

New Capacity Projects		Project Types and Abbreviations		Total Project Cost (Construction + ROW + PE)	Project Prioritization
Project Name	Project Description	Logical Termini	Purpose and Need		Benefit/Cost = (Fuel Savings + Time Savings/ Project Costs)
		BIKE--Bike Pedestrian Improvement BRIDGE--Bridge Rehabilitation or Replacement CAPACITY--Roadway Widening INTRSCN--Realignment of Streets or Intersection Improvement INTRCHNG--Interchange Improvement	ACCESS--Access Management PAVE--Paving of Dirt Road SIGNAL--Signalization project		
I-95 Widening	Widen I-95 from 6 lanes to 8 lanes with center barrier wall beginning at I-16 in Chatham County and ending at SR 144.  (Currently being addressed by PI No. 511035)	I-16/I-19 interchange in Chatham County was chosen as the northern terminus since a large percentage of I-95 traffic travels to and from I-16. The southern terminus is at the SR 144 interchange in Bryan County since the model projects a significant drop in the number of vehicles (30,000) south of this interchange.	This segment of I-95 currently experience extreme delays and high volume to capacity ratio during the peak hours and this condition is expected to worsen by 2035. Widening of I-95 is recommended to provide congestion relief and improve safety.	\$ 9,116,280	4.39
US 17 Widening	Widen US 17 from 4 lanes to 6 lanes with 20-ft raised median beginning at SR 196 in Liberty County to I-95.	The eastern terminus is at the T-intersection at SR 196 in Liberty County. SR 196 is currently under construction to be widened to 4 lanes. The completion of this improvement is expected to attract more commuters from Liberty County onto US 17. The western terminus is at the I-95 interchange since a significant share of travelers utilizes this interchange to access Savannah and other destinations.  (Project termini originally from SR 196 to SR 144. Has been revised per Advisory Committee input)	Under the existing roadway configuration, US 17 is anticipated to have significant deterioration of LOS by 2035. Widening on US 17 is needed to facilitate safe and efficient travel of commuters to and forth from the Savannah area. The capacity improvements to US 17 will also provide relief for the users of I-95 during the peak hours.	\$ 49,826,840	0.27
Belfast Siding Road Widening	Widen Belfast Siding Road from 2 lanes to a 4-lane divided section beginning at US 17 and ending at the Park Hill 20 Road.	The northern terminus is at the T-intersection at US 17, which provides the most direct access to I-95. The southern terminus is at Park Hill 20 Road intersection.	Widening of Belfast Siding Road will provide relief to the congested conditions anticipated as a result of the planned development surrounding this roadway.	\$ 33,832,400	0.25
SR 144 Widening (Timber Trail to Belfast Keller)	Extend the existing 4-lane section of SR 144 south to Belfast Keller Road  (Currently being addressed by PI No. 532370)	The section of SR 144 just south of Timber Trail was chosen as the northern terminus since it marks the ending of the existing 4-lane section. The southern terminus is at the intersection of Belfast Keller Road because significant percentage of traffic is expected to diverge at this intersection.	Widening of SR 144 is recommended to provide additional capacity and reduce congestion for the travelers from Richmond Hill and south Bryan to US 17 and I-95.	\$ 32,519,560	0.12
SR 144 Widening (US 17 to Timber Trail)	Widen SR 144 to 6-lane divided section from US 17 to Timber Trail intersection  (Project removed based on Advisory Committee input)	N/A	N/A	N/A	N/A
Harris Trail Road Widening (Phase 1 - Timber Trail to Port Royal Road)	Widen Harris Trail Road from 2 lanes to 4 lanes with 20-ft raised median from Timber Trail to Port Royal Road.  (To occur after the paving of Harris Trail Ext. Note that paving projects are not eligible for federal funding)	The northern terminus is at the existing 4-lane section ending at Timber Trail. The southern terminus is at Port Royal intersection as the travel pattern indicates a significant diversion of traffic from Harris Trail to Port Royal Road.  (Project termini originally from US 17 to Timber Trail. Has been revised per Advisory Committee input)	With the completion of Harris Trail Extension, traffic on Harris Trail Road is expected to increase by greater than 100% from 5,600 in 2006 to 12,500 by 2030, resulting in deficient LOS. Harris Trail Road provides the much needed bypass for downtown Richmond Hill and an alternative route for the residents in south Bryan to access US 17 and I-95. As such, additional capacity is needed to accommodate the new demand for this route.	\$ 10,980,040	TBD
Harris Trail Road Widening (Phase 2 - Port Royal Road to Belfast Keller Road)	Widen Harris Trail Road from 2 lanes to 4 lanes with 20-ft raised median from Port Royal Road to Belfast Keller Road.  (To occur after the paving of Harris Trail Ext. Note that paving projects are not eligible for federal funding)	The northern terminus is at Port Royal Road where most of the southbound traffic on Harris Trail Road currently diverts to access the residential areas along SR 144 and south Bryan. The southern terminus is at the Belfast Keller Road corresponding to the southern terminus of Harris Trail Extension.  (Project termini originally from US 17 to Timber Trail. Has been revised per Advisory Committee input)	This project calls for the widening of Harris Trail Extension. Harris Trail Road provides the much needed bypass for downtown Richmond Hill and an alternative route for the residents in south Bryan to access US 17 and I-95. As such, additional capacity is needed to accommodate the new demand for this route.	\$ 20,797,800	TBD
US 280/SR 30 Widening	Widen US 280/SR 30 from 2 lanes to 4-lanes with 20-ft median at the proposed entrances of Interstate Centre  (Currently being addressed by PI No. 0004799)	The project termini are located at the anticipated eastern and western entrances of the Interstate Centre Industrial Park because significant deterioration of LOS on US 280/SR 30 is expected near the development.	Widening of US 280/SR 30 is needed to improve safety and accommodate increasing traffic volumes as a result of the proposed Interstate Centre Industrial Park. The additional capacity improvement will facilitate large truck traffic generated from the proposed development and headed towards the Port of Savannah area via I-16.	\$ 9,498,280	0.08

\*\*Note: Project termini have been revised to reflect comments from the Advisory Committee and Public Meetings.

# Traffic Operations

## Project Types and Abbreviations



- BIKE--Bike Pedestrian Improvement
- BRIDGE--Bridge Rehabilitation or Replacement
- CAPACITY--Roadway Widening
- INTRSCTN--Realignment of Streets or Intersection Improvement
- INTRCHNG--Interchange Improvement
- ACCESS--Access Management
- PAVE--Paving of Dirt Road
- SIGNAL--Signalization project

Preliminary  
Construction  
Cost Estimate

Project ID	Project Name	Project Description	Logical Termini	Purpose and Need	
PAVE01	Harris Trail Extension to Belfast Loop	Paving of Harris Trail Extension from Crow Lane Road/George Oliver Road diverge to Belfast Loop  (Note: Paving projects are not eligible for federal funding)	The northern terminus is at the existing paved section north of Crow Lane Road/George Oliver Road intersection at Harris Trail Road. The southern terminus is at the Belfast Keller Road intersection since currently there are no plans to pave Dunham Swamp Road through the other side of Belfast Loop.	Model projections indicate that traffic volumes on Harris Trail will increase by over 100% by 2035. Paving of Harris Trail Extension is needed to provide a safe and viable alternative to SR 144 for the residents of Richmond Hill and south Bryan.	\$ 1,843,000
INTRCHNG01	Interchange Improvements at I-95 and SR 144	Upgrade interchange by adding turn lanes on all approaches at both ramp intersections. Signalize eastbound off-ramp intersection and optimize timing.	Since this improvement is operational in nature, the point at which no additional improvements are needed serves as a logical terminus. As such, the northern and southern termini are along SR 144 just north and south of the interchange since no additional improvements are necessary.	The SR 144 interchange is heavily accessed by not only commuters to and from the Savannah area but also the travelers between north and south Bryan. Model results indicate that the eastbound on-ramp and westbound off-ramp are expected to incur heavy delays and potential spillbacks onto I-95. Additional capacity and signalization may be needed at the ramp intersections to improve LOS, and prevent potential spillbacks onto I-95.	\$ 2,470,000
INTRCHNG02	Interchange Improvements at I-95 and US 17	Upgrade interchange by providing additional storage space for turning movements onto and off the ramps. Add eastbound through lane on US 17 between the ramp intersections. Signalize northbound ramp intersection and optimize timings.	Since this improvement is operational in nature, the point at which no additional improvements are needed serves as a logical terminus. As such, the eastern and western termini are along US 17 just east and west of the interchange since no additional improvements are necessary.	US 17 is one of two principal arterials in the County that is projected to carry up to 40,000 vehicles by 2035. It is a parallel facility to I-95 and connects all the counties in the coastal region. Model results indicate that both northbound on and off ramps and southbound on-ramp are expected to incur heavy delays and potential spillbacks onto I-95. Additional turn lanes and signalization may be needed at the ramp intersections to operate under acceptable conditions.	\$ 3,323,000
INTRCHNG03	Interchange Improvements at I-16 and US 280	Upgrade interchange by adding turn lanes on all approaches at both ramp intersections. Signalize both ramp intersections.  (Will interface with PI No. 0004779)	Since this improvement is operational in nature, the point at which no additional improvements are needed serves as a logical terminus. As such, the eastern and western termini are along US 280 just east and west of the interchange since no additional improvements are necessary.	The interchange of I-16 at US 280 is the only interchange in northern Bryan County. Significant truck traffic headed to the Port of Savannah area via this interchange is anticipated as a result of Interstate Centre. Additional turn lanes are needed at the ramp intersections to operate efficiently and safely with a high number of heavy multiple axle trucks. Installation of traffic signals at both ramp intersections may be needed to reduce conflicts between vehicle and truck movements.	\$ 767,000
ACCESS01	SR 144 Access Management	Apply 20-ft raised median treatment along SR 144 from I-95 interchange to US 17	The I-95 interchange was chosen as the northern terminus because significant amount of traffic drops off north of this interchange. US 17 was chosen as the southern terminus since a significant amount of vehicular interaction occurs at this intersection.	The purpose of the raised median treatments along SR 144 is to improve safety, reduce congestion, and improve the general mobility of the corridor.	\$ 2,781,000
INTRSCTN01	US 17 at SR 144	Safety and operational improvements - additional right and left turn lanes on all approaches	N/A	US 17 at SR 144 is a critical intersection that carries the highest traffic volume along with the highest number of crashes in the County. Drivers currently experience extreme intersection delay and queuing during the peak hours. Model projections indicate severe congestion along all the approach roadways by 2035. Capacity and operational improvements may be necessary to facilitate safe and efficient movements through this intersection.	\$ 1,588,000
INTRSCTN02	US 17 at Harris Trail Road	Safety and operational improvements - add turn lanes and optimize timing	N/A	Harris Trail is expected to have a traffic volume increase of over 100% by 2035. The intersection at US 17 at Harris Trail ranks number two in highest number of crashes in the County. Capacity and operational improvements may be necessary to facilitate safe and efficient movements through this intersection.	\$ 829,000
INTRSCTN03	Bacon Street (US 280) at N. Main (SR 119)	Safety and operational improvements - add turn lanes and optimize timing	N/A	Intersection of US 280 at SR 119 has one of the highest number of crashes in the County. Capacity and operational improvements may be necessary to facilitate safe and efficient movements through this intersection.	\$ 197,000
INTRSCTN04	College Street/ Camella Drive (SR 119) at N Main St (SR 67) Signalization/ Realignment	Realignment of SR 119 and SR 67 with signalization	N/A	Realignment of SR 119 to SR 67 is needed to facilitate safer turning movement and improve general traffic flow at this intersection. A Signal Warrants Analysis may be necessary to examine the need for a signal with associated operational improvements at this intersection.	\$ 1,115,000
SIGNAL03	US 280 at US 80	Safety and operational improvements - add turn lanes and signalize intersection	N/A	The intersection of US 280 at US 80 provides an alternate access to the Port of Savannah area for the trucks from Interstate Centre. A Signal Warrants Analysis may be necessary at US 280 and US 80 intersection to examine the need for a signal with associated operational improvements.	\$ 199,000
SIGNAL04	SR 144 at Oak Level Road/Belfast Keller Road	Safety and operational improvements - add turn lanes and signalize intersection	N/A	The anticipated growth in south Bryan will likely increase the traffic utilizing the intersection of SR 144 at Oak Level Road/Belfast Keller Road. A Signal Warrants Analysis may be necessary to examine the need for a signal with associated operational improvements at this intersection.	\$ 1,214,000
SIGNAL05	US 17 at Daniel Siding Loop Road	Safety and operational improvements - add turn lanes at all approaches and signalize intersection	N/A	The intersection of US 17 at Daniel Siding Loop Road is anticipated to operate under deficient LOS due to delays and queuing on the minor street approach. A Signal Warrants Analysis may be necessary to examine the need for a signal with associated operational improvements at this intersection.	\$ 704,000
SIGNAL06	US 17 at Belfast Siding Road	Safety and operational improvements - add turn lanes at all approaches and signalize intersection	N/A	High traffic volumes are anticipated at the intersection of US 17 at Belfast Siding Road due to the planned growth in the surrounding area. A Signal Warrants Analysis may be necessary to examine the need for a signal with associated operational improvements at this intersection.	\$ 704,000
SIGNAL07	SR 144 at Belfast Keller Road	Safety and operational improvements - add turn lanes and signalize intersection	N/A	The intersection of SR 144 at Belfast Keller Road is anticipated to be heavily utilized as a result of high growth planned for south Bryan. A Signal Warrants Analysis may be necessary to examine the need for a signal with associated operational improvements at this intersection.	\$ 738,000
SIGNAL08	Belfast Siding Road at Belfast Keller Road	Safety and operational improvements - add turn lanes and signalize intersection	N/A	The intersection of Belfast Siding Road at Belfast Keller Road was recently aligned as a true intersection ready for pavement. A Signal Warrants Analysis may be necessary to examine the need for a signal with associated operational improvements at this intersection.	\$ 199,000
SIGNAL09	US 17 at SR 196	Safety and operational improvements - add an eastbound left turn lane on SR 196 and signalize intersection	N/A	The widening of SR 196 currently under construction will attract more commuters from Liberty County to Savannah to this intersection. A Signal Warrants Analysis may be necessary to examine the need for a signal with associated operational improvements at this intersection.	\$ 925,000
SIGNAL10	US 17 at Mulberry Street	Safety and operational improvements - signalize intersection	N/A	Intersection of US 17 at Mulberry Street has one of the highest number of crashes in the County. A Signal Warrants Analysis may be necessary to examine the need for a signal at this intersection.	\$ 125,000
SIGNAL11	SR 144 at Timber Trail	Safety and operational improvements - add turn lanes and signalize intersection	N/A	Timber Trail provides connections between SR 144 and Harris Trail Road. School traffic from Richmond Hill middle school and high school creates long queues and delays at the minor street approach at this intersection. A Signal Warrants Analysis may be necessary to examine the need for a signal at this intersection.	\$ 738,000
SIGNAL12	SR 144 at Ivey Street	Safety and operational improvements - add turn lanes and signalize intersection	N/A	Coastal GA Greenway follows a section of Ivey Street that connects to SR 144. A signal at this location would provide a safer environment for pedestrians and bicyclists to cross SR 144 to follow the Greenway. A Signal Warrants Analysis may be necessary to examine the need for a signal at this intersection.	\$ 738,000
BRIDGE01	US 80 at Ogeechee River: Bridge Replacement	Bridge Replacement over Ogeechee River	N/A	Bridge on US 80 over Ogeechee River was identified as one of the deficient bridges in the county in need of replacement (sufficiency rating of 47.4).	\$ 4,756,000
BRIDGE02	Olive Branch Road at I-16	Bridge Replacement on Olive Branch Road over I-16	N/A	Bridge on I-16 over Olive Branch Road was identified as one of the deficient bridges in the county in need of replacement (sufficiency rating of 50.0)	\$ 4,756,000
BRIDGE03	Belfast Siding Road at I-95	Bridge Replacement on Belfast Siding Road over I-95	N/A	Bridge on I-95 at Belfast Siding Road was identified as one of the deficient bridges in the county in need of replacement (sufficiency rating of 45.5)	\$ 5,422,000
BRIDGE04	I-95 at CSX RR Bridge	Bridge Replacement on I-95 over CSX Rail Road - 140 ft width by 225 ft length	N/A	Bridge on I-95 over CSX Railroad was identified as one of the deficient bridges in the county in need of replacement (sufficiency rating of 42.2)	\$ 5,472,000

Note: All recommended projects will need further study

# Bicycle/Pedestrian Projects

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**Preliminary  
Construction  
Cost Estimate**

Project ID	Project Name	Project Type	Project Description	
PED01	Payne Rd	Sidewalk	SR 119 to the end of the Board of Education Property	\$ 294,500
PED02	SR 119	Sidewalk	Camella Drive to Lake View Drive	\$ 966,300
PED03	Patterson Road	Sidewalk	SR 119 to Miles Lane	\$ 184,100
PED04	Ash Branch Road	Sidewalk	Camellia Drive to Owens Road	\$ 1,279,200
PED05	Lewis Street	Sidewalk	SR 119 to Ash Branch Road	\$ 156,500
PED06	Judith Street	Sidewalk	Lewis Street to Circle Drive	\$ 128,800
PED07	E. Smith Street	Sidewalk	E. Main Street to SR 119	\$ 55,200
PED08	Bacontown Road	Sidewalk	Pre K-Center to City limit	\$ 487,800
PED09	Harris Trail Road	Sidewalk	Brisbon Hall Drive to Wildcat Drive	\$ 119,600
PED10	Wildcat Drive	Sidewalk	Harris Trail Road to Richmond Hill High School Sidewalk	\$ 147,200
PED11	Richmond Hill Middle School	Sidewalk	Harris Trail Road to the school sidewalk	\$ 18,400
PED12	Frances Meeks Way	Sidewalk	Ford Avenue to Maple Street (multiple segments)	\$ 266,900
PED13	Ivey Street	Sidewalk	Ford Avenue to Laurel Hill Circle	\$ 368,100
PED14	Maple Street	Sidewalk	Constitution Way to the Pre-K Center walkway	\$ 82,800
PED15	Constitution Way	Sidewalk	Cherry Street to Ford Avenue (multiple segments)	\$ 322,100
PED16	Cherry Street	Sidewalk	Ford Avenue to Constitution Way	\$ 119,600
PED17	Richmond High School	Shared Use Path	County recreation center to the high school	\$ 43,700
PED18	Ford Avenue	Sidewalk	Railroad tracks to I-95 (multiple segments)	\$ 1,564,500
PED19	Ford Avenue	Sidewalk	Ford Avenue to Timber Trail Road	\$ 110,400
PED20	Timber Trail Road	Sidewalk	Ford Avenue to development	\$ 147,200
PED22	City of Pembroke to Ellabell	Shared Use Path	Pembroke City line to SR 280	\$ 3,981,700
PED23	City (Pembroke)	Shared Use Path	Circular canal system around city. Note that further study is needed and other alternative routes should be considered.	\$ 4,467,200
PED24	Coastal Georgia Greenway	Shared Use Path	Generally follows US 17 and goes off path along Harris Trail to connect with the schools in Richmond Hill.	\$ 5,317,000
PED25	US 280	Sidewalk	Warnell Street to S. Industrial Blvd	\$ 358,900
PED26	Belfast Keller Road	Sidewalk	Warren Hill Road to SR 144	\$ 312,900
PED27	Warren Hill Road	Sidewalk	New Middle School entrance to Belfast Keller Road	\$ 3,377,500