

APPENDIX E. List of All Recommended Transportation Improvements

Proj. ID	Facility Name	Extents	Area of County	Details / Justification	Roadway Improvement	Bicycle Improvement	Pedestrian Improvement	Length	Cost	Score	Road	Bike	Ped	General
1	Boaen Road	Springfield-Egypt Road to Sawmill Road	NW	This road is the end of the potential northeastern extension of Effingham Pkwy. Paving this road will provide better connectivity from Effingham Parkway-related projects to SR 21. Improve in tandem with #2.	Paving			2.19	\$1,336,646	38	33	0	0	5
2	Boaen Road Extension	Springfield-Egypt Road to SR 21	NW	This road segment provides a short connector from the existing Boaen Road to SR 21, continuing from the intersection of Boaen Road and Springfield-Egypt Road. It forms the final segment of a potential Northeastern extension of Effingham Parkway, providing a convenient terminus at SR 21.	New Two-Lane Road			0.42	\$1,233,332	28	23	0	0	5
3	Effingham Parkway - Northeastern	119 to Boaen Road@Sawmill Road	NW	First segment of potential Northeastern extension of Effingham Parkway. Though currently considered a "county project" due to relatively low traffic volumes projected by the study's travel demand model, completing this segment will allow Effingham Parkway traffic to channel back to SR 21 north of Springfield (via additional projects #1 and #2), rather than completely loading on to SR 119. Undertaking project #13 in addition to this one will enable vehicle movement to SR 17 north of Guyton, rather than directing offloading traffic through the center of Guyton.	New Two-Lane Road			3.00	\$8,894,188	43	33	0	0	10
4	Griffin Lake Road Extension	SR 17 to Springfield-Egypt Road	NW	Extending Griffin Lake Road to Springfield-Egypt/Shawnee-Egypt Road will improve high-level connectivity in the Northern part of the county, aiding in emergency vehicle movement. E-W connectors between SR 17 and SR 21 north of Guyton were specifically requested by public safety officials. This segment can form a part of a near continuous improved route from Old Louisville Road to Coyo-Kildare Road (in combination with projects #31 and #22).	New Two-Lane Road			2.20	\$6,512,025	28	23	0	0	5
5	Morgan Road	SR 21 to Springfield-Egypt Road	NW	Paving Morgan Road between SR 21 and Springfield-Egypt Road will improve high-level connectivity in the Northern part of the county, aiding in emergency vehicle movement. E-W connectors between SR 17 and SR 21 north of Guyton were specifically requested by public safety officials. This improvement would be most effective in combination with Projects #14, #6, and #28.	Paving			1.64	\$1,000,900	38	33	0	0	5
6	Morgan Road Extension	Springfield-Egypt Road to SR 17	NW	Extending Morgan Road between Springfield-Egypt Road and SR 17 will improve high-level connectivity in the Northern part of the county, aiding in emergency vehicle movement. E-W connectors between SR 17 and SR 21 north of Guyton were specifically requested by public safety officials. This improvement would be most effective in combination with Projects #5 and #14, and is already recorded in the Effingham Capital Improvement Plan.	New Two-Lane Road	Rural Route – Signage Only		2.74	\$8,107,776	42	23	9	0	10
7	Old Tusculum Road, Segment 2	SR 21 to Standard Lane	NW	Adding sidewalks to this road will enable children to safely walk to local schools, and allow general pedestrian access to destinations along SR 21 and in downtown Springfield. This improvement would be most effective in combination with projects #72, #121, and #118.			Sidewalks - Both Sides	0.33	\$286,946	33	0	0	23	10
8	Porter Road	Old Louisville Road to Riverside Drive	NW	Constructing this roadway extension will aid in better access to existing or potential river-based recreation activities and emergency vehicle movement.	New Two-Lane Road			2.12	\$6,269,268	28	23	0	0	5
9	Powell Road Extension	4th Avenue to SR 119 (intersect w/ Little McCall Realignment)	NW	Constructing this road will allow local vehicular and pedestrian access to the residential areas of Guyton without forcing vehicular traffic through the busy SR 119 / SR 17 intersection in downtown Guyton. Would be most effective in combination with project # 78 (realignment of Little McCall Road intersection with SR 119).	New Two-Lane Road		Sidewalks - One Side	0.54	\$1,726,301	61	33	0	23	5

APPENDIX E. List of All Recommended Transportation Improvements, Continued

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10	Sawmill Drive	Springfield-Tusculum Road to Boaten Road	NW	Paving this short segment will increase the connectivity of area roadways if done in combination with projects #3, #13, and #1.	Paving			0.22	\$131,880	38	33	0	0	5
11	Long Bridge Road	Ebenezer Road to Wylly Road	SE	Adding bike lanes to this road will connect existing county bike lanes to Old Augusta Road and Fort Howard Road (with implementation of #131 and #46), in addition to providing eventual access to SR 21 business and Downtown Rincon. It is a key segment of an integrated bicycle network, providing safe, direct transportation and recreation opportunities.		Marked Bicycle Lanes		0.10	\$105,000	33	0	21	0	13
12	Shearwood Road	Old Louisville Road to Ogeechee River	NW	This project is in the Capital Improvement Plan, and also provides access to potential outdoor recreation area & boat launch.	New Two-Lane Road			0.78	\$2,294,196	28	23	0	0	5
13	Springfield-Tusculum Road	SR 17 to Brogdon Road	NW	The Capital Improvement Plan calls for paving this segment of Springfield-Tusculum Road. Paving a relatively heavily-traveled dirt road will decrease maintenance expenses. Improved roadway connectivity in this area will aid in local and emergency vehicle movement.	Paving			3.86	\$2,357,526	28	23	0	0	5
14	Springfield-Egypt Road	Shawnee-Egypt Road to SR 21	NW	Springfield-Egypt Road is a heavily used unpaved road. Paving it will improve mobility, safety, and maintenance expenditures.	Paving			6.38	\$3,892,109	38	33	0	0	5
15	SR 17, Segment 4	Old Elam Cemetery Road to 1300 ft S of Egypt Ardmore Road	NW	SR 17 is the main street in the Egypt community, and adding a short sidewalk will help local residents safely access commercial destinations in the area. Eventually add pedestrian crosswalk and/or signal at Egypt-Ardmore Road to aid in local multimodal mobility. Locate the sidewalk on the northeast side of road.			Sidewalks - One Side	0.42	\$182,430	43	10	0	23	6
16	SR 21, Segment 5	Old Tusculum to Springfield-Egypt Road	NW	Adding a sidewalk provides opportunity for area residents to access the highway and community facilities in Springfield. Implement in combination with projects # 72, #118, #117, and #115.			Sidewalks - One Side	2.46	\$1,069,090	44	10	0	23	11
17	4th Street	Marion Avenue to Stillwell-Clyo Road	NE	4th Street is a primary street in Clyo. Adding a sidewalk to it will provide a continuous connection between future pedestrian facilities on Marion Avenue and Stillwell-Clyo Road. Locate sidewalk on south side of 4th Street, and build in combination with project #36.			Sidewalks - One Side	0.22	\$96,885	32	0	0	23	5
18	Angus Exley Road Extension	End of Angus Exley Road to Bark Dr	NE	Extending Angus Exley Road to Bark Drive will cost-effectively aid in regional connectivity by utilizing existing roadways (coordinate with projects #19 and #20). Other potential connections in vicinity between SR 119 and Sister's Ferry Road can be undertaken if this extension is not feasible.	New Two-Lane Road			0.88	\$2,595,253	28	23	0	0	5
19	Angus Exley Road	Sister's Ferry Rd to End	NE	Pave in coordination with extending this road to Bark Road to aid in regional macro-connectivity. Other connections in vicinity b/w SR 119 and Sister's Ferry Road can be undertaken if extension is not feasible.	Paving			0.78	\$475,922	28	23	0	0	5
20	Bark Drive	SR 119 to end	NE	Pave in coordination with extending this road to Angus-Exley to aid in regional macro-connectivity. Other connections in vicinity b/w SR 119 and Sister's Ferry Road can be undertaken if extension is not feasible.	Paving			0.35	\$211,508	38	33	0	0	5
21	Clyo-Kildare Road	SR 119 to Marion Avenue	NE	Local pedestrian connectivity, access to SR 119. Most effective in combination with projects #27, #34, and #17			Sidewalks - One Side	0.09	\$39,310	42	10	0	23	5
22	Corinth Church Road	Clyo-Kildare Road to Bird Road	NE	This segment is part of a continuous E-W route in the northern part of the county. Improving the road will enhance local connectivity and emergency vehicle access. Would be most effective if improved at the same time as project #31.	Paving			4.63	\$2,822,977	38	33	0	0	5
23	Fair Street	Clyo-Stillwell Road to community center	NE	Adding a sidewalk to this road will provides opportunity for area residents to access Clyo community center safely, and helps to address environmental justice issues in this low-income part of the county.			Sidewalks - One Side	0.32	\$140,384	32	0	0	23	5
24	Indigo Road	Mock Road to Stillwell-Clyo Road	NE	Paving this road will address maintenance issues and railroad crossing safety. A paved road would also accommodate a rural bike route (marked with signage only). Current Capital Improvement Plan project.	Paving	Rural Route - Signage Only		2.52	\$1,534,700	47	33	9	0	5

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25	Josiah Morgan - Sam Smart Connector	Connect Josiah Morgan Road to Sam Smart Road (at ends)	NE	Building a new road between Josiah Morgan Road and Sam Smart Road will cost-effectively aid in regional connectivity by utilizing existing roadways (coordinate with projects #26 and #29). It is an important local N-S link between SR 21 and SR 119 in northeastern Effingham County.	New Two-Lane Road			1.33	\$3,946,049	28	23	0	0	5
26	Josiah Morgan Road	Clyo-Shawnee Road to JM/SS Connector (new)	NE	Paving this road (and also constructing project #25) will aid in emergency vehicle access, connectivity, and decreased maintenance needs.	Paving			0.99	\$603,507	28	23	0	0	5
27	Marion Avenue	SR 119 to Clyo-Kildare Road	NE	A sidewalk is recommended for the eastern side of the street to aid in pedestrian safety and connectivity to SR 119. Several fatal vehicular incidents occurred in vicinity, and adding a sidewalk may reduce the chance of pedestrian involvement or give a vehicle an additional correction buffer.			Sidewalks - One Side	0.69	\$301,809	42	10	0	23	5
28	Lorenzo Hurst / Elbert Arnsdorff	SR 21 to Old Dixie Highway	NE	This road forms is a segment of a direct E-W corridor north of 119, connecting Clyo to other northern communities and SR 21. Northern Effingham is lacking in paved roads, and this one should be a priority based on its usage and role in providing direct connections between places. Paving also decreased maintenance needs.	Paving			2.29	\$1,399,069	28	23	0	0	5
29	Sam Smart Road	Corinth Church Road to end	NE	Paving this road (and also constructing project #25) will aid in emergency vehicle access, connectivity, and decreased maintenance needs.	Paving			1.32	\$802,749	38	33	0	0	5
30	Shawnee Road, Segment 1	SR 21 to Old Dixie Highway	NE	Paving this street provides opportunity for area residents to access SR 21 and community facilities in Shawnee. Also provides pedestrian safety if #31 built as the road may experience slight increase in traffic.			Sidewalks - One Side	1.05	\$455,303	32	0	0	23	5
31	Shawnee Road, Segment 2	Old Dixie to Corinth Church Road	NE	This segment is part of a continuous E-W route in the northern part of the county. Improving the road will enhance local connectivity and emergency vehicle access. Would be most effective if improved at the same time as project #22.	New Two-Lane Road			1.12	\$3,301,933	28	23	0	0	5
32	Sisters Ferry Road	SR 119 to Green Morgan School Road	NE	Sister's Ferry is a relatively well-travelled dirt road that provides direct access to Clyo via non-highway means. It forms part of an identified E-W corridor between SR 119 and SR 17 (including other projects #28, #5, and #6), potentially reducing some local traffic along SR 119 between Springfield and Guyton.	Paving			2.37	\$1,448,536	28	23	0	0	5
33	SR 119, Segment 4	SR 21 realign (Springfield) to SC State Line	NE	This winding segment of SR 119 lacks a shoulder and has experienced several fatal crashes. Adding an improved shoulder (to standards of other State Route segments in the County) will help with safety in the area. Additionally adding roadside reflectors will reduce incidents based on failure to navigate turns at night.	Shoulder Increase	Wide Shoulder		11.65	\$8,853,386	59	30	16	0	14
34	SR 119, Segment 5	Marion Avenue to Clyo-Kildare Road	NE	Adding a sidewalk to the east side of SR 119 will increase pedestrian safety and access to future businesses on SR 21 in vicinity of Clyo.			Sidewalks - One Side	0.68	\$294,954	33	0	0	23	6
35	SR 21, Segment 6	Shawnee Egypt Road to 500 ft N of Shawnee Road	NE	Providing a short sidewalk will enhance pedestrian access to commercial development and potential transit stops for local residents. Sidewalk is recommended on northeast side of SR 21. This project is located in an environmental justice area where people are more likely to visit destinations through some means other than driving themselves.			Sidewalks - One Side	0.32	\$139,426	33	0	0	23	6
36	Stillwell-Clyo Road	4th Street to Fair Street	NE	Stillwell-Clyo Road is a local direct travel route with fast-moving vehicles. Adding a sidewalk on the west side of this street will help Clyo residents safely access the community center on Fair Street.			Sidewalks - One Side	0.58	\$252,565	32	0	0	23	5
37	4th Street / Rincon-Stillwell Road	Bunyan Kessler Road to Long Pond Road	SE	This is a key segment of an integrated bicycle network and would be most effective built in conjunction with projects #122 and #51.		Wide Shoulder		0.24	\$179,804	23	0	16	0	8
38	Azalea - Commercial Connector	end of Azalea Avenue to Goshen Commercial Park Dr	SE	This parallel new road would provide a local alternative to SR 21 so that area businesses could be accessed from a low-speed rear access road rather than a high-speed high-volume arterial. It provides a terminus to a McCall Road eastern extension (#54) and increases area connectivity.	New Two-Lane Road			0.26	\$771,884	28	23	0	0	5

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39	Blue Jay Road	McCall Road to SandHill Road	SE	This road is a primary E-W connector and should be upgraded to have better functionality. It can be initially widened by providing a center turning lane or otherwise adding occasional left and right turn bays in necessary places. Long-term, a four-lane road may be called for but is not currently justified by travel demand model volume projections. Blue Jay Road should also have bike lanes as it is a critical direct E-W bike link south of 119. In Capital Improvement Plan.	Widen (2-->3 Lanes)	Multi-Use Path	Multi-Use Path	9.36	\$24,337,341	80	20	26	23	11
40	Bunyan Kessler Road	Rincon-Stillwell Road to Fort Howard Road	SE	Adding a shoulder to Bunyan Kessler Road will help bicyclists travel north and south just outside of Rincon. It is a key segment of an integrated bicycle network and increases safety and connectivity.		Wide Shoulder		0.91	\$694,958	31	10	16	0	5
41	Chimney Road	SR 21 to Old Augusta Road	SE	Chimney Road has many residences located along it and is the first E-W connector between SR 21 and Old Augusta Road when entering Effingham County from the south. It is a critical link for adding bicycle facilities, which will enable children to get to school and parks more easily as well as generally increasing non-vehicular access to commercial destinations along SR 21.		Wide Shoulder		2.13	\$1,616,248	31	10	16	0	5
42	Chimney - Busch Connector	Busch Road to SR 21	SE	Creating an official road in place of the existing parking lot will allow area residents to access the current traffic signal at Chimney Road and SR 21, reducing reliance on McCall Road until the intersection there can be upgraded.	New Two-Lane Road			0.07	\$192,930	38	33	0	0	5
43	Ebenezer Road	SR 21 to Waldhour Road (by powerlines)	SE	New sidewalks along Ebenezer Road are critical in safely connecting nearby residential areas to a county middle school and elementary school.			Sidewalks - Both Sides	3.28	\$2,850,329	48	10	0	23	11
44	Effingham Parkway, Segment 2	Blue Jay Road to SR 119	SE	Building a primary N-S roadway in the south central part of Effingham County would support high-impact economic development opportunities, serve as a truck bypass (to SR 21), and greatly increase regional connectivity. Effingham Parkway is listed in both the STIP and Capital Improvement Plan.	New Two-Lane Road	Marked Bicycle Lanes	Sidewalks - Both Sides	7.85	\$30,615,000	101	33	26	23	20
45	Effingham Parkway (Chatham)	Chatham County Line to vicinity of Monteith Road (Chatham)	SE	This segment of Effingham Parkway (project #44) is located in Chatham County and is a necessary link in connecting the potential parkway to a southern terminus that can handle a high potential volume of vehicles.	New Four-Lane Road	Marked Bicycle Lanes	Sidewalks - Both Sides	1.76	\$0, Located in Chatham County	89	25	26	23	15
46	Fort Howard Road, Segment 1	Old Augusta Road to Rincon-Stillwell Road	SE	Putting bicycle facilities along Fort Howard Road will connect large residential subdivisions to the City of Rincon, SR 21, area schools, and existing county bike lanes. It is a key segment of an integrated bicycle network.		Wide Shoulder		2.30	\$1,747,880	37	10	16	0	11
47	Research Forest E-W connector	McCall Road to Hodgeville Road (in DRI)	SE	If Research Forest Industrial Park is developed, E-W connectivity between McCall Road and SR 21 (and optimally Hodgeville Road) is needed. Coordinate planning and construction of this road with the Research Forest Site Plan and eventually Effingham Pkwy. Construct as "Complete Street" with pedestrian and bike facilities.	New Two-Lane Road	Marked Bicycle Lanes	Sidewalks - Both Sides	2.65	\$0, within Research Forest development	96	33	26	23	15
48	Goshen Road	SR 21 to Effingham Parkway	SE	Many residences are located in the vicinity of Goshen Road, which is part of the southernmost continuous E-W route in Effingham County. A bike lane is necessary to safely connect area residents to destinations along SR 21. Road improvements along Goshen Road are in the Capital Improvement Plan.		Marked Bicycle Lanes	Sidewalks - Both Sides	2.82	\$2,965,412	72	10	26	23	14
49	Goshen/Hodgeville/Kolick Helmeys Roads	Effingham Parkway to SR 30	SE	Many residences are located in the vicinity of this corridor, which is the southernmost continuous E-W route in Effingham County. Sidewalks are necessary to safely connect area residents to a number of schools as well as destinations along SR 21. Adding sidewalks to this corridor is a critical link in the pedestrian network.			Sidewalks - Both Sides	3.75	\$3,262,500	49	10	0	23	16
50	Long Bridge Road	Ebenezer Road to 4000 ft N of Wyly Road	SE	Adding a sidewalk here would provide a pedestrian connection to a recreation area, as well as providing a facility on which children could walk to Ebenezer Middle and Elementary Schools.			Sidewalks - One Side	1.60	\$696,535	33	0	0	23	10

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51	Long Pond Road	Ft Howard Road to Rincon Stillwell Road	SE	In tandem with projects #122, #46, and #11, bicycle facilities along this roadway segment allow Rincon residents to access schools, recreation areas, and existing/proposed bike lanes.		Wide Shoulder		0.97	\$734,282	33	10	16	0	8
52	Low Ground - Blue Jay Connector	end of Hodgeville Road (realign to be perpendicular to Blue Jay) to just E of Sagepoint Road	SE	This segment extends Hodgeville Road northwards and aids in macro-connectivity. A smaller project than the parallel Effingham Parkway, it can have more immediate benefit by being part of a direct route between Guyton and southern Effingham County/ Coordinate with projects #69, #66, #71, #63.	New Two-Lane Road			1.73	\$5,111,750	28	23	0	0	5
53	McCall Road	SR 21 to Blue Jay Road (Blanford Rd)	SE	McCall Road is a fairly high traffic volume road with a number of residences, schools, and nearby recreational and commercial destinations. Bicycle and pedestrian facilities are needed to safely connect neighborhoods to elementary school and park. McCall road has higher vehicular crash rate than other roads of identical functional class and the addition of wide shoulders and sidewalks can potentially help to make the road safer via mode substitution for short and mid-length trips.		Wide Shoulder	Sidewalks - Both Sides	3.38	\$5,506,551	64	10	21	23	10
54	McCall Road Extension	SR 21 to Azalea-Commercial Connector (New)	SE	Extending McCall road across SR 21 will enhance local connectivity and decrease reliance on SR 21. Having a signalized four-way intersection here can mitigate turning-related safety issues at intersection of McCall Road and SR 21. The junction of McCall Road and SR 21 was specifically mentioned by public safety officials in relation to school bus movement.	New Two-Lane Road			0.18	\$529,041	28	23	0	0	5
55	Mock Road Extension	SR 21 to Stillwell Road (Springfield)	SE	Constructing this roadway segment aids in regional connectivity, allowing local through-travelers to access 119 E from 21 N (or vice versa) without going through Springfield. If desired, add truck route restrictions to this project and enforce usage of SR 21 and SR 119 for area freight movement.	New Two-Lane Road			1.17	\$3,456,430	28	23	0	0	5
56	Old Augusta Road	SR 21 to Ft Howard Road	SE	Paving this road will increase connectivity and reduce maintenance costs. It is also recommended to use Old Augusta Road as a scenic bicycle route. Construction has already begun on southern end. In Capital Improvement Plan.		Wide Shoulder		4.87	\$3,704,837	43	10	16	0	18
57	Stephens Drive	Goshen Road to McCall Road	SE	A sidewalk is needed to provide a pedestrian connection between Goshen Road and McCall Road without having to utilize SR 21. This road helps areas residents to access a nearby park and elementary school.			Sidewalks - One Side	0.58	\$253,069	38	10	0	23	5
58	Vale Royal Drive	McCall Road to Westwood Drive	SE	This is a central road within a compact existing neighborhood. In combination with project #59, sidewalks along this street segment will help area residents safely access SR 21 commercial and employment opportunities, recreational areas, and a nearby school.			Sidewalks - Both Sides	0.29	\$251,860	33	0	0	23	10
59	Westwood Drive	Vale Royal Dr to SR 21	SE	This is a central road within a compact existing neighborhood. In combination with project #58, sidewalks along this street segment will help area residents safely access SR 21 commercial and employment opportunities, recreational areas, and a nearby school.			Sidewalks - Both Sides	0.46	\$396,545	38	10	0	23	5
60	Wyly /High Bluff/ Tommy Long Road	Long Bridge Road to End	SE	A sidewalk on this road allows nearby residents to safely access both schools and recreational opportunities in the area without a vehicle.			Sidewalks - One Side	2.34	\$1,015,769	47	10	0	23	10
61	Zipperer - Hodgeville Connector	Zipperer Paddock (end) to Hodgeville Road	SE	This project is a general recommendation of primary E-W connectivity for IDA Research Forest so that it meshes better with surrounding areas and transportation network. The final alignment should be coordinated with Research Forest and project #47.	New Two-Lane Road			1.03	\$3,048,800	28	23	0	0	5
62	Zipperer Road	Midland Road to end	SE	Paving this road will provide better area connectivity, particularly as vehicular volume marginally increases due to construction of project #61. Zipperer Road (and project #61) form a minor but direct E-W route in the growing southern part of Effingham County.	Paving			1.10	\$673,416	28	23	0	0	5

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63	Big T Road	Courthouse Road to Shirley Road	Central	Paving this road in combination with improvement projects #69, #66, #71, #52 will aid in macro-connectivity, and local and emergency vehicle movement. There are a number of more recent developments in the area that would benefit from being able to travel on roadways besides Midland Road and McCall Road which have relatively high crash rates in some locations.	Paving			0.85	\$520,214	28	23	0	0	5
64	Courthouse Road	SR 21 to SR 17	Central	Many neighborhoods are located along Courthouse Road and sidewalks would more safely connect residents to Springfield and parks. Currently, vehicles travel along this road in numbers and at speeds that make it unsafe for pedestrians to share the road with them.		Rural Route – Signage Only	Sidewalks - Both Sides	8.35	\$7,267,451	52	10	14	23	5
65	Effingham Parkway, Segment 1	County Line to Blue Jay Road	SE	Building a major N-S roadway in the south central part of Effingham County would support high-impact economic development opportunities, serve as a truck bypass (to SR 21), and greatly increase regional connectivity. Effingham Parkway is listed in both the STIP and Capital Improvement Plan.	New Four-Lane Road	Marked Bicycle Lanes	Sidewalks - Both Sides	5.11	\$34,385,000	89	25	26	23	15
66	Existing private road Off Low Ground Road	Low Ground Road to LowGround-Shirley Connector (new)	Central	Paving this road in combination with improvement projects #69, #63, #71, #52 will aid in macro-connectivity, and local and emergency vehicle movement. There are a number of more recent developments in the area that would benefit from being able to travel on roadways besides Midland Road and McCall Road which have relatively high crash rates in some locations.	Paving			1.25	\$765,257	28	23	0	0	5
67	HS Access (to Deerfield Road)	Pleasant Acre Road (straightened) to SR 119 between HS and MS	Central	This roadway connection allows Effingham Middle and High Schools to be accessed from the rear, thus reducing pressure on SR 119.	New Two-Lane Road			0.71	\$2,087,548	33	23	0	0	10
68	Little McCall Road north terminus realign	north end of road to SR 119	Central	Realign Little McCall Road at SR 119 to help mitigate intersection-related safety issues. Continue north to Powell St and provide access to Guyton residential area. Aids in local connectivity.	New Two-Lane Road			0.30	\$883,148	28	23	0	0	5
69	Low Ground - Shirley Connector	Shirley Road to end of #66	Central	Constructing this road in combination with improvement projects #66, #63, #71, #52 will aid in macro-connectivity, and local and emergency vehicle movement. There are a number of more recent developments in the area that would benefit from being able to travel on roadways besides Midland Road and McCall Road which have relatively high crash rates in some locations.	New Two-Lane Road			1.25	\$3,713,380	28	23	0	0	5
70	Low Ground Road	McCall Road to Midland Road	Central	Low Ground Road provides direct access to various community facilities and employment opportunities. Paving it will increase mobility in this central area of Effingham while reducing maintenance needs. In Capital Improvement Plan.	Paving			5.07	\$3,092,100	38	33	0	0	5
71	Magnolia - Big T Connector	Magnolia Street Ext to Courthouse Road (E of Indica Pl)	Central	A new roadway segment in this location will aid connectivity by creating another access point to and from the City of Guyton that does not depend on SR 119. It will be especially beneficial for residences along Courthouse Road.	New Two-Lane Road			3.42	\$10,131,722	28	23	0	0	5
72	Old Tusculum Road, Segment 1	SR 21 to SR 119 realign (GDOT)	Central	Adding sidewalks to this road will enable children to safely walk to local schools, and allow general pedestrian access to destinations along SR 21 and in downtown Springfield. This improvement would be most effective in combination with projects #7, #121, and #118.			Sidewalks - Both Sides	0.18	\$152,701	33	0	0	23	10
73	Pleasant Acres Road	SR 21 to Little McCall Road (or powerline easement)	Central	Pleasant Acres Road provides a parallel route to 119, allowing rear access to the nearby high school and middle school. It should be straightened out where necessary in addition to paving to make travel along it safer. If built in conjunction with #67 and #75, there is no great need to pave the roadway segment between a potential extension to Pineora and Little McCall Road.	Paving			3.70	\$2,254,683	48	33	0	0	15

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Proj. ID	Facility Name	Extents	Area of County	Details / Justification	Roadway Improvement	Bicycle Improvement	Pedestrian Improvement	Length	Estimated Cost	Score	Road	Bike	Ped	General
74	Pound Road / Floyd Road	Entire length of both roads (to SR 17)	Central	Paving this road, if done in conjunction with project #75, would aid in local connectivity by providing a way for areas residents to go between Springfield and Pineora without traveling through the center of Guyton or adding traffic along SR 119.	Paving			1.88	\$1,148,891	38	33	0	0	5
75	Pound Road - Pleasant Acres Connector	End of Pound Road to Pleasant Acres Road in vicinity of powerline easement	Central	Building a new road in this location would aid local and regional connectivity, reducing reliance on primary city roads for local traffic.	New Two-Lane Road			3.39	\$10,029,273	33	23	0	0	10
76	Multi-Use Path along power line easement	Courthouse Road to SR 119	Central	This multi-use path project provides a scenic non-vehicular connection between a large residential area and nearby middle and high schools via a power line easement. The segment of SR 119 adjacent to the two schools has a spike in vehicular incidents at times corresponding to the start and end of the school day. Providing more non-automobile options to get to school will improve the safety of students, their parents, and other drivers utilizing SR 119 between Springfield and Guyton.		Multi-Use Path	Multi-Use Path	2.76	\$2,755,187	69	10	26	23	10
77	Rahn Station Road	SR 21 to McCall Road at Effingham Parkway	Central	Rahn Station Road is one of four recommended E-W bike routes in the southern half of the county. A facility on this road will connect existing lanes along Ebenezer Road to new lanes along Effingham Parkway, providing a decent level of large-scale bicycle network connectivity in the area.		Wide Shoulder		3.60	\$2,732,228	31	10	16	0	5
78	SR 119, Segment 2	SR 17 to SR 21	Central	A center turning lane along with right turn bays along this length of road as well as bike/pedestrian accommodation (multi-use path) is recommended to improve traffic operations and provide greater accessibility through mode choice. 2030 travel demand model runs do not show excessive congestion to warrant additional through-lanes by 2030. If local input still shows desire for eventual 4-lane road, however, a multi-use path must be placed far enough from road to preserve adequate future ROW. A multi-use path, rather than bike lanes and sidewalks, is recommended due to the probable use of the facility by schoolchildren. Widening recommendations are in the Capital Improvement Plan.	Widen (2-->3 Lanes)		Multi-Use Path	5.02	\$13,045,946	92	30	26	23	14
79	SR 17, Segment 3	Midland Road to Pound Road	Central	This sidewalk connects recommended sidewalk facilities along Midland Road to the multi-use path corridor (#89) in Pineora via SR 17. It is part of an integrated pedestrian network.			Sidewalks - One Side	0.66	\$288,048	33	0	0	23	6
80	Courthouse Road	SR 17 to Stagecoach Avenue	SW	Extending Courthouse Road to the Stagecoach Avenue off of Sand Hill Road will provide greater regional connectivity, allowing better citizen access to a major recreation center.	New Two-Lane Road		Sidewalks - Both Sides	2.34	\$8,073,151	56	23	0	23	10
81	Heidt Landing Road	Central Avenue to existing rd connecting to SR 119	SW	Paving Heidt Landing Road will improve access to the river and decrease maintenance. If project #99 is completed concurrently, regional connectivity will improve and divert some vehicular traffic from Honey Ridge Road to this route which has fewer nearby residences.	Paving	Rural Route - Signage Only		2.11	\$1,287,100	47	33	9	0	5
82	Honey Ridge Road	SR 17 to SR 119	SW	Sidewalks are necessary along Honey Ridge Road to safely access the recreation area and better separate pedestrians (including neighborhood children) from adjacent truck movement as this road is currently used as a shortcut from SR 17 to SR 119 to avoid their intersection in Guyton.			Sidewalks - Both Sides	2.25	\$1,960,266	52	10	0	23	15
83	Jabez Jones Road	SR 17 to SR 30	SW	Adding pedestrian and bicycle facilities will help neighborhood kids get to the middle school and high school without having to navigate local highways by car. This is a safety improvement as well as an integral part of the overall bicycle and pedestrian network.		Marked Bicycle Lanes	Sidewalks - Both Sides	1.04	\$2,735,164	69	10	26	23	10

APPENDIX E. List of All Recommended Transportation Improvements, Continued

Proj. ID	Facility Name	Extents	Area of County	Details / Justification	Roadway Improvement	Bicycle Improvement	Pedestrian Improvement	Length	Estimated Cost	Score	Road	Bike	Ped	General
84	Meldrim - Jabez Jones Connector	US 80 to Jabez Jones Road	SW	Constructing a facility to connect Meldrim Road and Jabez Jones Road will greatly aid in regional connectivity and increased safety for area residents (especially in Meldrim). It will improve access to highways and schools, and reduce volumes at the intersections of SR 17 with US 80 and SR 30. Construct as a "Complete Street" with sidewalks and bike lanes in addition to automobile travel lanes. It may be necessary to signalize the intersection of US 80 with this project, based on traffic volume.	New Two-Lane Road	Marked Bicycle Lanes	Sidewalks - Both Sides	1.70	\$5,857,171	81	23	26	23	10
85	Meldrim Road	Central Avenue (Meldrim) to US 80	SW	This project provides greater opportunity for Meldrim residents to access the highway and community facilities by bike.		Wide Shoulder		1.28	\$975,904	31	10	16	0	5
86	Midland Road	SR 30 to Rails-to-Trails	SW	Adding a pedestrian facilities along Midland Road will help people to access to future commercial nodes as well as subdivisions, schools, and recreational areas. It is an important piece of a large-scale pedestrian network that will be necessary as the county expands. Minimally, right-of-way should be preserved and sidewalks could be implemented on one side at a time, beginning with the northernmost section accommodating existing neighborhoods between Courthouse Road and SR 17.			Sidewalks - Both Sides	8.38	\$7,288,785	42	10	0	23	5
87	Nease Road	SR 30 to St. Matthew's Road	SW	This sidewalk will allow neighborhood children to safely walk down a neighborhood through-street to access the nearby high school and middle school.			Sidewalks - One Side	0.55	\$240,296	43	10	0	23	10
88	Old River Road	US 80 to John Carter Road	SW	Operational improvements and widening are needed along Old River Road, which connects to the only interstate exit in Effingham County. Directional signage pointing from US 80 to Old River Road is also necessary.	Widen (2-->4 Lanes)			4.09	\$19,632,000	46	30	0	0	16
89	Rails-to-Trails	Downtown Guyton to Meldrim @ 2nd Street	SW	Prime opportunity for recreational and mobility-oriented multi-use path. Using old railbeds as low-impact trails is a method to preserve railroad right-of-way in event of future passenger train service to area.		Multi-Use Path	Multi-Use Path	13.62	\$8,170,616	83	10	26	23	20
90	S Effingham High School woodland path	Richmond Drive to back of HS (between baseball and football field)	SW	Adding a path through the woods would connect neighborhoods to middle and high school without forcing teenagers to drive on state highways, thus improving roadway safety. Consider pursuing this as a local project, potentially utilizing a boardwalk to traverse any area wetlands.		Multi-Use Path	Multi-Use Path	0.35	\$351,838	59	0	26	23	10
91	Sand Hill Road, Segment 1	US 80 to Stagefield Road	SW	Adding turn lanes will improve mobility and safe vehicular access to neighborhoods. Pedestrian and bicycle facilities will help residents access schools and recreational areas, as well as potential commuter bus stops along US 80 and SR17. Segment in Capital Improvement Plan.	Widen (+ turn lane)	Marked Bicycle Lanes	Sidewalks - Both Sides	3.11	\$8,167,631	86	20	26	23	14
92	Sand Hill Road, Segment 2	Stagefield Road to Boggy Road	SW	Adding turn lanes will improve mobility and safe vehicular access to neighborhoods. Pedestrian and bicycle facilities will help residents access schools and recreational areas, as well as potential commuter bus stops along US 80 and SR17.	Widen (+ turn lane)	Marked Bicycle Lanes	Sidewalks - Both Sides	1.31	\$3,448,476	82	20	26	23	14
93	Sand Hill Road, Segment 3	Boggy Road to railbed	SW	Adding turn lanes will improve mobility and safe vehicular access to neighborhoods. Pedestrian and bicycle facilities will help residents access schools and recreational areas, as well as potential commuter bus stops along US 80 and SR17.		Wide Shoulder		1.70	\$1,293,239	24	0	16	0	9
94	SR 119, Segment 1	SR 17 to Bulloch County Line	SW	Adding an improved shoulder (to standards of other State Route segments in the County) will help with safety in the area. It will also allow recreational bicyclists to travel more easily between proposed multi-use paths and a bike route located in Bulloch County (119/Stilson Road) which eventually leads to Statesboro. A river recreation area is accessed from SR 119 at the county line.	Shoulder Increase	Wide Shoulder		4.23	\$3,211,445	57	30	16	0	11
95	SR 17, Segment 1	US 80 to Blue Jay Road	SW	Bike/pedestrian facilities are needed in the vicinity of schools and future activity centers. SR 17 is a current state bike route, but is not safe due to the lack of dedicated facilities providing a buffer between bicyclists and fast-moving automobiles. All major roads should have sidewalks on them, especially if they have community facilities located alongside them.		Marked Bicycle Lanes	Sidewalks - Both Sides	5.30	\$10,175,562	74	10	26	23	11

APPENDIX E. List of All Recommended Transportation Improvements, Continued

Proj. ID	Facility Name	Extents	Area of County	Details / Justification	Roadway Improvement	Bicycle Improvement	Pedestrian Improvement	Length	Estimated Cost	Score	Road	Bike	Ped	General
96	SR 17, Segment 2	Blue Jay Road to Midland Road	SW	The State Bike Route present along this road segment should be upgraded to include dedicated facilities due to volume and speed of adjacent traffic. Because a nearby rails-to-trails conversion (#89) may be costly or take some time to plan, SR 17 should be upgraded to accommodate multiple modes.		Marked Bicycle Lanes		4.96	\$5,206,349	37	10	21	0	6
97	SR 30, Segment 1	Nease Road to Kolic Helme Road	SW	Many residents in area need to access middle and high schools. Busy road requires separate pedestrian facilities for safety. This is an important link in a continuous pedestrian network.			Sidewalks - Both Sides	3.06	\$2,666,321	39	10	0	23	6
98	SR 30, Segment 2	SR 17 to Nease Road	SW	Many residents in area need to access middle and high schools. Busy road requires separate pedestrian facilities for safety. This is an important link in a continuous pedestrian network.		Marked Bicycle Lanes	Sidewalks - Both Sides	2.12	\$4,063,682	70	10	26	23	11
99	Unknown road between Honey Ridge Road and Ogeechee River on 119	Entire length	SW	Paving this road will improve access to the river and decrease maintenance needs. If project #81 is completed concurrently, regional connectivity will improve and divert some vehicular traffic from Honey Ridge Road to this route which has fewer nearby residences.	Paving			3.32	\$2,025,494	28	23	0	0	5
100	US 80, Segment 1	SR 17 to Chatham County Line	SW	Four state bike routes utilize this stretch of road and should have dedicated facilities for safety. Additionally, all arterials should have sidewalks as they provide direction connections between many origins and destinations.		Marked Bicycle Lanes	Sidewalks - Both Sides	0.78	\$1,494,642	65	10	26	23	6
101	US 80, Segment 2	SR 17 to Sandhill Road	SW	Continuation of widening from Chatham County, terminate at Sand Hill Road (or Old River Road). State bike route: provide facilities (lanes/sidewalks) on all of US 80 within Effingham. Four state bike routes utilize this stretch of road and should have dedicated facilities for safety. All arterials should have sidewalks.	Widen (2-->4 Lanes)	Marked Bicycle Lanes	Sidewalks - Both Sides	4.48	\$21,487,285	87	30	26	23	9
102	US 80, Segment 3	Sandhill Road to Bulloch County Line	SW	Arterials should have sidewalks for multi-modal safety and accessibility. Additionally, facilities for a long distance state bike route are needed as the route continues into Bulloch County to connect with their greenway plan.		Wide Shoulder	Sidewalks - Both Sides	1.09	\$1,775,631	60	10	21	23	6
103	Anderson Street	SR 17 to Magnolia Street	Guyton	This is a key segment of integrated pedestrian network in Guyton, and connects an elementary school to a park, and local residents to both.			Sidewalks - Both Sides	0.29	\$251,197	37	0	0	23	10
104	Gracen Road	SR 119 to Summer Place	Guyton	This is a key segment of integrated pedestrian network in Guyton, and connects an elementary school to a park, and local residents to both.			Sidewalks - Both Sides	0.45	\$388,500	37	0	0	23	10
105	Guyton Rails-To-Trails (Underway)	Downtown Guyton	Guyton	This project is already under construction, and provides an exciting recreational opportunity in the middle of the City of Guyton. Expanded southward into Meldrim, this rails-to-trails project also constitutes a viable bicycle commuter route.		Multi-Use Path	Multi-Use Path	0.74	\$0, Currently under construction	63	0	26	23	10
106	Magnolia Street	SR 119 to Anderson Street	Guyton	This is a key segment of integrated pedestrian network in Guyton, and safely connects residents to multiple parks as well as area business located along SR 119.			Sidewalks - Both Sides	0.85	\$742,130	37	0	0	23	10
107	119/21 Realignment in Springfield	SR 119 at school driveway to Old Tusculum Road	Springfield	GDOT has finished the design phase for this project, which will lead to more optimal truck movement in the area. However, sidewalks should be added to this roadway segment to connect west and east Springfield to each other, as well as a nearby school. In STIP.	New Two-Lane Road		Sidewalks - Both Sides	0.52	\$450,065	61	23	0	23	11
108	119/21 Realignment in Springfield	Laurel Street to Old Dixie Highway	Springfield	GDOT has finished the design phase for this project, which will lead to more optimal truck movement in the area. In STIP.	New Two-Lane Road			0.34	\$0, Currently under construction	34	23	0	0	11
109	2nd Street	Ash Street to RR Avenue	Springfield	One of several streets highlighted in Springfield to provide E-W city street connectivity. Ultimately a block-by-block local pedestrian and bicycle plan should be developed by the City of Springfield, but highlighted improvements serve as a preliminary guide to potential multi-modal upgrades.			Sidewalks - Both Sides	0.34	\$294,224	32	0	0	23	5

APPENDIX E. List of All Recommended Transportation Improvements, Continued

Proj. ID	Facility Name	Extents	Area of County	Details / Justification	Roadway Improvement	Bicycle Improvement	Pedestrian Improvement	Length	Estimated Cost	Score	Road	Bike	Ped	General
110	3rd Street	SR 21 to S Laurel Street	Springfield	One of several streets highlighted in Springfield to provide E-W city street connectivity. Ultimately a block-by-block local pedestrian and bicycle plan should be developed by the City of Springfield, but highlighted improvements serve as a preliminary guide to potential multi-modal upgrades.			Sidewalks - Both Sides	0.63	\$547,672	32	0	0	23	5
111	Ash Street / Ash Street Extension	S Laurel Street to Early Street	Springfield	One of several streets highlighted in Springfield to provide N-S city street connectivity. Ultimately a block-by-block local pedestrian and bicycle plan should be developed by the City of Springfield, but highlighted improvements serve as a preliminary guide to potential multi-modal upgrades.			Sidewalks - Both Sides	1.97	\$1,714,552	37	0	0	23	10
112	E Madison Street	Laurel Street to N Ash Street	Springfield	One of several streets highlighted in Springfield to provide E-W city street connectivity. Ultimately a block-by-block local pedestrian and bicycle plan should be developed by the City of Springfield, but highlighted improvements serve as a preliminary guide to potential multi-modal upgrades.			Sidewalks - Both Sides	0.28	\$245,859	37	0	0	23	10
113	Early Street	Laurel Street to "Springfield ES Drive Ext" between Ash Street and Lake Dr	Springfield	One of several streets highlighted in Springfield to provide E-W city street connectivity. Ultimately a block-by-block local pedestrian and bicycle plan should be developed by the City of Springfield, but highlighted improvements serve as a preliminary guide to potential multi-modal upgrades.			Sidewalks - Both Sides	0.35	\$303,452	32	0	0	23	5
114	Railroad Avenue	W 2nd Street to W 3rd Street	Springfield	One of several streets highlighted in Springfield to provide N-S city street connectivity. Ultimately a block-by-block local pedestrian and bicycle plan should be developed by the City of Springfield, but highlighted improvements serve as a preliminary guide to potential multi-modal upgrades.			Sidewalks - One Side	0.07	\$29,181	32	0	0	23	5
115	S Laurel Street	SR 21 to SR 119/SR 21 Realign	Springfield	One of several streets highlighted in Springfield to provide N-S city street connectivity. Ultimately a block-by-block local pedestrian and bicycle plan should be developed by the City of Springfield, but highlighted improvements serve as a preliminary guide to potential multi-modal upgrades.		Marked Bicycle Lanes	Sidewalks - Both Sides	2.19	\$4,213,570	64	0	26	23	11
116	Springfield Elementary School Drive Extension	Early Street to Spring ES driveway entrance	Springfield	Extending Ash St northward (to the left side of the Armory) to Early Street will provide a direct connection between homes and residences in the area and downtown Springfield. This is an essential link in creating a more connected street network on the northern side of town and reducing dependency on automobiles for local trips.	New Two-Lane Road		Sidewalks - Both Sides	0.33	\$1,138,500	60	23	0	23	10
117	SR 119, Segment 3	SR 21 to Laurel St	Springfield	This recommended multi-use path along this roadway segment provides safe, direct multi-modal access to Downtown Springfield, and is a continuation of project #78. It also accommodates a State Bike Route.		Multi-Use Path	Multi-Use Path	0.43	\$477,864	61	0	26	23	9
118	SR 21, Segment 4	SR 21 @ S Laurel Street to SR 119/SR 21 Realign	Springfield	One of several streets highlighted in Springfield to provide N-S city street connectivity. This segment provides direct access to the primary County Hospital and Veterans Park. Ultimately a block-by-block local pedestrian and bicycle plan should be developed by the City of Springfield, but highlighted improvements serve as a preliminary guide to potential multi-modal upgrades.			Sidewalks - Both Sides	2.65	\$2,309,836	48	10	0	23	11
119	Standard Lane	SR 119 to Old Tusculum Road	Springfield	This roadway segment is recommended to include sidewalks as it will provide direct pedestrian connectivity between neighborhoods, a school, hospital, and park.			Sidewalks - Both Sides	0.91	\$789,739	47	10	0	23	10
120	Stillwell Road	Laurel Street to Ash Street	Springfield	One of several streets highlighted in Springfield to provide E-W city street connectivity. Ultimately a block-by-block local pedestrian and bicycle plan should be developed by the City of Springfield, but highlighted improvements serve as a preliminary guide to potential multi-modal upgrades.			Sidewalks - Both Sides	0.36	\$311,605	32	0	0	23	5

APPENDIX E. List of All Recommended Transportation Improvements, Continued

Proj. ID	Facility Name	Extents	Area of County	Details / Justification	Roadway Improvement	Bicycle Improvement	Pedestrian Improvement	Length	Estimated Cost	Score	Road	Bike	Ped	General
121	W 1st Street Extension	SR 21 to SR 119	Springfield	A sidewalk is needed in front of the hospital and Veteran's Park to provide connectivity between them and downtown Springfield's commercial areas, neighborhoods, and community facilities.			Sidewalks - Both Sides	0.39	\$335,499	37	0	0	23	10
122	4th Street / Rincon Stillwell Road	SR 21 to Bunyan Kessler Road	Rincon	Key segment of integrated bicycle/pedestrian network, connects residential neighborhoods with downtown Rincon and Elementary School		Marked Bicycle Lanes	Sidewalks - One Side	1.49	\$2,208,787	75	10	26	23	13
123	Blue Jay / Blandford Road	SR 21 to McCall Road	Rincon	Blue Jay is the primary E-W connector south of SR 119 and should have dedicated pedestrian and bicycle facilities. Occasional right turn lanes will improve traffic flow, though additional vehicular through-lanes are not justified by the study's travel demand model at this time.	Occasional Right Turn Lanes	Multi-Use Path	Multi-Use Path	1.89	\$3,412,727	89	20	26	23	16
124	Carolina Avenue (South)	W 17th Street to N Ridge Drive	Rincon	This project provides rear access to Lowe's and other development along SR 21 from residential Rincon, reducing the need for local traffic to utilize arterials. It was specifically requested by the Rincon planning department.	New Two-Lane Road	Wide Shoulder	Sidewalks - One Side	0.69	\$2,381,201	75	23	21	23	5
125	E 9th Street (Rincon)	SR 21 to Lexington Avenue	Rincon	One of several streets highlighted in Rincon to provide E-W city street connectivity. Ultimately a block-by-block local pedestrian and bicycle plan should be developed by the City of Rincon, but highlighted improvements serve as a preliminary guide to potential multi-modal upgrades.			Sidewalks - Both Sides	0.18	\$159,729	37	0	0	23	10
126	Fort Howard Road, Segment 2	SR 21 to Old Augusta Road	Rincon	Roadway operations and access to residential development would be improved with turn lanes. This road is the primary means of access to Rincon and SR 21 for many residents, and dedicated pedestrian and bicycle facilities are recommended to give all residents transportation choice. Fort Howard Road is also a key segment of an integrated bicycle network to the east of Rincon	Widen (+ turn lane)	Marked Bicycle Lanes	Sidewalks - Both Sides	2.51	\$6,517,039	99	30	26	23	16
127	Fort Howard Road, Segment 3	SR 21 to McCall Road	Rincon	Ft Howard is an important E-W connector and should be continued west to provide direct access to employment center. Develop road (and RR crossing) as part of DRI. Construct "Complete Street" with bike lanes and sidewalks. Eventually this and parallel roads should connect to future Effingham Parkway.	New Two-Lane Road	Marked Bicycle Lanes	Sidewalks - Both Sides	1.29	\$0, build as part of DRI	81	23	26	23	6
128	Lexington Avenue	9th Street to Madison Oaks Drive (Rincon)	Rincon	Lexington Avenue is a key segment of an integrated pedestrian network. It connects residential areas with downtown Rincon, a ballpark, and an elementary school.			Sidewalks - Both Sides	1.44	\$1,255,250	52	10	0	23	15
129	North Ridge Road	end of current road to Carolina Avenue extension parallel to RR Tracks (Rincon)	Rincon	Needed for continuation of connectivity (project #124) and providing local alternative to SR 21.	New Two-Lane Road			0.23	\$694,864	33	23	0	0	10
130	Richland Avenue Extension	10th Street (Rincon) to Fort Howard Road	Rincon	Parallel/Rear access to development along SR 21 from residential Rincon. Requested by Rincon city planner. Increases connectivity, mobility, and access.	New Two-Lane Road			0.77	\$2,274,897	48	33	0	0	15
131	Rincon Stillwell Road	Ft Howard Road to Ebenezer Road	Rincon	Part of scenic route system, key segment of bicycle network, provides access from residential areas in Rincon to Ebenezer Middle School and High School and ind park. Build in conjunction with Ft Howard, Rincon Stillwell, and 4th St bicycle facilities.		Marked Bicycle Lanes		1.40	\$1,475,082	42	0	21	0	18
132	Smith Avenue Extension	Smith Avenue to E 4th Street (Rincon)	Rincon	This segment is a continuation of Rincon's residential grid system. At a minimum, preserve right-of-way for transportation improvement as a part of new development.	New Two-Lane Road			0.20	\$579,241	33	23	0	0	10

APPENDIX E. List of All Recommended Transportation Improvements, Continued

Proj. ID	Facility Name	Extents	Area of County	Details / Justification	Roadway Improvement	Bicycle Improvement	Pedestrian Improvement	Length	Estimated Cost	Score	Road	Bike	Ped	General
133	SR 21, Segment 1	Old Augusta to Ft Howard Road	Rincon	Widening to 6 lanes (from I-95 through the City of Rincon) is justified by this study's travel demand model to provide adequate automobile capacity for Level of Service C or above in 2030, based on current travel behavior. However, any widening of SR 21 within Rincon city limits would negatively impact the existing urban character and future corridor revitalization efforts. Thus, Fort Howard Road is recommended as the northernmost potential terminus of this roadway widening project. Based on the preliminary environmental review, there are also a number of properties and structures along SR 21 between Goshen Road and Fort Howard Road in unincorporated Effingham that would be potentially impacted by a roadway widening. First implementing appropriate ITS and operational improvements (access management, channelized right turn lanes) on SR 21 in Chatham County could delay the need for widening of SR 21 north of the Effingham/Chatham County Line or Goshen Road. Regardless of improvements implemented for automobile movement, safe pedestrian and bicycle access is necessary along this corridor. Due to high adjacent traffic volume and speeds, a multi-use path on each side of SR-21 is recommended to separate walkers and bicyclists from cars.	Widen (4-->6 Lanes)	Multi-Use Path	Multi-Use Path	3.60	\$19,404,000	99	30	26	23	16
134	SR 21, Segment 2	Ft Howard Road to 4th Street (Rincon)	Rincon	Continue to implement multi-use paths along SR 21 to provide multi-modal access to school, downtown, residential areas. SR 21 is a key segment of an integrated multimodal network.		Multi-Use Path	Multi-Use Path	1.37	\$1,508,809	79	10	26	23	16
135	SR 21, Segment 3	4th St (Rincon) to Laurel St (Springfield)	Rincon	Construct dedicated bicycle and pedestrian facilities along SR 21 to provide a direct multi-modal connection between Rincon and Springfield. This roadway segment is a proposed State Bike Route and also provides access to employment centers at Ebenezer Road and SR 21 as well as schools and recreational opportunities.		Marked Bicycle Lanes	Sidewalks - Both Sides	6.01	\$11,539,200	79	10	26	23	16



APPENDIX E. List of All Recommended Transportation Improvements

Detailed Evaluation Scoring

Proj ID	Location	Improvement Type			Score by Category					Roadway					Bike					Pedestrian					General															
		Roadway	Bicycle	Pedestrian	Total Score	Road	Bike	Ped	General	Accessibility	Connectivity	Mobility	Level of Service	Safety - Hotspot	Economic Development (ED)	Accessibility	Connectivity	Mobility	Public Transit	Safety - dedicated facility	Character - Multi-Use	Accessibility	Connectivity	Mobility	Public Transit	Safety - dedicated facility	ED - MM, In City or Community	Feedback from Stakeholders or Public	Local Benefit, Proximity to Community Facilities	Character - Scenic	Located on arterial or collector									
1	Boaen Road	Paving			38	33	0	0	5	0	7.5	4	5	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
2	Boaen Road Extension	New Two-Lane Road			28	23	0	5	5	7.5	4	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
3	Effingham Parkway - Northeastern	New Two-Lane Road			43	33	0	10	5	7.5	4	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
4	Griffin Lake Road Extension	New Two-Lane Road			28	23	0	5	5	7.5	4	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
5	Morgan Road	Paving			38	33	0	5	5	7.5	4	5	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
6	Morgan Road Extension	New Two-Lane Road	Rural Route - Signage Only		42	23	9	10	5	7.5	4	0	0	6	2.5	2.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
7	Old Tusculum Road, Segment 2			Sidewalks - Both Sides	33	0	0	23	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
8	Porter Road	New Two-Lane Road			28	23	0	5	5	7.5	4	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9	Powell Road Extension	New Two-Lane Road		Sidewalks - One Side	61	33	0	23	5	7.5	4	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10	Sawmill Drive	Paving			38	33	0	5	5	7.5	4	5	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11	Long Bridge Road		Marked Bicycle Lanes		33	0	21	13	0	0	0	0	0	0	5	5	3	2.5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12	Shearwood Road	New Two-Lane Road			28	23	0	5	5	7.5	4	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13	Springfield-Tusculum Road	Paving			28	23	0	5	5	7.5	4	5	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14	Springfield-Egypt Road	Paving			38	33	0	5	5	7.5	4	5	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15	SR 17, Segment 4			Sidewalks - One Side	43	10	0	23	6	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	SR 21, Segment 5			Sidewalks - One Side	44	10	0	23	11	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	4th Street			Sidewalks - One Side	32	0	0	23	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	Angus Exley Road Extension	New Two-Lane Road			28	23	0	5	5	7.5	4	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	Angus Exley Road	Paving			28	23	0	5	5	7.5	4	5	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detailed Evaluation Scoring

Proj ID	Location	Improvement Type			Score by Category				Roadway					Bike					Pedestrian					General								
		Roadway	Bicycle	Pedestrian	Total Score	Road	Bike	Ped	General	Accessibility	Connectivity	Mobility	Level of Service	Safety - Hotspot	Economic Development (ED)	Accessibility	Connectivity	Mobility	Public Transit	Safety - dedicated facility	Character - Multi-Use	Accessibility	Connectivity	Mobility	Public Transit	Safety - dedicated facility	ED - MM, In City or Community	Feedback from Stakeholders or Public	Local Benefit, Proximity to Community Facilities	Character - Scenic	Located on arterial or collector	
20	Bark Drive	Paving			38	33	0	0	5	0	7.5	4	5	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0
21	Clyo-Kildare Road		Sidewalks - One Side		42	10	0	23	5	0	0	0	0	10	0	0	0	0	0	0	0	0	3	5	5	4	0	5	0	0	0	
22	Corinth Church Road	Paving			38	33	0	0	5	0	7.5	4	5	10	6	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	
23	Fair Street		Sidewalks - One Side		32	0	0	23	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	5	4	0	5	0	0	0	
24	Indigo Road	Paving	Rural Route - Signage Only		47	33	9	0	5	0	7.5	4	5	10	6	2.5	1.5	2.5	0	0	0	0	0	0	0	0	0	5	0	0	0	0
25	Josiah Morgan - Sam Smart Connector	New Two-Lane Road			28	23	0	0	5	0	7.5	4	0	0	6	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	
26	Josiah Morgan Road	Paving			28	23	0	0	5	0	7.5	4	5	0	6	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	
27	Marion Ave		Sidewalks - One Side		42	10	0	23	5	0	0	0	0	10	0	0	0	0	0	0	0	0	3	5	5	4	0	5	0	0	0	
28	Lorenzo Hurst / Elbert Arnsdorff	Paving			28	23	0	0	5	0	7.5	4	5	0	6	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	
29	Sam Smart Road	Paving			38	33	0	0	5	0	7.5	4	5	10	6	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	
30	Shawnee Road, Segment 1		Sidewalks - One Side		32	0	0	23	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	5	4	0	5	0	0	0	
31	Shawnee Road, Segment 2	New Two-Lane Road			28	23	0	0	5	0	7.5	4	0	0	6	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	
32	Sisters Ferry Road	Paving			28	23	0	0	5	0	7.5	4	5	0	6	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	
33	SR 119, Segment 4	Shoulder Increase	Wide Shoulder		59	30	16	0	14	0	0	4	10	10	6	5	3	2.5	0	0	0	0	0	0	0	0	10	2.5	0	1.3	1.3	
34	SR 119, Segment 5		Sidewalks - One Side		33	0	0	23	6	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	5	4	0	5	0	1.3	1.3	
35	SR 21, Segment 6		Sidewalks - One Side		33	0	0	23	6	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	5	4	0	5	0	1.3	1.3	
36	Stillwell-Clyo Road		Sidewalks - One Side		32	0	0	23	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	5	4	0	5	0	0	0	
37	4th Street / Rincon-Stillwell Road		Wide Shoulder		23	0	16	0	8	0	0	0	0	0	0	5	3	2.5	0	0	0	0	0	0	0	0	5	2.5	0	0	0	
38	Azalea - Commercial Connector	New Two-Lane Road			28	23	0	0	5	0	7.5	4	0	0	6	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	
39	Blue Jay Road	Widen (2-->3 Lanes)	Multi-Use Path	Multi-Use Path	80	20	26	23	11	0	0	4	10	0	6	5	3	2.5	5	5	5	3	5	5	5	0	5	0	1.3	1.3		

Detailed Evaluation Scoring

Proj ID	Location	Improvement Type		Score by Category				Roadway					Bike					Pedestrian					General			
		Roadway	Bicycle	Pedestrian	Total Score	Road	Bike	Ped	General	Accessibility	Connectivity	Mobility	Level of Service	Safety - Hotspot	Economic Development (ED)	Accessibility	Connectivity	Mobility	Public Transit	Safety - dedicated facility	ED - MM, In City or Community	Feedback from Stakeholders or Public	Local Benefit, Proximity to Community Facilities	Character - Scenic	Located on arterial or collector	
40	Bunyan Kessler Road		Wide Shoulder		31	10	16	0	5	0	0	0	10	0	0	0	0	0	0	0	0	0	5	0	0	0
41	Chimney Road		Wide Shoulder		31	10	16	0	5	0	0	10	0	0	0	0	0	0	0	0	0	0	5	0	0	0
42	Chimney - Busch Connector	New Two-Lane Road			38	33	0	0	5	7.5	4	0	10	6	0	0	0	0	0	0	0	0	5	0	0	0
43	Ebenezer Road			Sidewalks - Both Sides	48	10	0	23	11	0	0	0	10	0	0	0	0	5	3	5	4	0	10	0	1.3	
44	Effingham Parkway, Segment 2	New Two-Lane Road	Marked Bicycle Lanes	Sidewalks - Both Sides	101	33	26	23	20	5	7.5	4	0	10	6	5	3	2.5	5	5	0	10	10	0	0	
45	Effingham Parkway (Chatham)	New Four-Lane Road	Marked Bicycle Lanes	Sidewalks - Both Sides	89	25	26	23	15	5	0	4	10	0	6	5	3	2.5	5	5	0	10	5	0	0	
46	Fort Howard Road, Segment 1		Wide Shoulder		37	10	16	0	11	0	0	0	10	0	0	5	3	2.5	0	0	0	5	5	0	1.3	
47	Research Forest E-W connector	New Two-Lane Road	Marked Bicycle Lanes	Sidewalks - Both Sides	96	33	26	23	15	5	7.5	4	0	10	6	5	3	2.5	5	5	0	5	10	0	0	
48	Goshen Road		Marked Bicycle Lanes	Sidewalks - Both Sides	72	10	26	23	14	0	0	0	10	0	0	5	3	2.5	5	5	0	7.5	5	0	1.3	
49	Goshen/Hodgeville/Kolick Helmey Roads			Sidewalks - Both Sides	49	10	0	23	16	0	0	0	10	0	0	0	0	0	0	0	0	5	10	0	1.3	
50	Long Bridge Road			Sidewalks - One Side	33	0	0	23	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	
51	Long Pond Road		Wide Shoulder		33	10	16	0	8	0	0	0	10	0	0	5	3	2.5	0	0	0	0	5	2.5	0	
52	Low Ground - Blue Jay Connector	New Two-Lane Road			28	23	0	0	5	7.5	4	0	0	6	0	0	0	0	0	0	0	0	5	0	0	
53	McCall Road		Wide Shoulder	Sidewalks - Both Sides	64	10	21	23	10	0	0	0	10	0	0	5	3	2.5	0	5	0	0	10	0	0	
54	McCall Road Extension	New Two-Lane Road			28	23	0	0	5	7.5	4	0	0	6	0	0	0	0	0	0	0	0	5	0	0	
55	Mock Road Extension	New Two-Lane Road			28	23	0	0	5	7.5	4	0	0	6	0	0	0	0	0	0	0	0	5	0	0	
56	Old Augusta Road		Wide Shoulder		43	10	16	0	18	0	0	0	10	0	5	3	2.5	0	0	0	0	10	5	2.5	0	
57	Stephens Drive			Sidewalks - One Side	38	10	0	23	5	0	0	0	10	0	0	0	0	0	0	5	3	5	5	0	0	
58	Vale Royal Drive			Sidewalks - Both Sides	33	0	0	23	10	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	
59	Westwood Drive			Sidewalks -	38	10	0	23	5	0	0	0	10	0	0	0	0	0	0	0	0	5	5	0	0	

Detailed Evaluation Scoring

Proj ID	Location	Improvement Type			Score by Category				Roadway					Bike					Pedestrian					General								
		Roadway	Bicycle	Pedestrian	Total Score	Road	Bike	Ped	General	Accessibility	Connectivity	Mobility	Level of Service	Safety - Hotspot	Economic Development (ED)	Accessibility	Connectivity	Mobility	Public Transit	Safety - dedicated facility	Character - Multi-Use	Accessibility	Connectivity	Mobility	Public Transit	Safety - dedicated facility	ED - MM, In City or Community	Feedback from Stakeholders or Public	Local Benefit, Proximity to Community Facilities	Character - Scenic	Located on arterial or collector	
60	Wyly /High Bluff/ Tommy Long Road			Both Sides	47	10	0	23	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	5	3	5	5	4	0	10	0	0
61	Zipperer - Hodgeville Connector	New Two-Lane Road			28	23	0	0	5	7.5	4	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0
62	Zipperer Road	Paving			28	23	0	0	5	7.5	4	5	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	
63	Big T Road	Paving			28	23	0	0	5	7.5	4	5	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	
64	Courthouse Road		Rural Route - Signage Only	Sidewalks - Both Sides	52	10	14	23	5	0	0	0	10	0	2.5	2.5	1.5	2.5	0	5	5	3	5	5	5	5	0	0	5	0	0	0
65	Effingham Parkway, Segment 1	New Four-Lane Road	Marked Bicycle Lanes	Sidewalks - Both Sides	89	25	26	23	15	5	0	4	10	0	5	5	3	2.5	5	5	5	5	5	5	5	0	10	5	0	0	0	
66	Existing private road Off Low Ground Road	Paving			28	23	0	0	5	0	7.5	4	5	0	6	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	
67	HS Access (to Deerfield Road)	New Two-Lane Road			33	23	0	0	10	5	7.5	4	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	
68	Little McCall Road north terminus realign	New Two-Lane Road			28	23	0	0	5	5	7.5	4	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	
69	Low Ground - Shirley Connector	New Two-Lane Road			28	23	0	0	5	5	7.5	4	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	
70	Low Ground Road	Paving			38	33	0	0	5	0	7.5	4	5	10	6	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	
71	Magnolia - Big T Connector	New Two-Lane Road			28	23	0	0	5	5	7.5	4	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	
72	Old Tusculum Road, Segment 1			Sidewalks - Both Sides	33	0	0	23	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	5	5	10	0	0	0	
73	Pleasant Acres Road	Paving			48	33	0	0	15	0	7.5	4	5	10	6	0	0	0	0	0	0	0	0	0	0	0	5	10	0	0	0	
74	Pound Road / Floyd Road	Paving			38	33	0	0	5	0	7.5	4	5	10	6	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	
75	Pound Road - Pleasant Acres Connector	New Two-Lane Road			33	23	0	0	10	5	7.5	4	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	
76	Multi-Use Path along power line easement		Multi-Use Path	Multi-Use Path	69	10	26	23	10	0	0	0	10	0	5	3	2.5	5	5	5	5	5	3	5	5	0	0	10	0	0	0	
77	Rahn Station Road		Wide Shoulder		31	10	16	0	5	0	0	0	10	0	5	3	2.5	0	0	0	0	0	0	0	0	0	5	0	0	0	0	
78	SR 119, Segment 2	Widen (2-->3 Lanes)	Multi-Use Path	Multi-Use Path	92	30	26	23	14	0	0	4	10	6	5	3	2.5	5	5	5	5	5	3	5	5	0	0	10	2.5	1.3	0	0

Detailed Evaluation Scoring

Proj ID	Location	Improvement Type		Score by Category				Roadway					Bike					Pedestrian					General											
		Roadway	Bicycle	Pedestrian	Total Score	Road	Bike	Ped	General	Accessibility	Connectivity	Mobility	Level of Service	Safety - Hotspot	Economic Development (ED)	Accessibility	Connectivity	Mobility	Public Transit	Safety - dedicated facility	Character - Multi-Use	Accessibility	Connectivity	Mobility	Public Transit	Safety - dedicated facility	ED - MM, In City or Community	Feedback from Stakeholders or Public	Local Benefit, Proximity to Community Facilities	Character - Scenic	Located on arterial or collector			
79	SR 17, Segment 3			Sidewalks - One Side	33	0	0	23	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1.3			
80	Courthouse Road	New Two-Lane Road		Sidewalks - Both Sides	56	23	0	23	10	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0				
81	Heidt Landing Road	Paving	Rural Route - Signage Only		47	33	9	0	5	0	0	0	0	6	2.5	2.5	0	0	0	0	0	0	0	0	0	0	0	5	0	0				
82	Honey Ridge Road			Sidewalks - Both Sides	52	10	0	23	15	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0					
83	Jabez Jones Road		Marked Bicycle Lanes	Sidewalks - Both Sides	69	10	26	23	10	0	0	0	10	0	5	5	3	2.5	5	5	5	0	0	0	0	0	10	0	0	0				
84	Meldrim - Jabez Jones Connector	New Two-Lane Road	Marked Bicycle Lanes	Sidewalks - Both Sides	81	23	26	23	10	0	0	0	6	0	5	5	3	2.5	5	5	5	0	0	0	0	0	5	0	0	0				
85	Meldrim Road		Wide Shoulder		31	10	16	0	5	0	0	0	10	0	5	5	3	2.5	0	0	0	0	0	0	0	0	5	0	0	0				
86	Midland Road			Sidewalks - Both Sides	42	10	0	23	5	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0				
87	Nease Road			Sidewalks - One Side	43	10	0	23	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0				
88	Old River Road	Widen (2->4 Lanes)			46	30	0	0	16	0	0	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1.3	0				
89	Rails-to-Trails		Multi-Use Path	Multi-Use Path	83	10	26	23	20	0	0	0	10	0	5	5	3	2.5	5	5	5	4	4	5	5	4	10	10	0	0				
90	S Effingham High School woodland path		Multi-Use Path	Multi-Use Path	59	0	26	23	10	0	0	0	0	0	5	5	3	2.5	5	5	5	0	0	0	0	0	10	0	0	0				
91	Sand Hill Road, Segment 1	Widen (+ turn lane)	Marked Bicycle Lanes	Sidewalks - Both Sides	86	20	26	23	14	0	0	0	10	6	5	5	3	2.5	5	5	5	4	4	5	5	4	0	10	2.5	1.3	0			
92	Sand Hill Road, Segment 2	Widen (+ turn lane)	Marked Bicycle Lanes	Sidewalks - Both Sides	82	20	26	23	14	0	0	0	10	6	5	5	3	2.5	5	5	5	0	0	0	0	0	10	2.5	1.3	0	0			
93	Sand Hill Road, Segment 3		Wide Shoulder		24	0	16	0	9	0	0	0	0	0	5	5	3	2.5	0	0	0	0	0	0	0	0	5	2.5	1.3	0	0			
94	SR 119, Segment 1	Shoulder Increase	Wide Shoulder		57	30	16	0	11	0	0	0	10	6	5	5	3	2.5	0	0	0	0	0	0	0	0	10	0	1.3	0	0			
95	SR 17, Segment 1		Marked Bicycle Lanes	Sidewalks - Both Sides	74	10	26	23	11	0	0	0	10	0	5	5	3	2.5	5	5	5	4	4	5	5	4	0	10	0	1.3	0	0		
96	SR 17, Segment 2		Marked Bicycle Lanes		37	10	21	0	6	0	0	0	10	0	5	5	3	2.5	5	0	0	0	0	0	0	0	5	0	1.3	0	0	0		
97	SR 30, Segment 1			Sidewalks - Both Sides	39	10	0	23	6	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1.3	0	0	0	0	
98	SR 30, Segment 2		Marked	Sidewalks - Both Sides	70	10	26	23	11	0	0	0	10	0	5	5	3	2.5	5	5	5	0	0	0	0	0	10	0	1.3	0	0	0	0	0

Detailed Evaluation Scoring

Proj ID	Location	Improvement Type			Score by Category				Roadway					Bike					Pedestrian					General									
		Roadway	Bicycle	Pedestrian	Total Score	Road	Bike	Ped	General	Accessibility	Connectivity	Mobility	Level of Service	Safety - Hotspot	Economic Development (ED)	Accessibility	Connectivity	Mobility	Public Transit	Safety - dedicated facility	Character - Multi-Use	Accessibility	Connectivity	Mobility	Public Transit	Safety - dedicated facility	ED - MM, In City or Community	Feedback from Stakeholders or Public	Local Benefit, Proximity to Community Facilities	Character - Scenic	Located on arterial or collector		
99	Unknown road in vicinity of Honey Ridge Road	Paving			28	23	0	0	5	0	7.5	4	5	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	
100	US 80, Segment 1		Marked Bicycle Lanes		65	10	26	23	6	0	0	0	10	0	0	0	0	2.5	5	5	5	5	3	5	5	0	0	5	0	5	0	1.3	
101	US 80, Segment 2	Widen (2-->4 Lanes)	Marked Bicycle Lanes		87	30	26	23	9	0	0	4	10	6	6	5	5	3	2.5	5	5	5	3	5	5	0	0	5	2.5	5	1.3	0	
102	US 80, Segment 3		Wide Shoulder		60	10	21	23	6	0	0	0	10	0	0	5	5	3	2.5	0	5	5	3	5	5	0	0	5	0	5	1.3	0	
103	Anderson Street				37	0	0	23	10	0	0	0	0	0	0	0	0	0	0	0	0	5	3	5	5	4	0	10	0	10	0	0	
104	Gracen Road				37	0	0	23	10	0	0	0	0	0	0	0	0	0	0	0	0	5	3	5	5	4	0	10	0	10	0	0	
105	Guyton Rails-To-Trails (underway)		Multi-Use Path		63	0	26	23	10	0	0	0	0	0	0	5	5	3	2.5	5	5	5	3	5	5	4	0	10	0	10	0	0	
106	Magnolia Street				37	0	0	23	10	0	0	0	0	0	0	0	0	0	0	0	0	5	3	5	5	4	0	10	0	10	0	0	
107	119/21 Realignment in Springfield	New Two-Lane Road			61	23	0	23	11	5	7.5	4	0	6	6	0	0	0	0	0	0	5	3	5	5	4	0	10	0	10	0	1.3	0
108	119/21 Realignment in Springfield	New Two-Lane Road			34	23	0	0	11	5	7.5	4	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	0	1.3	0
109	2nd Street				32	0	0	23	5	0	0	0	0	0	0	0	0	0	0	0	0	5	3	5	5	4	0	5	0	5	0	0	0
110	3rd Street				32	0	0	23	5	0	0	0	0	0	0	0	0	0	0	0	0	5	3	5	5	4	0	5	0	5	0	0	0
111	Ash Street / Ash Street Extension				37	0	0	23	10	0	0	0	0	0	0	0	0	0	0	0	0	5	3	5	5	4	0	10	0	10	0	0	0
112	E Madison Street				37	0	0	23	10	0	0	0	0	0	0	0	0	0	0	0	0	5	3	5	5	4	0	10	0	10	0	0	0
113	Early Street				32	0	0	23	5	0	0	0	0	0	0	0	0	0	0	0	0	5	3	5	5	4	0	5	0	5	0	0	0
114	Railroad Ave				32	0	0	23	5	0	0	0	0	0	0	0	0	0	0	0	0	5	3	5	5	4	0	5	0	5	0	0	0
115	S Laurel Street		Marked Bicycle Lanes		64	0	26	23	11	0	0	0	0	0	0	5	5	3	2.5	5	5	5	3	5	5	4	0	10	0	10	0	1.3	0
116	Springfield Elementary School Drive Extension	New Two-Lane Road			60	23	0	23	10	5	7.5	4	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	0	0	0
117	SR 119, Segment 3		Multi-Use Path		61	0	26	23	9	0	0	0	0	0	0	5	5	3	2.5	5	5	5	3	5	5	4	0	5	2.5	5	1.3	0	0

Detailed Evaluation Scoring

Proj ID	Location	Improvement Type			Score by Category				Roadway					Bike					Pedestrian					General							
		Roadway	Bicycle	Pedestrian	Total Score	Road	Bike	Ped	General	Accessibility	Connectivity	Mobility	Level of Service	Safety - Hotspot	Economic Development (ED)	Accessibility	Connectivity	Mobility	Public Transit	Safety - dedicated facility	Character - Multi-Use	Accessibility	Connectivity	Mobility	Public Transit	Safety - dedicated facility	ED - MM, In City or Community	Feedback from Stakeholders or Public	Local Benefit, Proximity to Community Facilities	Character - Scenic	Located on arterial or collector
118	SR 21, Segment 4			Sidewalks - Both Sides	48	10	0	23	11	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	10	0	1.3
119	Standard Lane			Sidewalks - Both Sides	47	10	0	23	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	10	0	0
120	Stillwell Road			Sidewalks - Both Sides	32	0	0	23	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	5	0	0	
121	W 1st Street Extension			Sidewalks - Both Sides	37	0	0	23	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	10	0	0	
122	4th Street / Rincon Stillwell Road		Marked Bicycle Lanes	Sidewalks - One Side	75	10	26	23	13	0	0	0	10	0	0	5	3	2.5	5	5	5	5	5	5	5	4	0	10	2.5	0	
123	Blue Jay / Blandford Road	Occasional Right Turn Lanes	Multi-Use Path	Multi-Use Path	89	20	26	23	16	0	0	4	10	0	6	5	3	2.5	5	5	5	5	5	5	5	4	5	10	0	1.3	
124	Carolina Avenue (South)	New Two-Lane Road	Wide Shoulder	Sidewalks - One Side	75	23	21	23	5	5	7.5	4	0	0	6	5	3	2.5	0	5	5	5	5	5	5	4	0	5	0	0	
125	E 9th Street (Rincon)			Sidewalks - Both Sides	37	0	0	23	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	10	0	0	
126	Fort Howard Road, Segment 2	Widen (+ turn lane)	Marked Bicycle Lanes	Sidewalks - Both Sides	99	30	26	23	16	0	0	4	10	0	6	5	3	2.5	5	5	5	5	5	5	5	4	10	5	0	1.3	
127	Fort Howard Road, Segment 3	New Two-Lane Road	Marked Bicycle Lanes	Sidewalks - Both Sides	81	23	26	23	6	5	7.5	4	0	0	6	5	3	2.5	5	5	5	5	5	5	5	4	0	5	0	1.3	
128	Lexington Avenue			Sidewalks - Both Sides	52	10	0	23	15	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	4	5	10	0	0	
129	North Ridge Road	New Two-Lane Road			33	23	0	0	10	0	0	4	0	0	6	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	
130	Richland Avenue Extension	New Two-Lane Road			48	33	0	0	15	0	0	4	0	0	6	0	0	0	0	0	0	0	0	0	0	0	5	10	0	0	
131	Rincon Stillwell Road		Marked Bicycle Lanes		42	0	21	0	18	0	0	0	0	0	0	5	3	2.5	5	0	0	0	0	0	0	4	5	10	2.5	0	
132	Smith Avenue Extension	New Two-Lane Road			33	23	0	0	10	0	0	4	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	
133	SR 21, Segment 1	Widen (4-->6 Lanes)	Multi-Use Path	Multi-Use Path	99	30	26	23	16	0	0	4	10	0	6	5	3	2.5	5	5	5	5	5	5	5	4	10	5	0	1.3	
134	SR 21, Segment 2		Multi-Use Path	Multi-Use Path	79	10	26	23	16	0	0	0	10	0	0	5	3	2.5	5	5	5	5	5	5	5	4	5	10	0	1.3	
135	SR 21, Segment 3		Marked Bicycle Lanes	Sidewalks - Both Sides	79	10	26	23	16	0	0	0	10	0	0	5	3	2.5	5	5	5	5	5	5	5	4	5	10	0	1.3	

List of Intersection Improvements

Map ID	Location	Area of County	Cost	Type of Improvement / Justification
200	ITS of signalized intersections along SR 21	SE	\$50,000	Improve operations, increase effective capacity
201	SR 119 @ Marion Ave / Sister's Ferry	NE	\$20,000	In STIP. Add rumble strips and roadway curvature signs to Marion Ave approaching train tracks. On SR 21 N approaching Cloy, add reflectors, painted right-turn arrow, and signage announcing Cloy's location to improve safety.
202	Ft Howard Rd @ Old Augusta Rd	SE	\$0, Part of Old Augusta Road project	Realignment: Straighten out Old Augusta so the Ft Howard "T" is into it.
203	Kollick-Hamley Rd @ SR 30, Midland Rd @ SR 30	SE	\$2,880,000	In CIP. Realign intersections to improve safety and operations along intercounty corridor
204	SR 21 @ Ebenezer / Rahn Station	SE	\$11,000	In STIP. Add remaining crosswalks and pedestrian signals to complete intersection.
206	SR 21 @ McCall Rd	SE	\$145,000	Signalization - safety, coordination + ped crossing. In STIP.
209	Courthouse Rd @ Little McCall Rd	Central	\$22,000	Add rumble strips to intersection approaches, undertake study to determine whether signalization or roundabout is needed. Add pedestrian sidewalks and crosswalks.
210	Courthouse Rd @ McCall Rd @ SR 21	Central	\$0, in CIP	In CIP. Add signal to SR 21 to allow cross-street traffic to safely traverse intersection. Add rumble strips on McCall Road and Courthouse Road to warn of approach to intersection.
211	Rahn Station Rd @ McCall Rd	Central	\$0, part of Effingham Pkwy project	Long-term safety-related improvements to be implemented with construction of potential Effingham Pkwy
212	Midland Rd @ Blue Jay Rd	SW	\$120,000	Safety-related signalization
213	Old River Rd @ US 80	SW	\$3,025,000	Realign Old River Road to meet US 80 at perpendicular angle for safety and operational purposes. Add traffic signal and pedestrian accommodations. Add signage directing traffic to I-16.
215	SR 119 @ SR 21	Springfield	\$750,000	Right-turn channelization from SR 119 EB to SR 21 SB to better accommodate emergency vehicles.
216	SR 21 @ 4th St	Rincon	\$145,000	Add traffic signal with crosswalks and pedestrian countdown timers to this intersection for safety purposes.
217	SR 21 @ 9th St	Rincon	\$0, in STIP	In STIP. Add traffic signal with crosswalks and pedestrian countdown timers to this intersection for safety purposes.

Recommended Transit Improvements

Map ID	Location	Extent	Type	Cost	Type of Improvement / Justification
300	no physical facilities	-	Demand-Response / Paratransit	\$ 40,000	Locations identified that may have greater transit needs. Run through CGRDC
301	Eden P&R	Just south of intersection of US 80 and Old River Rd	Park and Ride lot - commuter	variable	Near Logistcenter, potential rails-to-trails facility, highway access, and population center
302	Rincon - P&R North	Near intersection of Ebenezer Rd and SR 21	Park and Ride lot or pick-up location - commuter	variable	Near new manufacturing plant, along key commuter route. Also connects to county bike lanes along Ebenezer Rd
303	Rincon - P&R South	Near intersection of Ft Howard Rd and SR 21	Park and Ride lot - commuter	variable	Can share P&R facility with Walmart lot, or have standalone facility

Rural Route Network

Note: These routes are in addition to those listed in the previous multi-modal project List

Map ID	Location	Type	Length (miles)
500	Corinth Church Road / Sam Smart Road / Morgan Road	Rural Bicycle Route - Signage Only	6.04
501	Morgan Road / Lorenzo Hurst Road	Rural Bicycle Route - Signage Only	9.61
502	Springfield Road	Rural Bicycle Route - Signage Only	13.66
503	Stillwell-Cloy Road / Cloy-Kildare Road	Rural Bicycle Route - Signage Only	22.48
504	Old Louisville Road	Rural Bicycle Route - Signage Only	11.65
505	Shearwood Road / Egypt-Ardmore Road / Ardmore-Oaky Road	Rural Bicycle Route - Signage Only	10.55
506	SR 17, Segment 4	Rural Bicycle Route - Signage Only	10.28
507	Hodgeville Rd	Rural Bicycle Route - Signage Only	3.17
508	Old Tusculum Road / Spring-Tusculum Road / Porter Road	Rural Bicycle Route - Signage Only	8.86
600	Ogeechee River	Blueway - Kayak Trail	47.30