

Appendix: 2050 MTP Project Pages

Draft 2050 Metropolitan Transportation Plan - Cost Feasible Highway Project List - Revised as of 8/12/2024

GDOT PI #	Map ID	Identified Projects				2025 - 2032 (Mid Year 2028)					2033 - 2041 (mid-year 2037)				2042 - 2050 (mid-year 2046)				Comment	
		NAME	TERMINI		Project Type	Thoroughfare Plan Cross Section	PE	ROW	UTL	CST	Total Project Cost	PE	ROW	CST	Total Project Cost	PE	ROW	CST		Total Project Cost
			FROM	TO																
0015704		SR 404 SPUR/US 17 @ BACK RIVER	Back River		New Bridge	N/A			\$45,840,360	\$45,840,360										FY 2024 - 2027 TIP
0015705		SR 404 SPUR/US 17 FM NE OF SAVANNAH HARBOR PKWY TO BACK RIVER	NE of Savannah Harbar Pkwy	Back River	Road Widennng	N/A	\$500,000		\$2,000,000	\$2,500,000										FY 2024 - 2027 TIP
0017411		I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP			ITS	N/A			\$7,810,000	\$7,810,000										FY 2024 - 2027 TIP
0017414		SR 26/US 80 @ BULL RIVER	Bull River		Bridge Replacement	Major Arterial - Suburban		\$3,700,000	\$38,097,378	\$41,797,378										FY 2024 - 2027 TIP
0017415		SR 26/US 80 @ LAZARETTO CREEK	LAZARETTO CREEK		Bridge Replacement	Major Arterial - Suburban	\$141,206		\$20,798,854	\$20,940,060										FY 2024 - 2027 TIP
0017515		I-16 @ SR 17 (Little Neck Road)	SR 17/Little Neck Road		Interchange	N/A	\$3,800,000	\$350,000	\$32,000,000	\$36,150,000										FY 2024 - 2027 TIP
0018234		STILLWELL ROAD @ EBENEZER CREEK	EBENEZER CREEK		Bridge Replacement	N/A	\$325,000	\$60,000	\$7,000,000	\$7,385,000										FY 2024 - 2027 STIP
0019186		CR 307/LONG BRIDGE RD @ EBENEZER CREEK 4 MI E OF SPRINGFIELD	EBENEZER CREEK		Bridge Replacement	N/A	\$275,000	\$50,000	\$3,900,000	\$4,225,000										FY 2024 - 2027 STIP
511250		I-95 @ SAVANNAH RIVER @ SOUTH CAROLINA LINE	Savannah River		Bridge Rehab	N/A			\$17,160,000	\$17,160,000										FY 2024 - 2027 STIP
0008358		I-516 @ CS/1503/DeRenne Avenue (DeRenne Blvd. Option)	I-516	White Bluff Road	New Roadway	Major Arterial - Suburban	\$25,610,000	\$2,558,000	\$40,373,810	\$68,541,810										Carried over from 2045 MTP Cost Band One; FY 2024 - 2027 TIP for ROW cost, GDOT Project Manager provided updated UTL and CST cost estimates.
0010236		SR 21 from CS 346/Mildred Street to SR 204 (West DeRenne Avenue Improvements)	Mildred Street	Abercorn St	Road Improvements	Major Arterial - Suburban	\$5,299,000	\$1,155,000	\$5,350,941	\$11,804,941										Carried over from 2045 MTP Cost Band One; FY 2024 - 2027 TIP for ROW cost, GDOT Project Manager provided the updated UTL and CST cost estimates.
0008359		East DeRenne from SR 204 to Harry S Truman Parkway (East DeRenne Avenue Improvements)	Abercorn St	Truman Pkwy	Road Improvements	Major Arterial - Suburban	\$4,845,000	\$4,098,000	\$8,065,069	\$17,008,069										Carried over from 2045 MTP Cost Band One; GDOT Project Manager provided the updated ROW, UTL and CST cost estimates.
0017183		SR 404 SPUR/US 17 @ SAVANNAH RIVER CROSSING	Savannah River		Bridge	N/A	\$500,000			\$500,000										Carried over from 2045 MTP Cost Band One through MTP amendment
0018402		I-95 at Airways Avenue	Airways Avenue		Interchange Reconstruction	N/A	\$5,900,280		\$53,102,520	\$59,002,800										Carried over from 2045 MTP Cost Band One; assume the Flyover option per SAV request, at the cost of \$43.3 million for 2020. Adjusted to 2028. Assume 10% for PE and 90% for CST.
0020351		I-16 FROM W GWINNETT STREET TO CHATHAM PKWY - NEVI Charging Station	Gwinnett St	Chatham Pkwy	Electric Charging	N/A			\$1,250,000	\$1,250,000										GDOT proposed new project under NEVI program. Cost estimates provided by GDOT.
TBA		SR 21 Widening	SR 30 in Chatham County	McCall Rd	Road Widennng	N/A	\$5,397,187		\$48,574,687	\$53,971,874										Base costs derived from the Coastal Empire Study (2022) and adjusted to 2028 for Cost Band One. Assume 10% for PE and 90% for CST.
TBA		SR 21 Widening	McCall Rd	9th St. in Rincon	Road Widennng	N/A	\$3,169,777			\$3,169,777			\$40,754,273	\$40,754,273						Base costs derived from the Coastal Empire Study (2022) and adjusted to 2028 for Cost Band One and 2037 for Cost Band Two. Assume 10% for PE and 90% for CST.
TBA		President Street Grade Separation	East Boundary St	Dulany Ave	Interchange & Road Improvements	N/A					\$12,147,200	\$23,359,736	\$99,840,000	\$135,346,936						Chatham County provided base cost estimates from preferred alternative from the President Street Railcrossing Elimination Study (2024 costs). Adjusted for Cost Band Two (2037). Priority project for Chatham County and City of Savannah. Project scores have been re-evaluated based on new concept; more equity scores were added.
TBA		SR 204/Fort Argyle Rd Widening 2 to 4 lanes	I-95	John Carter Road/Old River Road	Road Widennng	Major Arterial - Suburban					\$8,099,021		\$72,891,187	\$80,990,208						Base costs derived from the Coastal Empire Study (2022); adjusted to 2037 for Cost Band Two; Assume 10% for PE and 90% for CST.
TBA		US 80 Widening	Bryan/Effingham County Line	SR 17 in Effingham County	Road Widennng	N/A					\$5,384,949		\$48,464,540	\$53,849,489						Base costs derived from the Coastal Empire Study (2022); adjusted to 2037 for Cost Band Two. Assume 10% for PE and 90% for CST.
0013160		I-516 / Lynes Parkway Widening	I-16	Veterans Parkway	Road Widennng	N/A					\$18,472,947			\$18,472,947			\$208,248,133	\$208,248,133		Based on I-516 widening estimates for 2040 MTP and 2045 MTP. Base year is 2019. Adjusted to 2037 and for Cost Band Two and 2046 for Cost Band Three with 4% annual inflation rate.
TBA		I-516 / Lynes Parkway Interchange Reconstruction	At I-16		Interchange Reconstruction	N/A					\$19,499,703			\$19,499,703						Based on cost estimates for 2040 MTP and 2045 MTP. Base year is 2012. Adjusted to 2037 for Cost Band Two with 4% annual inflation rate.
TBA		I-516 / Lynes Parkway Widening	Veterans Parkway	Mildred St	Road Widennng	N/A					\$15,939,796			\$15,939,796	\$14,394,560		\$204,427,878	\$218,822,438		Based on cost estimates for 2040 MTP and 2045 MTP; ROW based on GDOT Interstate Study. Back adjusted from 2032, then apply the inflation factors for 2050 MTP.
TBA		SR 307 Grade Rail Separation and Operational Improvements	At SR 21		New Interchange	N/A					\$6,553,008		\$58,977,069	\$65,530,077						Costs based on SR 307 Corridor Study (2022). Ajusted for 2050 MTP by applying inflation factor for Cost Band Two. Assume 10% for PE.
0017271		I-95 Interchange Reconstruction	At SR 21 / Augusta Rd		Interchange Reconstruction	Major Arterial - Suburban					\$6,493,773			\$6,493,773						Based on GDOT Interstate Study. 2045 MTP project. Back adjusted from 2032, then apply the inflation factors for 2050 MTP.
TBA		SR 307 Grade Separation	At Norfolk Southern Crossing #855067U		New Interchange	N/A					\$3,167,617			\$3,167,617			\$40,624,688	\$40,624,688		Base cost from the SR 307 Corridor Study is \$17.6 million (2022). Assume 10% for PE.
0015528		I-16 Widening	I-95	Pooler Pkwy	Road Widennng	N/A					\$2,063,166			\$2,063,166			\$32,632,039	\$32,632,039		TPRO Info: PI# 0015528, Construction 2041, \$26,821,157.04, Y001, adjusted to 2046; Engineering 2038, \$2,145,693.00, Y001.
TBA		Belfast Keller Widening	I-95	Great Ogeechee Parkway	Road Widennng	N/A					\$629,924		\$5,669,315	\$6,299,238						The Coastal Empire Study has cost estimate of \$3.5 million (2022) between I-95 and Great Ogeechee Parkway in Bryan County (approximately 0.5 mile) and is recommended to be a locally led project.
TBA		Old River Road Widening	SR 204	I-16	Road Widennng						\$2,879,652			\$2,879,652			\$36,931,535	\$36,931,535		Base cost from the Coastal Empire Study at \$16 million (2022). Adjusted to Cost Bands Two and Three. Assume 10% for PE.

Total Cost	\$ 399,057,069
Total Revenue for Specific Highway Projects	\$ 402,698,416
Balance	\$ 3,641,347

Total Cost	\$ 451,286,876
Total Revenue for Specific Highway Projects	\$ 456,921,600
Balance	\$ 5,634,724

Total Cost	\$ 537,258,833
Total Revenue for Specific Highway Projects	\$ 548,346,192
Balance	\$ 11,087,358

GDOT PI #	Map ID	Identified Projects				2025 - 2032					2032 - 2041 (mid-year 2037)				2042 - 2050 (mid-year 2046)				Comment				
		NAME	TERMINI		Project Type	Thoroughfare Plan Cross Section	PE	ROW	UTL	CST	Total Project Cost	PE	ROW	CST	Total Project Cost	PE	ROW	CST		Total Project Cost			
			FROM	TO																			
0011744		I-16 Exit Ramp Removal	MLK Blvd	Montgomery St	Interchange	N/A	\$2,250,000													Reconnecting Communities and Neighborhoods Program funds for I-16 Exit Ramp Removal PE phase			
TBA		Voltera Electrification of American Ports (VEAP)	Georgia Ports Authority		Electric Charging	N/A				\$9,750,000	\$9,750,000									Reduction of Truck Emissions at Port Facilities Grant Program project award for Voltera Electrification of American Ports (VEAP). Final total amounts to be coordinated with project sponsor. Only federal portion and required match are shown here.			
TBA		Port of Savannah Renewable Fuel Project	Georgia Ports Authority		Electric Charging	N/A				\$36,359,394	\$36,359,394									Reduction of Truck Emissions at Port Facilities Grant Program project award for Port of Savannah Renewable Fuel Project. Final total amounts include federal award, required 20% local match, and additional local match.			
Total Cost										\$	48,359,394	Total Cost				\$	-	Total Cost				\$	-
Total Revenue for Discretionary Grant Projects										\$	48,359,394	Total Revenue for Discretionary Grant Projects				\$	-	Total Revenue for Discretionary Grant Projects				\$	-
Balance										\$	0	Balance				\$	0	Balance				\$	-

GDOT PI #	Map ID	Identified Projects				2025 - 2032					2032 - 2041 (mid-year 2037)				2042 - 2050 (mid-year 2046)				Comment																		
		NAME	TERMINI		Project Type	Thoroughfare Plan Cross Section	PE	ROW	UTL	CST	Total Project Cost	PE	ROW	CST	Total Project Cost	PE	ROW	CST		Total Project Cost																	
			FROM	TO																																	
TBA		Operational Improvements with project sponsors			Operational Improvements	Operational Improvements				\$73,097,730	\$73,097,730									\$66,158,344	\$66,158,344																Assume 12% per year of Project Revenue.
Total Cost										\$	73,097,730	Total Cost				\$	66,158,344	Total Cost				\$	79,065,345														
Total Revenue for Operational Set Aside										\$	73,097,730	Total Revenue for Operational Set Aside				\$	66,158,344	Total Revenue for Operational Set Aside				\$	79,065,345														
Balance										\$	0	Balance				\$	0	Balance				\$	0														

GDOT PI #	Map ID	Identified Projects				2025 - 2032					2032 - 2041 (mid-year 2037)				2042 - 2050 (mid-year 2046)				Comment															
		NAME	TERMINI		Project Type	Thoroughfare Plan Cross Section	PE	ROW	UTL	CST	Total Project Cost	PE	ROW	CST	Total Project Cost	PE	ROW	CST		Total Project Cost														
			FROM	TO																														
TBA		Transit Improvements/Bus Replacements			Transit Capital Improvements	Transit				\$10,400,000	\$10,400,000									\$11,700,000	\$11,700,000													Assume \$1,300,000 per year for bus replacement.
Total Cost										\$	10,400,000	Total Cost				\$	11,700,000	Total Cost				\$	11,700,000											
Total Revenue for Transit Set Aside										\$	10,400,000	Total Revenue for Transit Set Aside				\$	11,700,000	Total Revenue for Transit Set Aside				\$	11,700,000											
Balance										\$	0	Balance				\$	0	Balance				\$	0											

GDOT PI #	Map ID	Identified Projects				2025 - 2032					2032 - 2041 (mid-year 2037)				2042 - 2050 (mid-year 2046)				Comment																	
		NAME	TERMINI		Project Type	Thoroughfare Plan Cross Section	PE	ROW	UTL	CST	Total Project Cost	PE	ROW	CST	Total Project Cost	PE	ROW	CST		Total Project Cost																
			FROM	TO																																
0017975		Chevis Road Improvements	Wild Heron Rd	State Route 25/Ogeechee Rd	Non-Motorized Improvements	Bike/Ped/Trail		\$3,360,546	\$1,000,000	\$12,000,000	\$16,360,546																									FY 2024 - 2027 TIP
0017976		Garrard Avenue Improvements	Chatham Pkwy	Gamble Rd	Non-Motorized Improvements	Bike/Ped/Trail		\$2,000,000		\$8,800,000	\$10,800,000																									FY 2024 - 2027 TIP
0019015		Green Island Road Multipurpose Path off Diamond Causeway	Diamond Cswy	2.1 miles south	Non-Motorized Improvements	Bike/Ped/Trail				\$2,500,000	\$2,500,000																								FY 2024 - 2027 TIP	
TBA		Priority bike/ped projects in the Non-Motorized Transportation Plan with local sponsors			Non-Motorized Improvements	Bike/Ped/Trail				\$8,749,433	\$8,749,433										\$16,539,586	\$16,539,586														Assume 3% of modal share per year of Project Revenue.
Total Cost										\$	38,409,979	Total Cost				\$	16,539,586	Total Cost				\$	19,766,336													
Total Revenue for Non-Motorized Set Aside										\$	38,409,979	Total Revenue for Non-Motorized Set Aside				\$	16,539,586	Total Revenue for Non-Motorized Set Aside				\$	19,766,336													
Balance										\$	0	Balance				\$	0	Balance				\$	0													

GDOT PI #	Map ID	Identified Projects				2025 - 2032					2032 - 2041 (mid-year 2037)				2042 - 2050 (mid-year 2046)				Comment																
		NAME	TERMINI		Project Type	Thoroughfare Plan Cross Section	PE	ROW	UTL	CST	Total Project Cost	PE	ROW	CST	Total Project Cost	PE	ROW	CST		Total Project Cost															
			FROM	TO																															
TBA		Maintenance Projects with state/local sponsors			Maintenance					\$55,518,434	\$55,518,434									\$36,047,908	\$36,047,908														Separate category
Total Cost										\$	55,518,434	Total Cost				\$	36,047,908	Total Cost				\$	43,080,587												
Total Revenue for Maintenance										\$	55,518,434	Total Revenue for Maintenance				\$	36,047,908	Total Revenue for Maintenance				\$	43,080,587												
Balance										\$	0	Balance				\$	0	Balance				\$	0												

Band 1 Highway Project Costs	
Specific Highway Projects	\$ 399,057,069
Discretionary Grant Projects	\$ 48,359,394
Operational Set Aside	\$ 73,097,730
Transit Set Aside	\$ 10,400,000
Non Motorized Set Aside	\$ 38,409,979
Maintenance	\$ 55,518,434
Total Band One Costs	\$ 624,842,607
Total Band One Revenues	\$ 628,483,953
Cost Band One Balance	\$ 3,641,347

Band 2 Highway Project Costs	
Specific Highway Projects	\$ 451,286,876
Discretionary Grant Projects	\$ -
Operational Set Aside	\$ 66,158,344
Transit Set Aside	\$ 11,700,000
Non Motorized Set Aside	\$ 16,539,586
Maintenance	\$ 36,047,908
Total Band Two Costs	\$ 581,732,713
Total Available Revenues	\$ 587,367,437
Balance	\$ 5,634,724

Band 3 Highway Project Costs	
Specific Highway Projects	\$ 537,258,833
Discretionary Grant Projects	\$ -
Operational Set Aside	\$ 79,065,345
Transit Set Aside	\$ 11,700,000
Non Motorized Set Aside	\$ 19,766,336
Maintenance	\$ 43,080,587
Total Band Three Costs	\$ 690,871,101
Total Available Revenues	\$ 701,958,459
Balance	\$ 11,087,358

Total Project Costs of all Cost Bands	\$ 1,897,446,421
Total Available Revenues of all Cost Bands	\$ 1,917,809,850
Balance	\$ 20,363,429

Notes:

Blue Text: 2045 MTP Cost Band One projects; construction phase included in the current FY 2024 - 2027 TIP.

Green Text: 2045 MTP Cost Band One projects; some project phases are included in the current FY 2024 - 2027 TIP, but construction is not in the TIP.

Red Text: 2045 MTP Cost Band One projects; no project phases are included in the current FY 2024 - 2027 TIP.

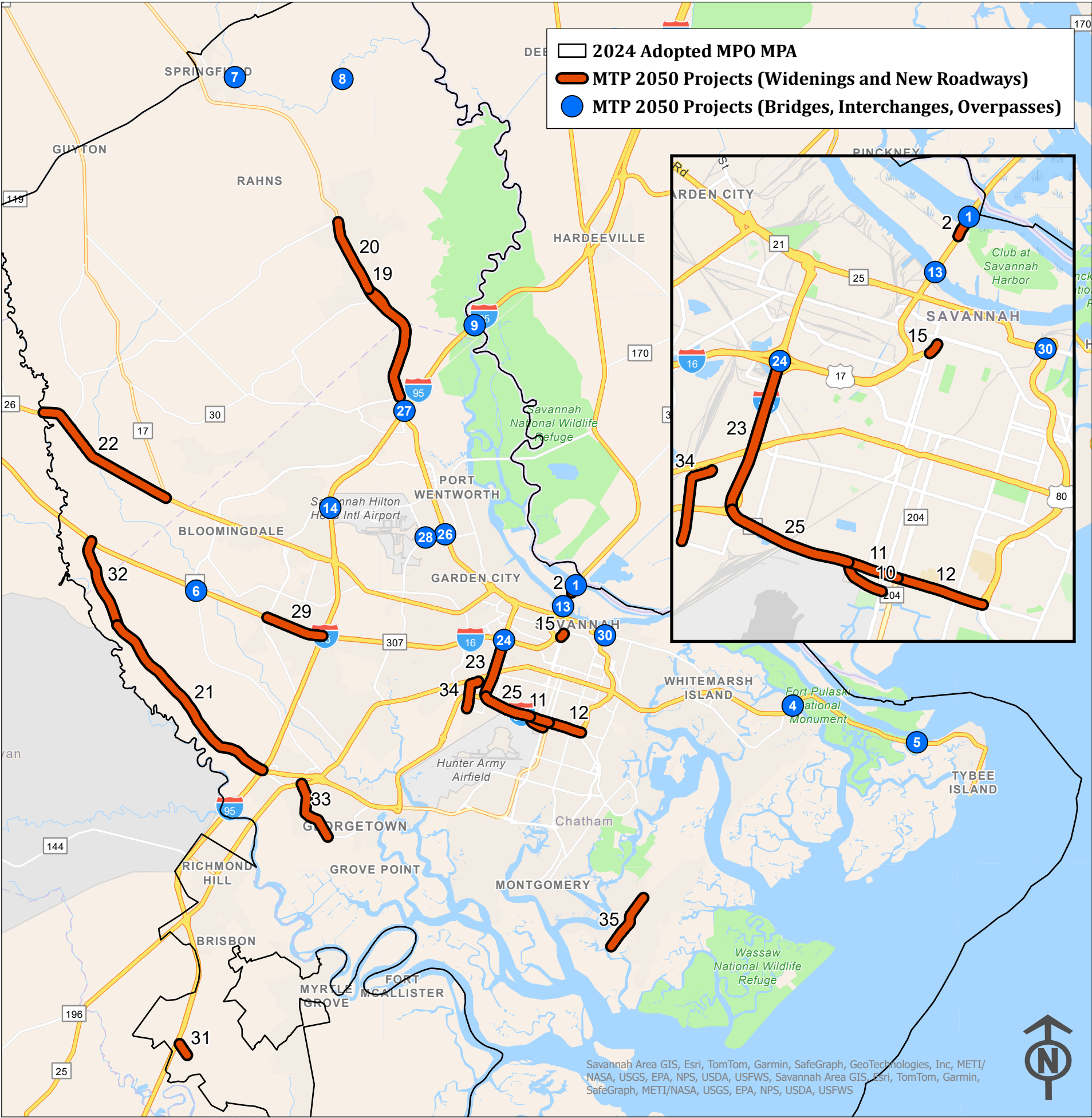
Dark Blue Text: Effingham County projects that are included in the FY 2024 - 2027 STIP.

Purple Text: newly added projects with grant awards or new formula NEVI funds.

Black Text: Top priority projects selected through the 3-tier prioritization process. Sources include regional and sub-area plans and studies.

Orange Text: projects to be funded with set-aside revenues.

Draft - 2050 Metropolitan Transportation Plan Cost Feasible Projects



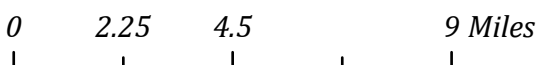
Pipeline Projects

1. SR 404 Spur/US 17 @ Back River
2. SR 404 Spur/US 17 FM NE of Savannah Harbor Pkwy to Back River
3. I-95 FM Florida State Line to South Carolina State Line -ITS EXP *
4. SR 26/US 80 @ Bull River
5. SR 26/US 80 @ Lazaretto Creek
6. I-16 @ SR 17 (Little Neck Road)
7. Stillwell Rd @ Ebenezer Creek
8. CR 307/Long Bridge Rd @ Ebenezer Creek 4 mi E of Springfield
9. I-95 @ Savannah River @ South Carolina Line
10. I-516 @ CS/1503/DeRenne Avenue (DeRenne Blvd. Option)
11. SR 21 from CS 346/Mildred Street to SR 204 (West DeRenne Avenue Improvements)
12. East DeRenne from SR 204 to Harry S Truman Parkway (East DeRenne Avenue Improvements)
13. SR 404 Spur/US 17 @ Savannah River Crossing
14. I-95 at Airways Avenue
15. I-16 Exit Ramp Removal
16. Voltera Electrification of American Ports (VEAP) *
17. Port of Savannah Renewable Fuel Project *
18. I-16 From W Gwinnett St to Chatham Pkwy – NEVI Charging Station *
33. Chevis Road Improvements
34. Garrard Avenue Improvements
35. Green Island Road Multipurpose Path off Diamond Causeway

Longer Term Projects

19. SR 21 Widening
20. SR 21 Widening
21. State Route 204 Widening 2 to 4 Lanes
22. US 80 Widening
23. I-516 / Lynes Parkway Widening from I-16 to Veterans Pkwy
24. I-516 / Lynes Parkway at I-16 Interchange Reconstruction
25. I-516 / Lynes Parkway Widening from Veterans Pkwy to Mildred St
26. SR 307 Grade Rail Separation and Operational Improvements
27. I-95 Interchange Reconstruction
28. SR 307 Grade Separation
29. I-16 Widening
30. President Street Grade Separation
31. Belfast Keller Road Widening
32. Old River Road Widening

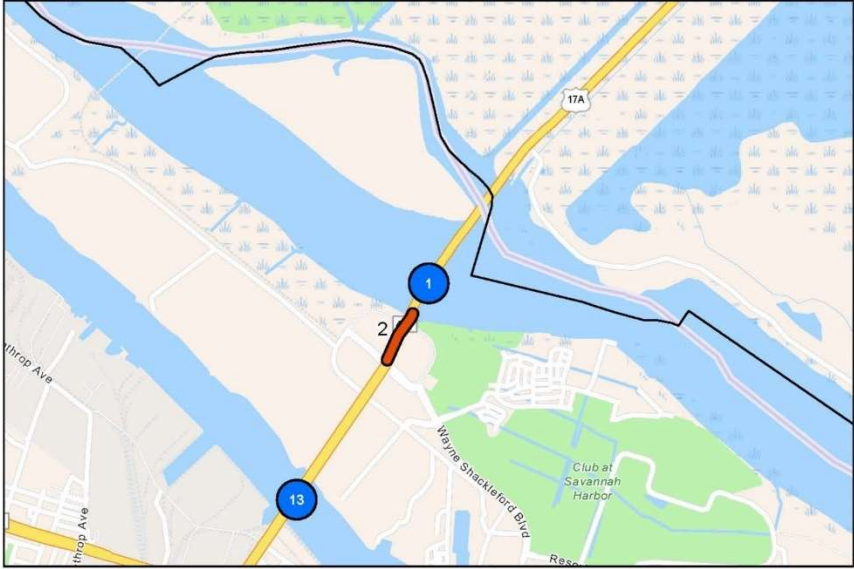
*Projects not mapped



2050 MTP Cost Feasible Transit Capital Improvements - Updated 8/13/2024

Project Description	FY 2025 - 2032 (Cost Band One)	FY 2033 - 2041 (Cost Band Two)	FY 2042 - 2050 (Cost Band Three)
Transit ITS (TIP)	\$120,000		
Preventative Maintenance (TIP)	\$4,950,915	\$11,591,964	\$14,778,161
Facility Enhancements and Rehabilitation (TIP)	\$729,801	\$0	
Vehicle Replacement/Purchase (TIP)	\$19,195,008	\$0	
Ferry Boat Rehab, Purchase and Construction (TIP)	\$8,690,798	\$0	
Paratransit Maintenance Facility (TIP)	\$8,508,472	\$1,501,000	\$1,501,000
Bus Stop Improvement Program (TIP)	\$500,000	\$0	
Zero Emission Buses (35-ft)	\$8,044,800		
Infrastructure & Depot Charging	\$1,260,000		
Vehicle Replacement/Expansion - Fixed Route	\$13,078,953	\$31,421,500	\$32,810,100
Vehicle Replacement - Paratransit	\$1,664,700	\$7,625,400	\$13,000,000
Intelligent Transit System (ITS)	\$1,202,450	\$3,699,300	\$4,500,000
Upgraded Farebox and Payment System	\$1,503,750	\$7,772,200	\$3,000,000
Electric Vehicle Infrastructure	\$2,813,340	\$2,145,500	\$8,700,000
Passenger Amenities	\$6,061,250	\$6,496,900	\$6,800,000
Facility Improvement Project - ITC	\$1,503,750	\$1,501,000	\$1,501,000
Facility Improvement Project - Gwinnett	\$1,503,750	\$1,501,000	\$1,501,000
Vanpool Capital	\$1,202,400	\$2,145,500	\$2,350,000
Park & Ride Capital	\$0	\$8,317,000	\$12,000,000
Facility Construction - Ferry Maintenance Facility	\$1,302,875	\$0	
Facility Construction - Ferry Dock	\$3,520,800	\$0	
Ferry Boat Construction	\$6,061,250	\$0	
Total Transit Project Costs	\$93,419,062	\$85,718,264	\$102,441,261
Total Transit Revenues	\$93,419,062	\$85,718,264	\$102,441,261
Balance	\$0	\$0	\$0

PROJECT NAME: SR 404 Spur/US 17 @ Back River		GDOT PI #: 0015704			
PROJECT TERMINI: Over the Black River					
PROJECT DESCRIPTION: A new two-lane bridge structure would be constructed over the Back River to accommodate the additional travel lanes. The proposed bridge will consist of a 58.5-foot bridge cross section that features two 12-foot lanes, two 10-foot shoulders, a 10-foot multi-use path, and three 1.5-foot parapets. Upon completion of the proposed project, the existing two-lane bridge would accommodate southbound traffic and the new two-lane bridge would accommodate northbound traffic.					
Thoroughfare Type:	Map Project ID: 1	Total Project Cost:		\$45,840,360	
Performance Measures	PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management	Transit Safety
	X	X	X		
Comments: The South Carolina Department of Transportation (SCDOT) is developing this new bridge project in coordination with the Georgia Department of Transportation (GDOT) as a part of the US 17 Widening project. The bridge is located within Chatham County. The project is included in the CORE MPO FY 2024 – 2027 TIP for implementation. The project contributes to the Federal Performance Measures of Safety, Pavement and Bridge, Congestion, and Freight.					
PROJECT PHASE	Cost Band 1 2025 - 2032	Cost Band 2 2033 - 2041	Cost Band 3 2042 – 2050		
Preliminary Engineering					
Right-of-Way					
Construction	\$45,840,360				



PROJECT NAME: SR 404 Spur/US 17 FM NE of Savannah Harbor Pkwy to Back River		GDOT PI #: 0015705			
PROJECT TERMINI: NE of Savannah Harbor Parkway to Back River					
PROJECT DESCRIPTION: SCDOT in cooperation with FHWA and GDOT, proposes widening and improvements of U.S. 17 from Hutchinson Island in Savannah, Chatham County, Georgia to South Carolina (S.C.) 315 located southwest of Bluffton, South Carolina. Approximately 3,000 feet of the project corridor is located in Chatham County, Georgia. The proposed improvements include the widening of U.S. 17 from two to four travel lanes, divided by a grassed median.					
Thoroughfare Type:		Map Project ID: 2		Total Project Cost: \$2,500,000	
Performance Measures	PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management	Transit Safety
	X	X	X		
Comments: This project is the roadway portion of PI# 0015704 Back River Bridge tie-in. The project is included in the CORE MPO FY 2024 – 2027 TIP for implementation. The project contributes to the Federal Performance Measures of Safety, Pavement and Bridge, Congestion, and Freight.					
PROJECT PHASE	Cost Band 1 2025 - 2032	Cost Band 2 2033 - 2041	Cost Band 3 2042 – 2050		
Preliminary Engineering					
Right-of-Way	\$500,000				
Construction	\$2,000,000				



PROJECT NAME: I-95 FM Florida State Line to South Carolina State Line -ITS EXP			GDOT PI #: 0017411		
PROJECT TERMINI: Florida State Line to South Carolina State Line					
PROJECT DESCRIPTION: This project will install ITS devices, fiber, and conduit along Interstate-95 (I-95) from the Florida State Line to the South Carolina State Line to provide connection/integration with new and existing devices.					
Thoroughfare Type:		Map Project ID: Not Mapped		Total Project Cost: \$7,810,000	
Performance Measures	PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management	Transit Safety
	X	X	X		
Comments: This ITS project is included in the CORE MPO FY 2024 – 2027 TIP for implementation. The project contributes to the Federal Performance Measures of Safety, Pavement and Bridge, Congestion, and Freight.					
PROJECT PHASE	Cost Band 1 2025 - 2032	Cost Band 2 2033 - 2041	Cost Band 3 2042 – 2050		
Preliminary Engineering					
Right-of-Way					
Construction	\$7,810,000				

PROJECT NAME: SR 26/US 80 @ Bull River	GDOT PI #: 0017414
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PROJECT TERMINI: SR 26/US 80 @ Bull River
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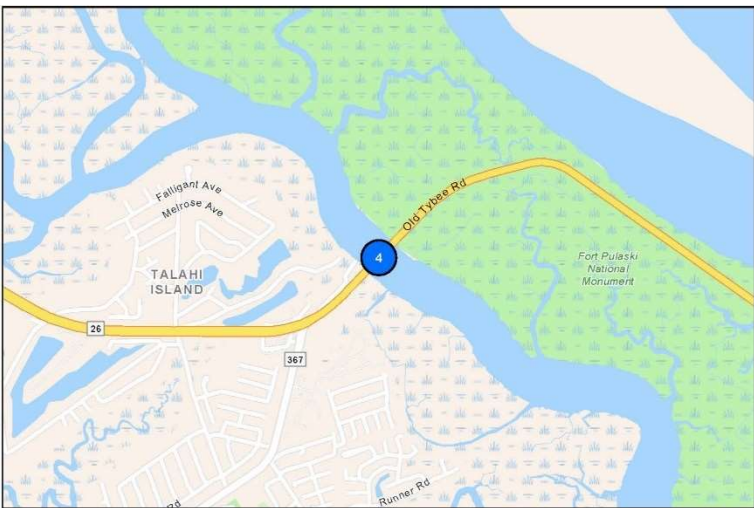
PROJECT DESCRIPTION: The project proposes the replacement & widening of the existing bridge at Bull River w/2-12' lane bridge w/ 4' flush median, 10' outside shoulder (8' paved, 2' grassed w/4' grassed buffers between shoulder & shared use path) that includes 10' shared use path for bicycle, pedestrian improvements & barrier wall for safety.

Thoroughfare Type:	Map Project ID: 4	Total Project Cost: \$41,797,378
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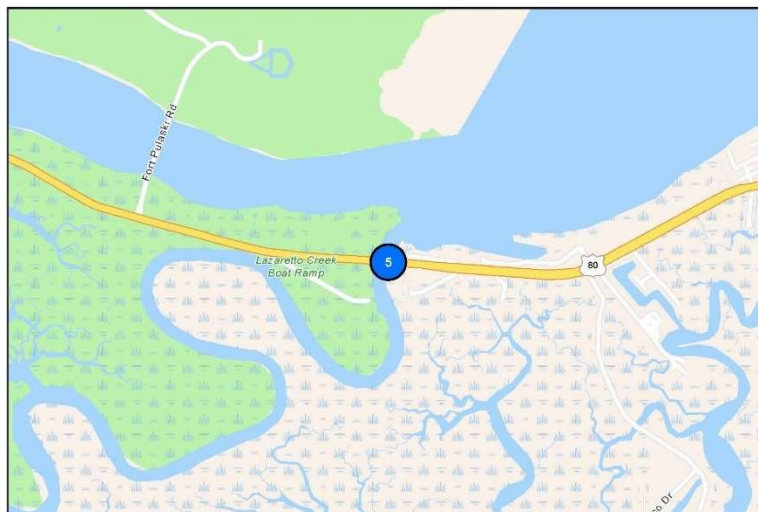
Performance Measures	PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management	Transit Safety
	X	X	X		

Comments: The project is included in the CORE MPO FY 2024 – 2027 TIP for implementation. The project contributes to the Federal Performance Measures of Safety, Pavement and Bridge, and Congestion. The project widens the roadway from Johnny Mercer Blvd to the tie-in location east of Bull River Bridge w/ bikeable shoulders. This route is the only access to Tybee Island & serves as the only hurricane & emergency route. This project is almost entirely within the boundary of Fort Pulaski National Monument Park. There is a bicycle/pedestrian trail (McQueen's Trail), & connections are proposed from the bridge to this trail. The total project length is 1.5 miles. The project improves travel conditions between Savannah & Tybee Island, ensuring the integrity of SR 26/US 80 bridge over Bull River. The project end termini is modified to just east of Bull River.

PROJECT PHASE	Cost Band 1 2025 - 2032	Cost Band 2 2033 - 2041	Cost Band 3 2042 – 2050
Preliminary Engineering			
Right-of-Way			
Utility	\$3,700,000		
Construction	\$38,097,378		



PROJECT NAME: SR 26/US 80 @ Lazaretto Creek		GDOT PI #: 0017415			
PROJECT TERMINI: SR 26/US 80 @ Lazaretto Creek					
PROJECT DESCRIPTION: This project proposes replacement & widening of the existing bridge over Lazaretto Creek w/2-lane bridge w/4' flush median, 10' outside shoulder (8' paved, 2' grassed w/4' grassed buffers between shoulder & shared use path) that includes 10' shared use path for bicycle traffic, pedestrian improvements & barrier wall for safety.					
Thoroughfare Type:		Map Project ID: 5		Total Project Cost: \$20,940,060	
Performance Measures	PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management	Transit Safety
	X	X	X		
Comments: The project widens roadway from 1,000 feet west of bridge to tie-in location 1,921 feet east of the bridge with bikeable shoulders. The total project length is 0.90 miles & is in Chatham County 9 miles east of Savannah & 5 miles west of Tybee Island. This route is the only access to Tybee Island & serves as the only hurricane & emergency evacuation route. This project is almost entirely within the boundary of the Fort Pulaski National Monument/park. There is a Bicycle/pedestrian trail (McQueen's Trail) & connections are proposed from the bridge to this trail. The project contributes to the Federal Performance Measures of Safety, Pavement and Bridge, and Congestion.					
PROJECT PHASE	Cost Band 1 2025 - 2032	Cost Band 2 2033 - 2041	Cost Band 3 2042 – 2050		
Preliminary Engineering					
Right-of-Way	\$141,206				
Construction	\$20,798,854				



PROJECT NAME: I-16 @ SR 17 (Little Neck Road)	GDOT PI #: 0017515
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PROJECT TERMINI: I-16 @ SR 17 Conn/Jimmy Deloach Parkway

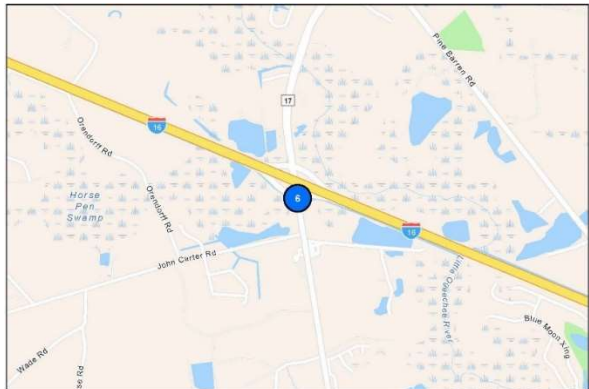
PROJECT DESCRIPTION: The proposed project will improve the existing interchange to safely and efficiently mitigate the expected future traffic increase from the Jimmy Deloach Parkway Extension to I-16. In a study completed by CORE MPO, three alternatives were compared and the Diverging Diamond Interchange (DOI) was found to be the best option. All three alternatives include widening or replacement of the existing bridge over I-16. The project would begin with an Interchange Modification Report (IMR) for submittal to GDOT and FHWA, which will include a review to verify the DOI is the preferred alternative. Once the IMR is approved, a concept report will be completed with design and construction plans to follow.

Thoroughfare Type:	Map Project ID: 6	Total Project Cost: \$36,150,000
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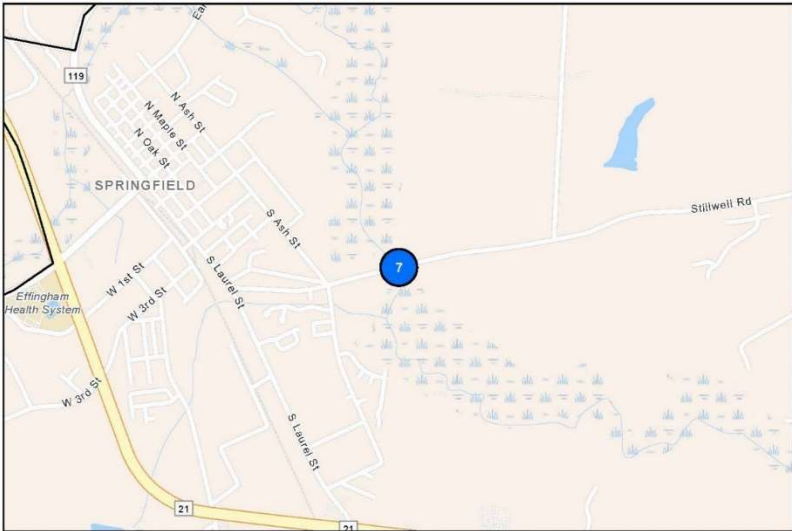
Performance Measures	PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management	Transit Safety
	X	X	X		

Comments: Signals will be constructed & the ramp intersection & the existing SR 17 Conn./Jimmy Deloach Pkwy bridge over I-16 will be replaced. A 10' shared use path will be constructed on one side of SR 17 Conn./Jimmy Deloach Pkwy within the project limits. Sidewalks, crosswalks, & ramps will be in compliance w/ ADA guidelines. Prop. bridges will be dual 212'L simple span bridges (2-106'L spans per bridge). The Lt. bridge is 69.75'W w/ 2-14'W trvl ln, 15'W trvl ln, 4'W inside/outside shoulders, & 15'W multi-use trail & buffer. The Rt. bridge is 58.08'W w/ 2-14'W trvl ln, 15'W trvl ln, 8'W inside shoulder, & 4'W outside shoulder. Prop. structures will include MSE Walls along the outside shoulder of I-16 EB & WB, MSE Wall along Little Neck Rd & I-16 EB On Ramp in the SE quad. of interchange. The project is in Chatham Co. & City of Bloomingdale. The total length of the project is 0.7 miles. The project contributes to the Federal Performance Measures of Safety, Pavement and Bridge, Congestion, and Freight.

PROJECT PHASE	Cost Band 1 2025 - 2032	Cost Band 2 2033 - 2041	Cost Band 3 2042 – 2050
Preliminary Engineering			
Right-of-Way	\$3,800,000		
Utility	\$350,000		
Construction	\$32,000,000		

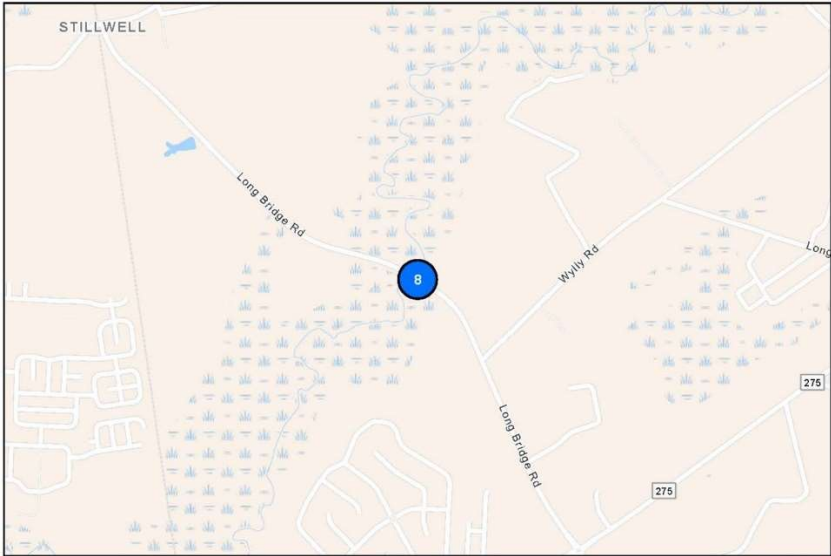


PROJECT NAME: Stillwell Rd @ Ebenezer Creek			GDOT PI #: 0018234		
PROJECT TERMINI: Stillwell Rd @ Ebenezer Creek					
PROJECT DESCRIPTION: This bridge (103-0033-0; Stillwell Road at Ebenezer Creek) was built in 1959. This bridge consists of 7 reinforced concrete deck girder spans, on precast concrete piles supporting concrete caps. The bridge was designed for an H 15 vehicle. The bridge replacement project will address structure deficiencies.					
Thoroughfare Type:		Map Project ID: 7		Total Project Cost: \$7,385,000	
Performance Measures		PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management
		X	X		
Comments: This bridge is posted for load restriction due to insufficient shear capacity of the concrete superstructure. This bridge is also scour critical. In addition, cracking and scaling is present in the deck with several pop outs and exposed rebar. The beams have minor deflection cracking and one spall with exposed rebar. Erosion is present under each abutment. Spalls are present in several caps with exposed rebar. Due to the condition of this bridge, load restriction, and being scour critical, replacement is necessary. This project is moved from the FY 2024 – 2027 STIP to the CORE MPO TIP due to the MPO boundary change. The project contributes to Federal Performance Measures of Safety and Pavement & Bridge.					
PROJECT PHASE	Cost Band 1 2025 - 2032		Cost Band 2 2033 - 2041		Cost Band 3 2042 – 2050
Preliminary Engineering					
Right-of-Way	\$325,000				
Utility	\$60,000				
Construction	\$7,000,000				

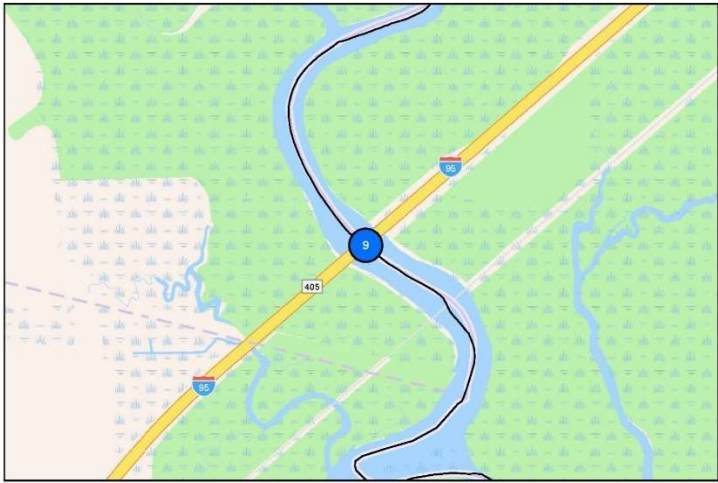


PROJECT NAME: CR 307/Long Bridge Rd @ Ebenezer Creek 4 mi E of Springfield		GDOT PI #: 0019186			
PROJECT TERMINI: CR 307/Long Bridge Rd @ Ebenezer Creek					
PROJECT DESCRIPTION: Replacement of bridge at CR 307/Long Bridge Rd @ Ebenezer Creek 4 mi E of Springfield					
Thoroughfare Type:		Map Project ID: 8		Total Project Cost: \$4,225,000	
Performance Measures	PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management	Transit Safety
	X	X			
Comments: Given the condition of this bridge, load restriction, and being scour critical, replacement is necessary. This project is moved from the FY 2024 – 2027 STIP to the CORE MPO TIP due to the MPO boundary change. The project contributes to Federal Performance Measures of Safety and Pavement & Bridge.					

PROJECT PHASE	Cost Band 1 2025 - 2032	Cost Band 2 2033 - 2041	Cost Band 3 2042 – 2050
Preliminary Engineering			
Right-of-Way	\$275,000		
Utility	\$50,000		
Construction	\$3,900,000		



PROJECT NAME: I-95 @ Savannah River @ South Carolina Line		GDOT PI #: 511250			
PROJECT TERMINI: I-95 @ Savannah River @ South Carolina Line					
PROJECT DESCRIPTION: This is a bridge reconstruction/rehabilitation project.					
Thoroughfare Type:		Map Project ID: 9		Total Project Cost: \$17,160,000	
Performance Measures	PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management	Transit Safety
	X	X	X		
Comments: This project is moved from the FY 2024 – 2027 STIP to the CORE MPO TIP due to the MPO boundary change. The project contributes to Federal Performance Measures of Safety, Pavement & Bridge, Congestion and Freight.					
PROJECT PHASE	Cost Band 1 2025 - 2032	Cost Band 2 2033 - 2041	Cost Band 3 2042 – 2050		
Preliminary Engineering					
Right-of-Way					
Construction	\$17,160,000				



PROJECT NAME: I-516 @ CS/1503/DeRenne Avenue (DeRenne Blvd. Option) **GDOT PI #:** 0008358

PROJECT TERMINI: Beginning at the east end of I-516 where it transitions to DeRenne Avenue (SR 204) and connects to White Bluff Avenue at Savannah Technical College.

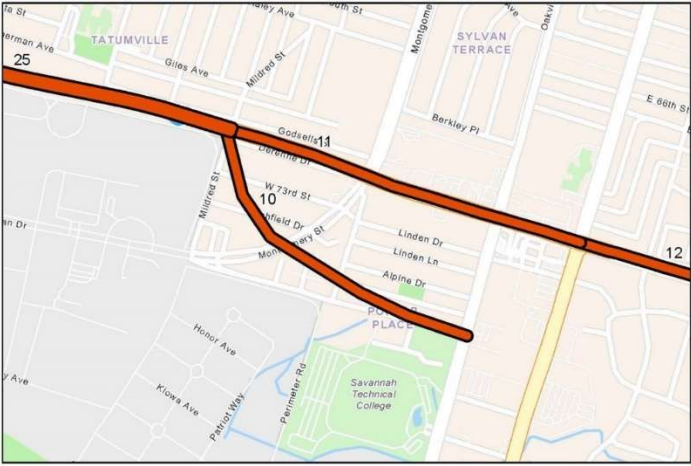
PROJECT DESCRIPTION: Reduce traffic congestion on DeRenne Avenue by providing a new four-lane divided connector from I-516 to a realigned White Bluff Road with a new direct connection to Hunter Army Airfield and a multi-use path. This project will more evenly distribute the 54,000 vpd on I-516 between east/west movements on DeRenne and north/south movements on White Bluff and Abercorn.

Thoroughfare Type:	Map Project ID: 10	Total Project Cost: \$68,541,810
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Performance Measures	PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management	Transit Safety
	X		X		

Comments: This is a part of Project DeRenne. The purpose of this project is to reroute approximately 50% of the current DeRenne Traffic from the intersections with White Bluff and Abercorn (SR 204) Streets. The project would also provide improved access to Hunter Army Airfield's Montgomery Street entrance with construction of an interchange and a limited access connection to I-516. The City of Savannah is the local project sponsor. The project contributes to the Federal Performance Measures of Safety, Congestion, and Freight.

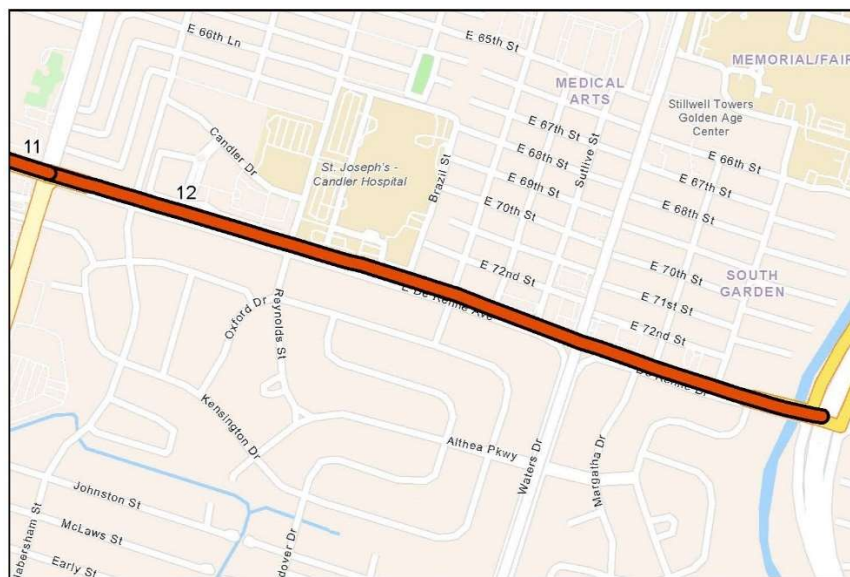
PROJECT PHASE	Cost Band 1 2025 - 2032	Cost Band 2 2033 - 2041	Cost Band 3 2042 – 2050
Preliminary Engineering			
Right-of-Way	\$25,610,000		
Utility	\$2,558,000		
Construction	\$40,373,810		



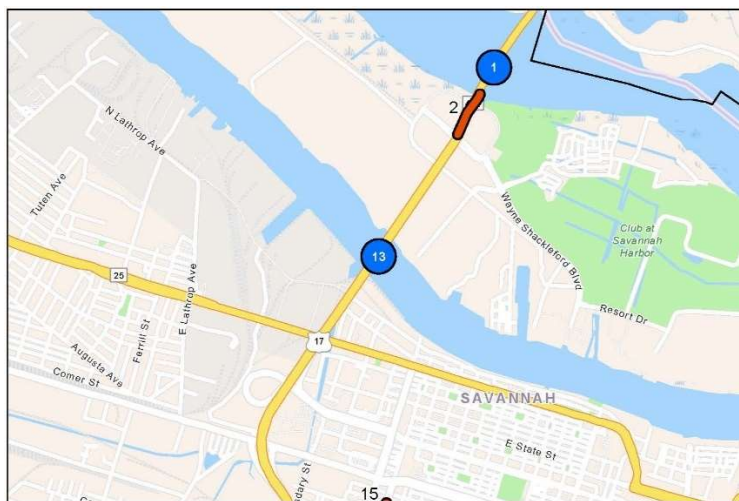
PROJECT NAME: SR 21 from CS 346/Mildred Street to SR 204 (West DeRenne Avenue Improvements)		GDOT PI #: 0010236			
PROJECT TERMINI: CS 346/Mildred Street to SR 204					
PROJECT DESCRIPTION: Improve the raised median along DeRenne Avenue between Mildred Street and Abercorn Street to better control access. The project will also improve signalized intersections to enhance accommodation for pedestrians, and improve sidewalks on both sides of DeRenne Avenue and remove ineffective acceleration/deceleration lanes. *ADA compliant sidewalks.					
Thoroughfare Type:		Map Project ID: 11		Total Project Cost: \$11,804,941	
Performance Measures	PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management	Transit Safety
	X		X		
Comments: This is part of Project DeRenne. The project will improve intersections, construct medians and turn lanes along DeRenne Avenue. The project will improve the signalized intersection to enhance accommodation for pedestrians and improve sidewalks on both sides of DeRenne Ave and remove ineffective acceleration/deceleration lanes. The City of Savannah is the local project sponsor. The project contributes to the Federal Performance Measures of Safety, Congestion, and Freight.					
PROJECT PHASE	Cost Band 1 2025 - 2032	Cost Band 2 2033 - 2041	Cost Band 3 2042 – 2050		
Preliminary Engineering					
Right-of-Way	\$5,299,000				
Utility	\$1,155,000				
Construction	\$5,350,941				



PROJECT NAME: East DeRenne from SR 204 to Harry S Truman Parkway (East DeRenne Avenue)		GDOT PI #: 008359			
PROJECT TERMINI: SR 204 to Harry S Truman Parkway (East DeRenne Avenue)					
PROJECT DESCRIPTION: This project would replace the existing two-way left turn lane along DeRenne Avenue between Abercorn Street and the Truman Parkway with a landscaped median to create a four-lane divided section.					
Thoroughfare Type:		Map Project ID: 12		Total Project Cost: \$17,008,069	
Performance Measures	PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management	Transit Safety
	X		X		
Comments: This is part of Project DeRenne. The project will improve signalized intersections to enhance accommodation for pedestrians, improve sidewalks on both sides, establish a parallel bicycle route along DeRenne Drive and remove ineffective acceleration/deceleration lanes. The City of Savannah is the local project sponsor. The project contributes to the Federal Performance Measures of Safety, Congestion, and Freight.					
PROJECT PHASE	Cost Band 1 2025 - 2032	Cost Band 2 2033 - 2041	Cost Band 3 2042 - 2050		
Preliminary Engineering					
Right-of-Way	\$4,845,000				
Utility	\$4,098,000				
Construction	\$8,065,069				



PROJECT NAME: SR 404 Spur/US 17 @ Savannah River Crossing		GDOT PI #: 0017183			
PROJECT TERMINI: SR 404 Spur/US 17 @ Savannah River					
PROJECT DESCRIPTION: This is a detailed planning feasibility study in Savannah of an improved US 17 crossing at the Savannah River. The study will identify all improvement alternatives and recommend a preferred solution, and then proceed to conduct conceptual engineering/scoping for that preferred which will include a detailed estimate of cost and consideration of preliminary environmental issues.					
Thoroughfare Type:		Map Project ID: 13		Total Project Cost: \$500,000	
Performance Measures	PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management	Transit Safety
		X	X		
Comments: The Right-of-Way phase of this project was amended into the CORE MPO's 2045 MTP at GDOT request and is carried over to the 2050 MTP. The project will contribute to the Federal Performance Measures of Pavement and Bridge, as well as Freight.					
PROJECT PHASE	Cost Band 1 2025 - 2032	Cost Band 2 2033 - 2041	Cost Band 3 2042 - 2050		
Preliminary Engineering					
Right-of-Way	\$500,000				
Construction					



PROJECT NAME: I-95 at Airways Avenue	GDOT PI #: 0018402
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PROJECT TERMINI: I-95 at Airways Avenue
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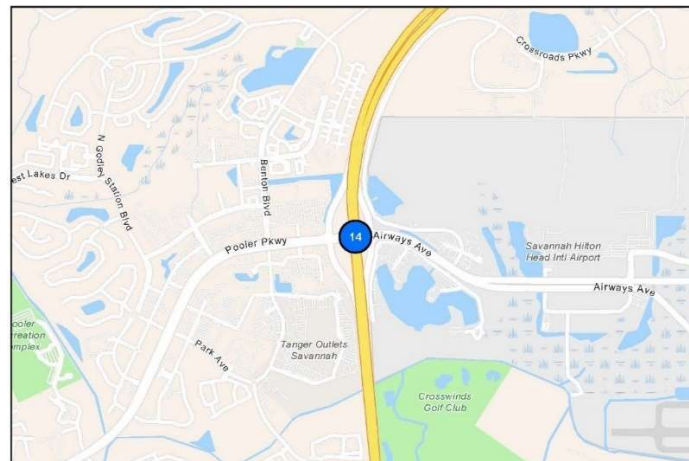
PROJECT DESCRIPTION: This interchange alternative would add two, direct access, free-flow flyover ramps to the existing diamond interchange. A new flyover ramp would carry traffic travelling southbound who wish to access the airport, Gulfstream, or destinations east of the airport. This ramp would allow these trips to bypass the two existing interchange intersections. The second flyover ramp would carry traffic travelling westbound from the airport, Gulfstream, and origins east of the airport wishing to travel south on I-95. This ramp would allow this westbound traffic heading south on I-95 to avoid the two existing interchange intersections. By removing the southbound to eastbound and westbound to southbound movements from the interchange, the flyovers would reduce the traffic demand on the interchange. Furthermore, by removing the southbound to eastbound and westbound to southbound movements from the interchange, the I-95 SB ramp full intersection would be removed, leaving only a right turn lane from the I-95 SB ramp onto Pooler Parkway and a right turn lane from Pooler Parkway eastbound onto the I-95 SB on-ramp. A raised median would be constructed along the center of Airways Avenue/Pooler Parkway from the I-95 NB ramp to Mill Creek Circle just west of I-95. Because westbound left turn lanes would no longer exist, the existing bridge could be reconfigured to accommodate three through lanes in each direction without widening. In addition to the flyovers, this alternative would also widen the I-95 NB off-ramp to provide three left turn lanes onto Airways Avenue.

Thoroughfare Type:	Map Project ID: 14	Total Project Cost: \$59,002,800
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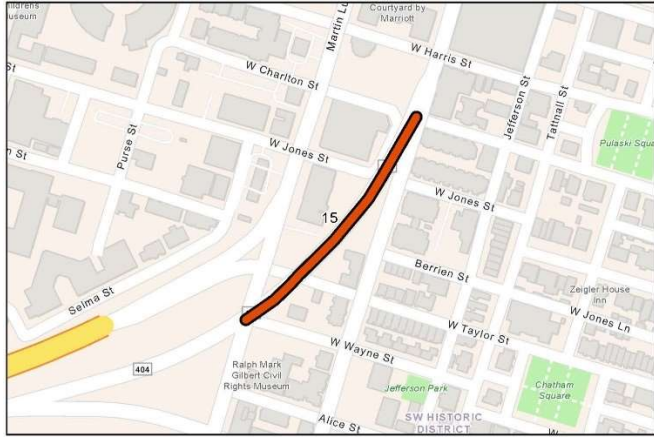
Performance Measures	PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management	Transit Safety
	X		X		

Comments: The project included in the 2050 MTP is based on the flyover alternative recommended by the I-95 at Airways Avenue Interchange Study. GDOT is working the scoping phase, so final concept is subject to change. The project will contribute to the Federal performance measures of Safety, Congestion, and Freight.

PROJECT PHASE	Cost Band 1 2025 - 2032	Cost Band 2 2033 - 2041	Cost Band 3 2042 - 2050
Preliminary Engineering			
Right-of-Way	\$5,900,280		
Construction	\$53,102,520		



PROJECT NAME: I-16 Exit Ramp Removal		GDOT PI #: 0011744			
PROJECT TERMINI: I-16 Exit Ramps					
PROJECT DESCRIPTION: The project is to remove and replace the I-16 exit ramps and overpass at Montgomery Street and MLK Jr. Blvd in Savannah in order to restore part of the original grid system removed when I-16 was constructed. Major objectives are to restore efficient connections between the city center, the Downtown Expansion Area to the west, and surrounding neighborhoods; and recreate viable, pedestrian-friendly urban form.					
Thoroughfare Type:		Map Project ID: 15		Total Project Cost: \$2,250,000	
Performance Measures	PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management	Transit Safety
	X		X		
Comments: The City of Savannah received the Reconnecting Communities and Neighborhoods Program grant award for this project. The federal award is \$1,800,000; the local match is \$450,000; and the total is \$2,250,000. The City of Savannah will use the grant funds to do the following - Equitable Redevelopment Plan, Concept Design, Environmental Studies, and Community Outreach Program. This project will contribute to the Federal Performance Measures of Safety and Air Quality.					
PROJECT PHASE	Cost Band 1 2025 - 2032	Cost Band 2 2033 - 2041	Cost Band 3 2042 – 2050		
Preliminary Engineering	\$2,250,000				
Right-of-Way					
Construction					

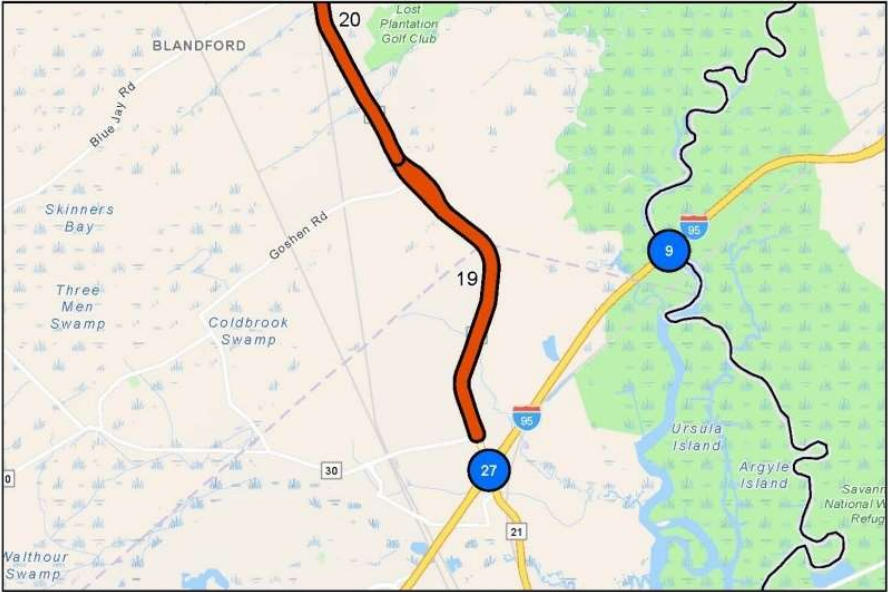


PROJECT NAME: Voltera Electrification of American Ports (VEAP)		GDOT PI #: TBA			
PROJECT TERMINI: Georgia Port Area					
PROJECT DESCRIPTION: The Reduction of Truck Emissions at Port Facilities program will provide funding to reduce truck idling and emissions at ports, including through the advancement of port electrification.					
Thoroughfare Type:		Map Project ID: Not Mapped		Total Project Cost: \$9,750,000	
Performance Measures	PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management	Transit Safety
			X		
Comments: Voltera Power, a zero-emissions refueling infrastructure provider, will receive \$7.8 million to build a large-scale charging project near the Port of Savannah. The required 20% local match is \$1,950,000. The total is \$9,750,000. The project will reduce emissions from port-related traffic by providing parking and charging services for medium- and heavy-duty electric vehicle (EV) fleets. The project will contribute to the Federal Performance Measures of Freight and Air Quality.					
PROJECT PHASE	Cost Band 1 2025 - 2032		Cost Band 2 2033 - 2041		Cost Band 3 2042 – 2050
Preliminary Engineering					
Right-of-Way					
Construction	\$9,750,000				

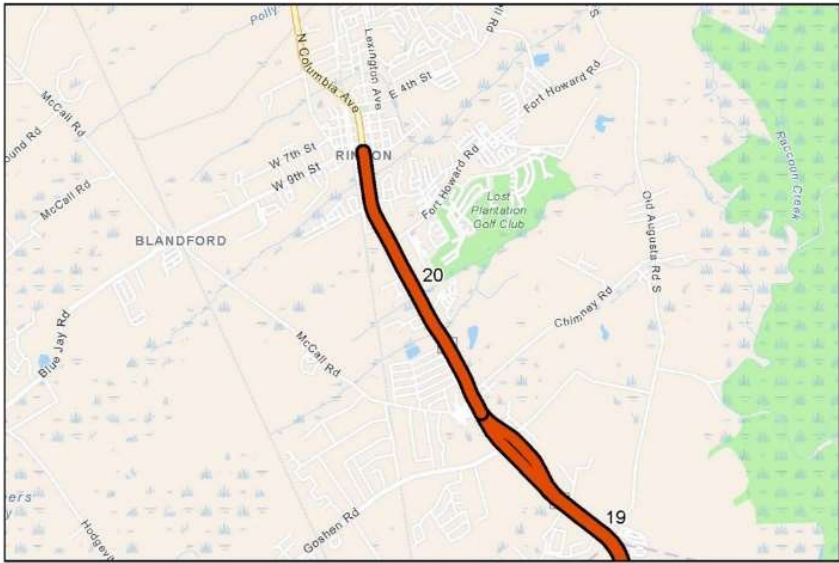
PROJECT NAME: Port of Savannah Renewable Fuel Project		GDOT PI #: TBA			
PROJECT TERMINI: Georgia Port Area					
PROJECT DESCRIPTION: The Reduction of Truck Emissions at Port Facilities program will provide funding to reduce truck idling and emissions at ports, including through the advancement of port electrification.					
Thoroughfare Type:		Map Project ID: Not Mapped		Total Project Cost: \$36,359,394	
Performance Measures	PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management	Transit Safety
			X		
Comments: The Georgia Ports Authority will receive around \$7.5 million to conduct a four-year pilot program at the Port of Savannah that will expand the use of low-emission and zero-emission equipment to carry out daily port activities and reduce port-related emissions from idling trucks. The project will replace petroleum diesel fuel used by 621 trucks with renewable, low-emission diesel fuel. GPA will provide the required 20% local match and additional local funds. The project will contribute to the Federal Performance Measures of Freight and Air Quality.					
PROJECT PHASE	Cost Band 1 2025 - 2032		Cost Band 2 2033 - 2041		Cost Band 3 2042 – 2050
Preliminary Engineering					
Right-of-Way					
Construction	\$36,359,394				

PROJECT NAME: I-16 From W Gwinnett St to Chatham Pkwy – NEVI Charging Station		GDOT PI #: 0020351			
PROJECT TERMINI: W Gwinnett St to Chatham Pkwy					
<p>PROJECT DESCRIPTION: The U.S. Department of Transportation’s (DOT) Federal Highway Administration (FHWA) NEVI Formula Program provides funding to states to strategically deploy electric vehicle (EV) charging stations and to establish an interconnected network to facilitate data collection, access, and reliability. Funding is available for up to 80% of eligible project costs, including:</p> <ul style="list-style-type: none"> • The acquisition, installation, and network connection of EV charging stations to facilitate data collection, access, and reliability; • Proper operation and maintenance of EV charging stations; and, • Long-term EV charging station data sharing. 					
Thoroughfare Type:		Map Project ID: Not Mapped		Total Project Cost: \$1,250,000	
Performance Measures	PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management	Transit Safety
			X		
<p>Comments: The Georgia Department of Transportation will use the NEVI funds to deploy charging stations on this segment of the highway. Specific location to be determined. The project will contribute to the Federal Performance Measures of Freight and Air Quality.</p>					
PROJECT PHASE	Cost Band 1 2025 - 2032	Cost Band 2 2033 - 2041	Cost Band 3 2042 – 2050		
Preliminary Engineering					
Right-of-Way					
Construction	\$1,250,000				

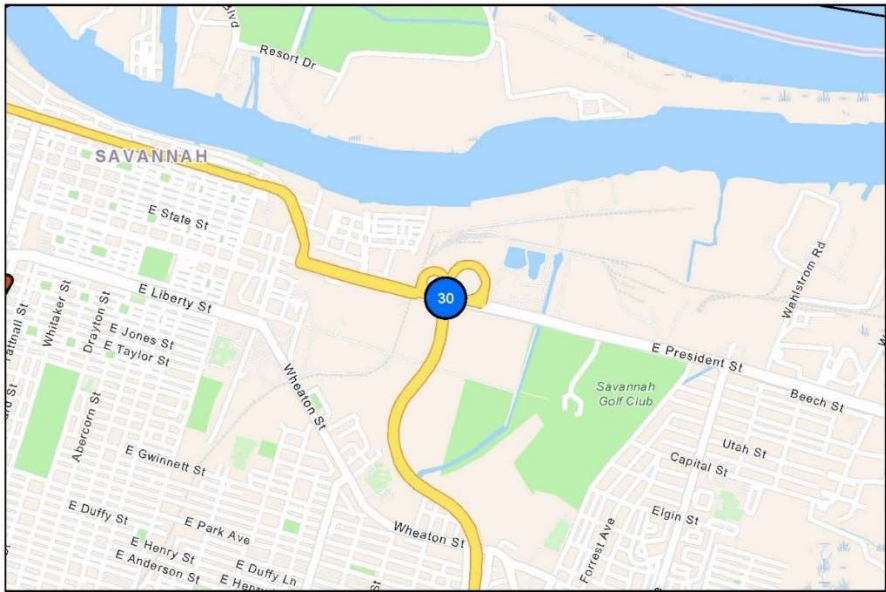
PROJECT NAME: SR 21 Widening from SR 30 to McCall Rd		GDOT PI #: TBA		
PROJECT TERMINI: SR 30 in Chatham County to McCall Rd in Effingham County				
PROJECT DESCRIPTION: This project includes the widening of State Route 21 from four to six lanes with a raised median and a median opening every 1,000 feet between State Route 30 in Chatham County and McCall Road in Effingham County. Additionally, the project includes the proposed construction of a sidewalk where not currently present along sections of State Route 21 located in an urban core. It is recommended that this be a GDOT-led project.				
Thoroughfare Type:	Map Project ID: 19		Total Project Cost: \$53,971,874	
Performance Measures	PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management
	X		X	
Comments: The project's base cost estimates come from the GDOT's Coastal Empire Study. The GDOT recommendation is for SR 21 Widening from SR 30 in Chatham County to 9 th Street in Rincon, with a full length of 7 miles. The 2050 MTP breaks the original recommendation into two projects to facilitate revenue allocation and implementation. If GDOT has enough revenue, the two projects can be combined for implementation. The project contributes to the Federal Performance Measures of Safety, Congestion, and Freight.				
PROJECT PHASE	Cost Band 1 2025 - 2032	Cost Band 2 2033 - 2041	Cost Band 3 2042 - 2050	
Preliminary Engineering	\$5,397,187			
Right-of-Way				
Construction	\$48,574,687			



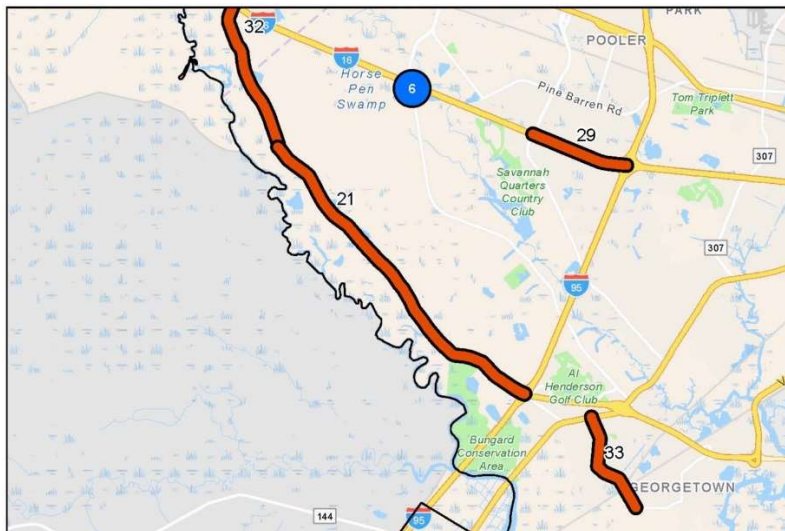
PROJECT NAME: SR 21 Widening from McCall Rd to 9 th St		GDOT PI #: TBA		
PROJECT TERMINI: McCall Rd to 9th St in Rincon				
PROJECT DESCRIPTION: This project includes the widening of State Route 21 from four to six lanes with a raised median and a median opening every 1,000 feet between McCall Road and 9th Street in Rincon. Additionally, the project includes the proposed construction of a sidewalk where not currently present along sections of State Route 21 located in an urban core. It is recommended that this be a GDOT-led project.				
Thoroughfare Type:		Map Project ID: 20		Total Project Cost: \$43,924,050
Performance Measures	PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management
	X		X	
Comments: The project's base cost estimates come from the GDOT's Coastal Empire Study. The GDOT recommendation is for SR 21 Widening from SR 30 in Chatham County to 9th Street in Rincon, with a full length of 7 miles. The 2050 MTP breaks the original recommendation into two projects to facilitate revenue allocation and implementation. If GDOT has enough revenue, the two projects can be combined for implementation. The project contributes to the Federal Performance Measures of Safety, Congestion, and Freight.				
PROJECT PHASE	Cost Band 1 2025 - 2032	Cost Band 2 2033 - 2041	Cost Band 3 2042 - 2050	
Preliminary Engineering	\$3,169,777			
Right-of-Way				
Construction		\$40,754,273		



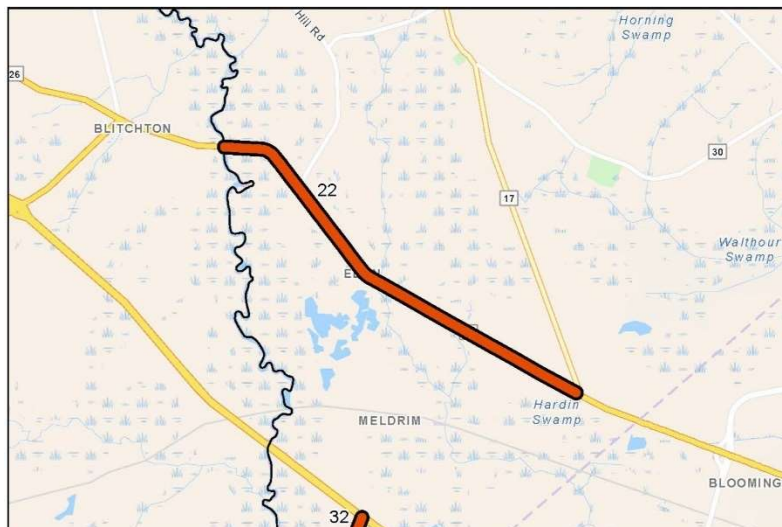
PROJECT NAME: President Street Grade Separation from East Broad Street to Dulany Avenue		GDOT PI #: TBA			
PROJECT TERMINI: East Broad Street to Dulany Avenue					
PROJECT DESCRIPTION: Project concept includes ramp improvements, railway grade separation, and improvements to President Street from E. Broad Street to Dulany Avenue, including bicycle and sidewalk accommodations as well as transit connections.					
Thoroughfare Type:		Map Project ID: 30		Total Project Cost: \$135,346,936	
Performance Measures		PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management
		X	X	X	
Comments: This is a priority project for Chatham County and the City of Savannah. Chatham County provided the cost estimates based on TSPLOST and one of the alternatives from the President Street Rail Crossing Elimination Study (2024 costs). The project scores have been re-evaluated based on the new concept and more equity scores were added. The project concept is subject to change, as the preferred alternative has not been finalized from the study. The project will contribute to the Federal Performance Measures of Safety, Pavement and Bridge, Congestion, Freight, and Air Quality.					
PROJECT PHASE	Cost Band 1 2025 - 2032		Cost Band 2 2033 - 2041		Cost Band 3 2042 - 2050
Preliminary Engineering			\$12,147,200		
Right-of-Way			\$23,359,736		
Utility					
Construction			\$99,840,000		



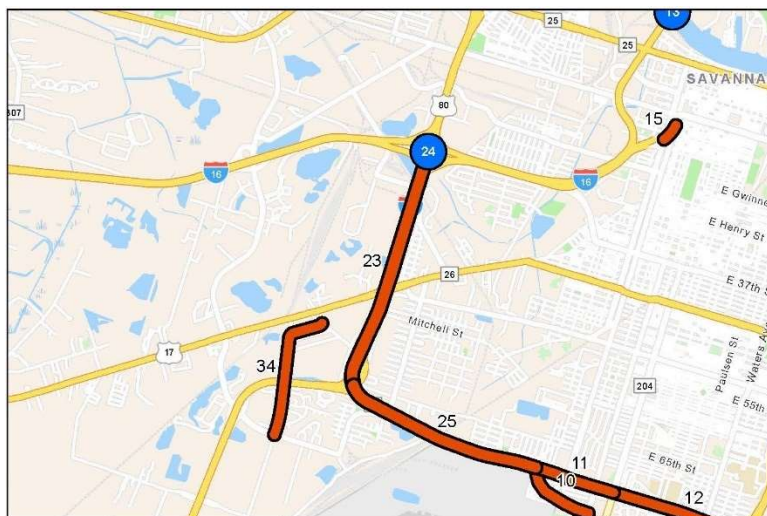
PROJECT NAME: State Route 204 Widening 2 to 4 Lanes		GDOT PI #: TBA			
PROJECT TERMINI: I-95 to John Carter Road/Old River Road					
PROJECT DESCRIPTION: This project includes the widening of State Route 204 in Chatham County from Old River Road to I-95 (approximately 8 miles) and is recommended to be a GDOT-led project. The purpose of this project is to provide redundancy in the network by improving parallel routes to I-16.					
Thoroughfare Type:		Map Project ID: 21		Total Project Cost: \$80,990,208	
Performance Measures	PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management	Transit Safety
	X		X		
Comments: The project's base cost estimates come from the GDOT's Coastal Empire Study. The project will contribute to the Federal Performance Measures of Safety, Congestion, and Freight.					
PROJECT PHASE	Cost Band 1 2025 - 2032		Cost Band 2 2033 - 2041		Cost Band 3 2042 - 2050
Preliminary Engineering			\$8,099,021		
Right-of-Way					
Construction			\$72,891,187		



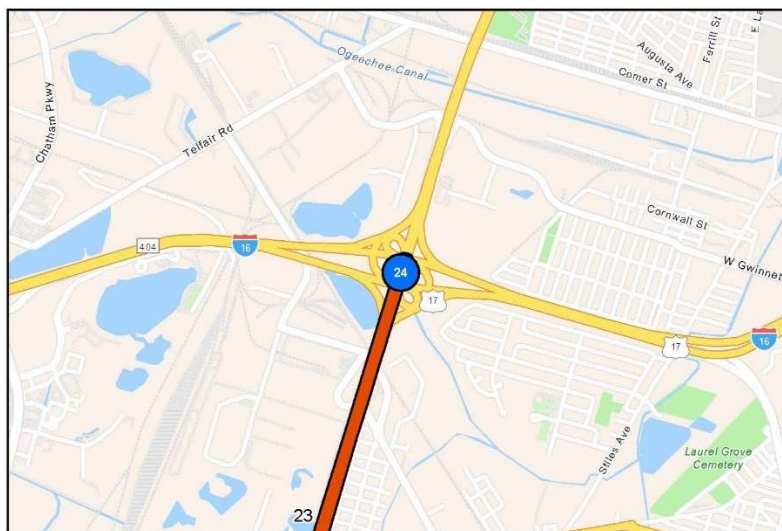
PROJECT NAME: US 80 Widening		GDOT PI #: TBA			
PROJECT TERMINI: Bryan/Effingham County Line to SR 17 in Effingham County					
PROJECT DESCRIPTION: This project includes the widening of US 80 from two to four lanes and is recommended to be a GDOT-led project. The purpose of this project is to prepare the region's network for increased traffic volumes by creating redundancy and improving routes parallel to I-16.					
Thoroughfare Type:		Map Project ID: 22		Total Project Cost: \$53,849,489	
Performance Measures	PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management	Transit Safety
			X		
Comments: This project is for the segment of US 80 within the COER MPO planning area boundary. The original recommendation from GDOT's Coastal Empire Study is the widening of US 80 from two to four lanes from Amanda Road in Bulloch County to State Route 17 in Effingham County (approximately 34 miles). The base cost estimates come from the Coastal Empire Study. The project will contribute to the Federal Performance measures of Congestion and Freight.					
PROJECT PHASE	Cost Band 1 2025 - 2032		Cost Band 2 2033 - 2041		Cost Band 3 2042 - 2050
Preliminary Engineering			\$5,384,949		
Right-of-Way					
Construction			\$48,464,540		



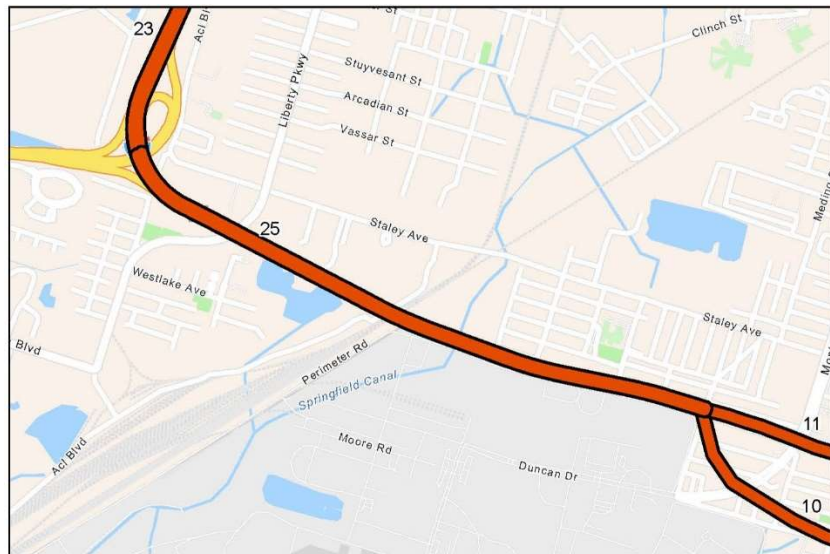
PROJECT NAME: I-516 / Lynes Parkway Widening from I-16 to Veterans Pkwy		GDOT PI #: 0013160			
PROJECT TERMINI: CR 975/VETERANS PKWY TO I-16					
PROJECT DESCRIPTION: This project adds additional capacity in each direction on I-516. I-516 provides access to I-16 for evacuation, as well as access to the Port of Savannah area.					
Thoroughfare Type:		Map Project ID: 23		Total Project Cost: \$226,721,080	
Performance Measures	PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management	Transit Safety
	X		X		
Comments: This project is carried over from the 2045 MTP and will contribute to the Federal Performance Measures of Safety, Congestion and Freight.					
PROJECT PHASE	Cost Band 1 2025 - 2032	Cost Band 2 2033 - 2041	Cost Band 3 2042 – 2050		
Preliminary Engineering		\$18,472,947			
Right-of-Way					
Construction			\$208,248,133		



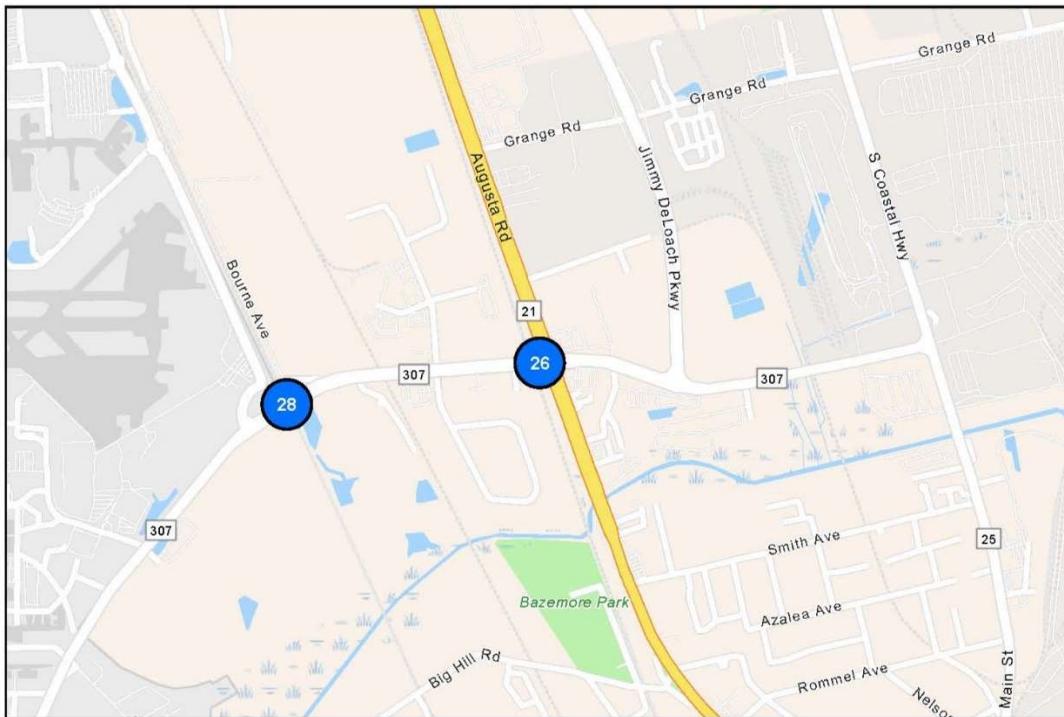
PROJECT NAME: I-516 / Lynes Parkway at I-16 Interchange Reconstruction		GDOT PI #: TBA			
PROJECT TERMINI: I-516 @ I-16					
PROJECT DESCRIPTION: This project is to reconstruct the interchange at I-516 and I-16. The project will address safety and weaving issues associated with the current configuration and will increase the operational capacity of the interchange, which is utilized by a large number of heavy trucks and is also a designated evacuation facility.					
Thoroughfare Type:		Map Project ID: 24		Total Project Cost: \$19,499,703	
Performance Measures	PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management	Transit Safety
	X	X	X		
Comments: This project is carried over from the 2045 MTP and will contribute to the Federal Performance Measures of Safety, Pavement & Bridge, as well as Congestion and Freight.					
PROJECT PHASE	Cost Band 1 2025 - 2032	Cost Band 2 2033 - 2041	Cost Band 3 2042 – 2050		
Preliminary Engineering		\$19,499,703			
Right-of-Way					
Construction					



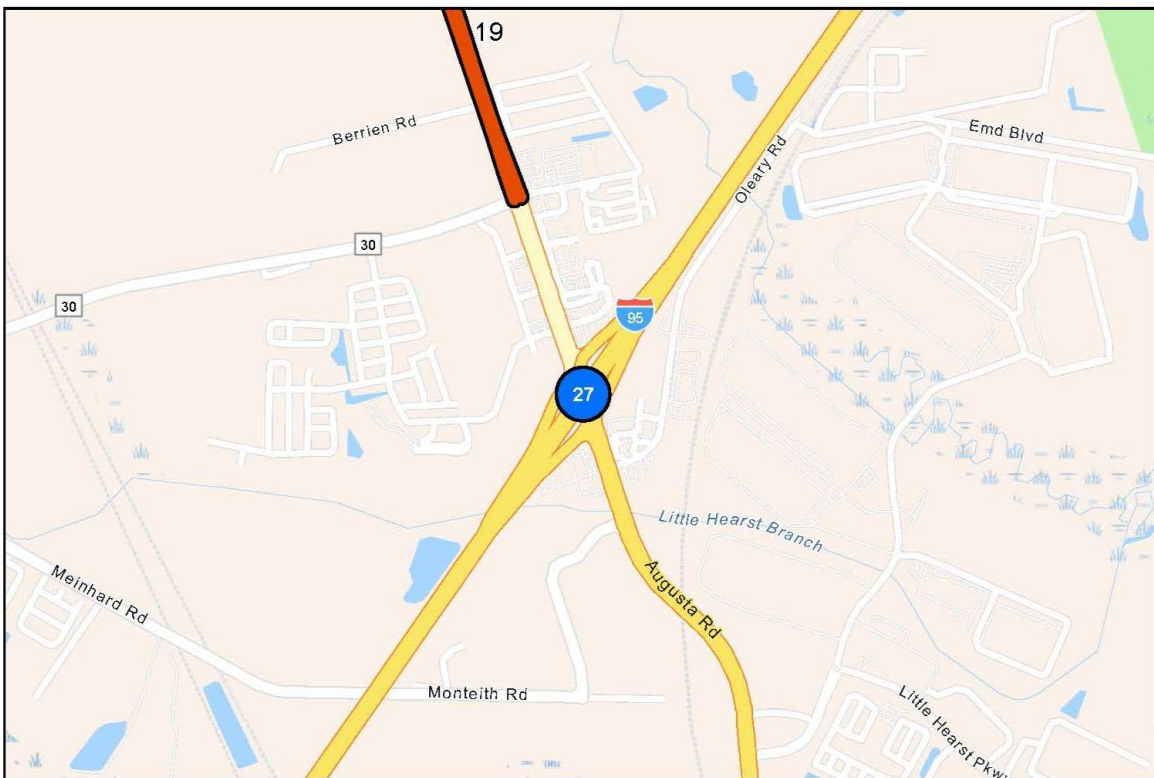
PROJECT NAME: I-516 / Lynes Parkway Widening from Veterans Pkwy to Mildred St			GDOT PI #: TBA		
PROJECT TERMINI: Veterans Pkwy to Mildred St					
PROJECT DESCRIPTION: This project adds additional capacity in each direction on I-516. I-516 provides access to I-16 for evacuation, as well as access to Hunter Army Air Base.					
Thoroughfare Type:		Map Project ID: 25		Total Project Cost: \$234,762,234	
Performance Measures	PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management	Transit Safety
	X		X		
Comments: This project is carried over from the 2045 MTP and will contribute to the Federal Performance Measures of Safety as well as Congestion and Freight.					
PROJECT PHASE	Cost Band 1 2025 - 2032	Cost Band 2 2033 - 2041	Cost Band 3 2042 - 2050		
Preliminary Engineering		\$15,939,796			
Right-of-Way				\$14,394,560	
Utility					
Construction				\$204,427,878	



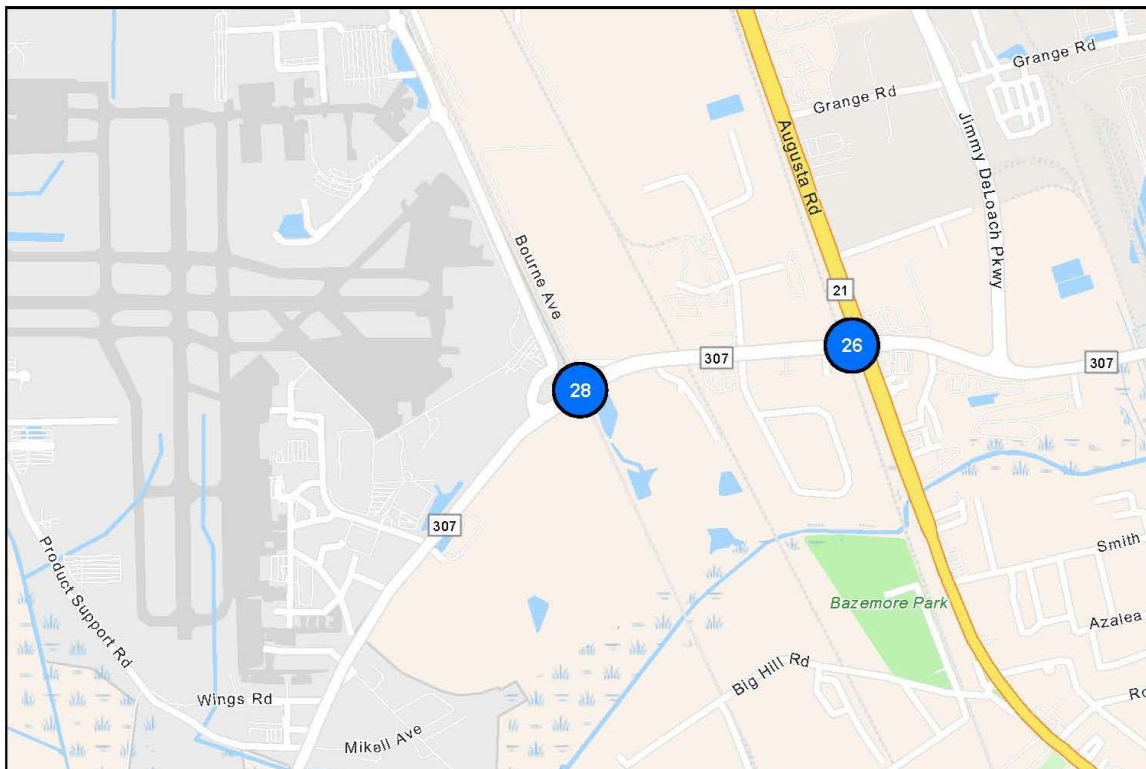
PROJECT NAME: SR 307 Grade Rail Separation and Operational Improvements			GDOT PI #: TBA		
PROJECT TERMINI: SR 307 @ SR 21					
PROJECT DESCRIPTION: The SR 307 Grade Rail Separation and Operational Improvements is one of the at-grade railroad crossings that have been identified within the SR 307 Corridor Study area for consideration for improvements based on safety, traffic operations, proximity to the ports, and proximity to planned industrial development with rail access.					
Thoroughfare Type:		Map Project ID: 26		Total Project Cost: \$65,530,077	
Performance Measures		PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management
		X		X	
Comments: The project's base cost estimates come from the SR 307 Corridor Study. The project will contribute to the Federal Performance measures of Safety, Congestion and Freight.					
PROJECT PHASE	Cost Band 1 2025 - 2032	Cost Band 2 2033 - 2041	Cost Band 3 2042 - 2050		
Preliminary Engineering		\$6,553,008			
Right-of-Way					
Construction		\$58,977,069			



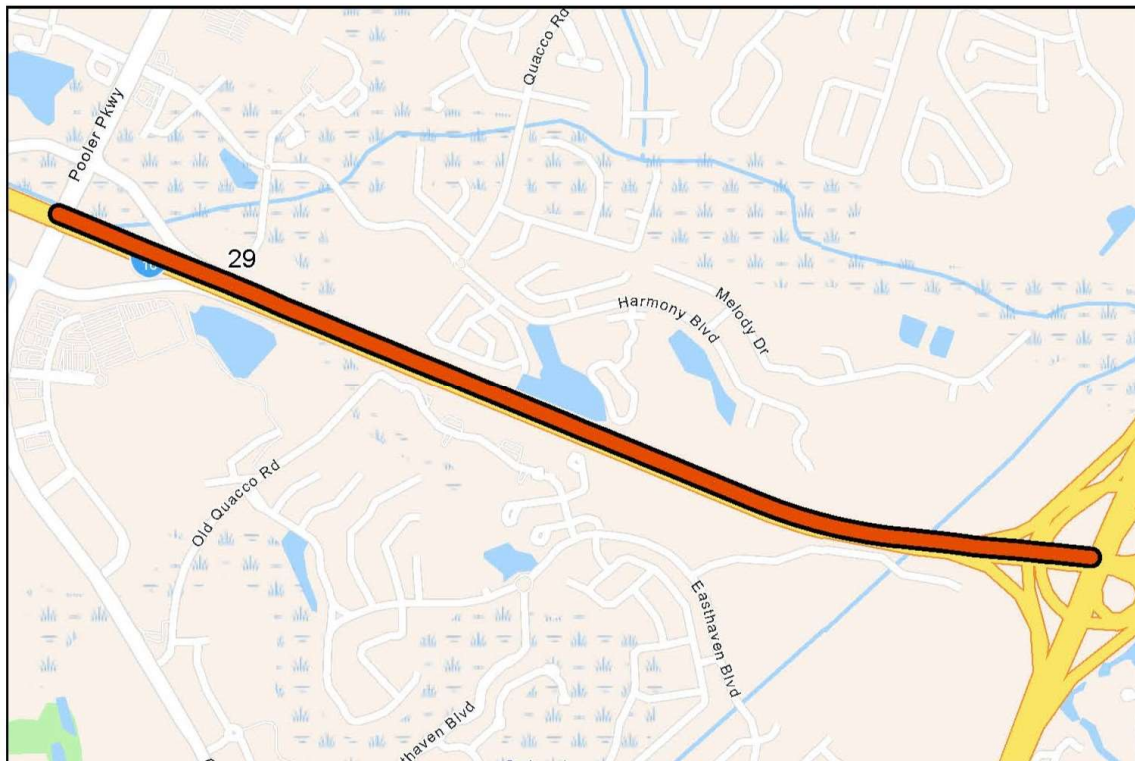
PROJECT NAME: I-95 Interchange Reconstruction		GDOT PI #: 0017271			
PROJECT TERMINI: I-95 at SR 21					
PROJECT DESCRIPTION: Improve roadway capacity and I-95 interchange operations.					
Thoroughfare Type:		Map Project ID: 27		Total Project Cost: \$6,493,773	
Performance Measures	PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management	Transit Safety
	X	X	X		
Comments: This project is carried over from the 2045 MTP. The original project information comes from the GDOT's Chatham County Interstate Needs Analysis & Prioritization Plan. The short-term fix at this location is the Diverging Diamond Interchange. The interchange reconstruction is the long-term fix. The project will contribute to the Federal Performance Measures of Safety, Pavement and Bridge, as well as Congestion and Freight.					
PROJECT PHASE	Cost Band 1 2025 - 2032		Cost Band 2 2033 - 2041		Cost Band 3 2042 - 2050
Preliminary Engineering			\$6,493,773		
Right-of-Way					
Construction					



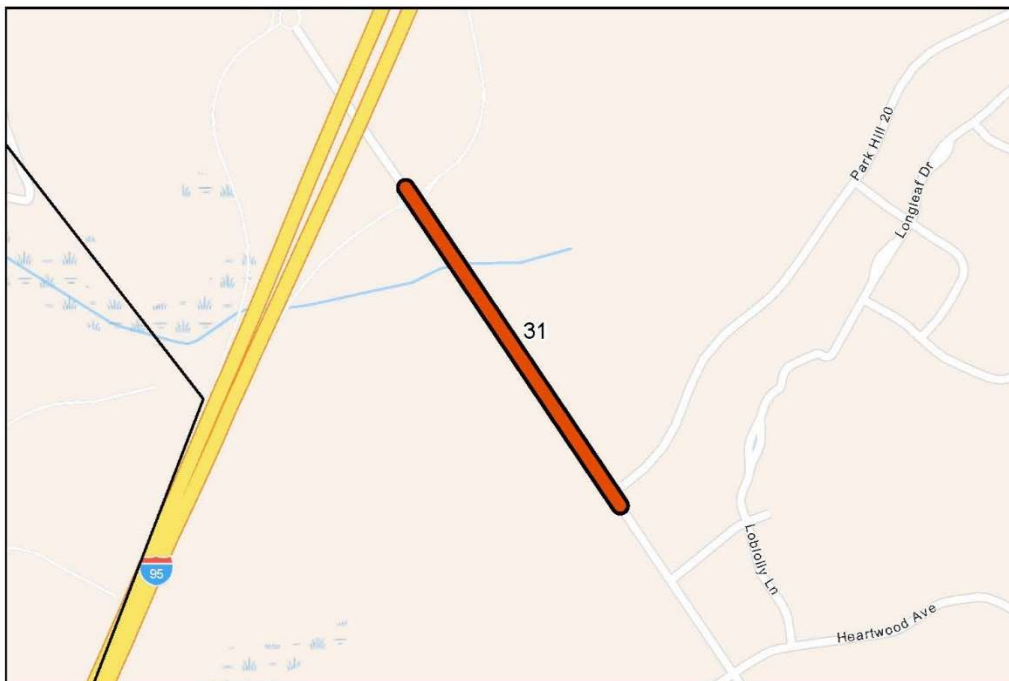
PROJECT NAME: SR 307 Grade Separation		GDOT PI #: TBA			
PROJECT TERMINI: SR 307 @ Norfolk Southern Crossing #855067U					
PROJECT DESCRIPTION: The SR 307 Grade Rail Separation and Operational Improvements is one of the at-grade railroad crossings that have been identified within the SR 307 Corridor Study area for consideration for improvements based on safety, traffic operations, proximity to the ports, and proximity to planned industrial development with rail access.					
Thoroughfare Type:		Map Project ID: 28		Total Project Cost: \$43,792,305	
Performance Measures	PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management	Transit Safety
	X		X		
Comments: The project's base cost estimates come from the SR 307 Corridor Study. The project will contribute to the Federal Performance measures of Safety, Congestion and Freight.					
PROJECT PHASE	Cost Band 1 2025 - 2032	Cost Band 2 2033 - 2041	Cost Band 3 2042 - 2050		
Preliminary Engineering		\$3,167,617			
Right-of-Way					
Construction			\$40,624,688		



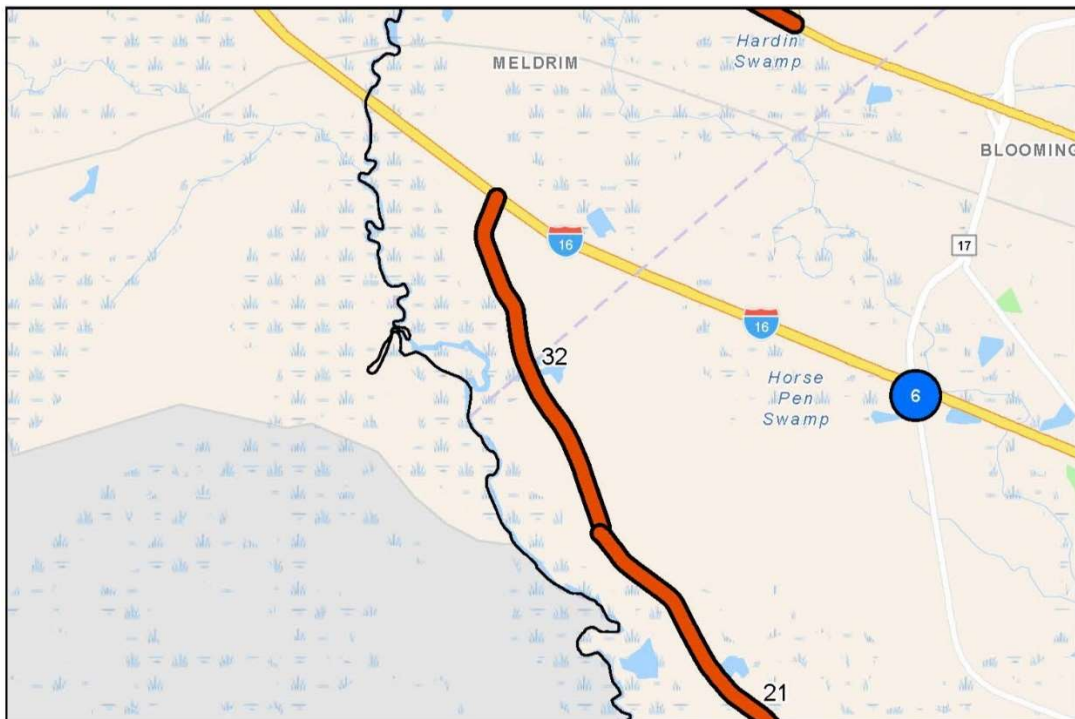
PROJECT NAME: I-16 Widening		GDOT PI #: 0015528			
PROJECT TERMINI: CS 565/Pooler Parkway to I-95					
PROJECT DESCRIPTION: This project includes the widening of I-16 from four to six lanes between I-95 and Pooler Pkwy.					
Thoroughfare Type:		Map Project ID: 29		Total Project Cost: \$34,695,205	
Performance Measures	PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management	Transit Safety
	X		X		
Comments: This project is carried over from the 2045 MTP and is consistent with the GDOT Coastal Empire Study. The project will contribute to the Federal Performance Measures of Safety, Congestion and Freight.					
PROJECT PHASE	Cost Band 1 2025 - 2032		Cost Band 2 2033 - 2041		Cost Band 3 2042 - 2050
Preliminary Engineering			\$2,063,166		
Right-of-Way					
Construction					\$32,632,039



PROJECT NAME: Belfast Keller Road Widening		GDOT PI #: TBA			
PROJECT TERMINI: I-95 to Great Ogeechee Parkway					
PROJECT DESCRIPTION: This project includes the widening of Belfast Keller Road from two to six lanes with a divided median between I-95 and Great Ogeechee Parkway in Bryan County (approximately 0.5 mile).					
Thoroughfare Type:		Map Project ID: 31		Total Project Cost: \$6,299,238	
Performance Measures	PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management	Transit Safety
			X		
Comments: The project information comes from GDOT's Coastal Empire Study and is recommended to be a locally led project. The project is included in the 2050 MTP for geographic equity. The project will contribute to the Federal Performance Measures of Congestion and Freight.					
PROJECT PHASE	Cost Band 1 2025 - 2032		Cost Band 2 2033 - 2041		Cost Band 3 2042 - 2050
Preliminary Engineering					\$629,924
Right-of-Way					
Construction					\$5,669,315



PROJECT NAME: Old River Road Widening		GDOT PI #: TBA			
PROJECT TERMINI: SR 204 in Chatham County to I-16 in Effingham County					
PROJECT DESCRIPTION: This project includes the widening of Old River Road from two to four lanes from State Route 204 in Chatham County to I-16 in Effingham County (approximately 3 miles). The purpose of this project is to provide redundancy in the network by improving parallel routes to I-16.					
Thoroughfare Type:		Map Project ID: 32		Total Project Cost: \$39,811,187	
Performance Measures	PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management	Transit Safety
			X		
Comments: The project information comes from GDOT's Coastal Empire Study and is recommended to be a locally led project. The project is consistent with the 2045 MTP and is a local priority for both Chatham County and Effingham County. The project will contribute to the Federal Performance Measures of Congestion and Freight.					
PROJECT PHASE	Cost Band 1 2025 - 2032	Cost Band 2 2033 - 2041	Cost Band 3 2042 – 2050		
Preliminary Engineering		\$2,879,652			
Right-of-Way					
Construction			\$36,931,535		



PROJECT NAME: Chevis Road Improvements	GDOT PI #: 0017975
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PROJECT TERMINI: The proposed project limits are along CR76/Chevis Road from the intersection with US17/SR25 on the North end to the intersection with Wild Heron Road on the South end.

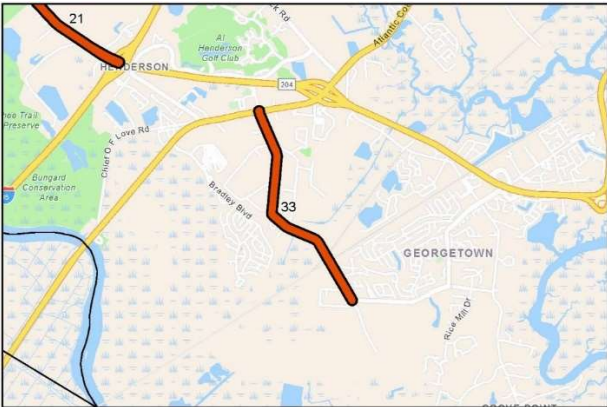
PROJECT DESCRIPTION: This project will consider motorized and nonmotorized transportation improvements on Chevis Road from Wild Heron Road to State Route 25/Ogeechee Road. A portion of the road in the high- density area will be converted to an urban section with 5-foot sidewalks on both sides of the road. The more rural portions of the project will consider installing a 10-foot multi-purpose trail on one side of the road. Project will also consider water quality and storm water infrastructure improvements, as well as provide a safe route to access area schools and commercial businesses for non-motorized commuters.

Thoroughfare Type:	Map Project ID: 33	Total Project Cost: \$16,360,546
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Performance Measures	PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management	Transit Safety
	X		X		

Comments: This project is included in the FY 2024 – 2027 TIP for implementation. Chatham County is the project sponsor. Performance goals of the project include improving mobility, providing safe routes to schools and business for non-motorized users by adding pedestrian and bicycle accommodations and widening existing travel lanes. Additional benefits include drainage, roadway, and potential intersection improvements. The project will contribute to the Federal Performance Measures of Safety and Air Quality.

PROJECT PHASE	Cost Band 1 2025 - 2032	Cost Band 2 2033 - 2041	Cost Band 3 2042 – 2050
Preliminary Engineering			
Right-of-Way	\$3,360,546		
Utility	\$1,000,000		
Construction	\$12,000,000		



PROJECT NAME: Garrard Avenue Improvements	GDOT PI #: 0017976
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PROJECT TERMINI: CR 777/Garrard Avenue and CR 585/Lane Avenue beginning at the intersection at CR 781/Chatham Parkway and CR 597/Louis Mills Boulevard (southern terminus) and ending at CR 589/Gamble Road (northern terminus)

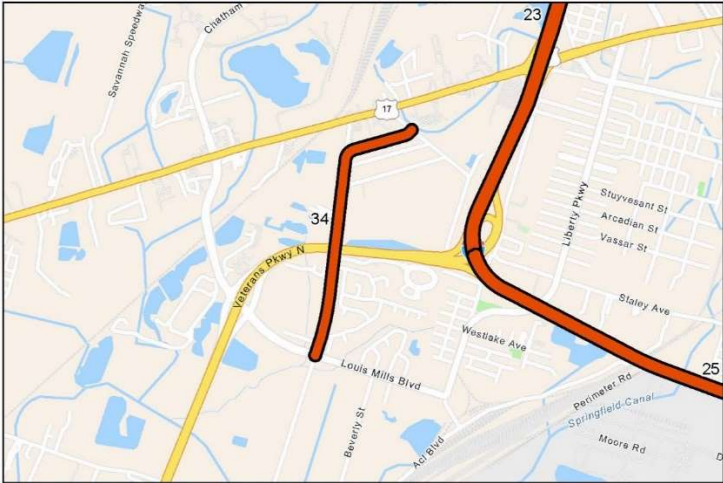
PROJECT DESCRIPTION: The Garrard Avenue Improvement Project proposes to construct operational and safety improvements for non-motorized and motorized roadway users from its intersection with Chatham Parkway to its intersection at Gamble Road, approximately 1.2 miles in length. This project will convert Garrard Avenue from a rural, two-lane roadway section without pedestrian improvements to a new two-lane, urban section with 5-foot sidewalks on both sides of the roadway. The project will also install curb and gutter as well as stormwater and water quality improvements. The project will benefit the densely populated, lower income.

Thoroughfare Type:	Map Project ID: 34	Total Project Cost: \$10,800,000
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Performance Measures	PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management	Transit Safety
	X		X		

Comments: This project is included in the FY 2024 – 2027 TIP for implementation. Chatham County is the project sponsor. The southern terminus is an existing four-leg intersection, and the northern terminus is an existing T-intersection. The project length is approximately 1.2 miles, but a logical termini determination will be made as part of the environmental process and traffic analysis. The project will contribute to the Federal Performance Measures of Safety and Air Quality.

PROJECT PHASE	Cost Band 1 2025 - 2032	Cost Band 2 2033 - 2041	Cost Band 3 2042 – 2050
Preliminary Engineering	\$2,000,000		
Right-of-Way			
Construction	\$8,800,000		



PROJECT NAME: Green Island Road Multipurpose Path off Diamond Causeway		GDOT PI #: 0019015			
PROJECT TERMINI: Begins just south of Lufburrow Way and concluding at Diamond Causeway, connecting with the existing path.					
PROJECT DESCRIPTION: The Green Island Road path project will be a multi-purpose trail that runs 2.1 miles adjacent to Green Island Road and connects with an existing multi-purpose trail on Diamond Causeway linking neighborhoods and a commercial center. The design is to utilize "Complete Streets" criteria to enable safe, attractive and comfortable access and travel for users such as pedestrians, bicyclists, golf carts and those with a disability. This enhanced connectivity will encourage non-motorized transportation alternatives and provide a better quality of life for residents.					
Thoroughfare Type:		Map Project ID: 35		Total Project Cost: \$2,500,000	
Performance Measures	PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management	Transit Safety
	X		X		
Comments: This project is included in the FY 2024 – 2027 TIP for implementation. Chatham County is the project sponsor. The project is approximately 2.13 miles. Other elements of the project include Crosswalks and lighting. The project will contribute to the Federal Performance Measures of Safety and Air Quality.					
PROJECT PHASE	Cost Band 1 2025 - 2032	Cost Band 2 2033 - 2041	Cost Band 3 2042 – 2050		
Preliminary Engineering					
Right-of-Way					
Construction	\$2,500,000				



PROJECT NAME: Priority bike/ped projects in the Non-Motorized Transportation Plan			GDOT PI #: N/A		
PROJECT TERMINI:					
PROJECT DESCRIPTION: Bike/ped/trail projects					
Thoroughfare Type: N/A		Map Project ID: Not Mapped		Total Project Cost: \$45,055,355	
Performance Measures	PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management	Transit Safety
	X		X		
<p>Comments: <u>Non-Motorized Improvements Set Aside Policy:</u> Any bicycle, sidewalk or trail project seeking CORE MPO highway funding is considered consistent with the MPO's 2050 Metropolitan Transportation Plan provided that 1) the project is consistent with the CORE MPO Non-Motorized Transportation Plan; and 2) the project has a dedicated local sponsor with local match funding commitment.</p> <p>Non-motorized projects will contribute to the Federal Performance Measures of Safety and Air Quality.</p>					
PROJECT PHASE	Cost Band 1 2025 - 2032		Cost Band 2 2033 - 2041		Cost Band 3 2042 – 2050
Preliminary Engineering					
Right-of-Way					
Construction	\$8,749,433		\$16,539,586		\$19,766,336

PROJECT NAME: Maintenance Projects			GDOT PI #: N/A			
PROJECT TERMINI:						
PROJECT DESCRIPTION: Maintenance Projects						
Thoroughfare Type: N/A		Map Project ID: Not Mapped			Total Project Cost: \$134,646,929	
Performance Measures	PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management	Transit Safety	
	X	X	X		X	
<p>Comments: <u>Maintenance Policy:</u> The Georgia Department of Transportation (GDOT) maintains the state highways in Georgia. Local governments maintain some roadways in the Savannah region that are functionally classified as Collectors and above. Maintenance projects in the Savannah region which have been duly selected for funding by the State Transportation Board or the local governments are considered to be consistent with the CORE MPO's 2050 Metropolitan Transportation Plan.</p> <p>Maintenance projects will benefit all modes of transportation and will contribute to the Federal Performance Measures of Safety, Pavement & Bridges, Congestion, Freight, Air Quality, as well as Transit Safety.</p>						
PROJECT PHASE	Cost Band 1 2025 - 2032		Cost Band 2 2033 - 2041		Cost Band 3 2042 – 2050	
Preliminary Engineering						
Right-of-Way						
Construction	\$55,518,434		\$36,047,908		\$43,080,587	

PROJECT NAME: Transit Improvements Set Aside				GDOT PI #: N/A		
PROJECT TERMINI:						
PROJECT DESCRIPTION: Transit Improvements funded with highway set aside funds.						
Thoroughfare Type: N/A		Map Project ID: Not Mapped			Total Project Cost: \$33,800,000	
Performance Measures	PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management	Transit Safety	
	X		X	X	X	
<p>Comments: <u>Transit Improvements Set Aside Policy:</u> Any transit improvement project seeking CORE MPO highway funding in the Savannah region is considered to be consistent with the MPO's 2050 Metropolitan Transportation Plan provided that 1) the project has an eligible local sponsor with matching fund commitment; 2) the project is consistent with the transit needs identified in the 2050 MTP and/or the CAT Master Transit Plan and/or Transit Development Plan; and 3) the project is approved by the CORE MPO Board for inclusion in the Transportation Improvement Program.</p> <p>Transit improvements will not only contribute to the Federal Performance Measures of Transit Asset Management and Transit Safety, but also to Highway Safety and Congestion relief.</p>						
PROJECT PHASE	Cost Band 1 2025 - 2032		Cost Band 2 2033 - 2041		Cost Band 3 2042 – 2050	
Preliminary Engineering						
Right-of-Way						
Construction	\$10,400,000		\$11,700,000		\$11,700,000	

PROJECT NAME: Transit Improvements Using Transit Revenues				GDOT PI #: N/A		
PROJECT TERMINI:						
PROJECT DESCRIPTION: Transit Improvements funded with transit funds.						
Thoroughfare Type: N/A		Map Project ID: Not Mapped			Total Project Cost: \$281,578,587	
Performance Measures	PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management	Transit Safety	
	X		X	X	X	
<p>Comments: The priority transit improvement projects include:</p> <ul style="list-style-type: none"> • Intelligent Transit System (ITS) • Preventative Maintenance • Facility Enhancements and Rehabilitation • Vehicle Replacement/Purchase/Zero Emission Buses (35-ft) for both Fixed Route and Paratransit • Ferry Boat Rehab, Purchase and Construction • Paratransit Maintenance Facility • Bus Stop Improvement Program • Infrastructure & Depot Charging • Upgraded Farebox and Payment System • Electric Vehicle Infrastructure • Passenger Amenities • Facility Improvement Project - ITC • Facility Improvement Project - Gwinnett • Vanpool Capital • Park & Ride Capital • Facility Construction - Ferry Maintenance Facility • Facility Construction - Ferry Dock • Ferry Boat Construction <p>Transit improvements will not only contribute to the Federal Performance Measures of Transit Asset Management and Transit Safety, but also to Highway Safety and Congestion relief.</p>						
PROJECT PHASE	Cost Band 1 2025 - 2032		Cost Band 2 2033 - 2041		Cost Band 3 2042 – 2050	
Preliminary Engineering						
Right-of-Way						
Construction	\$93,419,062		\$85,718,264		\$102,441,261	

PROJECT NAME: Operational Improvements		GDOT PI #: N/A			
PROJECT TERMINI:					
PROJECT DESCRIPTION: Operational Improvements (signal coordination, intersection improvements, turn lanes, roundabouts, ITS, etc.)					
Thoroughfare Type: N/A	Map Project ID: Not Mapped			Total Project Cost: \$218,321,419	
Performance Measures	PM1/Highway Safety	PM2/Pavement & Bridge	PM3/Freight & CMAQ	Transit Asset Management	Transit Safety
	X		X	X	X
<p>Comments: <u>Operational Improvements Set Aside Policy:</u> Any operational improvement project (traffic signals, turn lanes, intersection improvement, etc.) in the Savannah region seeking CORE MPO highway funding is considered to be consistent with the MPO's 2050 Metropolitan Transportation Plan provided that 1) the project is consistent with the MPO's plans (2050 Vision Plan, CORE MPO Regional Freight Transportation Plan, Congestion Management Process, etc.) or local Capital Improvement Programs; 2) the project makes improvements to functionally-classified roadways (collectors and above); and 3) the project has a dedicated project sponsor with local match funding commitment.</p> <p>Operational improvement projects will benefit all modes of transportation and will contribute to the Federal Performance Measures of Safety, Pavement & Bridges, Congestion, Freight, Air Quality, as well as Transit Safety.</p>					
PROJECT PHASE	Cost Band 1 2025 - 2032		Cost Band 2 2033 - 2041		Cost Band 3 2042 - 2050
Preliminary Engineering					
Right-of-Way					
Construction	\$73,097,730		\$66,158,344		\$79,065,345