

2016-2019

Transportation Improvement Program



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Prepared by the Gainesville-Hall
Metropolitan Planning Organization
In cooperation with
Hall Area Transit
Georgia Department of Transportation
Federal Highway Administration
Federal Transit Administration



Adopted: May 12, 2015



Gainesville - Hall Metropolitan Planning Organization

A Resolution by the Gainesville-Hall Metropolitan Planning Organization Policy Committee Adopting the Gainesville-Hall Regional Transportation Plan: 2015 Update, Associated FY 2016-2019 Transportation Improvement Program, and Related Conformity Determination Report

WHEREAS, the Gainesville-Hall Metropolitan Planning Organization (GHMPO) is the designated Metropolitan Planning Organization for transportation planning within the Gainesville Metropolitan Area Boundary following the 2010 Census; and

WHEREAS, the GHMPO boundary incorporates all of Hall County and a portion of Jackson County

WHEREAS, in April 2005 the US Environmental Protection Agency did designate an Atlanta Nonattainment Area for particulate matter (PM_{2.5}) that includes Hall County, and

WHEREAS, Moving Ahead for Progress in the 21st Century (MAP-21) requires the Metropolitan Planning Organization to develop and adopt a Regional Transportation Plan (RTP) and a short-range Transportation Improvement Program (TIP) that conform with the applicable State Implementation Plan (SIP) for air quality and metropolitan planning requirements; and


WHEREAS, GHMPO did develop the RTP and the FY 2016-2019 TIP in conformance with GHMPO's Participation Plan and through appropriate technical and review processes; and

WHEREAS, the Atlanta Regional Commission (ARC) did perform the required technical evaluation for conformity for the Atlanta Nonattainment Area to demonstrate that air quality limits will not be exceeded, and did amend the Atlanta Nonattainment Area's Conformity Determination Report (CDR), and

WHEREAS, the ARC did include the GHMPO RTP 2015 update and the FY 2016-2019 TIP in this evaluation, but no amendment of the Atlanta RTP/TIP, and did conduct the required 30-day ARC public comment period on the amended CDR with no significant comments received, and

WHEREAS, GHMPO did conduct a required 30-day public comment period on the GHMPO RTP 2015 Update, the FY 2016-2019 TIP, and the amended CDR, and no significant comments were received.

NOW, THERE, BE IT RESOLVED that the Gainesville-Hall Metropolitan Planning Organization adopts the RTP, FY 2016-2019 TIP, and Conformity Determination Report.


Mayor Lamar Scroggs, Chair
GHMPO Policy Committee

5/12/2015
Date

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GHMPO COMMITTEES

Policy Committee

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Danny Dunagan, Mayor, City of Gainesville
Tom Crow, Chairperson, Jackson County
Matthew Fowler, representing GDOT Commissioner Russell McMurtry

Non-voting

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Stan Brown, Chairperson, Technical Coordinating Committee
Tamara Christion, Transportation Planner, Federal Highway Administration
Robert Buckley, Community Planner, Federal Transit Administration
Brent Cook, District Engineer, GDOT District 1
Eileen Schwartz-Washington, Transit Planner, GDOT Intermodal Programs
Phillippa Lewis Moss, Director, Gainesville-Hall Community Service Center
Srikanth Yamala, Director, GHMPO
Phillip Beard, Chairperson, City of Buford
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Larry Poole, Mayor, City of Gillsville
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Sam Baker, Senior Transportation Planner, GHMPO
Brandon Kirby, District Pre-Construction Engineer, GDOT
Julia Billings, Planning & Policy Development Specialist, GDOT
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Ken Rearden, Public Works Director, Hall County
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Jennifer Dees, Town Manager, Town of Braselton

Non-Voting

Tamara Christion, Transportation Planner, Federal Highway Administration
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James Nix, Chairperson, Citizens Advisory Committee
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Phillip Beard, Chairman, City of Buford
Jacqueline Crouse, City Administrator, City of Hoschton

GHMPO Staff

Srikanth Yamala, Director
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Connie Daniels, Secretary



INTRODUCTION

Gainesville-Hall Planning Area

The Gainesville-Hall Metropolitan Planning Organization (GHMPO) was designated in early 2003, in order to ensure the federally required continuing, cooperative and comprehensive (3-C) transportation planning process for the Gainesville Urbanized Area. The GHMPO is responsible for conducting and maintaining the Gainesville-Hall Planning Area (GHPA), which covers entire Hall County and a portion of western Jackson County. Figure 1 illustrates the boundary of the GHPA.

The Planning Process

There are three documents that form the foundation for the ongoing work of the GHMPO. The Unified Planning Work Program (UPWP) is the annual program outlining the tasks to be completed in the upcoming fiscal year and maintenance of the GHPA. The Long Range Transportation Plan (LRTP) is the heart of the process, and this document is currently required to be updated at least every four years for air quality nonattainment areas such as Hall County. The Transportation Improvement Program (TIP) is the short-range program of transportation projects identified in the LRTP that are scheduled for implementation over the next four years, known as Tier I projects.

Project Evaluation & Selection Process

Projects were evaluated based on their ability to reduce congestion or enhance safety, address community needs, and their specific support from the community. A process was developed in which a list of candidate roadway and transit projects was ranked in three separate but equal categories described below:

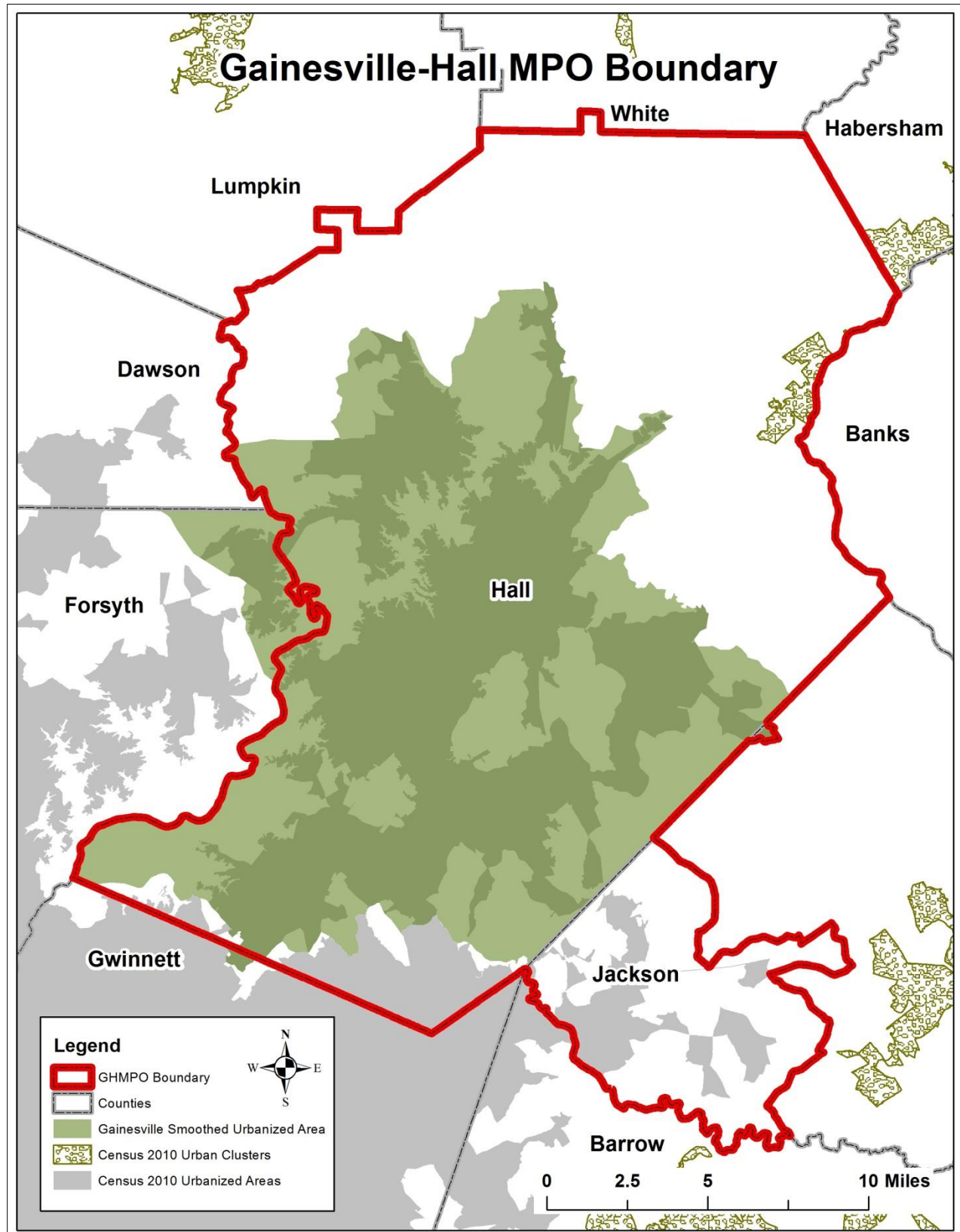
- **Technical Analysis:** Used to determine how successful projects are at making the transportation system safer and more efficient. This analysis utilized primarily travel demand model data.
- **Needs Categories:** Used to determine how successful projects are at addressing the different needs categories as ranked by the community.
- **Community Support:** Used to determine those projects that have specific support.

For more details on the methodology used, please see the Project Evaluation section on page 53 of the Gainesville-Hall Regional Transportation Plan: 2015 Update (RTP) and Appendix E: Project Evaluation Scores.

Plan Consistency

Each project in this TIP is taken from the financially-constrained project list on the RTP. The project worksheets in Appendix A list both a GHMPO and a GDOT project identification numbers, if available, for cross-reference between the RTP and the TIP.

Figure 1: Gainesville-Hall Planning Area Boundary





TRANSPORTATION IMPROVEMENT PROGRAM

The Transportation Improvement Program (TIP) shows the federally required four-year capital improvement program, akin to the State Transportation Improvement Program (STIP) but exclusively for projects within the GHMPO planning area. This TIP covers a four-year period from FY 2016 (beginning July 1, 2015) to FY 2019 (ending June 30, 2019) that is consistent with the Gainesville-Hall Regional Transportation Plan: 2015 Update (RTP). The TIP is updated at least once every four years and amended as frequently as necessary. The GHMPO Technical Coordinating Committee (TCC) is responsible for reviewing the TIP and recommending it for adoption to the GHMPO board, or the Policy Committee. The other committee, the Citizens Advisory Committee (CAC), as well as the public, are also invited to review and comment on the proposed TIP.

In addition, the federal legislation, MAP-21 (Moving Ahead for Progress in the 21st Century Act), requires that in the TIP development process, the MPO should consult with officials responsible for other types of planning activities that are affected by transportation in the area and governmental agencies and non-profit organizations that receive federal assistance from a source other than USDOT. GHMPO satisfies this requirement by inviting these agencies to participate in the TIP development process and by making the draft TIP available to them for review and comment. Through adoption by the Policy Committee, the proposed document becomes the official TIP for the Gainesville-Hall area. Project-by-project review and approval by the Georgia Department of Transportation (GDOT), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) is also necessary before federal funds become available. It should be understood that the TIP is a flexible program which may be modified in accordance with the procedures outlined in the adopted Participation Plan by resolution of the Policy Committee if priorities, area goals, or funding levels change.

Air Quality Requirements

The GHMPO planning process is complex due to the planning area's proximity to the Atlanta metropolitan area, as well as Hall County's nonattainment and maintenance status for two air quality standards. The planning area includes the Gainesville urbanized area as well as a portion in western Jackson County. Hall County has been designated as part of a 15-county, 8-hour ozone nonattainment area as well as part of a 22-county particulate matter 2.5 nonattainment area. This requires conformance with the State Implementation Plan (SIP) for air quality to secure federal transportation funding. The GHMPO actively coordinates with the Atlanta Regional Commission (ARC), which provides air quality modeling for the region and develops the conformity determination report for the nonattainment areas, to ensure that there is no lapse in meeting these requirements. Staff attends monthly interagency meetings with the local, state and federal partners and has coordinated on project status for air quality modeling purposes with the ARC staff. Therefore, the area's transportation challenges must be met not only in the context of local constraints, such as funding, growth of congestion, but also within the constraints of regional air quality planning.

The 2016-2019 TIP is a logical progression of the project and planning process from the previously adopted TIP and LRTP. Minor revisions were necessitated by project implementation delays and cost updates that need to be reflected in the TIP and LRTP.



Fiscal Constraint

Federal planning statutes require that the TIP must be financially constrained, which means that the estimated cost for all transportation improvements cannot exceed the amount of reasonably expected revenues projected from identified federal, state, and local funding sources. This requirement ensures that the TIP is based upon realistic assumptions and can be implemented. Projected federal, state and local revenues for the TIP period, 2016-2019, total approximately \$216 million. A detailed breakdown on the yearly projections and financial planning assumptions are listed in Section IV: Financial Element of the Gainesville-Hall Regional Transportation Plan update (RTP). Since the total programmed dollar amount of the TIP, \$216 million (\$204 million for roadway projects; \$12 million for transit projects; \$217 thousand for lump sum), is well within the anticipated available revenue, \$216 million, it can be stated that the 2016-2019 TIP is financially constrained.

Public Participation

The development of the TIP process involves an extensive public outreach effort to identify community issues, concerns, and priorities. GHMPO incorporated public participation techniques targeted towards developing the TIP document through the four community meetings and one outreach meeting conducted as a part of developing the RTP. In addition, a legal ad was published in the Gainesville Times informing the public of the TIP. A 30-day public comment period was conducted for review of the document. The draft TIP was available for public review on the MPO website as well as at the MPO office.

MAP-21 Planning Factors

The transportation planning process must explicitly address the eight planning factors identified by SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users) and reaffirmed under Moving Ahead for Progress in the 21st Century Act (MAP-21) listed below:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the surface transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility options available to people and for freight;
5. Protect and enhance the environment, promote energy conservation, and improve quality of life;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

The overall planning program is designed to comply with the requirements of MAP-21 which was signed into law on July 6, 2012. It encourages MPOs to address the planning factors listed above when solving current and future transportation issues.



Format

The TIP document contains the following five spreadsheets showing a list of projects and the funding dollars:

FY 2016-2019 Projects

This spreadsheet contains a list of projects along with the dollar amounts scheduled for the fiscal years 2016-2019.

FY 2016-2019 Lump Sum Funding Categories

This spreadsheet reflects available funding dollars for the GHMPO area in lump sum categories for the fiscal years 2016-2019.

FY 2016-2019 Hall Area Transit Funding

This spreadsheet contains the Hall Area Transit funding categories along with the dollar amounts for the fiscal years 2016-2019.

This is followed by project worksheets in Appendix A that supply more detail on these projects that are funded from 2016-2019. Prefacing these worksheets is a project definitions page to explain various items that are not self-explanatory. It also includes project worksheets that supply more detail on these projects. Appendix B provides a detail breakdown of the various transit funding categories. Appendix C includes public comments received on the TIP. Appendix D provides a narrative on lump sum funding. Appendix E lists all the MPO authorized projects. Appendix F provides a list of definitions, abbreviations, funding and phase codes, and acronyms used within the text of this TIP.



FY 2016-2019 TRANSPORTATION IMPROVEMENT PROJECTS

\$ Thousands																4/14/15		
GHMPO No.	GDOT No.	Segment Location	FY 2016				FY 2017				FY 2018				FY 2019			
			PE	ROW	CST	UTL	PE	ROW	CST	UTL	PE	ROW	CST	UTL	PE	ROW	CST	UTL
GH-008	122150	SR 11/US 129 from SR 332 to SR 323			\$26,572	\$557												
GH-015	0000425	I-985 New Interchange North of SR 13 Crossover Near Martin Rd		\$15,921				\$27,162	\$240									
GH-016	0003626	Sardis Rd Connector from SR 60 to Sardis Rd Near Chestalee Rd														\$19,967		
GH-020	122060	SR 11/US 129 from Limestone Pkwy to South of Nopone Rd														\$14,278		
GH-021	132950	SR 13 from Sawnee Ave to SR 347			\$4,279													
GH-023	0009679	Spout Springs Rd. from I-985 to south of Thompsons Mill Rd.										\$12,734				\$18,997		
GH-029	122064	Bridge on SR 11 @ Chattahoochee River		\$750				\$11,924	\$126									
GH-030	122066	Bridge on SR 11 @ East Fork Little River		\$3,581				\$7,462	\$126									
GH-057	122012	Bridge on SR 369 @ Chattahoochee River/Lake Lanier		\$77			\$5					\$8,074						
GH-069	0013322	SR 53 Connector/SR 60 @ SR 60/SR 369	\$216					\$579				\$1,002						
GH-078	0007319	SR 347 from McEver Rd to Lake Lanier Islands						\$8,163	\$130									
GH-084	0001821	McEver Rd from SR 347 to Jim Crow Rd												\$3,357				
GH-085	0010212	Bridge on SR 53 Westbound @ Chattahoochee River								\$1,149						\$234		
GH-102	0013086	I-85 New Interchange @ SR 60	\$874															
GH-110	110630	I-85 from North of SR 53 to North of SR 11/US 129/Lee St								\$442								
GH-115	0008434	SR 53 from I-85 to Tapp Wood Rd													\$3,125			
TOTAL			\$1,090	\$20,329	\$30,851	\$557	\$5	\$579	\$54,711	\$622	\$1,590	\$12,734	\$9,076	\$0	\$6,481	\$53,476	\$0	\$0

\$ Thousands	
FY 16-19	
PE	\$9,167
ROW	\$87,117
CST	\$94,638
UTL	\$1,179
TOTAL	\$192,101

Note: Details of the projects can be found in Appendix A



FY 2016-2019 LUMP SUM FUNDING CATEGORIES

Funding Source	Funding Code	Lump Sum Description	2016	2017	2018	2019	TOTAL
NHPP	M001		\$54,169,985	\$47,040,509	\$1,590,318	\$14,511,937	\$117,312,749
STP	M231		\$0	\$8,162,517	\$12,734,496	\$22,353,204	\$43,250,217
STP	M240		\$8,745,294	\$10,000	\$16,148,827	\$3,124,948	\$28,029,069
CMAQ	M400		\$0	\$578,513	\$1,002,000	\$0	\$1,580,513
HPP	LY10		\$5,399,404	\$0	\$0	\$0	\$5,399,404
Local	LOC		\$5,967,000	\$129,780	\$0	\$0	\$6,096,780
NHPP	M001	Bridge Painting – Interstate	\$135,000	\$162,000	\$162,000	\$162,000	\$621,000
NHPP	M001	Road Maintenance - National Highway	\$162,000	\$162,000	\$162,000	\$162,000	\$648,000
NHPP	M001	Roadway Lighting	\$7,000	\$7,000	\$14,000	\$14,000	\$42,000
NHPP	M002	Construction Management	\$392,000	\$400,000	\$405,000	\$405,000	\$1,602,000
STP	L220	Enhancement	\$257,000	\$257,000	\$257,000	\$257,000	\$1,028,000
STP	M240	Operational	\$176,000	\$162,000	\$162,000	\$162,000	\$662,000
STP	M240	Road Maintenance - Any Area	\$834,000	\$858,000	\$821,000	\$821,000	\$3,334,000
STP	M240	Bridge Painting	\$81,000	\$95,000	\$95,000	\$95,000	\$366,000
STP	M240	Low Impact Bridges	\$47,000	\$68,000	\$68,000	\$68,000	\$251,000
STP	M240	Traffic Control Devices	\$203,000	\$176,000	\$176,000	\$176,000	\$731,000
STP	M240	Force Account Maintenance	\$243,000	\$203,000	\$203,000	\$203,000	\$852,000
STP	M240	Traffic & Revenue/Design-Build/Studies	\$3,000	\$0	\$0	\$0	\$3,000
STP	M240	Right-of-Way Protective Buy	\$7,000	\$14,000	\$14,000	\$14,000	\$49,000
TAP	M940	Recreational Trails	\$17,000	\$17,000	\$17,000	\$17,000	\$68,000
HSIP	LS20	High Risk Rural Roads	\$43,000	\$0	\$0	\$0	\$43,000
HSIP	MS30	Safety	\$1,010,000	\$1,080,000	\$1,080,000	\$1,080,000	\$4,250,000
HSIP	MS40	Railroad Crossing Hazard Elimination	\$59,000	\$59,000	\$59,000	\$59,000	\$236,000
HSIP	MS50	Railroad Crossing Protection Device	\$51,000	\$51,000	\$51,000	\$51,000	\$204,000
SRTS	LU10	Safe Routes to Schools Non-Infrastructure	\$6,000	\$4,000	\$0	\$0	\$10,000
SRTS	LU20	Safe Routes to Schools Infrastructure	\$0	\$0	\$0	\$0	\$0
SRTS	LU30	Safe Routes to Schools Any Project	\$0	\$0	\$0	\$0	\$0
TOTAL			\$78,014,683	\$59,696,318	\$35,221,641	\$43,736,089	\$216,668,732

See Appendix D for details.



FY 2016-2019 HALL AREA TRANSIT FUNDING

FY 16-19 Hall Area Transit Funding					
Description	2016	2017	2018	2019	Total
Section 5307					
Urban Operating Expenses	\$907,067	\$952,420	\$1,000,041	\$1,050,043	\$3,909,572
Urban Capital Expenses	\$15,000	\$15,000	\$715,000	\$15,000	\$760,000
Section 5310					
Elderly and Disable Program	\$103,560	\$108,738	\$114,175	\$119,884	\$446,356
Section 5311					
Rural Operating Expenses	\$700,813	\$785,854	\$825,146	\$866,404	\$3,178,217
Rural Capital Expenses	\$0	\$214,000	\$70,000	\$178,000	\$462,000

Note: Breakdown of transit funding categories can be found in Appendix B

***Transportation Improvement Program
2016-2019***

***Appendix A
Project Worksheets***



PROJECT WORKSHEET TERM DEFINITIONS

Project Name

This refers to the project such as road or bridge project.

GHMPO No.

This is the number used by the GHMPO staff to track a project from concept stage to completion.

GDOT No.

This refers to the Georgia Department of Transportation's internal # for tracking a project from scope to completion. If a project does not have one of these numbers, it is either a totally locally funded project, or a project not yet made active by the DOT.

Project Description

This describes what will be done to the project referred to in the project title. This includes what specific action will be taken on the project (widening, bridge replacement, intersection improvements).

Regionally Significant

This describes a capacity-adding transportation project that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sport complexes, etc. or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all minor arterial and above highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

Capacity Adding

This refers to whether a structure will increase a roadway's capacity for additional traffic.

Bike/Ped

This details if there is a bicycle or pedestrian component that will be completed along with this project. There are recommended improvements included from the GHMPO bicycle and pedestrian plan.

Connectivity

This describes how these upcoming projects coordinate with other projects in the Transportation Improvement Program and the Regional Transportation Plan.

Length

This refers to the length of a project in miles and tenths of miles.

Number of Lanes – Existing, Future

This section identifies the number of lanes on the roadway presently; lanes planned indicate number of lanes upon completion of project.



Existing and Future Volume (AADT)

This details the average annual daily traffic volume on the roadway segment for 2013 and 2040 respectively.

Status

This demonstrates the year in which this work will take place. Auth. (authorized) denotes funding already spent.

Phase

This section is broken down by fiscal year, showing the year in which work will begin. These phases include preliminary engineering (all work done in development of plans for a particular project), right-of-way, utilities, and construction.

Network Year

The regional emissions analysis used to demonstrate conformity to both the eight-hour ozone standard and the annual PM2.5 standard relies on a methodology which utilizes the Atlanta Regional Commission's (ARC) 20-county regional travel demand model. Updated travel model networks were created for each analysis year (2020, 2024, 2030, and 2040) for GHMPO and ARC projects. Network years in project worksheets indicate a project is scheduled to be open for traffic and are included in the travel demand model by the given network year.

LRTP Project Tier

The Long Range Transportation Plan (LRTP) lists transportation projects that extend at least 20 years into the future. The LRTP is a generic term, and the GHMPO LRTPs have also been called Metropolitan Transportation Plan (MTP) and Regional Transportation Plan (RTP). This RTP update consists of three project tiers: Short-Term (2015-2023), Mid-Term (2024-2032), and Long-Term (2033-2040). The 2016-2019 TIP worksheets list all project phases that correspond to (Short, Mid, or Long Term) RTP tiers which fall within the 2016-2019 time frame.



2016-2019 Transportation Improvement Program

Project Name US 129/Athens Hwy from SR 323/Gillsville Hwy to SR 332/Talmo in Jackson County	GHMPO No. GH-008	GDOT No. 122150
	County Hall/Jackson	City
Local Rd. Name Athens Highway	GDOT District 1	Cong. District 9
US/State Rd. Name US Route 129/State Route 11	Map ID 8	RC GMRC

Project Description

Widening of US 129/Athens Hwy from SR 323/Gillsville Hwy to SR 332/Talmo in Jackson County. Project costs reflect only the GHMPO's portion (69%) of the total cost that lies within the MPO boundary. All other information such as length and termini are for entire project.

Improvement Type Widening **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** GDOT

Project Intent

To improve mobility and decrease congestion on the link between the City of Gainesville and I-85 and onwards to Athens.

Project Termini From SR 323/Gillsville Highway To SR 332/Talmo in Jackson County	Length (miles) 6.72	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped. Bike lanes recommended	Exist. Vol. 12,040 (2013)	Design Vol. 23,590 (2040)
Connectivity US 129/I-85		
Network Year 2020	L RTP Project Tier: Short-Term (2015-2023)	Open to Traffic Date 2018

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Right-of-Way	60110	\$0	\$21,898,000	\$0	\$0	\$21,898,000
Auth.	Pre-Engineering	315	\$0	\$537,082	\$2,148,330	\$0	\$2,685,412
Auth.	Right-of-Way	Q05	\$0	\$300,200	\$1,200,800	\$0	\$1,501,000
2016	Construction	M001	\$0	\$5,314,394	\$21,257,577	\$0	\$26,571,971
2016	Utilities	M001	\$0	\$111,373	\$445,493	\$0	\$556,866
Auth.	Pre-Engineering	L050	\$0	\$200,000	\$800,000	\$0	\$1,000,000
TOTAL			\$0	\$28,361,049	\$25,852,201	\$0	\$54,213,250





2016-2019 Transportation Improvement Program

Project Name I-985 – New Interchange north of SR 13/Falcon Parkway near Martin Road	GHMPO No. GH-015	GDOT No. 0000425
	County Hall	City Oakwood, Flowery Br
Local Rd. Name Martin Road & H. F. Reed Industrial Pkwy	GDOT District 1	Cong. District 9
US/State Rd. Name State Route 365/ US Route 23	Map ID 15	RC GMRC

Project Description

Construction of a new interchange, Exit 14, on I-985 connecting to Martin Road to the east and H.F. Reed Industrial Parkway to the west. Project previously included two other GDOT PI #s (PI 0008796 and PI 0008797) to account for earmarked funding sources. All funding now under PI 000425.

Improvement Type Interchange **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** GDOT

Project Intent

To allow for greater access to I-985 south of the City of Oakwood.

Project Termini From Martin Road To H.F. Reed Industrial Parkway	Length (miles) 1.00	
	Exist. Lanes N/A	Future Lanes N/A
Bike / Ped. Future linkage to bikepath on Martin Road	Exist. Vol. 50,240 (2012)	Design Vol. 61,510 (2040)
Connectivity Atlanta Highway, Thurmon Tanner Parkway		
Network Year 2020	L RTP Project Tier: Short-Term (2015-2023)	Open to Traffic Date 2019

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering	Q05	\$0	\$419,538	\$1,678,155	\$0	\$2,097,693
2016	Right-of-Way	LY10S	\$0	\$1,079,881	\$4,319,523	\$0	\$5,399,404
2016	Right-of-Way	M001	\$0	\$2,104,382	\$8,417,527	\$0	\$10,521,909
2017	Construction	M001	\$0	\$5,432,396	\$21,729,586	\$0	\$27,161,982
2017	Utilities	M001	\$0	\$48,073	\$192,291	\$0	\$240,364
Auth.	Pre-Engineering	M001	\$0	\$185,400	\$741,600	\$0	\$927,000
TOTAL			\$0	\$9,269,670	\$37,078,681	\$0	\$46,348,351





2016-2019 Transportation Improvement Program

Project Name Sardis Road Connector – SR 60/Thompson Bridge Rd to Sardis Rd/Chestatee Road	GHMPO No. GH-016	GDOT No. 0003626
	County Hall	City Gainesville
Local Rd. Name Ledan Road, Sardis Road	GDOT District 1	Cong. District 9
US/State Rd. Name n/a	Map ID 16	RC GMRC

Project Description

Construction of a new 4 lane road from the intersection of SR 60/Thompson Bridge Road and SR 283/Mt. Vernon Road to the intersection of Sardis Road and Chestatee Road.

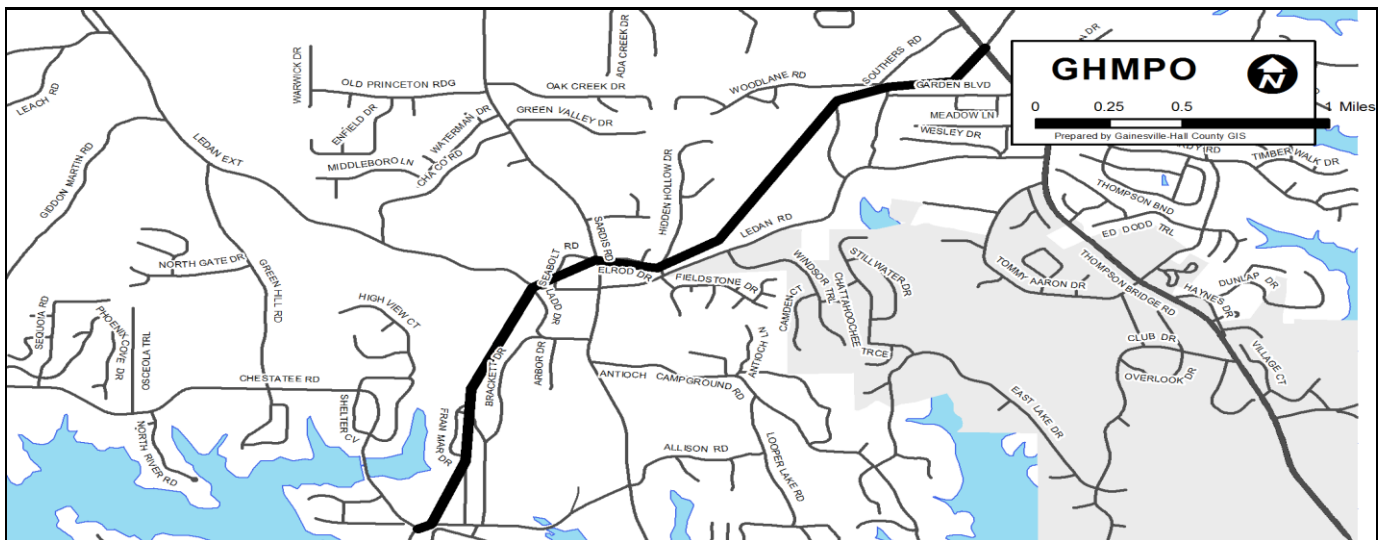
Improvement Type New Loc/Wi **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** Split

Project Intent

To allow for improved connections between SR 60/Thompson Bridge Road and SR 53/Dawsonville Highway.

Project Termini	From SR 60/Thompson Bridge Road	Length (miles) 3.63	
	To Sardis Road/Chestatee Road	Exist. Lanes 2	Future Lanes 4
Bike / Ped. Sidewalks, bike lanes recommended		Exist. Vol. 11,360 (2013)	Design Vol. 12,030 (2040)
Connectivity Dawsonville Highway/Thompson Bridge Road			
Network Year 2024	L RTP Project Tier: Short-Term (2015-2023)		Open to Traffic Date 2023

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering	LOCAL	\$1,300,000	\$0	\$0	\$0	\$1,300,000
Auth.	Pre-Engineering	L200	\$0	\$10,400	\$41,600	\$0	\$52,000
2019	Right-of-Way	LOCAL	\$19,967,000	\$0	\$0	\$0	\$19,967,000
LR	Construction	State/Federal	\$0	\$9,501,181	\$38,004,723	\$0	\$47,505,904
LR	Utilities	LOCAL	\$552,727	\$0	\$0	\$0	\$552,727
		TOTAL	\$21,819,727	\$9,511,581	\$38,046,323	\$0	\$69,377,631





2016-2019 Transportation Improvement Program

Project Name US 129/Cleveland Hwy – Limestone Parkway to south of Nopone Road	GHMPO No. GH-020	GDOT No. 122060
	County Hall	City Gainesville
Local Rd. Name Cleveland Highway	GDOT District 1	Cong. District 9
US/State Rd. Name US 129/State Route 11	Map ID 20	RC GMRC

Project Description

Widening of Cleveland Highway north out of Gainesville to the existing 4 lane south of the intersection with Jim Hood Road and Nopone Road. Companion projects are GH-029 and GH-030.

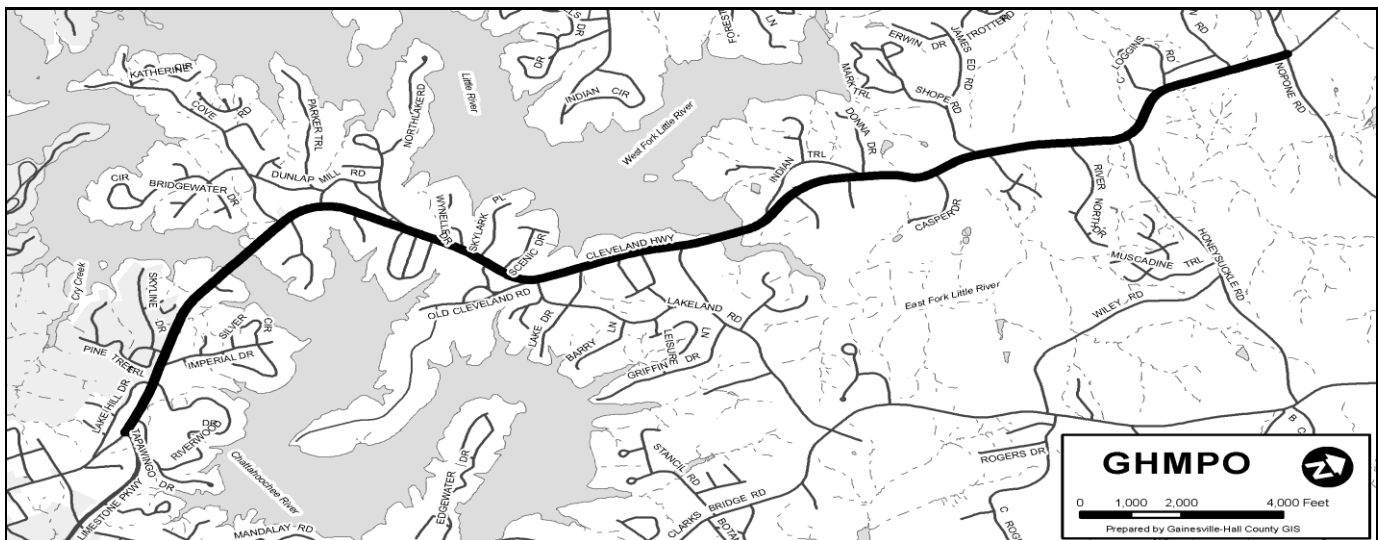
Improvement Type Widening **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** GDOT

Project Intent

Create improved access and decrease congestion to the northern section of Hall County.

Project Termini From Park Hill Drive/Limestone Parkway To South of Nopone Rd	Length (miles) 5.40	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped. Signage recommended	Exist. Vol. 16,350 (2013)	Design Vol. 31,870 (2040)
Connectivity Widening of Cleveland Highway north		
Network Year 2040	L RTP Project Tier: Short-Term (2015-2023), Long-Term (2033-2040)	Open to Traffic Date 2040

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering	33E	\$0	\$1,172,348	\$4,689,395	\$0	\$5,861,743
Auth.	Right-of-Way	RZ	\$0	\$129,340	\$517,360	\$0	\$646,700
2019	Right-of-Way	M001	\$0	\$2,855,521	\$11,422,084	\$0	\$14,277,605
LR	Construction	State/Federal	\$0	\$11,605,202	\$46,420,810	\$0	\$58,026,012
LR	Utilities	State/Federal	\$0	\$0	\$993,300	\$0	\$993,300
TOTAL			\$0	\$15,762,411	\$64,042,949	\$0	\$79,805,360





2016-2019 Transportation Improvement Program

Project Name SR 13/Atlanta Hwy – From Sawnee Avenue in Gwinnett County to SR 347/Lanier Islands Parkway in Hall County.	GHMPO No. GH-021	GDOT No. 132950
	County Hall/Gwinnett	City Buford
Local Rd. Name Atlanta Highway	GDOT District 1	Cong. District 9
US/State Rd. Name State Route 13	Map ID 21	RC GMRC

Project Description

Widening of SR 13 Atlanta Highway from Sawnee Avenue in Gwinnett County to SR 347/Lanier Islands Parkway in Hall County. Project is numbered as GW-099C in shared jurisdiction with Gwinnett County. Project costs reflect only the GHMPO's portion (51%) of the total cost that lies within the MPO boundary. All other information such as length and termini are for entire project.

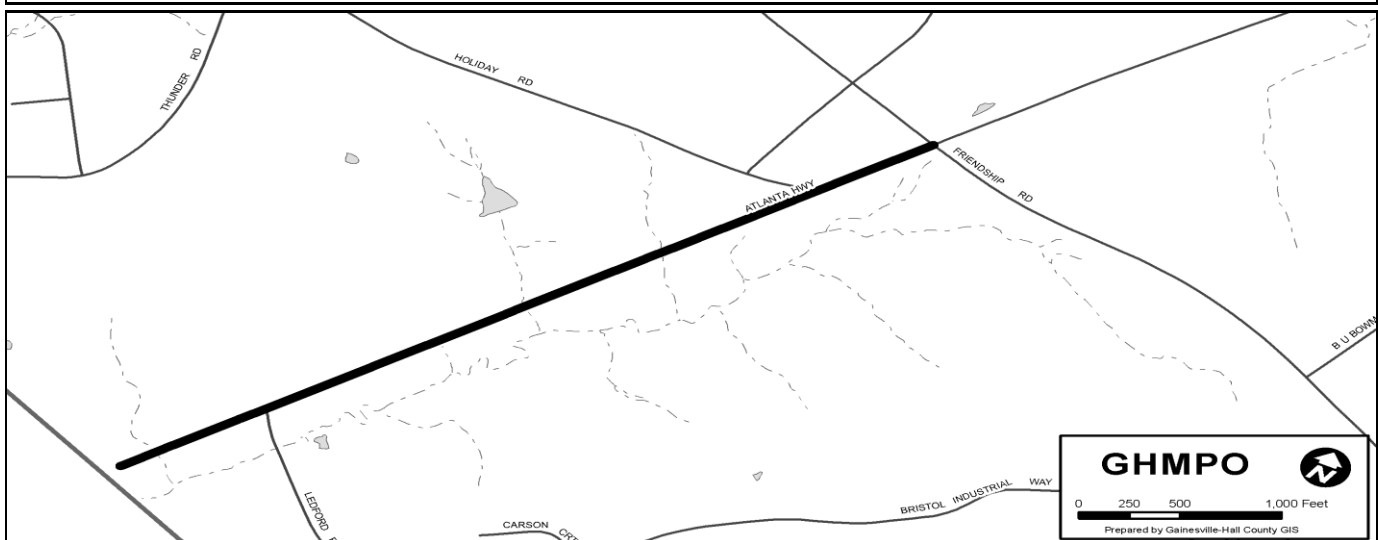
Improvement Type Widening **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** Split

Project Intent

Improve access and decrease congestion on this important north/south link in the southern section of the county.

Project Termini	From Sawnee Ave. (Gwinnett Co.)	Length (miles) 1.65	
	To SR 347/Lanier Islands Parkway	Exist. Lanes 2	Future Lanes 4
Bike / Ped. Sidewalks, bike lane recommended		Exist. Vol. 10,620 (2013)	Design Vol. 12,840 (2040)
Connectivity Lanier Islands Parkway			
Network Year 2020	LRTP Project Tier: Short-Term (2015-2023)		Open to Traffic Date 2018

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2016	Construction	M240	\$0	\$855,814	\$3,423,256	\$0	\$4,279,070
Auth.	Pre-Engineering	LOCAL	\$0	\$0	\$0	\$450,000	\$450,000
Auth.	Right-of-Way	LOCAL	\$1,020,000	\$0	\$0	\$0	\$1,020,000
Auth.	Right-of-Way	M240	\$0	\$924,916	\$3,699,662	\$0	\$4,624,578
		TOTAL	\$1,020,000	\$1,780,730	\$7,122,918	\$450,000	\$10,373,648



Project Name Spout Springs Road –I-985 to south of Thompsons Mill Rd.	GHMPO No. GH-023	GDOT No. 0009679
	County Hall	City Flowery Branch
Local Rd. Name Spout Springs Road	GDOT District 1	Cong. District 9
US/State Rd. Name N/A	Map ID 23	RC GMRC

Project Description

The project would increase capacity between Thompsons Mill Road and Hog Mountain Road by widening Spout Springs Road from two to four lanes and adding a median. It would also improve operations between Hog Mountain Road and the I-985 Southbound on/off ramps by restriping and shifting a right turn lane.

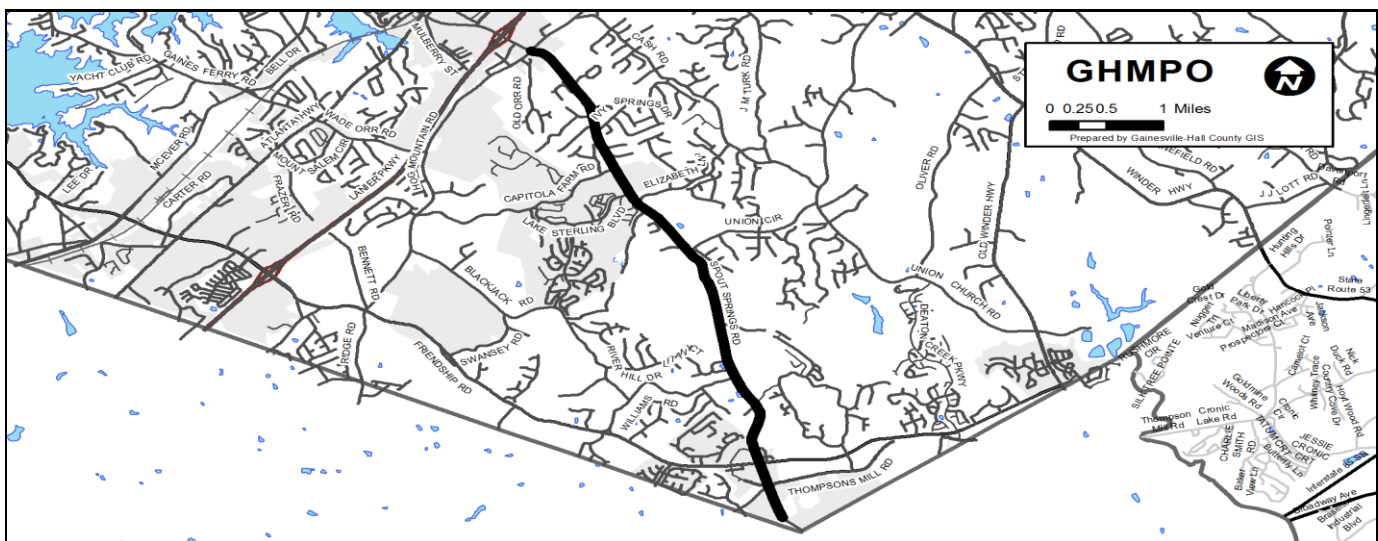
Improvement Type Widening **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** Split

Project Intent

The need for improved mobility and decreased congestion along an important east/west link in south Hall.

Project Termini From I-985 To South of Thompsons Mill Rd.	Length (miles) 6.1	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped. Sidewalks	Exist. Vol. 13,040 (2013)	Design Vol. 22,340 (2040)
Connectivity SR 347/Friendship Road, Hog Mountain Road		
Network Year 2030	L RTP Project Tier: Short-Term (2015-2023)	Open to Traffic Date 2025

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2018	Right-of-Way	M231	\$0	\$2,546,899	\$10,187,597	\$0	\$12,734,496
2019	Right-of-Way	M231	\$0	\$3,799,337	\$15,197,348	\$0	\$18,996,685
Auth.	Pre-Engineering	LOCAL	\$3,956,621	\$0	\$0	\$0	\$3,956,621
Auth.	Pre-Engineering	40450	\$0	\$102,000	\$0	\$0	\$102,000
LR	Construction	State/Federal	\$0	\$12,773,803	\$51,095,210	\$0	\$63,869,013
LR	Utilities	LOCAL	\$24,092,509	\$0	\$0	\$0	\$24,092,509
TOTAL			\$28,049,130	\$19,222,039	\$76,480,155	\$0	\$123,751,324





2016-2019 Transportation Improvement Program

Project Name US 129/SR 11/Cleveland Hwy at Chattahoochee River- Bridge	GHMPO No. GH-029	GDOT No. 122064
	County Hall	City Gainesville
Local Rd. Name Cleveland Highway	GDOT District 1	Cong. District 9
US/State Rd. Name SR 11 / US 129	Map ID 29	RC GMRC

Project Description

Bridge improvements to Longstreet Bridge on US 129/SR 11/Cleveland Highway over Chattahoochee River. Companion project to GH-020.

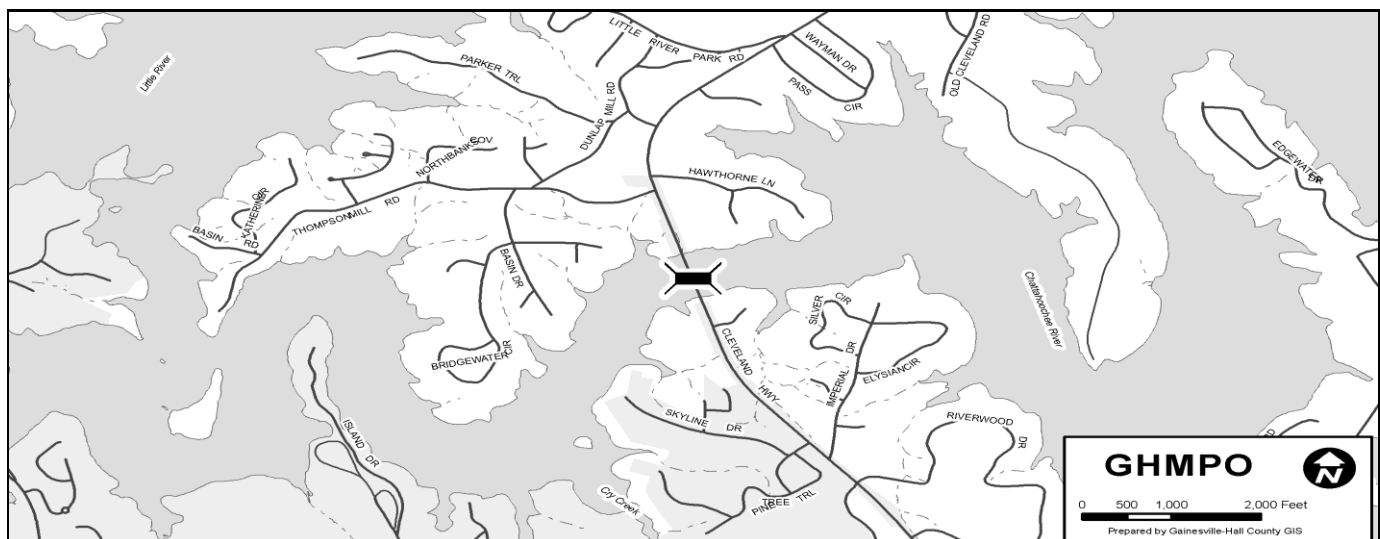
Improvement Type Bridge **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** GDOT

Project Intent

To update bridge infrastructure.

Project Termini From US 129 To US 129	Length (miles) 0.16	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped.	Exist. Vol. 16,350 (2013)	Design Vol. 31,870 (2040)
Connectivity		
Network Year 2020	L RTP Project Tier: Short-Term (2015-2023)	Open to Traffic Date 2019

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering	Q10	\$0	\$71,614	\$286,457	\$0	\$358,071
2016	Right-of-Way	M001	\$0	\$149,940	\$599,760	\$0	\$749,700
2017	Construction	M001	\$0	\$2,384,828	\$9,539,312	\$0	\$11,924,140
2017	Utilities	M001	\$0	\$25,178	\$100,711	\$0	\$125,889
Auth.	Pre-Engineering	L1C0	\$0	\$220,000	\$880,000	\$0	\$1,100,000
TOTAL			\$0	\$2,851,560	\$11,406,239	\$0	\$14,257,799





2016-2019 Transportation Improvement Program

Project Name US 129/SR 11/Cleveland Hwy at East Fork Little River (Bells Mill)- Bridge	GHMPO No. GH-030	GDOT No. 122066
	County Hall	City Gainesville
Local Rd. Name Cleveland Highway	GDOT District 1	Cong. District 9
US/State Rd. Name SR 11 / US 129	Map ID 30	RC GMRC

Project Description

Bridge improvements to US 129/SR 11/Cleveland Highway at the East Fork Little River (Bells Mills). Companion project to GH-020.

Improvement Type Bridge **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** GDOT

Project Intent

To update bridge infrastructure.

Project Termini	From US 129/SR 11	Length (miles) 0.07	
	To US 129/SR 11	Exist. Lanes 2	Future Lanes 4
Bike / Ped.		Exist. Vol. 15,320 (2008)	Design Vol. 29,390 (2040)
Connectivity			
Network Year 2020	L RTP Project Tier: Short-Term (2015-2023)		Open to Traffic Date 2019

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering	Q10	\$0	\$48,290	\$193,157	\$0	\$241,447
2016	Right-of-Way	M001	\$0	\$716,244	\$2,864,976	\$0	\$3,581,220
2017	Construction	M001	\$0	\$1,492,449	\$5,969,798	\$0	\$7,462,247
2017	Utilities	M001	\$0	\$25,178	\$100,711	\$0	\$125,889
Auth.	Pre-Engineering	L1C0	\$0	\$240,000	\$960,000	\$0	\$1,200,000
Auth.	Right-of-Way	M001	\$0	\$162,000	\$648,000	\$0	\$810,000
		TOTAL	\$0	\$2,684,161	\$10,736,642	\$0	\$13,420,803





2016-2019 Transportation Improvement Program

Project Name SR 369/Browns Bridge Road at Chattahoochee River- Bridge	GHMPO No. GH-057	GDOT No. 122012
	County Hall/Forsyth	City
Local Rd. Name Browns Bridge Road	GDOT District 1	Cong. District 9
US/State Rd. Name SR 369	Map ID 57	RC GMRC

Project Description

New parallel bridge over Lake Lanier for SR 369/Browns Bridge Road. Project is numbered as FT-062C in shared jurisdiction with Forsyth County. Project costs reflect only the GHMPO's portion (50%) of the total cost that lies within the MPO boundary. All other information such as length and termini are for entire project.

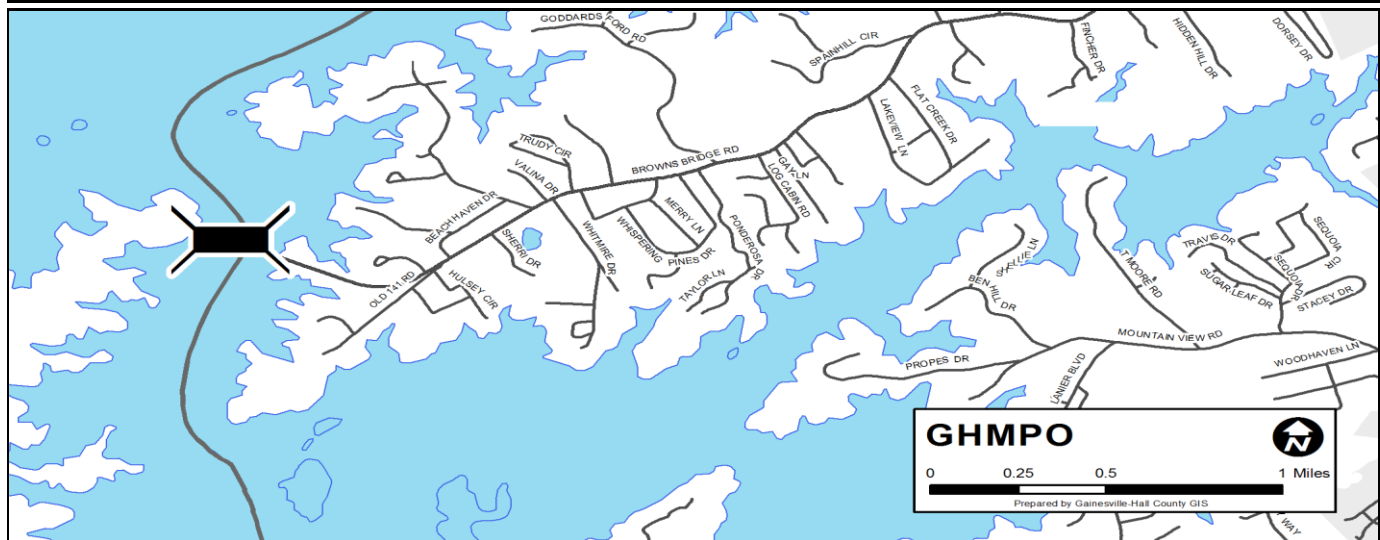
Improvement Type Bridge **Regionally Significant** Yes **Capacity Adding** No **Funding Source** GDOT

Project Intent

To update existing infrastructure.

Project Termini From To	Length (miles) 0.79	
	Exist. Lanes 2	Future Lanes 2
Bike / Ped.	Exist. Vol. 12,080 (2013)	Design Vol. 15,970 (2040)
Connectivity		
Network Year N/A	LRTP Project Tier: Short-Term (2015-2023)	Open to Traffic Date 2020

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering	L1C0	\$0	\$185,475	\$741,902	\$0	\$927,377
2016	Right-of-Way	M240	\$0	\$15,300	\$61,200	\$0	\$76,500
2017	Pre-Engineering	M240	\$0	\$1,000	\$4,000	\$0	\$5,000
2018	Construction	M240	\$0	\$1,614,883	\$6,459,531	\$0	\$8,074,414
		TOTAL	\$0	\$1,816,658	\$7,266,633	\$0	\$9,083,291





2016-2019 Transportation Improvement Program

Project Name Intersection Improvement at Jesse Jewel Pkwy SR 369/SR 60 and John W. Morrow Jr. Pkwy SR 53 Conn/SR 60	GHMPO No. GH-069	GDOT No. 0013322
	County Hall	City Gainesville
Local Rd. Name Jesse Jewel Pkwy/Browns Bridge Rd & John Morrow Pkwy	GDOT District 1	Cong. District 9
US/State Rd. Name SR 369 and SR 53/SR 60	Map ID 69	RC GMRC

Project Description

Intersection improvements with additional right turn-lanes on eastbound Browns Bridge Rd., westbound Jesse Jewel Pkwy and northbound Queen City Pkwy

Improvement Type Intersection **Regionally Significant** Yes **Capacity Adding** No **Funding Source** GDOT

Project Intent

This intersection improvement will address a severely congested intersection in the City of Gainesville.

Project Termini From To	Length (miles)	
	Exist. Lanes 4	Future Lanes 4
Bike / Ped.	Exist. Vol. 38,910 (2013)	Design Vol. 43,580 (2040)
Connectivity		
Network Year N/A	LRTP Project Tier: Short-Term (2015-2023)	Open to Traffic Date 2019

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2016	Pre-Engineering	LOCAL	\$216,000	\$0	\$0	\$0	\$216,000
2017	Right-of-Way	M400S	\$0	\$115,703	\$462,810	\$0	\$578,513
2018	Construction	M400S	\$0	\$200,400	\$801,600	\$0	\$1,002,000
		TOTAL	\$216,000	\$316,103	\$1,264,410	\$0	\$1,796,513





2016-2019 Transportation Improvement Program

Project Name SR 347/Lanier Islands Parkway – McEver Road to Lake Lanier Islands	GHMPO No. GH-078	GDOT No. 0007319
	County Hall	City Buford
Local Rd. Name Lanier Islands Parkway	GDOT District 1	Cong. District 9
US/State Rd. Name State Route 347	Map ID 78	RC GMRC

Project Description

Adding center turn lane to Lanier Islands Parkway from McEver Road to Lake Lanier Islands.

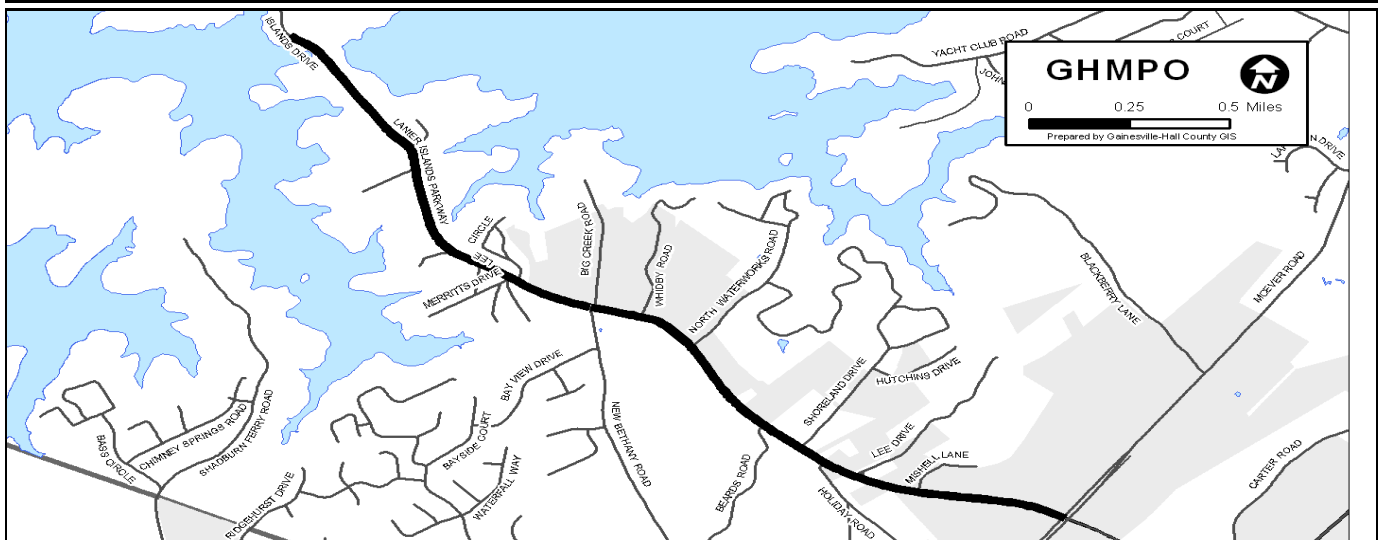
Improvement Type Turn Lane **Regionally Significant** Yes **Capacity Adding** No **Funding Source** GDOT

Project Intent

Improve access to a rapidly growing area in Hall County.

Project Termini From McEver Road To Lake Lanier Islands	Length (miles) 2.6	
	Exist. Lanes 2	Future Lanes 2
Bike / Ped. Sidewalks, bike lanes recommended	Exist. Vol. 2,710 (2013)	Design Vol. 6,530 (2040)
Connectivity McEver Road Widening, Buford Hwy Widening		
Network Year N/A	L RTP Project Tier: Short-Term (2015-2023)	Open to Traffic Date 2019

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2017	Construction	M231	\$0	\$1,632,503	\$6,530,014	\$0	\$8,162,517
2017	Utilities	LOCAL	\$129,780	\$0	\$0	\$0	\$129,780
Auth.	Pre-Engineering	L200	\$0	\$188,786	\$755,145	\$0	\$943,931
Auth.	Right-of-Way	M231	\$500,000	\$503,680	\$4,014,720	\$0	\$5,018,400
		TOTAL	\$629,780	\$2,324,969	\$11,299,878	\$0	\$14,254,627





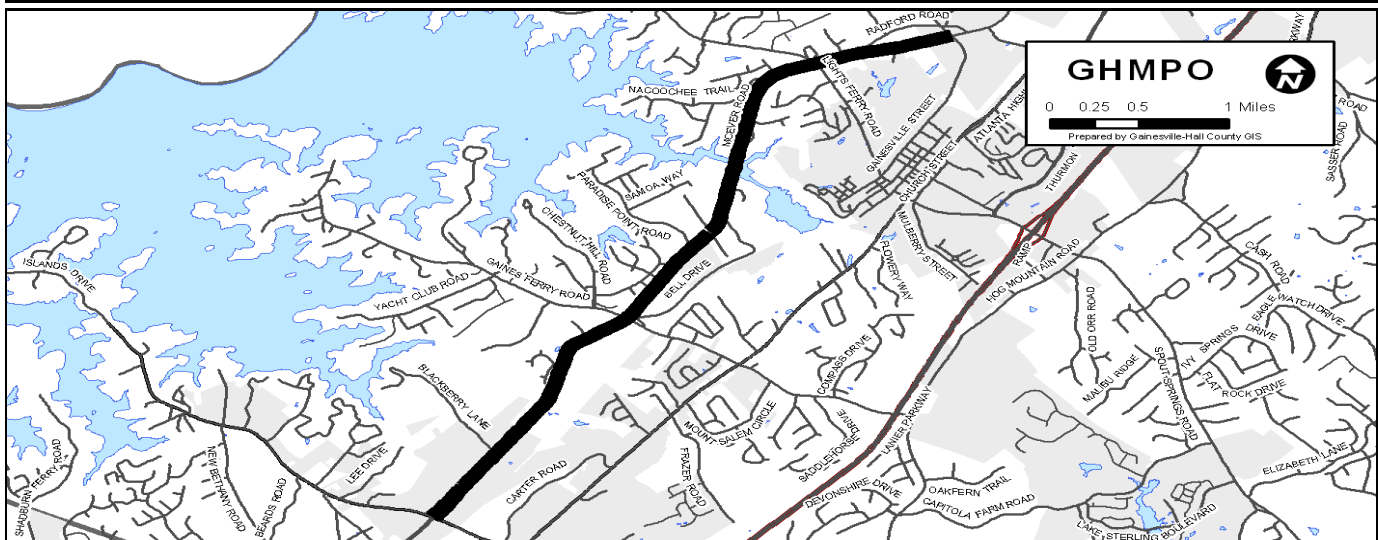
2016-2019 Transportation Improvement Program

Project Name McEver Road from SR 347/Lanier Islands Parkway to Jim Crow Rd./Gainesville St.	GHMPO No. GH-084	GDOT No. 0001821
	County Hall	City Buford, Flowery Bran
Local Rd. Name McEver Rd	GDOT District 1	Cong. District 9
US/State Rd. Name N/A	Map ID 84	RC GMRC

Project Description Widening of McEver Road from SR 347/Lanier Islands Parkway to Jim Crow Rd./Gainesville St.			
Improvement Type Widening	Regionally Significant Yes	Capacity Adding Yes	Funding Source Split
Project Intent Improve access to a rapidly growing area in Hall County.			

Project Termini From SR 347/Lanier Islands Pkwy To Jim Crow Rd	Length (miles) 5.1	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped. Sidewalks, bike lanes recommended	Exist. Vol. 6,890 (2013)	Design Vol. 16,870 (2040)
Connectivity SR 347/Lanier Islands Pkwy		
Network Year 2040	L RTP Project Tier: Short-Term (2015-2023), Mid-Term (2024-2032)	Open to Traffic Date 2031

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2019	Pre-Engineering	M231	\$0	\$671,304	\$2,685,216	\$0	\$3,356,520
LR	Right-of-Way	State/Federal	\$798,583	\$0	\$3,194,330	\$0	\$3,992,913
LR	Construction	State/Federal	\$10,184,592	\$0	\$40,738,370	\$0	\$50,922,962
LR	Utilities	State/Federal	\$2,725,723	\$0	\$10,902,893	\$0	\$13,628,616
		TOTAL	\$13,708,898	\$671,304	\$57,520,809	\$0	\$71,901,011





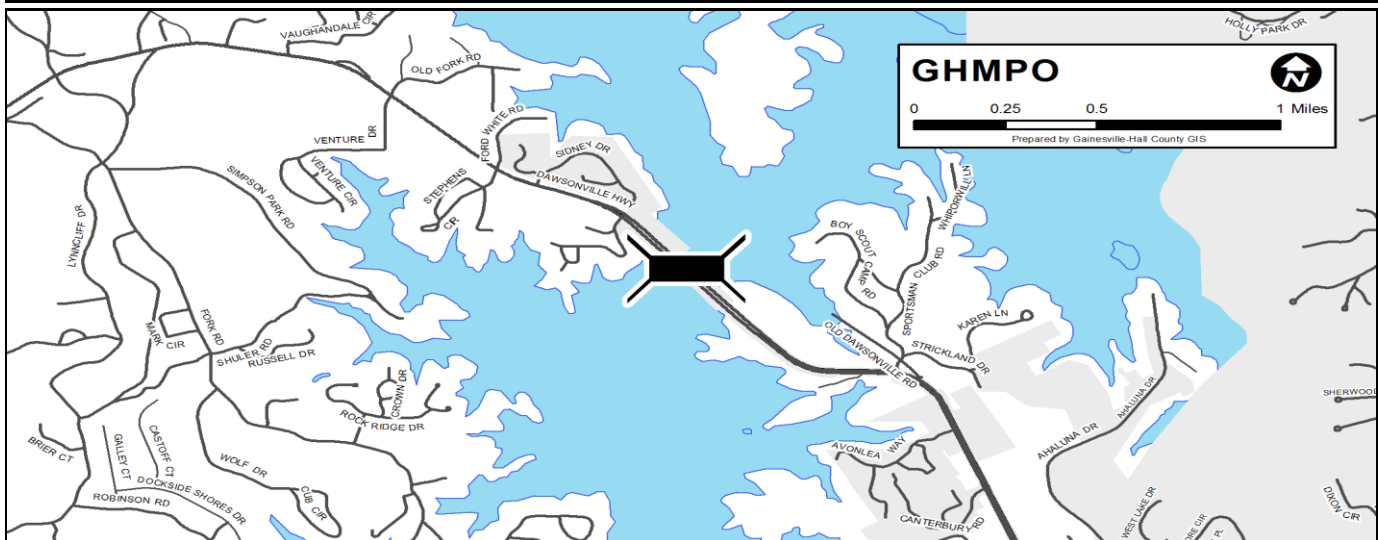
2016-2019 Transportation Improvement Program

Project Name SR 53/Dawsonville Hwy westbound at Chattahoochee River- Bridge	GHMPO No. GH-085	GDOT No. 0010212
	County Hall	City Gainesville
Local Rd. Name Dawsonville Highway	GDOT District 1	Cong. District 9
US/State Rd. Name State Route 53	Map ID 85	RC GMRC

Project Description Replace westbound bridge on SR 53 at Chattahoochee River			
Improvement Type Bridge	Regionally Significant Yes	Capacity Adding No	Funding Source GDOT
Project Intent To update bridge infrastructure.			

Project Termini From SR 53 To SR 53	Length (miles)	
	Exist. Lanes 2	Future Lanes 2
Bike / Ped.	Exist. Vol. 22,960 (2013)	Design Vol. 35,330 (2040)
Connectivity		
Network Year N/A	L RTP Project Tier: Short-Term (2015-2023)	Open to Traffic Date 2023

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2018	Pre-Engineering	M001	\$0	\$229,737	\$918,949	\$0	\$1,148,686
2019	Right-of-Way	M001	\$0	\$46,866	\$187,466	\$0	\$234,332
LR	Construction	State/Federal	\$0	\$0	\$18,675,713	\$0	\$18,675,713
LR	Utilities	State/Federal	\$0	\$0	\$127,046	\$0	\$127,046
		TOTAL	\$0	\$276,603	\$19,909,173	\$0	\$20,185,776





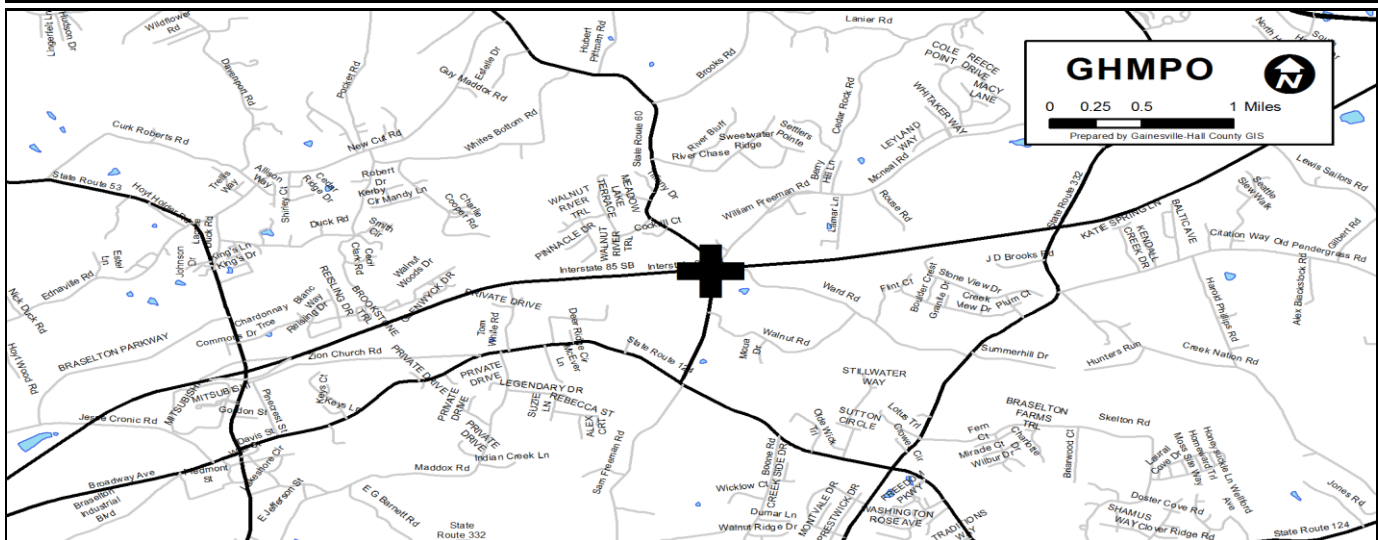
2016-2019 Transportation Improvement Program

Project Name New Interchange located at I-85 and SR 60	GHMPO No. GH-102	GDOT No. 0013086
	County Jackson	City
Local Rd. Name	GDOT District 1	Cong. District 9
US/State Rd. Name State Route 60	Map ID 102	RC NEGRC

Project Description Construction of a new interchange			
Improvement Type Interchange	Regionally Significant Yes	Capacity Adding Yes	Funding Source GDOT
Project Intent Address existing and anticipated traffic congestion			

Project Termini From To	Length (miles) 1.0	
	Exist. Lanes N/A	Future Lanes N/A
Bike / Ped.	Exist. Vol. 51,420 (2012)	Design Vol. 70,250 (2040)
Connectivity SR 60		
Network Year 2030	L RTP Project Tier: Short-Term (2015-2023), Mid-Term (2024-2032)	Open to Traffic Date 2026

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2016	Pre-Engineering	LOCAL	\$873,737	\$0	\$0	\$0	\$873,737
Auth.	Pre-Engineering	LOCAL	\$873,737	\$0	\$0	\$0	\$873,737
LR	Right-of-Way	State/Federal	\$0	\$0	\$5,361,835	\$0	\$5,361,835
LR	Construction	State/Federal	\$0	\$0	\$22,756,165	\$0	\$22,756,165
		TOTAL	\$1,747,474	\$0	\$28,118,000	\$0	\$29,865,474





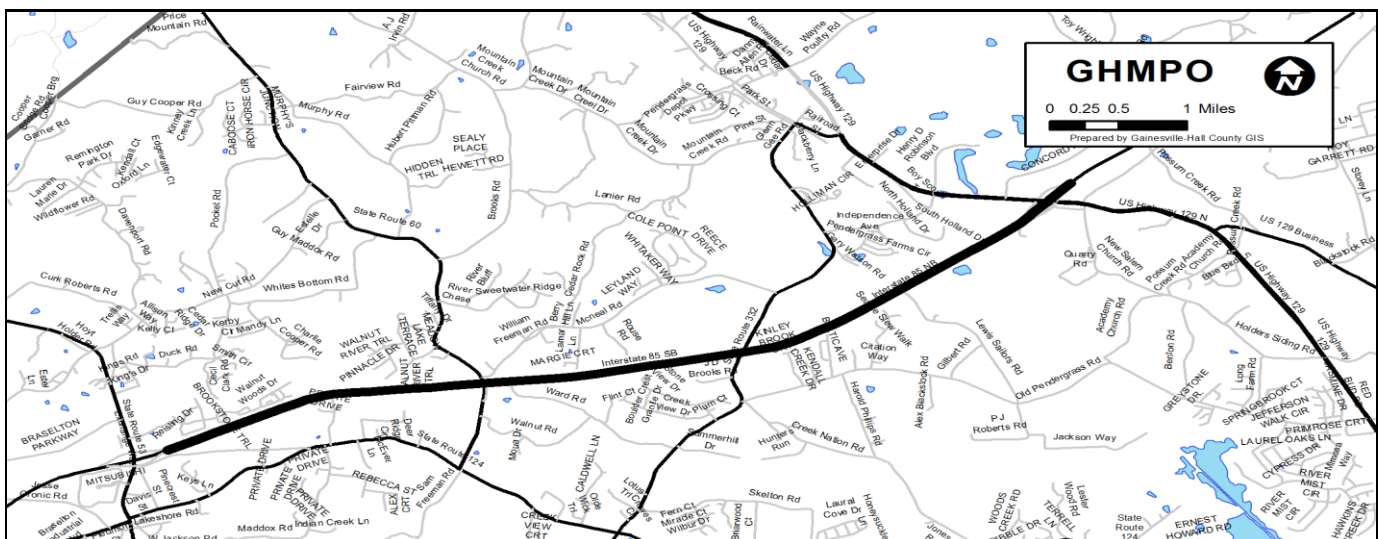
2016-2019 Transportation Improvement Program

Project Name I-85 from north of SR 53 to north of US 129/SR 11/Lee St.	GHMPO No. GH-110	GDOT No. 110630
	County Jackson	City Braselton
Local Rd. Name	GDOT District 1	Cong. District 9
US/State Rd. Name I-85/SR 403	Map ID 110	RC NEGRC

Project Description Widening I-85 from north of SR 53 to north of US 129/SR 11/Lee St.			
Improvement Type Widening	Regionally Significant Yes	Capacity Adding Yes	Funding Source GDOT
Project Intent Increase mobility in western/central Jackson County			

Project Termini	From SR 53	Length (miles) 8	
	To US 129/SR 11	Exist. Lanes 4	Future Lanes 6
Bike / Ped.		Exist. Vol. 51,420 (2012)	Design Vol. 70,250 (2040)
Connectivity SR 53 and US 129			
Network Year N/A	L RTP Project Tier: Short-Term (2015-2023)		Open to Traffic Date 2023

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2018	Pre-Engineering	M001	\$0	\$88,326	\$353,306	\$0	\$441,632
Auth.	Pre-Engineering	Q05	\$0	\$740,124	\$2,960,498	\$0	\$3,700,622
LR	Construction	State/Federal	\$0	\$19,071,300	\$76,285,198	\$0	\$95,356,498
N/A	Right-of-Way	N/A	\$0	\$0	\$0	\$0	\$0
N/A	Utilities	N/A	\$0	\$0	\$0	\$0	\$0
		TOTAL	\$0	\$19,899,750	\$79,599,002	\$0	\$99,498,752





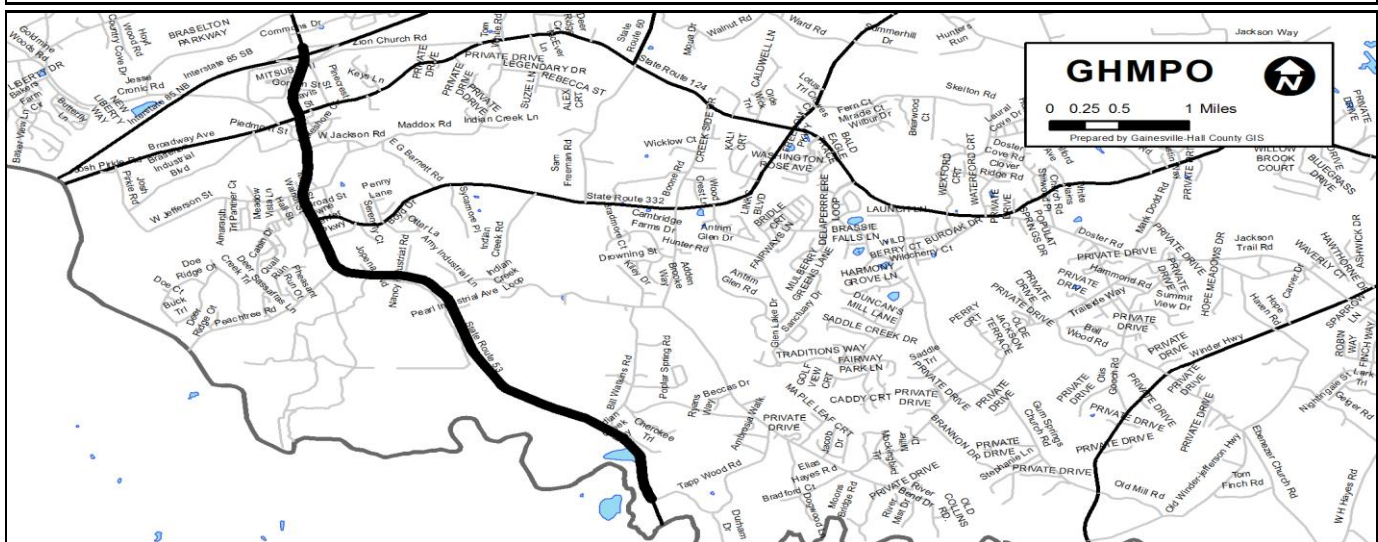
2016-2019 Transportation Improvement Program

Project Name SR 53 from I-85 to Tapp Wood Rd	GHMPO No. GH-115	GDOT No. 0008434
	County Jackson	City Braselton
Local Rd. Name SR 53	GDOT District 1	Cong. District 9
US/State Rd. Name State Route 53	Map ID 115	RC NEGRC

Project Description Widening SR 53 from I-85 to Tapp Wood Rd			
Improvement Type Widening	Regionally Significant Yes	Capacity Adding Yes	Funding Source GDOT
Project Intent Address existing and anticipated traffic congestion			

Project Termini From I-85 To Tapp Wood Rd	Length (miles) 5.4	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped.	Exist. Vol. 17,270 (2013)	Design Vol. 17,980 (2040)
Connectivity I-85		
Network Year N/A	L RTP Project Tier: Short-Term (2015-2023), Mid-Term, Long-Term	Open to Traffic Date 2037

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2019	Pre-Engineering	M240	\$0	\$624,990	\$2,499,958	\$0	\$3,124,948
LR	Right-of-Way	State/Federal	\$0	\$3,509,624	\$14,038,496	\$0	\$17,548,120
LR	Construction	State/Federal	\$0	\$9,262,894	\$37,051,574	\$0	\$46,314,468
		TOTAL	\$0	\$13,397,508	\$53,590,029	\$0	\$66,987,537



***Transportation Improvement Program
2016-2019***

***Appendix B
Transit Funding***



HALL AREA TRANSIT FUNDING CATEGORIES

FY 2016-19 SECTION 5307 (Urban Operating)

Section 5307 (Urban Operating Expenses)					
Description	2016	2017	2018	2019	Total
FY Operations	\$907,067	\$952,420	\$1,000,041	\$1,050,043	\$3,909,572
PROJECT COST	\$907,067	\$952,420	\$1,000,041	\$1,050,043	\$3,909,572
FEDERAL	\$453,534	\$476,210	\$500,021	\$525,022	\$1,954,786
STATE	\$0	\$0	\$0	\$0	\$0
LOCAL	\$453,534	\$476,210	\$500,021	\$525,022	\$1,954,786

FY 2016-19 SECTION 5307 (Urban Capital)

Section 5307 (Urban Capital Expenses)					
Description	2016	2017	2018	2019	Total
Replacement Vehicles	\$0	\$0	\$700,000	\$0	\$700,000
Expansion Vehicle	\$0	\$0	\$0	\$0	\$0
Fareboxes	\$0	\$0	\$0	\$0	\$0
Passenger Shelters	\$0	\$0	\$0	\$0	\$0
Passenger Benches	\$10,000	\$10,000	\$10,000	\$10,000	\$40,000
Parking Lot & Bldg. Improvements	\$0	\$0	\$0	\$0	\$0
Bldg Security	\$0	\$0	\$0	\$0	\$0
Vehicle Security Cameras	\$3,000	\$3,000	\$3,000	\$3,000	\$12,000
Misc. Equipment	\$0	\$0	\$0	\$0	\$0
Bike Racks & Lockers	\$2,000	\$2,000	\$2,000	\$2,000	\$8,000
Park&Ride Lot-Facility	\$0	\$0	\$0	\$0	\$0
Computers& presentation equip	\$0	\$0	\$0	\$0	\$0
IT Equipment	\$0	\$0	\$0	\$0	\$0
PROJECT COST	\$15,000	\$15,000	\$715,000	\$15,000	\$760,000
FEDERAL	\$12,000	\$12,000	\$572,000	\$12,000	\$608,000
STATE	\$1,500	\$1,500	\$71,500	\$1,500	\$76,000
LOCAL	\$1,500	\$1,500	\$71,500	\$1,500	\$76,000



HAT FLEET INVENTORY AS OF 3/23/2015														
FTA FUNDED														
Vehicle Number (Shop)	Vehicle Number (DOT)	System	Description	I.D. Number	Acquisition Date	Cost	Federal %	Grant No.	Capacity	Use & Condition	Disposition Action	Funding for Replacement	Vested Title	Tag Numbers
4654		FR	Chevy 4500 Dura Max Diesel	1GBEAV1917F425579	12/31/2008	\$88,113.00	80%	GA-90-0254	15A/3L	daily&acceptable	2015	5307	City of Gainesville*	GV 80362
4655		FR	Chevy 4500 Dura Max Diesel	1GBEAV1987F425594	12/31/2008	\$88,113.00	80%	GA-90-0254	15A/3L	daily&acceptable	2015	5307	City of Gainesville*	GV 80361
4656		FR	Chevy 4500 Dura Max Diesel	1GBEAV1967F425617	12/31/2008	\$88,113.00	80%	GA-90-0254	15A/3L	daily&acceptable	2015	5307	City of Gainesville*	GV 80363
4654		FR	Chevy 4500 Dura Max Diesel	1GBEAV1969F413141	12/1/2009	\$88,113.00	80%	GA-90-0006	15A/3L	daily&acceptable	2016	5307	City of Gainesville*	GV 58574
4695		FR	Chevy 4500 Dura Max Diesel	1GBEAV1959F413244	12/1/2009	\$88,113.00	80%	GA-90-0006	15A/3L	daily&acceptable	2016	5307	City of Gainesville*	GV 82653
4696		FR	Chevy 4500 Dura Max Diesel	1GBEAV1999F413246	12/1/2009	\$88,113.00	80%	GA-90-0006	15A/3L	daily&acceptable	2016	5307	City of Gainesville*	GV 82654
4697		FR	Chevy 4500 Dura Max Diesel	1GBEAV1969F413253	12/1/2009	\$88,113.00	80%	GA-90-0006	15A/3L	daily&acceptable	2016	5307	City of Gainesville*	GV 82655
4747		FR	Chevy 4500 Dura Max Diesel	1GB6G56LB71181156	10/30/2011	\$75,000.00	80%	GA-90-0259	18A/2L	daily&acceptable	2018	5307	City of Gainesville*	GV 94178
4748		FR	Chevy 4500 Dura Max Diesel	1GB6G56BL41182099	10/30/2011	\$75,000.00	80%	GA-90-0259	18A/2L	daily&acceptable	2018	5307	City of Gainesville*	GV 94168
4873		FR	Chevy 4500 Dura Max Diesel	1GB6G56BL4E1135417	16/2014	\$82,966.00	100%	GA-96-0012 01	18A/2L	daily&acceptable	2021	5307	City of Gainesville*	GV7391D
4874		FR	Chevy 4500 Dura Max Diesel	1GB6G56BL9E1134005	16/2014	\$82,966.00	100%	GA-96-0012 01	18A/2L	daily&acceptable	2021	5307	City of Gainesville*	GV7392D
4875		FR	Chevy 4500 Dura Max Diesel	1GB6G56BLOE1136340	16/2014	\$82,966.00	100%	GA-96-0012 01	18A/2L	daily&acceptable	2021	5307	City of Gainesville*	GV7390D
4876		FR	Chevy 4500 Dura Max Diesel	1GB6G56BLOE1136144	16/2014	\$82,966.00	100%	GA-96-0012 01	18A/2L	daily&acceptable	2021	5307	City of Gainesville*	GV7389D
4877		FR	Chevy 4500 Dura Max Diesel	1GB6G56BL9E1136099	16/2014	\$82,966.00	100%	GA-96-0012 01	18A/2L	daily&acceptable	2021	5307	City of Gainesville*	GV7393D
4878		FR	Chevy 4500 Dura Max Diesel	1GB6G56BL9E1123627	16/2014	\$82,966.00	100%	GA-96-0012 01	18A/2L	daily&acceptable	2021	5307	City of Gainesville*	GV7082D
4879		FR	Chevy 4500 Dura Max Diesel	1GB6G56BL9E1123425	16/2014	\$82,966.00	100%	GA-96-0012 01	18A/2L	daily&acceptable	2021	5307	City of Gainesville*	GV7083D
4886		ADA/DAR	Ford E350 - High Top	1FTSS344L49HA84406	8/22/2005	\$33,457.00	80%	GA-90-0194	8A/2L	daily & acceptable	2009	5307	City of Gainesville*	GV 66893
4487		ADA/DAR	Ford E351 - High Top	1FTSS344L76HB27992	8/22/2005	\$33,457.00	80%	GA-90-0194	8A/2L	daily & acceptable	2009	5307	City of Gainesville*	GV 66892
Truck 3859		Support	1997 Ford F161 4X2 Pickup	1FTD712XNVB60099	4/5/2005	\$14,281.00	0%	none	2	daily & acceptable	2012	5307	City of Gainesville	GV 64919
Supervisor Van		Support	Chevrolet- Trailblazer	1GAT33G36G2241047	1/4/2006	\$20,814.00	80%	GA-90-0209	5	daily & acceptable	2011	5307	City of Gainesville*	GV 66907
4563	2597	DAR	Ford Goshen/ Lift Van	1FDWE33G36DA83198	9/30/2006	\$35,645.00	80%	GA-18-9022	8A/2L	daily & acceptable	2010	5311	Hall County	GV 67683
4650	2787	DAR	Ford Goshen/ Lift Van	1FDJE36S18DB43002	7/31/2008	\$40,385.00	80%	GA-18-9028	8A/2L	daily & acceptable	2012	5311	Hall County	GV80357
4652	2788	DAR	Ford Goshen/ Lift Van	1FDDE36S98DB47900	7/31/2008	\$40,385.00	80%	GA-18-9028	8A/2L	daily & acceptable	2012	5311	Hall County	GV80359
4768	3211	DAR	Ford Goshen/ Lift Van	1FDDE3F3S8DB05322	2/29/2012	\$38,542.00	80%	GA-18-00						

3 Dial-A-Ride Demand Response vehicles are slated for surplus
10 Dial-A-Ride Demand Response vehicles are in actual service



FY 2016-19 SECTION 5310 (Elderly & Disabled Program)

Section 5310 (Elderly and Disable Program)					
Description	2016	2017	2018	2019	Total
Elderly and Disabled Program	\$103,560	\$108,738	\$114,175	\$119,884	\$446,356
PROJECT COST	\$103,560	\$108,738	\$114,175	\$119,884	\$446,356
FEDERAL	\$82,848	\$86,990	\$91,340	\$95,907	\$357,085
STATE	\$20,712	\$21,748	\$22,835	\$23,977	\$89,271
LOCAL	\$0	\$0	\$0	\$0	\$0

FY 2016-19 SECTION 5311 (Rural Operating Expenses)

Section 5311 (Rural Operating Expenses)					
Description	2016	2017	2018	2019	Total
FY Operations	\$700,813	\$785,854	\$825,146	\$866,404	\$3,178,217
PROJECT COST	\$700,813	\$785,854	\$825,146	\$866,404	\$3,178,217
FEDERAL	\$350,407	\$392,927	\$412,573	\$433,202	\$1,589,108
STATE	\$0	\$0	\$0	\$0	\$0
LOCAL	\$350,407	\$392,927	\$412,573	\$433,202	\$1,589,108

FY 2016-19 SECTION 5311 (Rural Capital Expenses)

Section 5311 (Rural Capital Expenses)					
Description	2016	2017	2018	2019	Total
Replacement Vehicles (4)	\$0	\$108,000	\$0	\$108,000	\$216,000
Expansion Vehicle	\$0	\$36,000	\$0	\$0	\$36,000
Fare boxes	\$0	\$0	\$0	\$0	\$0
Software Upgrade	\$0	\$0	\$0	\$0	\$0
Phone Recording Equipment	\$0	\$0	\$0	\$0	\$0
Computers	\$0	\$0	\$0	\$0	\$0
Misc. Operator Equipment	\$0	\$70,000	\$70,000	\$70,000	\$210,000
PROJECT COST	\$0	\$214,000	\$70,000	\$178,000	\$462,000
FEDERAL	\$0	\$171,200	\$56,000	\$142,400	\$369,600
STATE	\$0	\$21,400	\$7,000	\$17,800	\$46,200
LOCAL	\$0	\$21,400	\$7,000	\$17,800	\$46,200



FY 2016-19 SECTION 5316 (Access to Jobs for Gainesville)

Section 5316 (Access to Jobs for Gainesville)					
Description	2016	2017	2018	2019	Total
Access to Jobs / Reverse Commute Program	\$260,549	\$273,577	\$287,255	\$301,618	\$1,122,999
PROJECT COST	\$260,549	\$273,577	\$287,255	\$301,618	\$1,122,999
FEDERAL	\$130,275	\$136,788	\$143,628	\$150,809	\$561,499
STATE	\$0	\$0	\$0	\$0	\$0
LOCAL	\$130,275	\$136,788	\$143,628	\$150,809	\$561,499

FY 2016-19 Transit Funds for the Atlanta Urbanized Area in Hall County

Transit Funds for the Atlanta Urbanized area in Hall County						
Description	Funding	2016	2017	2018	2019	Total
Hall County	FEDERAL	\$27,669	\$29,052	\$30,505	\$32,030	\$119,255
AR-HA-5307A	STATE	\$0	\$0	\$0	\$0	\$0
Equipment / Education & Training	LOCAL	\$5,534	\$5,810	\$6,101	\$6,406	\$23,851
Hall Area Transit Program	TOTAL	\$33,202	\$34,862	\$36,606	\$38,436	\$143,106

***Transportation Improvement Program
2016-2019***

***Appendix C
Public Comments***



Gainesville-Hall Regional Transportation Plan: 2015 Update (RTP) and 2016-2019 Transportation Improvement Program (TIP)

The public participation effort for the Gainesville-Hall Regional Transportation Plan: 2015 Update (RTP Update) and the 2016-2019 Transportation Improvement Program (TIP) was uniquely designed to obtain local input through stakeholder discussions. Building on the experience of previous success in public outreach efforts, the GHMPO developed a process consistent with the adopted Participation Plan to:

- **Involve** the stakeholders with early opportunities for participating in the decision-making process, particularly minority and low-income persons;
- **Listen** to the concerns and issues of the stakeholders living in the community;
- **Inform** the stakeholders in a timely manner of progress and recommendations;
- **Learn** from the stakeholders ideas for solutions to transportation problems;
- **Consult** with stakeholders and provide reasonable opportunity to comment; and
- **Develop** an effective outreach process that includes an integrated feedback process for evaluation and improvement.

Throughout the RTP Update process, opportunities for citizen input through staff, elected officials, and stakeholders have not only been encouraged but also institutionalized. For a detailed review of the public participation activities conducted while developing the RTP Update and 2016-2019 TIP, please refer to *Appendix B: Public Engagement Documentation* in the RTP Update document.

***Transportation Improvement Program
2016-2019***

***Appendix D
Lump Sum Narrative***



LUMP SUM FUNDING

A portion of the State Transportation Improvement Program (STIP) funding is set aside for eleven groups of projects that do not affect the capacity of the roadway. The Lump Sum projects program is intended to give the Department and MPO flexibility to address projects of an immediate need while fulfilling the requirements of the STIP. Funds are set up in lump sum banks to undertake projects that are developed after the STIP is approved. These lump sum banks, located in the statewide or “All” county section of the STIP, are listed in a number of funding types for each year for the Department’s convenience in managing and accounting for the funding. These Lump Sum Banks are shown in the TIP/STIP with the words “Lump Sum” in the project description and contain an amount of funding for each year. Funds are drawn from these lump sums during the year and individual projects are programmed. The individual projects may include work at one or several locations for letting and accounting purposes. Listed below are these eleven groups and information about them. Except for groups for preliminary engineering and rights-of-way protective buying, the total available funds are shown as construction for easy accounting but preliminary engineering and rights-of-way may be drawn from this amount when needed in that category.

Individual projects are programmed and funds drawn from the Lump Sum Bank at the time these funds are needed for Preliminary Engineering, Rights-of-Way and Construction. These projects may be funded in the current year or one of the other TIP/STIP years. Funds for these projects are not counted until authorization is requested for the funds. At that time, the actual cost is deducted from the balance in the Lump Sum Bank.

To provide the readers of the TIP/STIP with as much information as possible, individual projects to be funded from the Lump Sum Bank in the future may be shown in the TIP/STIP with a program year of 2015 and a preliminary estimated cost. These projects are also denoted with the words “Uses Lump Sum Bank PI # 000xxxx” in the lower left area of the project listing. To avoid double counting, these projects are not included in the county total at the end of the county.

Group: Maintenance

Criteria: existing system maintenance only

This group has six funding/work types: two are for bridge painting/maintenance and the other four are for roadway maintenance. Major types of work undertaken are: resurfacing, pavement rehabilitation, median work, impact attenuators, signing, fencing, pavement markings, landscaping, rest areas, walls, guardrail and shoulder work. Also included is preliminary engineering necessary to prepare plans and rights-of-way needed for work such as landslide repair, sewer hookups and erosion control.

Group: Safety

Criteria: work qualifying for the High Hazard Safety Program and other safety projects



This group includes the following work types: signal installation/upgrades, guardrail installation, sign installation, railroad protection devices, operational improvements, railroad crossing hazard elimination, roadway hazard elimination and special safety studies and programs.

Group: Preliminary Engineering

Criteria: Planning, studies and management systems

This group is a single item.

Group: Roadway/Interchange Lighting

Criteria: Lighting

This group is a single item.

Group: Rights of Way - Protective Buying and Hardship Acquisitions

Criteria: Purchase of parcel(s) of rights of way (RW) for future projects that are in jeopardy of development and for hardship acquisition. Qualifying projects are those that have preliminary engineering (PE) underway or have a PE, RW or construction phase in the STIP. For counties that are not in conformance for air quality the only qualifying projects are those that have a RW phase in the STIP. This group is a single item.

Group: Transportation Enhancement

Criteria: Projects qualifying for the Transportation Enhancement program (TE) and the Recreational Trails & Scenic Byway programs

TE projects shown in the STIP will be funded on a first come first served basis. When a project is funded, it is drawn down from the lump sum. When all funds are gone, no other projects can be funded until the next fiscal year, which begins on July 1st.

This group has two funding types.

Group: Transportation Alternatives Program (TAP)

Criteria: TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Consistent with what is allowed in the MAP-21 legislation, GDOT reserves the right to transfer 50% of available TAP funds to one of the most flexible funding categories available. Those dollars may be spent on any federal-aid eligible project to permit GDOT to focus on delivering the long-needed transportation improvements that support the safe and efficient movement of people and goods, in the most cost-effective manner.



The remaining 50% of TAP funds consists of dollars sub-allocated to MPOs over 200,000 in population as well as TAP funds held at State DOTs eligible for use in areas below 200,000 populations. Projects selected to receive these funds must be the result of a competitive selection process.

This group has two funding types.

Group: Safe Routes to Schools

Criteria: To enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

This group has three items: infrastructure, non-infrastructure, and any project.

Group: High Risk Rural Roads

Criteria: States are required to identify these roadways (and expend the HRRR funds) according to the following definition:

Any roadway functionally classified as a rural major or minor collector or a rural local road and

- A. on which the accident rate for fatalities and incapacitating injuries exceeds the statewide average for those functional classes of roadway; or
- B. that will likely have increases in traffic volume that are likely to create an accident rate for fatalities and incapacitating injuries that exceeds the statewide average for those functional classes of roadway."

Group: Regional Traffic Signal Optimization

Criteria: Applies to maintenance and operation of traffic control devices statewide. Candidate projects include:

- A. Regional Traffic Operations Concepts
- B. Micro-Regional Traffic Operations
- C. Traffic Control Maintenance Contracts
- D. Signal Timing
- E. Identification of minor operational improvement projects to be submitted for Operational Projects under another Lump Sum category.

Projects will:

- A. Have to support the Regional or Statewide Traffic Signal Concept of Operations
- B. Focus on operating and maintaining the components of traffic control systems
- C. Local or quasi-governmental agencies may be contracted with at the project level.



- D. On which the accident rate for fatalities and incapacitating injuries exceeds the statewide average for those functional classes of roadway; or that will likely have increases in traffic volume that are likely to create an accident rate for fatalities and incapacitations.

Group: Low Impact Bridges

Criteria: Candidates for this process will require minimal permits, minor utility impacts, minimal FEMA coordination, no on-site detour, and meet other low-impact characteristics as identified in this document. Projects that ultimately qualify for this expedited process also must not exceed established environmental impact thresholds and thus qualify as a Categorical Exclusion (CE) determinations in compliance with the National Environmental Policy Act (NEPA). The Program has been created with three major principles in mind – safety, stewardship and streamlining.

- The safety of the travelling public is of paramount importance. It is the intent of this program to reduce risk associated with structurally deficient, scour critical, temporarily shored, or fracture critical structures.
- Second only to safety, the program will foster stewardship of Georgia's environmental and financial resources. Projects developed under the Program will seek to minimize the impact to the natural environment while providing long-term cost effective engineering solutions.
- The Program will result in accelerated, streamlined delivery of all phases of the bridge replacement including, planning, design, environmental approval and construction.

***Transportation Improvement Program
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***Appendix E
MPO Authorized Projects***



2016-2019 Transportation Improvement Program

APPLING

<u>PID</u>	<u>PROJECT NO.</u>	<u>TIP NO.</u>	<u>DESCRIPTION</u>	<u>PHASE</u>	<u>AUTH DATE</u>	<u>AUTH AMT</u>
0013171			PEDESTRIAN UPGRADES @ 35 LOCS IN DISTRICT 1	PE	2014	\$1,050,000.00

BANKS

<u>PID</u>	<u>PROJECT NO.</u>	<u>TIP NO.</u>	<u>DESCRIPTION</u>	<u>PHASE</u>	<u>AUTH DATE</u>	<u>AUTH AMT</u>
0013154			RAILROAD CROSSING UPGRADES @ 30 LOCS FM TOCCOA TO OAKWOOD	CST	2015	\$418,000.00
M004791			DISTRICTWIDE ROW TREE CUTTING - DISTRICT 1	MCST	2014	\$199,999.99

CLARKE

<u>PID</u>	<u>PROJECT NO.</u>	<u>TIP NO.</u>	<u>DESCRIPTION</u>	<u>PHASE</u>	<u>AUTH DATE</u>	<u>AUTH AMT</u>
T004614			GA96X012 ARRA 5307 CAPITAL FOR ATHENS FY2013	TCAP	2013	\$745,274.00

FORSYTH

<u>PID</u>	<u>PROJECT NO.</u>	<u>TIP NO.</u>	<u>DESCRIPTION</u>	<u>PHASE</u>	<u>AUTH DATE</u>	<u>AUTH AMT</u>
0007021	CSBRG-0007- 00(021)	FT-310	SR 53 @ CHESTATEE RIVER	ROW	2014	\$510,000.00

FRANKLIN

<u>PID</u>	<u>PROJECT NO.</u>	<u>TIP NO.</u>	<u>DESCRIPTION</u>	<u>PHASE</u>	<u>AUTH DATE</u>	<u>AUTH AMT</u>
M005227			I-85 @ 9 LOCS & I-985 @ 6 LOCS - BRIDGE PRESERVATION	MPE	2014	\$45,000.00

GWINNETT

<u>PID</u>	<u>PROJECT NO.</u>	<u>TIP NO.</u>	<u>DESCRIPTION</u>	<u>PHASE</u>	<u>AUTH DATE</u>	<u>AUTH AMT</u>
0013155			RAILROAD CROSSING UPGRADES @ 26 LOCS FM OAKWOOD TO DORAVILLE	CST	2015	\$422,000.00
M004471			SR 10; SR 17 ALT; SR 20; SR 51 & SR 53 @ 5 LOC IN DISTRICT 1	MCST	2013	\$655,075.00
M004471			SR 10; SR 17 ALT; SR 20; SR 51 & SR 53 @ 5 LOC IN DISTRICT 1	MPE	2012	\$14,000.00

HALL

<u>PID</u>	<u>PROJECT NO.</u>	<u>TIP NO.</u>	<u>DESCRIPTION</u>	<u>PHASE</u>	<u>AUTH DATE</u>	<u>AUTH AMT</u>
0000425	NHS00-0000-00(425)	GH-015	I-985 NEW INTERCHANGE N OF SR 13 CROSSOVER NEAR MARTIN RD	PE	2013	\$927,000.00
0007300	CSSTP-0007- 00(300)		CR 720/OLD CANDLER ROAD @ CSX #848437D	CST	2012	\$228,686.00



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0007319	CSSTP-0007-00(319)		SR 347/FRIENDSHIP RD FM MCEVER RD TO LAKE LANIER - PHASE II	PE	2012	\$943,931.00
0007353	CSSTP-0007-00(353)	GH-054	SR 11;SR 11BU;SR 13;SR 53&SR60@9 LOC-TRAFFIC SIGNAL UPGRADES	CST	2014	\$1,724,416.49
0007353	CSSTP-0007-00(353)	GH-054	SR 11;SR 11BU;SR 13;SR 53&SR60@9 LOC-TRAFFIC SIGNAL UPGRADES	PE	2014	\$5,000.00
0007353	CSSTP-0007-00(353)	GH-054	SR 11;SR 11BU;SR 13;SR 53&SR60@9 LOC-TRAFFIC SIGNAL UPGRADES	ROW	2013	\$430,000.00
0007639	CSHPP-0007-00(639)	GH-051	CENTRAL HALL RECREATION & MULTI-USE TRAIL IN HALL COUNTY	CST	2014	\$1,469,909.25
0007639	CSHPP-0007-00(639)	GH-051	CENTRAL HALL RECREATION & MULTI-USE TRAIL IN HALL COUNTY	ROW	2012	\$0.00
0008154	CSTEE-0008-00(154)	GH-060	GILLSVILLE TRAIL & DOWNTOWN STREETSCAPE	CST	2014	\$250,000.00
0008155	CSTEE-0008-00(155)	GH-	ATLANTA HIGHWAY BICYCLE/PEDESTRIAN TUNNEL	CST	2014	\$787,000.00
0009084	CSTEE-0009-00(084)	GH-	CENTRAL HALL COUNTY RECREATION & MULTI-USE TRAIL - PHASE II	CST	2014	\$312,500.00
0009446		GH-	CITY OF GAINESVILLE SAFE PASSAGE @ 5 SCHOOLS - SRTS	CST	2014	\$592,653.76
0009679		GH-023	SPOUT SPRINGS ROAD FROM S OF THOMPSON MILL ROAD TO I-985	PE	2013	\$1,600,000.00
0009679		GH-023	SPOUT SPRINGS ROAD FROM S OF THOMPSON MILL ROAD TO I-985	PE	2014	\$2,056,621.10
0010263			PL GAINESVILLE - 2012	PLN	2012	\$18,238.71
0010807			PL GAINESVILLE - FY 2013	PLN	2013	\$133,713.05
0010848			CR 1300/UNION CHURCH RD FROM SR 53 TO SR 211- SIGNING&MARKING	PE	2012	\$50,000.00
0011801			PL GAINESVILLE - FY 2014	PLN	2014	\$566,534.86
0012933			PL GAINESVILLE - FY 2015	PLN	2015	\$433,349.31
122064-	BRF00-0002-06(049)	GH-029	SR 11 @ CHATTAHOOCHEE RIVER	PE	2013	\$1,100,000.00
122066-	BRF00-0002-06(050)	GH-030	SR 11 @ EAST FORK LITTLE RIVER	PE	2013	\$1,200,000.00
122066-	BRF00-0002-06(050)	GH-030	SR 11 @ EAST FORK LITTLE RIVER	ROW	2015	\$810,000.00
122150-	NH000-0002-06(051)	GH-008	SR 11/US 129 FM SR 332 @ TALMO/JACKSON TO SR 323/HALL	PE	2013	\$1,000,000.00
132950-	STP00-0013-01(063)	GW-099C	SR 13 FROM CS 1120/SAWNEE AVE/GWINNETT TO SR 347/HALL	ROW	2013	\$880,000.00
132950-	STP00-0013-01(063)	GW-099C	SR 13 FROM CS 1120/SAWNEE AVE/GWINNETT TO SR 347/HALL	ROW	2014	\$10,890,000.00
132995-	BRST0-0197-01(013)	GH-026	SR 52 @ CANDLER CREEK 5.4 MI SOUTH OF LULA	CST	2012	\$3,191,965.72
142291-	BRST0-2424-00(003)	GH-050	SR 284 @ CHATTAHOOCHEE RVR/LAKE LANIER 4 MI N OF GAINESVILLE	CST	2013	\$9,789,789.37
142291-	BRST0-2424-00(003)	GH-050	SR 284 @ CHATTAHOOCHEE RVR/LAKE LANIER 4 MI N OF GAINESVILLE	PE	2012	\$172,906.94
162430-	STP00-2984-00(001)	GH-007	SR 347/FRIENDSHIP & THOMPSON MILL RD FM I-985 TO SR 211	CST	2012	\$46,357,898.81
162430-	STP00-2984-00(001)	GH-007	SR 347/FRIENDSHIP & THOMPSON MILL RD FM I-985 TO SR 211	PE	2012	\$500,000.00



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170735-	STP00-2688-00(004)	GH-014	SR 347/LANIER ISLAND PKWY FM I-985 TO CR 1293/MCEVER RD-PH I	CST	2012	\$14,090,655.36
M004288			SR 53 FROM FORSYTH COUNTY LINE TO CHATTAHOOCHEE RIVER	MCST	2013	\$421,309.62
M004470			I-985 @ CR 719/GRIFFIN CIR/MONROE DR & NORTHFOLK SOUTHERN RR	MCST	2013	\$318,489.00
M004470			I-985 @ CR 719/GRIFFIN CIR/MONROE DR & NORTHFOLK SOUTHERN RR	MPE	2012	\$20,000.00
M004472			SR 53 WB @ CHATTAHOOCHEE RIVER - BRIDGE REHAB	MPE	2013	\$235,658.15
M004477			SR 369 FROM SR 11 TO I-985 NB RAMP	MCST	2013	\$399,219.00
M004631			SR 82 FROM JACKSON COUNTY LINE TO SR 323	MCST	2013	\$503,828.39
M004656			SR 11 FROM 0.01 MI N OF SR 11BU/SR 60 TO SR 11BU	MCST	2014	\$2,035,616.88
M004672			SR 13@CR 451/MEMORIAL PARK DR ADD LT TURN LANE	MCST	2013	\$199,999.90
M004924			SR 347 @ NS #717815K - BRIDGE REHAB	MPE	2014	\$155,000.00
S013597			MCEVER ROAD @ BIG CREEK STATE ROUTE 283 IN	CST	2012	\$379,000.00
S013678			CLERMONT CITY PARK PARKING LOT IN	CST	2012	\$5,716.80
S014183			CLERMONT FY 2012 SECTION 5307 CAPITAL	CST	2012	\$17,999.51
T003235			FOR GAINESVILLE	TCAP	2012	\$82,400.00
T003237			FY 2012 SECTION 5307 OPERATING FOR GAINESVILLE	TOPR	2012	\$1,867,184.00
T003812			GA-18-X032 RURAL OPERATING HALL COUNTY FY12	TOPR	2012	\$200,172.00
T003812			GA-18-X032 RURAL OPERATING HALL COUNTY FY12	TOPR	2013	\$200,172.00
T003903			GA-18-X032 RURAL CAPITAL HALL COUNTY FY12	TCAP	2012	\$140,100.00
T004046			CY 2012 Gainesville/Hall MPO Planning	TPLN	2012	\$63,993.00
T004235			CY 2013 Gainesville/Hall MPO Planning	TPLN	2013	\$63,993.00
T004266			GA-18-4032 RURAL OPERATING HALL COUNTY FY13	TOPR	2013	\$544,528.00
T004413			FY 2016 SECTION 5307 OPERATING FOR GAINESVILLE	TOPR	2012	\$933,592.00
T004414			FY 2016 SECTION 5307 CAPITAL FOR GAINESVILLE	TCAP	2012	\$16,480.00
T004482			GA-90-X309 - GAINESVILLE GA18-X032 RURAL OPERATING HALL COUNTY FY12	TCAP	2013	\$135,793.00
T004523			SUPPLEMENTAL GAINESVILLE-TERMINAL AREA	TOPR	2012	\$21,270.00
T004528			IMPROVEMENTS GA96X012 ARRA 5307 CAPITAL	AVIA	2013	\$401,733.89
T004615			FOR HALL FY 2013 GA-18-X028 RURAL	TCAP	2013	\$745,275.00
T004696			OPERATING HALL COUNTY FY14	TOPR	2014	\$607,976.00



2016-2019 Transportation Improvement Program

JACKSON

<u>PID</u>	<u>PROJECT NO.</u>	<u>TIP NO.</u>	<u>DESCRIPTION</u>	<u>PHASE</u>	<u>AUTH DATE</u>	<u>AUTH AMT</u>
0011672			I-85 @3 LOC; SR 11 @4 LOC & SR 15 ALT @1 LOC-SIGNAL UPGRADES	PE	2012	\$396,056.04
0011836			SIGNING & PAVEMENT MARKINGS @ 63 RR LOCS IN DISTRICT 1	CST	2013	\$380,027.05
0012679			OFF-SYSTEM SAFETY IMPROVEMENTS @ 18 CR LOC IN JACKSON COUNTY	CST	2014	\$250,000.00
0013086		GH-102	I-85 NEW INTERCHANGE @ SR 60 (PHASE 1)	PE	2015	\$873,737.00

Transportation Improvement Program 2016-2019

Appendix F References



Below is a list of definitions, abbreviations, funding and phase codes, and acronyms used within the text of the Transportation Improvement Program:

Abbreviations

AADT	Average Annual Daily Traffic
ARC	Atlanta Regional Commission
CAC	Citizens Advisory Committee
CE	Categorical Exclusion
CDR	Conformity Determination Report
DOT	Department of Transportation
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GDOT	Georgia Department of Transportation
GHMPO	Gainesville-Hall Metropolitan Planning Organization
GHPA	Gainesville-Hall Planning Area
HRRR	High Risk Rural Roads
JARC	Job Access and Reverse Commute
LOC	Local
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21 st Century Act
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NEPA	National Environmental Policy Act
PM _{2.5}	Particulate matter
RTP	Regional Transportation Plan
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users
SIP	State Implementation Plan
STIP	State Transportation Improvement Program
STP	State Transportation Plan
TAP	Transportation Alternatives Program
TE	Transportation Enhancement
TCC	Technical Coordinating Committee
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation

GDOT Project Phase Codes

AVIA	Aviation
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CST	Construction
MCST	Maintenance Construction
MPE	Maintenance Preliminary Engineering
PE	Preliminary Engineering
PLN	Planning
ROW or RW	Right-of-Way
TCAP	Transit Capital
TOPR	Transit Operating
TPLN	Transit Planning
UTL	Utility

FHWA

Fund Code Program Description

M001	National Highway Performance Program (NHPP)
M002	National Highway Performance Program (NHPP) Exempt
M231	STP - Areas with Population Over 5K to 200K
M240	Surface Transportation Program (STP) Flex
M400	Congestion Mitigation & Air Quality Improvement (CMAQ)
M940	Recreational Trails Program (RTP)
MS30	Highway Safety Improvement Program (HSIP)
MS40	Railway-Highway - Hazard Elimination
MS50	Railway-Highway - Protective Devices
L220	STP- Transportation Enhancement
LS20	High Risk Rural Road
LU10	Safe Routes To School
LU20	Safe Routes To School
LU30	Safe Routes To School
LY10	High Priority Project

Urbanized Area Formula Program (5307)

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

Transportation for Elderly Persons and Persons with Disabilities (5310)

This program (49 U.S.C. 5310) provides formula funding to States for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate



to meeting these needs. Funds are apportioned based on each State's share of population for these groups of people.

Funds are obligated based on the annual program of projects included in a statewide grant application. The State agency ensures that local applicants and project activities are eligible and in compliance with Federal requirements, that private not-for-profit transportation providers have an opportunity to participate as feasible, and that the program provides for coordination of Federally-assisted transportation services assisted by other Federal sources. Once FTA approves the application, funds are available for state administration of its program and for allocation to individual sub-recipients within the state.

Formula Grants for Other than Urbanized Areas (5311)

The Formula Grants For Other than Urbanized Areas is a rural program that is formula based and provides funding to states for the purpose of supporting public transportation in rural areas, with population of less than 50,000. The goal of the program is to provide the following services to communities with population less than 50,000:

- Enhance the access of people in non-urbanized areas to health care, shopping, education, employment, public services, and recreation.
- Assist in the maintenance, development, improvement, and use of public transportation systems in non-urbanized areas.
- Encourage and facilitate the most efficient use of all transportation funds used to provide passenger transportation in non-urbanized areas through the coordination of programs and services.
- Assist in the development and support of intercity bus transportation.
- Provide for the participation of private transportation providers in non-urbanized transportation.

Job Access and Reverse Commute Program (5316)

The Job Access and Reverse Commute (JARC) program was established to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment. Many new entry-level jobs are located in suburban areas, and low-income individuals have difficulty accessing these jobs from their inner city, urban, or rural neighborhoods. In addition, many entry level-jobs require working late at night or on weekends when conventional transit services are either reduced or non-existent. Finally, many employment related-trips are complex and involve multiple destinations including reaching childcare facilities or other services.