
- **3/20/2024:** Exposure indicators scoring and sensitivity/adaptive capacity indicators introduction
- **4/17/2024:** Sensitivity and adaptive capacity indicator selection and scoring
- **5/10/2024:** Review results

Step 1: Objectives and Study Scope

The first step in a vulnerability assessment is to set objectives, which define the specific focus of the assessment, and to determine the scope of the assessment. Establishing a clear study focus helps to provide boundaries and minimize extraneous data collection and analysis activities. The assessment team developed two objectives:

1. Understand and score the vulnerability of the projects listed in 2050 MTP at a macro-level to changes in temperature, precipitation, sea level rise, storm surge, and wind.
2. Investigate how the transportation system is contributing to vulnerability of transit assets and improvements that can be made.

Step 2: Obtain Asset Data

"Asset type" refers to a type of transportation asset that can be broad, along the lines of transportation modes (e.g., "Highways" and "Ports") or very specific (e.g. "docks"). Transportation assets include 30 highway capacity-building projects identified in regional plans. See tier one “needs” scoring for more information.

Steps 3: Obtain Climate Data

A climate stressor is defined as an external change in climate that may cause damage to the transportation system. The assessment team selected five climate stressors to include in the vulnerability assessment: temperature, precipitation, sea level rise, storm surge, and wind. The Climate Mapping for Resilience and Adaptation (CMRA) Assessment Tool and National Oceanic and Atmospheric Administration (NOAA) were the two primary sources of data (TABLE X).

TABLE X. Climate Data Sources

Climate Stressor	Data Source	Scenario
Temperature	The Climate Mapping for Resilience and Adaptation Assessment Tool	Historical and Mid-Century Low Emissions Scenario (RCP 4.5)
Precipitation	The Climate Mapping for Resilience and Adaptation Assessment Tool	Historical and Mid-Century Low Emissions Scenario (RCP 4.5)
Sea Level Rise	NOAA Office of Coastal Management	Intermediate 2040 Scenario
Storm Surge	NOAA National Storm Surge Risk Maps (Version 3)	Category 3 Hurricane
Wind	NOAA National Centers for Environmental Information KSAV Station Data	Historical Record (1996-2024)

Step 4: Assess Vulnerability

The vulnerability assessment was completed using the FHWA Vulnerability Assessment Scoring Tool (VAST). VAST was developed to help State DOTs, MPOs, and other organizations implement an indicator-based vulnerability screen. CORE MPO staff met with FHWA staff throughout the process to answer questions and assist with the process.

VAST was chosen because it is an FHWA tool with a replicable methodology and user guide with step-by-step instructions. The tool is formatted in a similar structure to the FHWA Vulnerability Assessment and Adaptation Framework and uses a macro-based excel sheet (FIGURE X). The tool provided a baseline assessment of projects and identified knowledge gaps that can be filled between long-range plan updates.

VAST uses an indicator-based approach. Indicators are a representative data element that can be used as a proxy measurement of the overall exposure, sensitivity, or adaptive capacity of a specific asset. Indicators offer a low-cost way to score and rank transportation assets for vulnerability based on data availability and utilize quantitative data and projected climate stressors to evaluate potential vulnerabilities. Indicators should help to distinguish between assets, are based on relatively complete and consistent datasets (across assets being evaluated) and can be easily understood and interpreted.[2]

[2] FHWA Climate Adaptation and Assessment Framework, (2017, pg. 37)

The advantages of an indicators approach include:

- Identify specific characteristics that can indicate if an asset is vulnerable or not
- Weighted averages of indicators drive the scoring
- Allows for many assets within a reasonable number of resources
- Identify which assets are *likely* to be more vulnerable, however, cannot definitely say which is more or less vulnerable

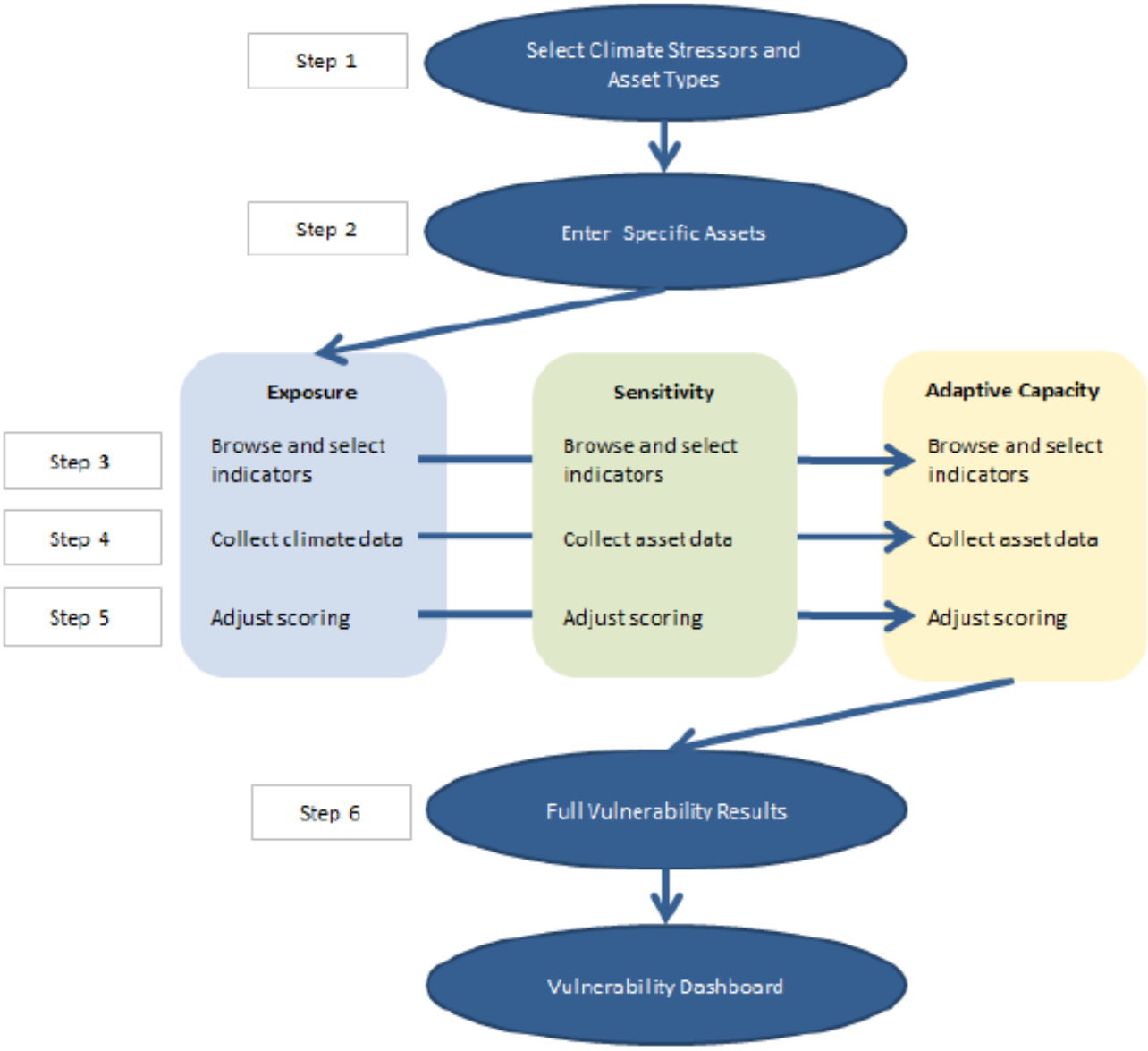


FIGURE X. VAST Methodology

The assessment team selected and refined indicators over a six-month period, which helped to capture local goals, concerns, and asset-specific details. This process involved selecting indicators, compiling available data, and developing a vulnerability scoring system. Indicators were selected based on the options provided in the VAST indicator library. The scoring scale ranged from one to four, where one is least vulnerable and four is the most vulnerable. Not exposed was an option for select indicators. Indicators were then weighted and then scores for exposure, sensitivity, and adaptive capacity were combined for one composite vulnerability score. The final score is used for the resilience prioritization. This score is a starting point to understand project vulnerabilities under projected conditions in the CORE MPO region.

Exposure

Exposure is the nature and degree to which an asset is exposed to significant climatic variations. The most direct way to answer this question and estimate exposure is through modeling. This assessment relied on modeling data provided by the CMRA and NOAA. As a coastal region in the Southeastern United States, the assessment team indicated that temperature, precipitation, sea level rise, storm surge, and wind were all climate stressors of concern for the CORE MPO.

The team defined the scoring scale from one, low likelihood of experiencing stressor, to four, very high likelihood of experiencing stressor (TABLE X). Not exposed was an option for select precipitation, sea level rise and storm surge indicators. Projected values for temperature and precipitation and historical values for wind were applied to all assets. Values that varied by geography, such as sea level rise inundation, storm surge, elevation, and 100-year flood zone, were different for each asset. TABLE X. describes each indicator and provides the rationale, data source, and scoring method.

TABLE X. Exposure Scoring Descriptions

Score	**Definition**
NE	Not exposed to climate hazard (essentially zero).
1	Low likelihood of experiencing stressor (relative to other assets)
2	Moderate likelihood of experiencing stressor
3	High likelihood of experiencing stressor
4	Very high likelihood of experiencing stressor

TABLE X. Exposure Indicators

Stressor	Indicator/Method	Data Source	Indicator Value (RCP 4.5)	Score	Rationale (RCP 4.5)	Weight
Temperature	**Change in total number of day(s) a year above 95F**: The change in number of days over 95F in the 2050 RCP 4.5 emissions scenario from historical/baseline value (1976-2005).	CMRA	0-5 Days	1	Above a certain temperature, workforce or operational restrictions may come into effect. Materials such as pavement binders may have design temperature ranges, and temperatures above or below that range may cause structural damage. For example, the Gulf Coast study vulnerability assessment for Mobile used the projected number of days above 95°F per year as the exposure indicator, based on stakeholder input that 95°F represented a key operational threshold.	50
			6-10 Days	2		
			11-15 Days	3		
			More than 15 Days	4		
	Change in Annual Maximum Temperature 5 Day Average: The change in Max Temp 5 Day Average (Degrees F) in the 2050 RCP 4.5 emissions scenario from the historical/baseline value (1976-2005).	CMRA	0.0-1.9 F	1	The projected change in average annual temperatures (either daily highs or lows) is normally readily available and can provide a sense of the magnitude of projected warming in your area.	50
			2.0-3.9 F	2		
			4.0-5.9 F	3		
			6.0 F and above	4		
Precipitation	**Current location is in 1% annual chance floodplain (also known as the 100-year floodplain, Special Flood Hazard Area, or SFHA):** Percent of transit asset in a flood zone.	FEMA	0%	NE	Assets located in floodplains are more likely to be exposed to flooding from changes in precipitation. The flood zone return period to focus on depends on the assessment.	33.33
			0.01-25.00%	1		
			25.01-50.00%	2		
			50.01-75.00%	3		
			75.01-100%	4		

	Change in Number of Consecutive Days with Precipitation: The change in number of days in the 2050 RCP 4.5 emission scenario from the historical/baseline value (1976-2005).	CMRA	0-5 Days	1	Soil moisture influences performance of drainage systems as well as slope stability for roads and bridges.	33.33
			6-10 Days	2		
			11-15 Days	3		
			More than 15 Days	4		
	Change in Total Annual Precipitation: The change in annual precipitation (inches) in the 2050 RCP 4.5 emission scenario from the historical/baseline value (1976-2005).	CMRA	0.0-1.9 in	1	If total seasonal precipitation is unknown, annual precipitation can serve as an indicator for impacts landscapes and vegetation.	33.33
			2.0-3.9 in	2		
			4.0-5.9 in	3		
			6.0 in and above	4		
Sea Level Rise	**Modeled SLR Inundation Depth:** Percent of asset located in 2050 intermediate SLR scenario for low emissions for Ft. Pulaski (1ft).	NOAA	0%	NE	Assets projected to be inundated by sea level rise are, definitionally, the most exposed to sea level rise.	50
			0.01-25.00%	1		
			25.01-50.00%	2		
			50.01-75.00%	3		
			75.01-100%	4		
	Elevation	GA LiDAR data (2019)	100 ft and above	1	Elevation can serve as natural protection from sea level rise. The higher an asset, the less exposed it may be to sea level rise.	50
			51-75 ft	2		
			26-50 ft	3		
			0-25 ft	4		
Storm Surge	**Storm Surge Inundation Depth:** Cat 3 chosen due to hurricane history in GA (see NOAA Hurricane Tracker or Georgia Hazard Identification and Risk Assessment 2022 Report)	National Storm Surge Risk Maps-Version 3	0 ft	NE	The assets inundated under the most water based on the National Storm Surge Risk Map are the most exposed to storm surge.	100
			0.01-3.00 ft	1		
			3.01-6.00 ft	2		
			6.01-9.00 ft	3		

			9.01-20.00 ft	4		
Wind	**Observed Wind Records:** Average wind speed recorded since 1996. Saffir-Simpson Hurricane Wind Scale used for scoring.	NOAA KSAV Station Data	Less than Hurricane Winds	1	Historical wind speeds at a location can provide a proxy for how likely a location is to be exposed to winds in future storms.	50
			Cat 1 and 2 (74-110 mph)	2		
			Cat 3 and 4 (111-156 mph)	3		
			Cat 5 (157 mph and above)	4		
	Observed Wind Records: Highest wind speed recorded since 1996. Saffir-Simpson Hurricane Wind Scale used for scoring.	NOAA KSAV Station Data	Less than Hurricane Winds	1	Historical wind speeds at a location can provide a proxy for how likely a location is to be exposed to winds in future storms.	50
			Cat 1 and 2 (74-110 mph)	2		
			Cat 3 and 4 (111-156 mph)	3		
			Cat 5 (157 mph and above)	4		

Sensitivity

Sensitivity is the degree to which an asset is affected, either adversely or beneficially, by climate-related stimuli. Indicators were selected based on previous experience with climate stressors, such as flooding due to precipitation, sea level rise, and storm surge, and factors that could adversely affect the asset, such as truck traffic and drainage infrastructure, and presence of overhead utilities. The team defined the scoring scale from one, exposure would not cause any damage or disruption, to four, exposure would cause severe damage and associated long-term disruption (TABLE X). Not exposed was not an option for any indicators. The assessment team was limited when selecting indicators based on availability of data for assets throughout the region. Many indicators relied on individual data from local Emergency Management Agencies and Stormwater Departments. TABLE X. describes each indicator and provides the rationale, data source, and scoring method.

TABLE X. Sensitivity Scoring Descriptions

Score	**Definition**
NE	Exposure would not cause any damage or disruption
1	Exposure would cause minimal damage or disruption
2	Exposure would cause moderate disruption (hours) and/or minor damage
3	Exposure would cause major disruption (days) and/or moderate damage
4	Exposure would cause severe damage and associated long-term disruption

TABLE X. Sensitivity Indicators

Stressor	Indicator	Data Source	Indicator Value	Score	Rationale	Weight %
Temperature	Truck Traffic (Percent, value range from 6.5-26%)	GDOT Traffic Analysis & Data Application	-	NE	If a road or bridge experiences high volumes of truck traffic, this is an indicator of how likely it may be to experience rutting, shoving, or other compromised integrity under extreme temperature conditions. Pavement experiences greater stress from heavy vehicle traffic. As temperatures increase, rutting may occur on segments of road with high volumes of truck traffic.	100
			0-8%	1		
			9-16%	2		
			17-24%	3		
			25% and up	4		
Sea Level Rise	Soil Type-Dominant Drainage Class	SSURGO dataset	-	NE	The susceptibility of soils to erosion, as well as their drainage characteristics and porosity can impact the sensitivity of shoreline infrastructure to sea level rise. In areas where soil is particularly porous, water can seep up from the ground, in which case physical protection structures like levees or sea walls may not protect against encroaching waters.	50
			Excessively Drained	1		
			Well Drained, Somewhat Excessively Drained	2		
			Somewhat Poorly Drained, Moderately Well Drained	3		
			Very Poorly Drained, Poorly Drained	4		
	Tidal Flooding	NOAA Flood Frequency	-	NE	Roads and bridges that have experienced flooding during extreme high tide events in the past are likely to be some of the first roads impacted by sea level rise.	50
			No tidal flooding	1		
			-	2		
			-	3		

			Experiences tidal flooding	4		
Wind	Overhead Power Utilities	HIFLD Electric Power Transmission Lines	-	NE	Debris is often the major cause of wind-related damage, including both trees and non-vegetative sources, such as buildings and road signs and signals. Road segments with underground power lines are less likely to experience wind-related issues.	100
			Overhead Utilities Not Present	1		
			-	2		
			-	3		
			Overhead Utilities Present	4		

Adaptive Capacity

Adaptive Capacity is the ability of a system (or asset) to adjust to climate change to moderate potential damages, to take advantage. Indicators were selected based on factors that may be predictive of consequences if the asset were impacted by a climate stressor, such as road functional classification, evacuation routes, access to critical facilities, and average annual daily traffic (AADT). The team defined the scoring scale from one, damage or disruption to the asset would have a minimal effect on activity in the CORE MPO region, to four, damage or disruption to the asset would have a severe effect on activity in the CORE MPO region (TABLE X). The assessment team defined "activity" as mobility, movement, and throughput. Not exposed was not an option for any indicators. TABLE X. describes each indicator and provides the rationale, data source, and scoring method.

TABLE X. Adaptive Capacity Scoring Descriptions

Score	**Definition**
1	Damage or disruption to the asset would have a minimal effect on activity in the CORE MPO region
2	Damage or disruption to the asset would have a moderate effect on activity in the CORE MPO region
3	Damage or disruption to the asset would have a severe effect on activity in a discrete portion of the CORE MPO region
4	Damage or disruption to the asset would have a severe effect on activity in the CORE MPO region

TABLE X. Adaptive Capacity Indicators

Indicator	Data Source	Indicator Value	Score	Rationale	Weight
FHWA Roadway Functional Classification	FHWA/GDOT	Collector	1	Functional classification characterizes the type of services roadways are intended to provide (e.g., interstate vs. arterial vs. local). Roadways with a higher functional classification may cause greater system disruptions if damaged.	25
		Minor Arterial	2		
		Principal Arterial	3		
		Interstate	4		
Evacuation Route	Homeland Infrastructure Foundation-Level Data	Not an evacuation route	1	Roads designated as evacuation routes could have a greater consequence if damaged (and, thus, lower adaptive capacity).	25
			2		
			3		
		Evacuation route	4		
Annual Average Daily Traffic (AADT) (value range: 10,200-96,500)	GDOT Traffic Analysis & Data Application	0-25,000	1	AADT is the volume of vehicle traffic of a road for a year divided by 365 days. Roadways with higher traffic volumes would affect more drivers/traffic and cause a greater disruption if damaged.	25
		25,001-50,000	2		
		50,001-75,000	3		
		75,001-100,000	4		
Access to Critical Areas/Facilities (Emergency Operations Centers, Courthouses, Local Law Enforcement, Fire Stations/EMS Stations)	Homeland Infrastructure Foundation-Level Data	Road does not provide access to any critical areas/ facilities	1	Roads that provide the only access to critical areas are more significant to the adaptive capacity of the larger response system.	25
		Multiple roads with access to critical area/facility	2		
		One alternative road with access to critical areas/facilities	3		
		Road provides only access to critical area/facility	4		

Results

The output of VAST is shown in a dashboard, where assets are scored for each climate stressor: temperature, precipitation, sea level rise, storm surge, and wind. These final scores are a composite of the exposure, sensitivity, and adaptive capacity scores for each asset. The assessment team decided to weight each equally (33.3%). Sea level rise and temperature resulted in the highest vulnerability scores (FIGURE X). FIGURES X and X show the top ten most vulnerable assets for each climate stressor.

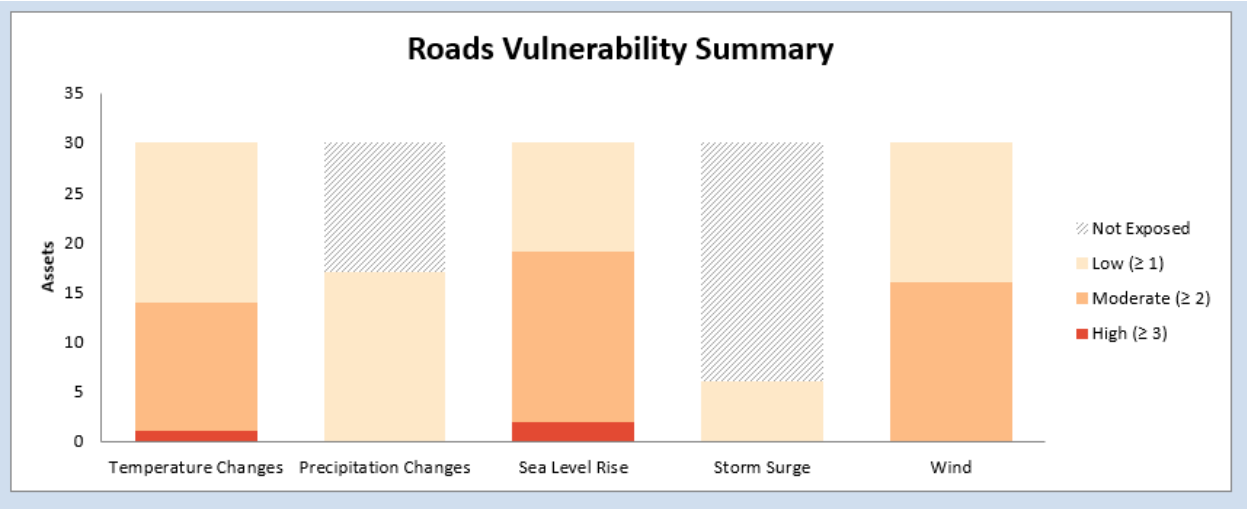


FIGURE X. Vulnerability Summary

Temperature Changes

ID	Name	Score
30R	US 80 Widening	3.2
19R	I-16 Widening	2.7
20R	I-95 Auxiliary Lanes	2.6
29R	State Route 204 Widening	2.6
09i	SR 307/Dean Forest Road Grade Separation at Norfolk Southern Crossing #855067U	2.4
08i	SR 307 at SR 26/US 80/Louisville	2.3
13R	Effingham Parkway Extension North	2.3
22R	I-95 Auxiliary Lanes	2.3
23R	I-516 / Lynes Parkway Widening from I-16 to Veterans Pkwy	2.2
27R	SR 21 Widening	2.2

Precipitation Changes

ID	Name	Score
29R	State Route 204 Widening	1.4
10i	Truman Parkway at East President Street	1.3
18R	I-16 Widening	1.3
20R	I-95 Auxiliary Lanes	1.3
05i	I-516 / Lynes Parkway at I-16 Interchange Reconstruction	1.2
19R	I-16 Widening	1.2
21R	I-95 Auxiliary Lanes	1.2
23R	I-516 / Lynes Parkway Widening from I-16 to Veterans Pkwy	1.2
27R	SR 21 Widening	1.2
30R	US 80 Widening	1.2

FIGURE X. Most vulnerable assets to temperature (left) and precipitation (right) changes.

Sea Level Rise

ID	Name	Score
10i	Truman Parkway at East	3.3
21R	I-95 Auxiliary Lanes	3.0
20R	I-95 Auxiliary Lanes	2.8
05i	I-516 / Lynes Parkway at I-16 Interchange Reconstruction	2.5
14R	Effingham Parkway Extension South	2.5
17R	Harris Trail Road Widening from	2.5
18R	I-16 Widening	2.4
01i	I-16 at Pooler Parkway Interchange Improvement	2.3
04i	I-95 at SR 204/Gateway Interchange	2.3
19R	I-16 Widening	2.3

Storm Surge

ID	Name	Score
10i	Truman Parkway at East	1.9
21R	I-95 Auxiliary Lanes	1.8
20R	I-95 Auxiliary Lanes	1.6
29R	State Route 204 Widening	1.3
17R	Harris Trail Road Widening from Timber Trail to Port Rayal Road	1.0
26R	Port Royal Road Widening from	1.0
14R	Effingham Parkway Extension South	0.7
01i	I-16 at Pooler Parkway Interchange Improvement	0.0
02i	I-95 at Airways Avenue/Pooler Parkway	0.0
03i	I-95 at Quacco Rd Interchange	0.0

Wind

ID	Name	Score
19R	I-16 Widening	2.8
06i	I-95 at SR 21 / Augusta Rd Interchange Reconstruction	2.8
18R	I-16 Widening	2.8
20R	I-95 Auxiliary Lanes	2.8
29R	State Route 204 Widening	2.8
21R	I-95 Auxiliary Lanes	2.7
23R	I-516 / Lynes Parkway Widening from I-16 to Veterans Pkwy	2.7
27R	SR 21 Widening	2.7
30R	US 80 Widening	2.7
24R	I-516 / Lynes Parkway Widening from Veterans Pkway to Mildred St	2.5

FIGURE X. Most vulnerable assets to sea level rise (left), storm surge (center) and wind (right).

Step 5: Identifying, Analyzing and Prioritizing Adaptation Options

The vulnerability scores for each climate stressor will be used as the final scores for the tier two scoring. The more vulnerable the asset, the higher priority of project to address vulnerabilities. This assessment will act as a resource for project managers to incorporate resilience-building measures in design and construction.

The assessment team discussed indicators that were not included in the tool primarily due to a lack of available data for the entire CORE MPO region. This assessment identified data gaps that can begin to be filled between MTP updates to better understand the vulnerabilities of transportation assets. Indicators for consideration of future data collection:

- Temperature Threshold in Pavement Binder
- Experience with Temperature
- Propensity for Ponding
- Experience with flooding (Precipitation, Storm Surge, Tides)
- Flood Protections
- Drainage Capacity/Stormwater Infrastructure
- Experience with Wind
- Proximity of Trees to Power Lines
- Fixed or Cabled Signals
- Signal Density
- Replacement Cost

Future MTP updates may use VAST for project scoring and update the indicators as more data is gathered to best capture vulnerabilities.

Step 6: Incorporating Assessment Results in Decision-Making

VAST results in a continuous range of scores with values from 1-4. These scores needed to be converted to a 1-10 scale to be consistent with the scoring from tiers one and three. A discretization process was utilized to convert the scores, where continuous variables are changed into discrete counterparts (TABLE X). The final scores are in TABLE X.

TABLE X. Discretization of VAST Scores

VAST Score	MTP Score	Vulnerability
0.0-0.99	1	Least Vulnerable
1.0-1.50	2.5	
1.51-2.50	5	Moderate Vulnerability
2.51-3.5	7.5	
3.51-4.0	10	Most Vulnerable

TABLE X. Final scores in VAST (1-4 continuous scale) and MTP (1-10 discrete scale)

Name	Tempera-ture VAST	Tempera-ture MTP	Precipita-tion VAST	Precipita-tion MTP	Sea Level Rise VAST	Sea Level Rise MTP	Storm Surge VAST	Storm Surge MTP	Wind VAST	Wind MTP
I-16 at Pooler Parkway Interchange Improvement	1.83	5.00	1.06	2.50	2.33	5.00	0.00	1.00	1.67	5.00
I-95 at Airways Avenue/Pooler Parkway	1.58	5.00	0.81	1.00	1.75	5.00	0.00	1.00	1.42	2.50
I-95 at Quacco Rd Interchange	1.83	5.00	1.06	2.50	2.17	5.00	0.00	1.00	1.67	5.00
I-95 at SR 204/Gateway Interchange	1.83	5.00	1.06	2.50	2.33	5.00	0.00	1.00	1.67	5.00
I-516 / Lynes Parkway at I-16 Interchange Reconstruction	2.00	5.00	1.22	2.50	2.50	5.00	0.00	1.00	1.83	5.00
I-95 at SR 21 / Augusta Rd Interchange Reconstruction	1.92	5.00	1.14	2.50	2.25	5.00	0.00	1.00	2.75	7.50
SR 307 and SR 21 At-Grade Rail Separation and Operational Improvements	2.08	5.00	0.97	1.00	2.25	5.00	0.00	1.00	1.58	5.00
SR 307 at SR 26/US 80/Louisville Road Interchange	2.33	5.00	0.89	1.00	2.17	5.00	0.00	1.00	1.50	2.50
SR 307/Dean Forest Road Grade Separation at Norfolk	2.42	5.00	0.64	1.00	1.92	5.00	0.00	1.00	1.25	2.50

Southern Crossing #855067U										
Truman Parkway at East President Street	1.92	5.00	1.25	2.50	3.25	7.50	1.92	2.50	2.42	5.00
Belfast Keller Road Widening	1.44	2.50	0.67	1.00	1.94	5.00	0.00	1.00	1.28	2.50
Blue Jay Road Extension and Freight Upgrades	1.58	5.00	0.92	1.00	1.58	5.00	0.00	1.00	2.42	5.00
Effingham Parkway Extension North	2.25	5.00	0.92	1.00	1.42	2.50	0.00	1.00	2.42	5.00
Effingham Parkway Extension South	1.33	2.50	0.78	1.00	2.50	5.00	0.67	1.00	2.17	5.00
Effingham Parkway Widening	1.33	2.50	0.78	1.00	1.50	2.50	0.00	1.00	1.17	2.50
Gulfstream Widening from SR 21 to Airways Ave	1.58	5.00	0.92	1.00	1.92	5.00	0.00	1.00	2.42	5.00
Harris Trail Road Widening from Timber Trail to Port Rayal Road	1.33	2.50	0.67	1.00	2.50	5.00	1.00	2.50	1.17	2.50
I-16 Widening	1.92	5.00	1.25	2.50	2.42	5.00	0.00	1.00	2.75	7.50
I-16 Widening	2.67	7.50	1.22	2.50	2.33	5.00	0.00	1.00	2.83	7.50
I-95 Auxiliary Lanes	2.58	7.50	1.25	2.50	2.75	7.50	1.58	2.50	2.75	7.50
I-95 Auxiliary Lanes	1.83	5.00	1.17	2.50	3.00	7.50	1.83	2.50	2.67	7.50
I-95 Auxiliary Lanes	2.25	5.00	0.81	1.00	2.08	5.00	0.00	1.00	1.42	2.50
I-516 / Lynes Parkway Widening from I-16 to Veterans Pkwy	2.17	5.00	1.17	2.50	2.33	5.00	0.00	1.00	2.67	7.50
I-516 / Lynes Parkway Widening from	2.00	5.00	1.00	2.50	2.00	5.00	0.00	1.00	2.50	5.00

Veterans Pkway to Mildred St										
Old River Road Widening	1.67	5.00	1.00	2.50	1.50	2.50	0.00	1.00	2.50	5.00
Port Royal Road Widening from SR 144 to Harris Trail	1.33	2.50	0.67	1.00	1.83	5.00	1.00	2.50	1.17	2.50
SR 21 Widening	2.17	5.00	1.17	2.50	2.17	5.00	0.00	1.00	2.67	7.50
SR 21 Widening	2.08	5.00	1.08	2.50	1.75	5.00	0.00	1.00	1.58	5.00
State Route 204 Widening	2.58	7.50	1.36	2.50	1.92	5.00	1.25	2.50	2.75	7.50
US 80 Widening	3.17	7.50	1.17	2.50	2.17	5.00	0.00	1.00	2.67	7.50

Equity Scoring and Prioritization Methodology for the 2050 Moving Forward Together Plan

Aim

The aim of this method is to prioritize and score projects based on their ability to improve safety, accessibility by multiple modes of transportation, and connection to critical facilities.

What measures were considered?

- Transit connection and accessibility
- Bike/Pedestrian Improvements
- Connection and Accessibility to Critical Features
- Title VI/Environmental Justice Considerations
- Safety

Why these measures?

There is strong evidence to support that the measures listed above improve equity. The data sets for these measures are easily accessible. Also, an analysis based on these measures was simple to do within the scope and time frame of the overall project.

Important note: Interstate and freeway projects receive a score of 0 in this framework. This is due to the increased national and local focus on reconnecting communities and neighborhoods. Freeways and interstates have a tendency to disconnect communities and are also inaccessible to those who do not own or are unable to operate a vehicle.

Process

Reading project description

Project descriptions were reviewed to find equity-improving elements. The specific elements being looked for were the inclusion of bike and pedestrian improvements and safety improvements, such as medians, roundabouts, and RCUT intersections. These elements were prioritized because according to the Federal Highway Administration, there is research to support that these improve safety. This research can be found in the Proven Safety Countermeasures on the FHWA website: https://highways.dot.gov/safety/proven-safety-countermeasures.

GIS and Proximity

GIS was used to understand the project's proximity to certain features. Close proximity to these features is prioritized higher and thus receives a higher score within this system.

Census Tracts

Census tract data downloaded from the USDOT ETC Explorer was used to determine if a project is serving tracts with high percentages of Zero-Car Households or Poverty. If projects intersected with tracts with high percentages of Zero-Car Households or Poverty while also including bike and pedestrian improvements, those projects received a higher score.

Crash Points

Proximity to pedestrian crash points was also a consideration. The goal is to prioritize projects that include bike and pedestrian improvements near places that experience crashes, thus providing the infrastructure that can make road conditions safer.

Critical Facilities

The facilities considered were: grocery stores, hospitals, libraries, and schools.

- Grocery stores were considered critical because food access is a major equity issue. Although this does not create grocery stores within neighborhoods, it does provide connection to food. Additionally, the data was easily available.
- Hospitals were considered to improve health equity. These projects provide further access to healthcare.
- Libraries were considered because they offer vital services to the community and also provide recreational activities.
- Schools were considered to improve access to education
- Lastly, the data for all of the above measures were easy to obtain, which was a big factor in including these factors.

Scoring Tables:

Transit Connection and Accessibility
Is the project:
Does the project include bike and pedestrian improvements? Yes > Move to next transit question No > Score of 1 Next transit question: If yes, is the project: Within 0.25 miles of a transit stop or route > 10 points Within 0.5 miles of a transit stop or a transit route > 5 points Over 1 mile or more away from a transit stop or a transit route > 1 point
Score
Bike/Ped Connection and Accessibility
Does the project include bike/ped improvements? Yes > 10 points No > 1 points If yes, move on to the next question. If no, move on to Connection and Accessibility to Critical Facilities
Score
If yes, does the project: Intersect with highest zero-car household tracts (Census tracts in which 50% or more households are a Zero-Car Household) > 10 points Intersect with somewhat high zero-car household tracts (Census tracts in which 30% to 49% or more households are a Zero-Car Household)> 5 points Not intersect with highest or somewhat high zero-car household tracts (Census tracts in which under 30% of households are a Zero-Car Household) > 1 point
Score
Connection and Accessibility to Critical Facilities

Is the project: Within 0.25 miles of a hospital > 10 points Within 0.5 miles of a hospital > 5 points A mile or further from a hospital > 1 point
Score
Is the project: Within 0.25 miles of a grocery store > 10 points Within 0.5 miles of a grocery store > 5 points A mile or further from a grocery store > 1 point
Score
Is the project: Within 0.25 miles of a library > 10 points Within 0.5 miles of a library > 5 points A mile or further from a library > 1 point
Score
Is the project: Within 0.25 miles of a school > 10 points Within 0.5 miles of a school > 5 points A mile or further from a school > 1 point
Score
Title VI/Environmental Justice Consideration
Does the project have bike and pedestrian improvements? Yes > Move to Next Title VI/EJ Question No > Score 1
Intersect with Census tracts that have a 200% Poverty Line score of 66 or higher > 10 points Intersect with Census tracts that have a 200% Poverty Line score between 33 and 65 > 5 points Intersect with Census tracts that have a 200% Poverty Line score of 32 or lower > 1 point
Score
Safety
Does the project include a median? Yes > 10 No > 1
Score

Does the project include a round-a-bout? Yes > 10 No > 1
Score
Does the project include an RCUT Intersection? Yes > 10 No > 1
Score
Does the project include pedestrian improvements? If yes does the project intersect with a ped crash point? Yes > 10 No > 1
Score

2050 MTP Prioritization

Project Name			NEED SCREEN								SUSTAINABILITY/RESILIENCY SCREEN					EQUITY SCREEN						TOTAL PROJECT SCORE	Yes/No			Project Notes		Project Priority
			System Performace (PBPP PM3)		Safety and Security (PBPP PM1)		State of Good Repair (PBPP PM2)		Accessbility, Mobility, Connectivity		Environment/Resiliency					Quality of Life/Title VI/EJ							Additional considerations					
	From	To	Facility LOS E or F	High Truck Volumes (Freight Significance)	Freight Crashes	High Crash Density	Bad Pavement Condition	Bridge Suffiency of less than 50 or poor conditions	Connects Population Centers to Activity Centers	Does the proejct connect major freight generators with infrastructure	Vulnerability Score: Temperature Changes	Vulnerability Score: Precipitation Changes	Vulnerablity Score: Sea Level Rise	Vulnerability Score: Storm Surge	Vulnerability Score: Wind	Transit Connection and Accessibility	Bike/Ped Connection and Accessibility	Connection and Accessibility to Critical Featurs	Title VI/ Environmental Justice Consideration	Safety Features	High Pedestrian Crash Rate		Local Priority	In 2045 Constrained Plan	Alternate Funding Source in 2040 Plan	Financial Feasibility	Project Status (PE, ROW)	
I-16 Widening	I-95	Pooler Parkway	10	10	5	5	5	0	10	10	7.5	2.5	5	1	7.5	0	0	0	0	0	0	78.50		X				
I-16 Widening	Pooler Parkway	Effingham/Bryan County Line	10	10	5	5	5	0	10	10	5	2.5	5	1	7.5	0	0	0	0	0	0	76.00						
I-16 Interchange Improvements	At Pooler Pkwy		10	10	5	5	10	0	10	10	5	2.5	5	1	5	0	0	0	0	0	0	78.50						
I-95 Widening (Auxiliary Lanes)	Effingham County Line/South Carolina	I-16	10	10	10	5	5	0	10	10	7.5	2.5	7.5	2.5	7.5	0	0	0	0	0	0	87.50						
I-95 Widening (Auxiliary Lanes)	I-16	Chatham/Bryan County Line	10	10	10	5	5	0	10	10	5	2.5	7.5	2.5	7.5	0	0	0	0	0	0	85.00						
I-95 Widening (Auxiliary Lanes)	Chatham/Bryan County Line	US 17	10	10	10	5	1	0	10	10	5	1	5	1	2.5	0	0	0	0	0	0	70.50						
I-95 Interchange Reconstruction	At SR 21/Augusta Road	--	10	10	10	10	5	0	10	10	5	2.5	5	1	7.5	0	0	0	0	0	0	86.00		X				
I-95 Interchange Improvements	At Airways Avenue/Pooler Parkway		10	10	10	10	10	0	10	10	5	1	5	1	2.5	0	0	0	0	0	0	84.50		X	X		PE	
I-95 Interchange Reconstruction	At SR 204 / Abercorn Extension	--	10	5	10	10	10	0	10	10	5	2.5	5	1	5	0	0	0	0	0	0	83.50						
I-95 New Interchange	Quacco Road	Little Neck Road	10	5	10	10	10	0	10	10	5	2.5	5	1	5	0	0	0	0	0	0	83.50						
I-516/Lynes Parkway Widening (6 lanes)	I-16	Veterans Parkway	10	10	10	10	10	0	10	10	5	2.5	5	1	7.5	0	0	0	0	0	0	91.00		X				
I-516/Lynes Parkway Widening (6 lanes)	Veteran Parkway	Mildred Street	10	10	10	10	10	0	10	10	5	2.5	5	1	5	0	0	0	0	0	0	88.50		X				
I-516 / I-16 Interchange Reconstruction	--	--	10	10	10	10	10	0	10	10	5	2.5	5	1	5	0	0	0	0	0	0	88.50		X				
President Street Grade Separation	E. Broad Street	Dulany Avenue	1	1	5	5	10	0	5	10	5	2.5	7.5	2.5	5	5	15	4	5	12	10	110.50		X				
US 80 Widening	Bryan/Effingham County Line	SR 17 in Effingham County	10	10	5	5	5	0	5	10	7.5	2.5	5	1	7.5	1	2	13	1	1	1	92.50						
SR 204/Fort Argyle Road Widening 2 to 4 lanes	I-95	John Carter Road/Old River Road	10	5	5	10	5	0	10	5	7.5	2.5	5	2.5	7.5	1	2	13	1	1	1	94.00						
SR 307 Grade Rail Separation and Operational Improvements	At SR 21		10	10	5	5	10	0	10	10	5	1	5	1	5	1	2	4	1	1	1	87.00						
SR 307 Grade Separation	At Norfolk Southern Crossing #855067U		10	10	5	5	10	0	10	10	5	1	5	1	2.5	1	2	4	1	1	1	84.50						
SR 307 Interchange Improvements	At SR 26/US 80/Louisville Road		10	10	5	5	5	0	10	10	5	1	5	1	2.5	1	2	4	1	1	1	79.50						
SR 21 Widening	SR 30	McCall Road	10	10	10	5	1	0	10	10	5	2.5	5	1	7.5	10	11	22	1	10	10	141.00						
SR 21 Widening	McCall Road	9th St. in Rincon	5	5	10	5	5	0	10	10	5	2.5	5	1	5	1	11	22	1	10	10	123.50						
Old River Road Widening	SR 204	I-16	1	5	1	1	10	0	1	5	5	2.5	2.5	1	5	1	2	4	1	1	1	50.00		X				
Effingham Parkway Widening	SR 30	Blue Jay Road	1	1	1	1	1	0	5	5	2.5	1	2.5	1	2.5	1	2	4	1	1	1	34.50						
Effingham Parkway Extension North	Blue Jay Road	SR 21 in Springfield	1	1	1	1	5	0	5	5	5	1	2.5	1	5	1	2	4	1	1	1	43.50						
Effingham Parkway Extension South	SR 30	Jimmy DeLoach Pkwy	5	1	1	1	5	0	5	5	2.5	1	5	1	5	1	2	4	1	1	1	47.50						
Blue Jay Road Extension and Freight Upgrades	SR 21	Effingham County Line	5	5	1	1	5	0	1	5	5	1	5	1	5	1	2	13	1	1	1	59.00						
Harris Trail Road Widening	Timber Trail	Port Royal Road	10	5	1	5	5	0	1	1	2.5	1	5	2.5	2.5	1	2	4	1	1	1	51.50		X				
Port Royal Widening	SR 144	Harris Trail	10	5	1	5	5	0	1	1	2.5	1	5	2.5	2.5	1	2	13	1	1	1	60.50		X				
Gulfstream Road Widening	SR 21	Airways Avenue	10	10	10	5	10	0	10	10	5	1	5	1	5	1	2	4	1	1	1	92.00		X				
Belfast Keller Widening	I-95	Great Ogeechee Parkway	10	5	1	5	5	0	5	1	2.5	1	5	1	2.5	1	2	4	1	1	1	54.00						

Project Name	From	To	TOTAL PROJECT SCORE (Descending)
SR 21 Widening	SR 30	McCall Road	141
SR 21 Widening	McCall Road	9th St. in Rincon	123.5
President Street Grade Separation	E. Boundary Street	Dulany Avenue	110.5
SR 204/Fort Argyle Road Widening 2 to 4 lanes	I-95	John Carter Road/Old River Road	94
US 80 Widening	Bryan/Effingham County Line	SR 17 in Effingham County	92.5
Gulfstream Road Widening	SR 21	Airways Avenue	92
I-516/Lynes Parkway Widening (6 lanes)	I-16	Veterans Parkway	91
I-516/Lynes Parkway Widening (6 lanes)	Veteran Parkway	Mildred Street	88.5
I-516 / I-16 Interchange Reconstruction	--	--	88.5
I-95 Widening (Auxiliary Lanes)	Effingham County Line/South Carolina	I-16	87.5
SR 307 Grade Rail Separation and Operational Improvements	At SR 21		87
I-95 Interchange Reconstruction	At SR 21/Augusta Road	--	86
I-95 Widening (Auxiliary Lanes)	I-16	Chatham/Bryan County Line	85
I-95 Interchange Improvements	At Airways Avenue/Pooler Parkway		84.5
SR 307 Grade Separation	At Norfolk Southern Crossing #855067U		84.5
I-95 Interchange Reconstruction	At SR 204 / Abercorn Extension	--	83.5
I-95 New Interchange	Quacco Road	Little Neck Road	83.5
SR 307 Interchange Improvements	At SR 26/US 80/Louisville Road		79.5
I-16 Widening	I-95	Pooler Parkway	78.5
I-16 Interchange Improvements	At Pooler Pkwy		78.5
I-16 Widening	Pooler Parkway	Effingham/Bryan County Line	76
I-95 Widening (Auxiliary Lanes)	Chatham/Bryan County Line	US 17	70.5
Port Royal Widening	SR 144	Harris Trail	60.5
Blue Jay Road Extension and Freight Upgrades	SR 21	Effingham County Line	59
Belfast Keller Widening	I-95	Great Ogeechee Parkway	54
Harris Trail Road Widening	Timber Trail	Port Royal Road	51.5
Old River Road Widening	SR 204	I-16	50
Effingham Parkway Extension South	SR 30	Jimmy DeLoach Pkwy	47.5
Effingham Parkway Extension North	Blue Jay Road	SR 21 in Springfield	43.5
Effingham Parkway Widening	SR 30	Blue Jay Road	34.5