

2018-2021

Transportation Improvement Program



In accordance with Title VI of the Civil Rights Act of 1964 and other nondiscrimination laws, public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, familial, or income status.



Adopted: August 8, 2017

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



**A Resolution by the
Gainesville-Hall Metropolitan Planning Organization Policy Committee
Adopting the FY 2018-2021 Transportation Improvement Program**

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, Fixing America's Surface Transportation (FAST) Act requires the Metropolitan Planning Organization to develop and adopt a short-range Transportation Improvement Program (TIP);

WHEREAS, GHMPO did develop the FY 2018-2021 TIP in conformance with GHMPO's Participation Plan and through appropriate technical and review processes; and

WHEREAS, GHMPO did conduct a required 30-day public comment period on the FY 2018-2021 TIP, and no significant comments were received.

NOW, THERE, BE IT RESOLVED that the Gainesville-Hall Metropolitan Planning Organization adopts the FY 2018-2021 TIP.

A motion was made by PC member Danny Dunagan and seconded by PC member Benny Bagwell and approved this the 8th of August, 2017.



Lamar Scroggs
Mayor Lamar Scroggs, Chair
GHMPO Policy Committee

Subscribed and sworn to me this the 8th of August, 2017

Morgan Ewing
Notary Public

My commission expires May 22, 2020

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GHMPO COMMITTEES

Policy Committee

Voting

Lamar Scroggs, Mayor, City of Oakwood, Chairperson
Mike Miller, Mayor, City of Flowery Branch, Vice Chairperson
Danny Dunagan, Mayor, City of Gainesville
Benny Bagwell, on behalf of Richard Higgins, Chairperson, Hall County
Ralph Richardson, Jr., on behalf of Tom Crow, Chairperson, Jackson County
Kaycee Mertz, on behalf of Russell McMurry, Commissioner, GDOT

Non-voting

Vacant, Citizens Advisory Committee, Chairperson
Srikanth Yamala, Director, GHMPO
Jennifer Scott, Technical Coordinating Committee, Chairperson
Andy Edwards, Planning Team Leader, Federal Highway Administration
Robert Buckley, Community Planner, Federal Transit Administration
Brent Cook, District Engineer, GDOT District 1
Jamie Cochran, Transit Program Manager, GDOT Intermodal Programs
Phillippa Lewis Moss, Director, Gainesville-Hall County CSC
Phillip Beard, Chairperson, City of Buford
James Nix, Mayor, Town of Clermont
Larry Poole, Mayor, City of Gillsville
Milton Turner, Mayor, City of Lula
Bill Orr, Mayor, Town of Braselton
Theresa Kenerly, Mayor, City of Hoschton
Ralph Richardson, Jr., Vice-Chairman, Jackson County Board of Commissioners

Citizens Advisory Committee

Vacant, Hall County, Chairperson
Renee Gerrell, Hall County, Vice-Chairperson
Beth Weikel, Hall County
Brent Hoffman, Hall County
Patrick O'Rourke, Hall County
Trey Bell, Hall County
Ken Stanley, Hall County
Joe Kennedy, Hall County
Berlinda Lipscomb, City of Gainesville
Connie Propes, City of Gainesville



Mary Jardine, City of Gainesville
Leesa Stoner, City of Gainesville
Vacant, City of Gainesville
Charles Mensinger, City of Oakwood
Tony Millwood, City of Oakwood
Ed Edwards, City of Flowery Branch
Scott Wild, City of Flowery Branch
Jennifer Kidd-Harrison, Town of Braselton
Tabitha Gooch, Jackson County

Technical Coordinating Committee

Voting

Jennifer Scott, Town Manager, Town of Braselton, Chairperson
Kevin Poe, County Manager, Jackson County, Vice-Chairperson
Rich Atkinson, Community Development Director, City of Flowery Branch
Stan Brown, City Manager, City of Oakwood
Ken Rearden, Public Works Director, Hall County
Kevin McInturff, County Engineer, Hall County
Denise Farr, Civil Engineer III, Hall County
Rusty Ligon, Community Development Director, City of Gainesville
Chris Rotalsky, Public Works Director, City of Gainesville
Rhonda Brady, Traffic Engineering Coordinator, City of Gainesville
Phillippa Lewis Moss, Director, Gainesville-Hall County CSC
Quinton Spann, Transportation Planner, GDOT
Brandon Kirby, District Pre-Construction Engineer, GDOT
Adam Hazell, Planning Director, Georgia Mountains Regional Commission
Srikanth Yamala, Director, GHMPO
Sam Baker, Transportation Planning Manager, GHMPO

Non-Voting

Tamara Christion, Transportation Planner, Federal Highway Administration
Robert Buckley, Community Planner, Federal Transit Administration
Ryan Walker, Transit Planner, GDOT
Gina Roy, Public Development Director, Jackson County
Kevin Keller, Planning Director, Town of Braselton
Renee Gerrell, Vice-Chairperson, Citizens Advisory Committee
Chad Bolton, Northeast Georgia Medical Center
Kit Dunlap, President, Greater Hall Chamber of Commerce
Carol Martin, Police Chief, City of Gainesville
Gerald Couch, Sheriff, Hall County



Randall Moon, Police Chief, City of Oakwood
David Spillers, Police Chief, City of Flowery Branch
Terry Esco, Police Chief, Town of Braselton
Dan Branch, Public Safety Director, Buford Department of Public Safety
Will Schofield, Superintendent, Hall County Schools
Jeremy Williams, Superintendent, Gainesville City Schools
Scott Puckett, Traffic Engineer, Hall County
Dennis Bergin, City Manager, City of Lula
Wendy Wilson, City Clerk, City of Hoschton

GHMPO Staff

Srikanth Yamala, Director
Sam Baker, Transportation Planning Manager
Joseph Boyd, Transportation Planner



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 five years. 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:

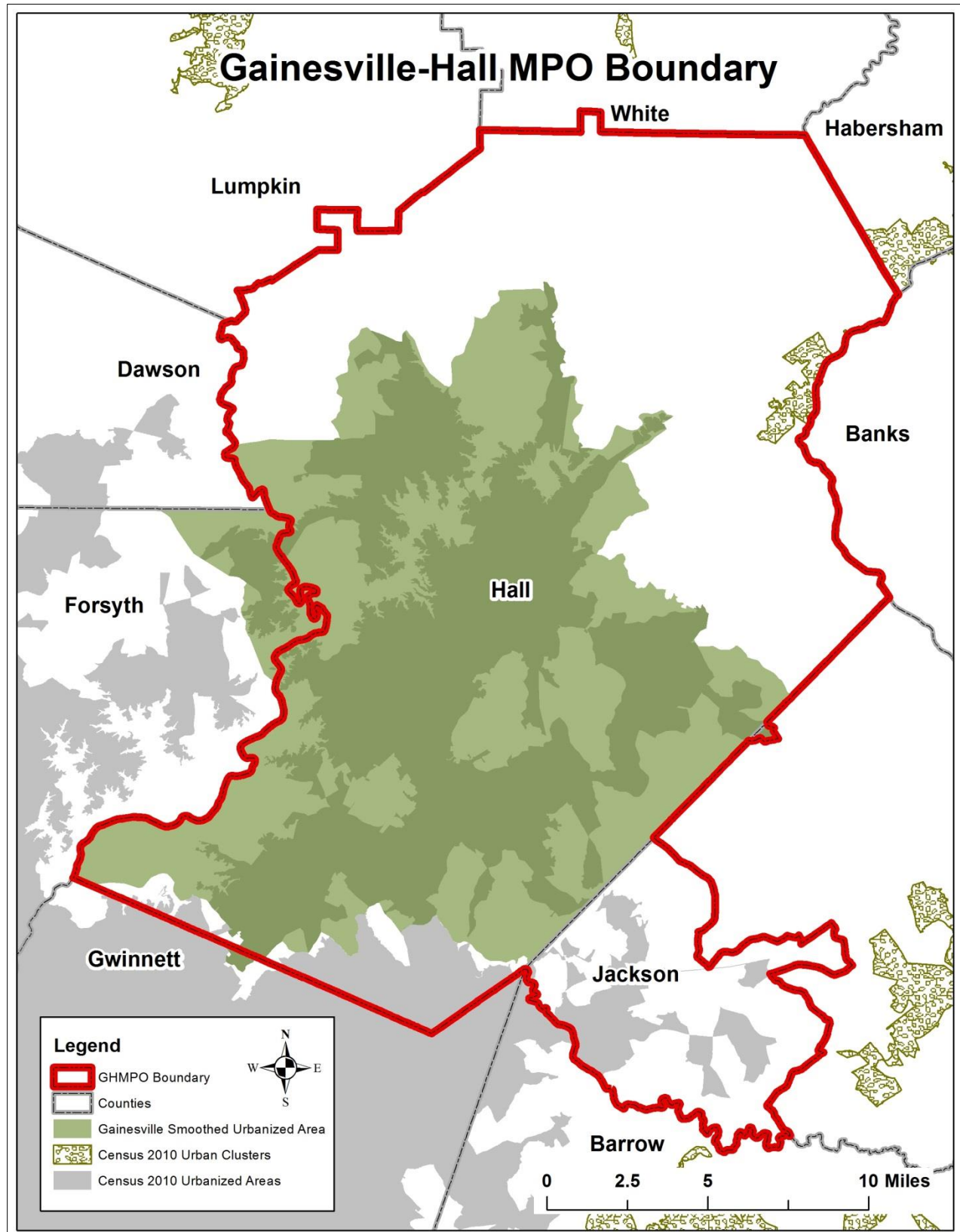
- **Technical Analysis:** Used to determine how successful projects are at making the transportation system safer and more efficient. This analysis utilized primarily travel demand model data.
- **Needs Categories:** Used to determine how successful projects are at addressing the different needs categories 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 2018 (beginning July 1, 2017) to FY 2021 (ending June 30, 2021) 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, Fixing America's Surface Transportation (FAST) 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.

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, 2018-2021, total approximately \$361 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, \$361 million (\$153 million for roadway projects; \$17 million for transit projects; \$191 million for lump sum), is well within the anticipated available revenue, \$361 million, it can be stated that the 2018-2021 TIP is financially constrained.

Public Participation

The development of the TIP process involves a public outreach effort to identify community issues, concerns, and priorities. 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.



FAST Act Planning Factors

The transportation planning process must explicitly address the eleven planning factors identified by the Fixing America's Surface Transportation Act (FAST Act), 23 CFR 450 Subpart C, 23 CFR 420 Subpart A, and 49 CFR Subtitle A, 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;
8. Emphasize the preservation of the existing transportation system;
9. Improve transportation system resiliency and reliability;
10. Reduce (or mitigate) the storm water impacts of the surface transportation; and
11. Enhance travel and tourism.

The overall planning program is designed to comply with the requirements of FAST Act which was signed into law on December 4, 2015. 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 2018-2021 Projects

This spreadsheet contains a list of projects along with the dollar amounts scheduled for the fiscal years 2018-2021.

FY 2018-2021 Lump Sum Funding Categories

This spreadsheet reflects available funding dollars for the GHMPO area in lump sum categories for the fiscal years 2018-2021.

FY 2018-2021 Hall Area Transit Funding

This spreadsheet contains the Hall Area Transit funding categories along with the dollar amounts for the fiscal years 2018-2021.

This is followed by project worksheets in Appendix A that supply more detail on these projects that are funded from 2018-2021. 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 and E provide a narrative on lump sum funding and lump sum funded projects. Appendix F lists all the MPO authorized projects. Appendix G provides a list of definitions, abbreviations, funding and phase codes, and acronyms used within the text of this TIP.



FY 2018-2021 TRANSPORTATION IMPROVEMENT PROJECTS

8/8/2017

2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

GHMPO No.	GDOT No.	Segment Location	* Thousands												FY 2021				
			FY 2018			FY 2019			FY 2020			FY 2021			SCP	PE	ROW	CST	UTL
			SCP	PE	ROW	CST	UTL	SCP	PE	ROW	CST	UTL	SCP	PE	ROW	CST	UTL		
GH-016	0003626	Sardis Rd Connector from SR 60 to Sardis Rd Near Chestatee Rd														\$22,874			
GH-020	122060	SR 111/US 123 from Limestone Pkwy to South of Nopone Rd								\$3,703						\$6,171		\$2,468	
GH-023	0009679	Spout Springs Rd from I-985 to Union Circle - Phase I			\$9,246						\$31,759	\$7,766							
GH-028	0013609	Bridge on SR 332 at Walnut Creek								\$123							\$13,568		
GH-038	132610	SR 60 from SR 136 to Yellow Creek Rd								\$14,701									
GH-056	0007170	Bridge on SR 136/Price Rd at Chestatee River								\$95									\$3,573
GH-057	122012	Bridge on SR 369 at Chattahoochee River/Lake Lanier				\$10,947													
GH-069	0013322	SR 53 Connector/SR 60 at SR 60/SR 369			\$530						\$1,563								
GH-085	0010212	Bridge on SR 53 Westbound at Chattahoochee River								\$216									\$19,930
GH-104		SR 53/Dawsonville Hwy at McEver Rd Operations							\$116										
GH-109	0013545	I-85 from North of SR 211 to North of SR 211/US 123			\$1,955														
GH-113	0015752	Oak Tree Drive Operations			\$423													\$710	
GH-116	0013922	Bridge on I-985 at Elachee Dr								\$250						\$3,300			
GH-117	0014935	Railroad Crossing on Tumbling Creek Rd at Norfolk Southern Railroad														\$4,421			
GH-118	0013988	SR 211 from SR 124 to SR 347														\$105			
GH-119	0015551	Bridge on SR 60 at Chattahoochee River	\$500												\$1,000				
GH-120	0014130	I-985 from I-85 to SR 53			\$1,080				\$1,590										
NA	0013378	Oversight Services for GHMPO CMAQ Projects							\$70						\$70				
		TOTAL	\$500	\$3,529	\$9,836	\$10,947	\$0	\$0	\$1,776	\$19,088	\$33,322	\$7,766	\$0	\$1,070	\$29,150	\$9,289	\$0	\$70	\$369

* Thousands	
FY 18-21	\$500
SCP	\$500
PE	\$5,446
ROW	\$61,252
CST	\$77,121
UTL	\$8,134
TOTAL	\$153,453

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



FY 2018-2021 LUMP SUM FUNDING CATEGORIES

Funding Source	Funding Code	Lump Sum Description	2018	2019	2020	2021	TOTAL
NHPP	Z001	Natl Hwy Performance Prog	\$2,455,000	\$216,486	\$1,000,000	\$20,102,281	\$23,773,767
STP	Z231	STP (Pop 5K-200K)	\$9,315,504	\$15,020,914	\$3,370,000	\$70,000	\$27,776,418
STP	Z240	STP Flex	\$0	\$217,535	\$1,568,000	\$3,828,840	\$5,614,375
CMAQ	Z400	Air Quality	\$750,397	\$1,438,997	\$1,451,635	\$1,464,272	\$5,105,301
HPP	RPS9	Repurposed Fed Earmark	\$1,672,618	\$0	\$0	\$0	\$1,672,618
Bond	BBOND	St Bridge Bond Funds	\$9,460,109	\$0	\$0	\$0	\$9,460,109
State	HB170	State Funds	\$21,200	\$45,877,505	\$7,276,254	\$2,468,460	\$55,643,419
Local	LOC	Local Funds	\$21,117,000	\$0	\$3,460,000	\$0	\$24,577,000
Transit	5303	Metro Transit Planning	\$89,029	\$89,029	\$89,029	\$89,029	\$356,116
Transit	5304	St Transit Planning	\$4,139	\$4,139	\$4,139	\$4,139	\$16,556
Transit	5307	Transit (Urban)	\$1,607,818	\$1,419,118	\$1,419,118	\$1,419,118	\$5,865,172
Transit	5339	Bus & Bus Facilities	\$325,473	\$325,473	\$0	\$0	\$650,946
NHPP	Z001	Bridge Painting – Interstate	\$405,000	\$405,000	\$405,000	\$405,000	\$1,620,000
NHPP	Z001	Road Maintenance – National Highway	\$2,418,000	\$2,418,000	\$1,486,000	\$1,486,000	\$7,808,000
NHPP	Z001	Roadway Lighting	\$22,000	\$14,000	\$14,000	\$14,000	\$64,000
NHPP	Z001	Traffic Control Devices- NHS	\$61,000	\$68,000	\$324,000	\$324,000	\$777,000
STP	L220	Enhancement	\$257,000	\$257,000	\$257,000	\$257,000	\$1,028,000
NHPP	Z240	Construction Management	\$540,000	\$405,000	\$405,000	\$405,000	\$1,755,000
STP	Z240	Operations	\$162,000	\$162,000	\$162,000	\$162,000	\$648,000
STP	Z240	Road Maintenance - Any Area	\$2,161,000	\$2,161,000	\$1,823,000	\$1,823,000	\$7,968,000
STP	Z240	Bridge Painting	\$203,000	\$203,000	\$203,000	\$203,000	\$812,000
STP	Z240	Low Impact Bridges	\$351,000	\$351,000	\$351,000	\$351,000	\$1,404,000
STP	Z240	Traffic Control Devices	\$412,000	\$405,000	\$81,000	\$81,000	\$979,000
STP	Z240	Right-of-Way Protective Buy	\$20,000	\$20,000	\$20,000	\$20,000	\$80,000
STP	Z240	Wetland Mitigation	\$16,000	\$16,000	\$16,000	\$16,000	\$64,000
TAP	Z940	Recreational Trails	\$17,000	\$17,000	\$17,000	\$17,000	\$68,000
HSIP	ZS30	Safety	\$1,283,000	\$1,351,000	\$1,351,000	\$1,351,000	\$5,336,000
HSIP	ZS40	Railroad Crossing Hazard Elimination	\$68,000	\$68,000	\$68,000	\$68,000	\$272,000
HSIP	ZS50	Railroad Crossing Protection Device	\$54,000	\$54,000	\$54,000	\$54,000	\$216,000
TOTAL			\$55,268,287	\$72,984,196	\$26,675,175	\$36,483,139	\$191,410,797

See Appendix D for details.



FY 2018-2021 HALL AREA TRANSIT FUNDING

FY 18-21 Hall Area Transit Funding					
Description	2018	2019	2020	2021	Total
Section 5307					
Urban Operating Expenses	\$895,423	\$940,194	\$987,204	\$1,036,564	\$3,859,385
Urban Capital Expenses	\$640,000	\$410,000	\$45,000	\$1,410,000	\$2,505,000
Section 5310					
Elderly and Disable Program	\$114,175	\$119,884	\$125,878	\$132,172	\$492,108
Section 5311					
Rural Operating Expenses	\$712,807	\$748,447	\$785,870	\$825,164	\$3,072,288
Rural Capital Expenses	\$0	\$300,000	\$0	\$0	\$300,000

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

***Transportation Improvement Program
2018-2021***

***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 2018-2021 TIP worksheets list all project phases that correspond to (Short, Mid, or Long Term) RTP tiers which fall within the 2018-2021 time frame.



2018-2021 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.

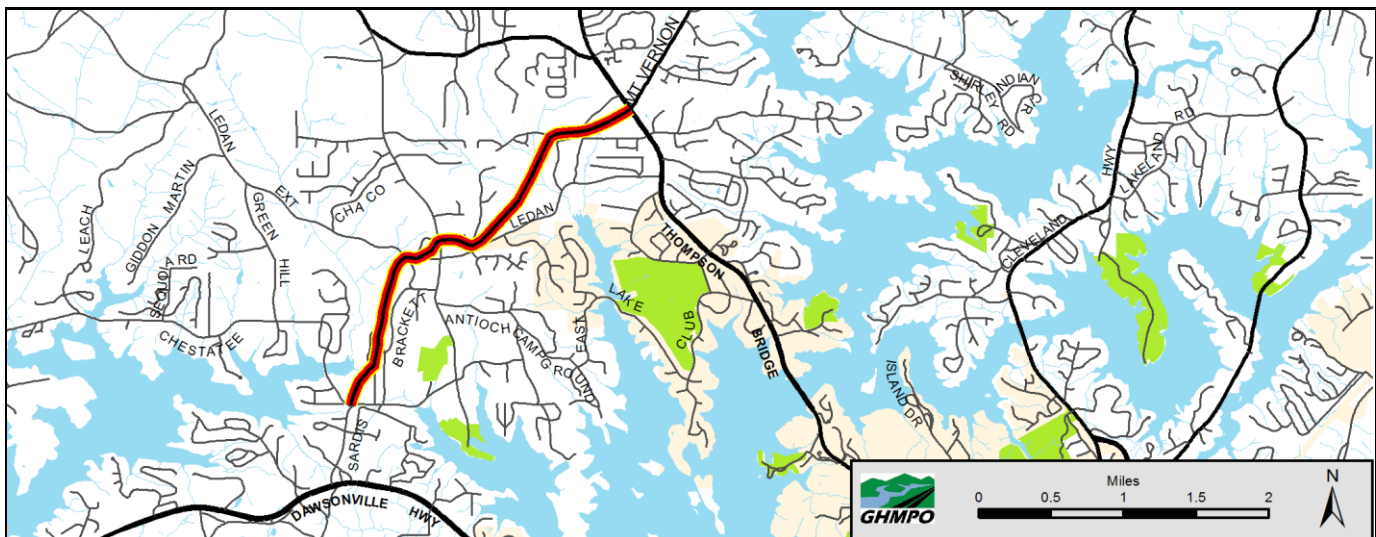
Improvement Type New **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** Split

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 To Sardis Road/Chestatee Road	Length (miles) 3.63	
	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 2030	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
2020	Right-of-Way	LOCAL	\$22,874,000	\$0	\$0	\$0	\$22,874,000
LR	Construction	HB170	\$0	\$29,478,579	\$0	\$0	\$29,478,579
LR	Utilities	LOCAL	\$819,181	\$0	\$0	\$0	\$819,181
		TOTAL	\$24,993,181	\$29,488,979	\$41,600	\$0	\$54,523,760



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.

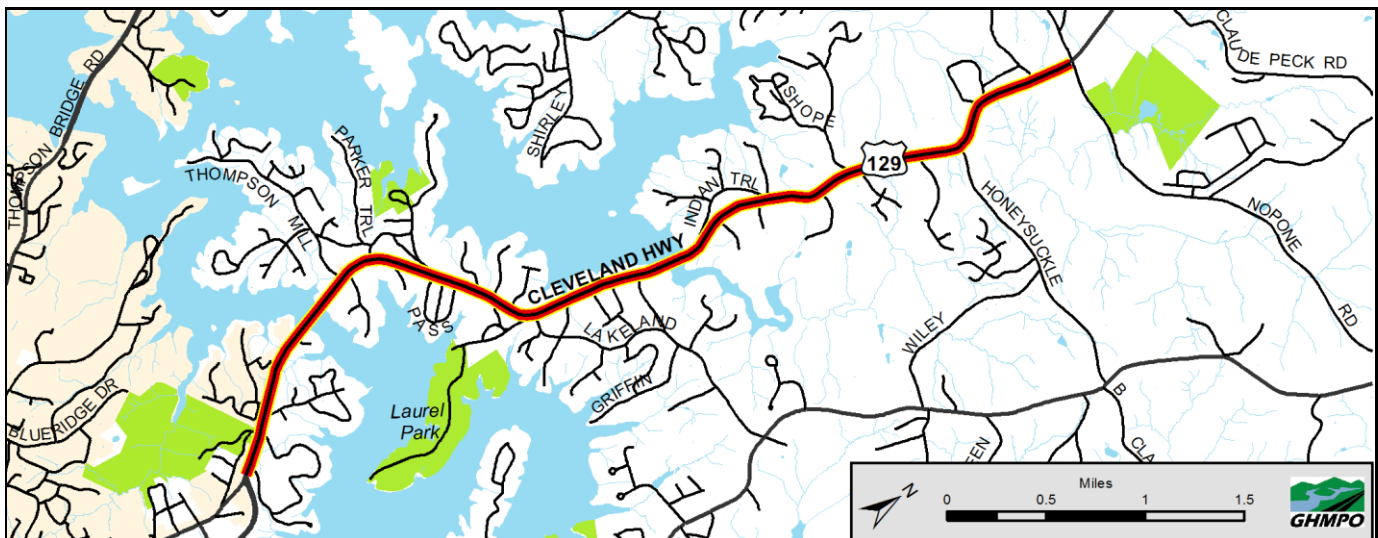
Improvement Type Widening **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** GDOT

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. 16,100 (2015)	Design Vol. 31,870 (2040)
Connectivity Widening of Cleveland Highway north		
Network Year 2040	LRTP 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	HB170	\$0	\$3,702,690	\$0	\$0	\$3,702,690
2020	Right-of-Way	HB170	\$0	\$6,171,150	\$0	\$0	\$6,171,150
2021	Right-of-Way	HB170	\$0	\$2,468,460	\$0	\$0	\$2,468,460
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	\$25,249,190	\$52,620,865	\$0	\$77,870,055





2018-2021 Transportation Improvement Program

Project Name Spout Springs Road –I-985 to Union Circle - Phase 1	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.

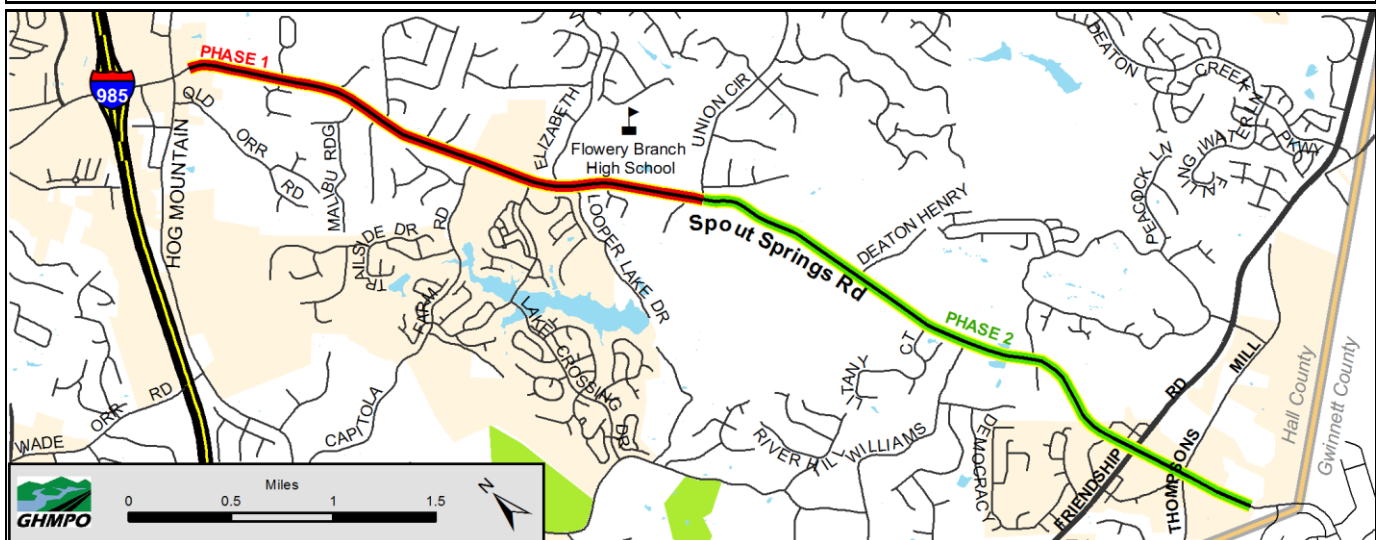
Improvement Type Widening **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** Split

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) 3.2	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped. Sidewalks	Exist. Vol. 15,500 (2015)	Design Vol. 22,340 (2040)
Connectivity SR 347/Friendship Road, Hog Mountain Road		
Network Year 2030	LRTP Project Tier: Short-Term (2015-2023)	Open to Traffic Date 2025

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Right-of-Way	Z231	\$0	\$2,546,899	\$10,187,597	\$0	\$12,734,496
2018	Right-of-Way	Z231	\$0	\$1,849,101	\$7,396,403	\$0	\$9,245,504
2019	Construction	HB 170	\$0	\$31,759,200	\$0	\$0	\$31,759,200
2019	Utilities	HB 170	\$0	\$7,765,615	\$0	\$0	\$7,765,615
		TOTAL	\$0	\$43,920,815	\$17,584,000	\$0	\$61,504,815





2018-2021 Transportation Improvement Program

Project Name SR 332/Poplar Springs Road at Walnut Creek – Bridge	GHMPO No. GH-028	GDOT No. 0013609
	County Jackson	City
Local Rd. Name Poplar Springs Road	GDOT District 1	Cong. District 9
US/State Rd. Name State Route 332	Map ID 28	RC GMRC

Project Description

Replace bridge on SR 332/Poplar Springs Road over Walnut Creek. Project costs reflect only the GHMPO's portion (49%) of the total cost that lies within the MPO boundary.

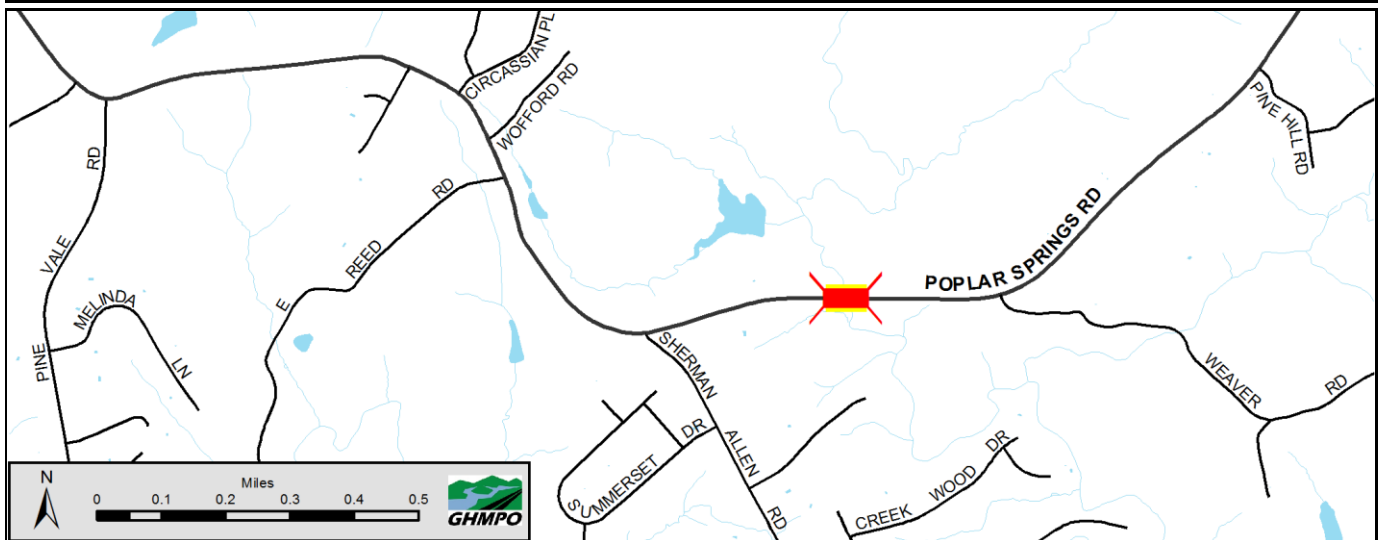
Improvement Type Bridge **Regionally Significant** No **Capacity Adding** No **Funding Source** GDOT

Project Intent

Replace bridge on SR 332/Poplar Springs Road over Walnut Creek.

Project Termini From SR 332 To SR 332	Length (miles) 0.20	
	Exist. Lanes 2	Future Lanes 2
Bike / Ped.	Exist. Vol. 5,130 (2015)	Design Vol. 9,520 (2040)
Connectivity		
Network Year 2030	L RTP Project Tier: Short-Term (2015-2023)	Open to Traffic Date 2024

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering	M240	\$0	\$58,800	\$235,200	\$0	\$294,000
2019	Right-of-Way	Z240	\$0	\$24,500	\$98,000	\$0	\$122,500
2020	Construction	Z240	\$0	\$313,600	\$1,254,400	\$0	\$1,568,000
		TOTAL	\$0	\$396,900	\$1,587,600	\$0	\$1,984,500





2018-2021 Transportation Improvement Program

Project Name SR 60/Thompson Bridge Road - SR 136/Price Road to Yellow Creek Road in Murrayville	GHMPO No. GH-038	GDOT No. 132610
	County Hall	City Gainesville
Local Rd. Name Thompson Bridge Road	GDOT District 1	Cong. District 9
US/State Rd. Name State Route 60	Map ID 38	RC GMRC

Project Description

The widening from two to four lanes of SR 60/Thompson Bridge Road from SR 136/Price Road to Yellow Creek Road in Murrayville.

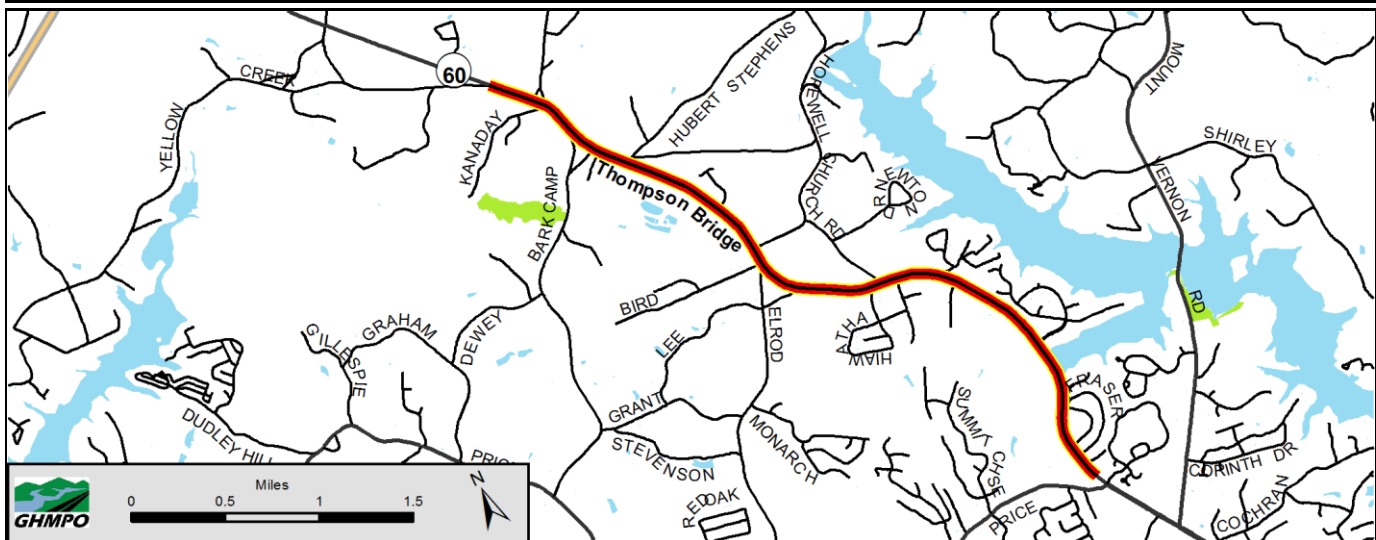
Improvement Type Widening **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** GDOT

Project Intent

This widening will allow for greater access to the northwest of the county and into Lumpkin County.

Project Termini From SR 136/Price Road To Yellow Creek Road	Length (miles) 4.3	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped. Bike lanes recommended	Exist. Vol. 10,800 (2015)	Design Vol. 22,990 (2040)
Connectivity Widening of SR 136/Price Road		
Network Year 2040	L RTP Project Tier: Mid-term (2024-2032)	Open to Traffic Date 2032

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering	State/Federal	\$0	\$0	\$0	\$0	\$0
2019	Right-of-Way	Z231	\$0	\$2,940,183	\$11,760,732	\$0	\$14,700,915
LR	Construction	State/Federal	\$0	\$5,147,434	\$20,589,736	\$0	\$25,737,170
LR	Utilities	State/Federal	\$0	\$936,076	\$3,744,305	\$0	\$4,680,381
TOTAL			\$0	\$9,023,693	\$36,094,772	\$0	\$45,118,465





2018-2021 Transportation Improvement Program

Project Name SR 136/Price Road @ Chestatee River- Bridge	GHMPO No. GH-056	GDOT No. 0007170
	County Hall/Dawson	City Gainesville
Local Rd. Name Price Road	GDOT District 1	Cong. District 9
US/State Rd. Name SR 136	Map ID 56	RC GMRC

Project Description

Bridge replacement on SR 136/Price Road over Chestatee River between Dawson and Hall Counties. Project costs reflect only the GHMPO's portion (50%) of the total cost that lies within the MPO boundary.

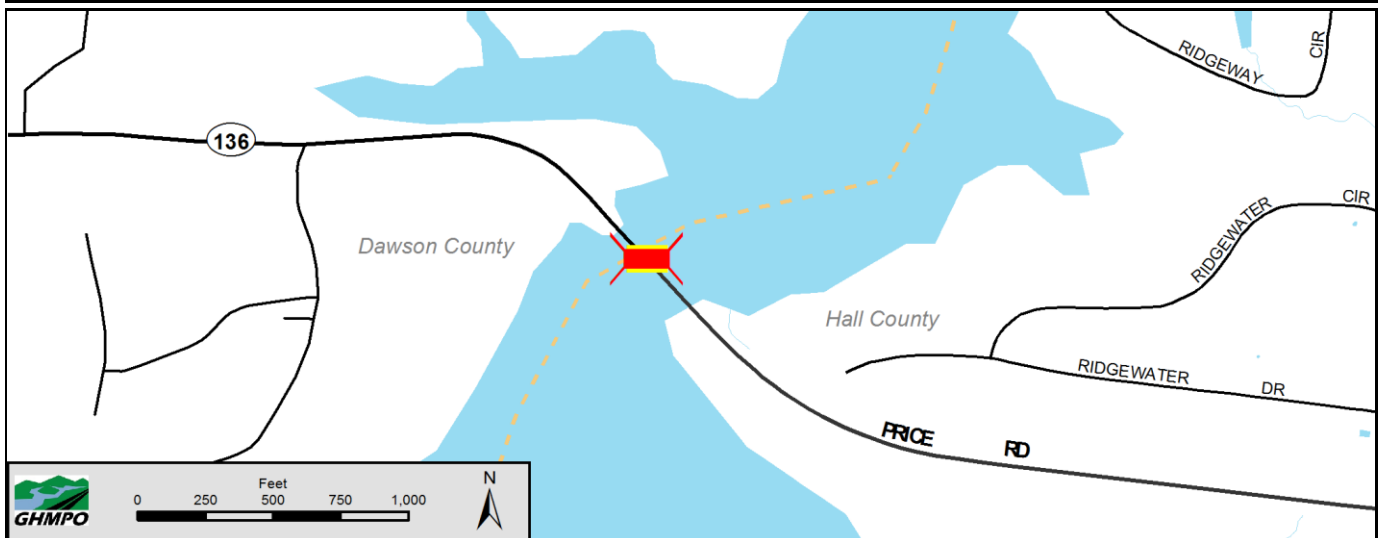
Improvement Type Bridge **Regionally Significant** No **Capacity Adding** No **Funding Source** GDOT

Project Intent

To update bridge infrastructure.

Project Termini From SR 136/Price Road To SR 136/Price Road	Length (miles) 0.20	
	Exist. Lanes 2	Future Lanes 2
Bike / Ped.	Exist. Vol. 3,120 (2015)	Design Vol. 5,670 (2040)
Connectivity		
Network Year N/A	LRTP Project Tier:	Open to Traffic Date 2020

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2019	Right-of-Way	M240	\$0	\$19,007	\$76,028	\$0	\$95,035
2021	Construction	Z240	\$0	\$714,529	\$2,858,115	\$0	\$3,572,644
2021	Utilities	Z240	\$0	\$51,239	\$204,957	\$0	\$256,196
Auth.	Pre-Engineering	M240	\$0	\$51,774	\$207,095	\$0	\$258,869
		TOTAL	\$0	\$836,549	\$3,346,195	\$0	\$4,182,744





2018-2021 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-322 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.

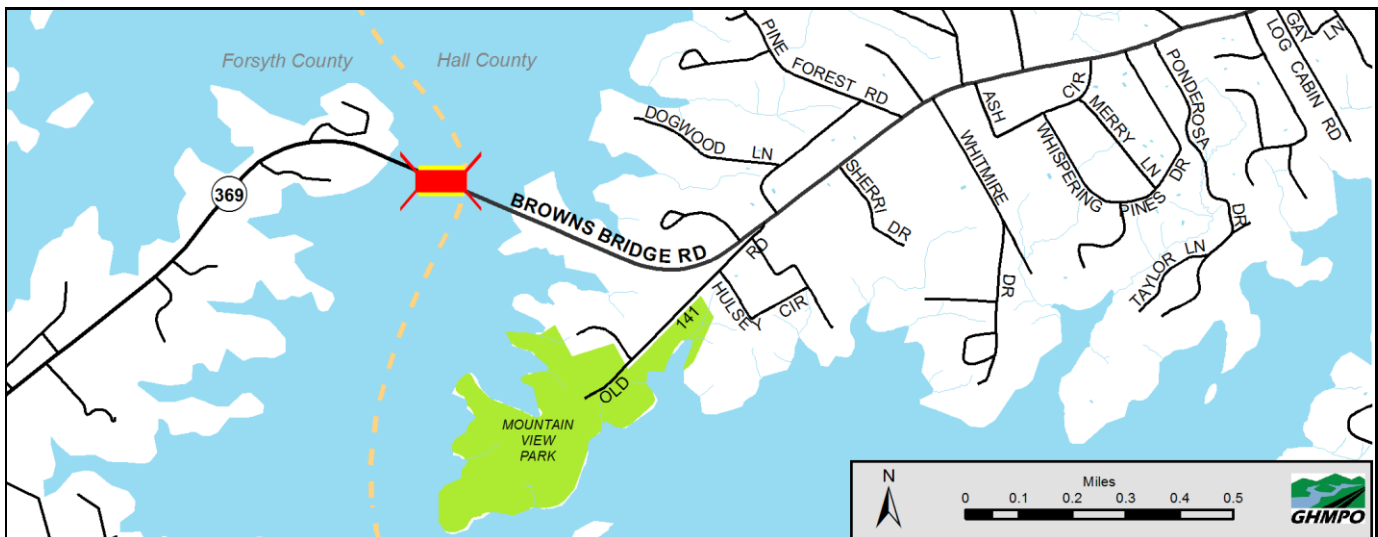
Improvement Type Bridge **Regionally Significant** Yes **Capacity Adding** No **Funding Source** GDOT

Project Intent

To update existing infrastructure.

Project Termini From SR 369 To SR 369	Length (miles) 0.79	
	Exist. Lanes 2	Future Lanes 2
Bike / Ped.	Exist. Vol. 12,500 (2015)	Design Vol. 15,970 (2040)
Connectivity		
Network Year N/A	L RTP Project Tier: Short-Term (2015-2023)	Open to Traffic Date 2020

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2018	Construction	BBOND	\$0	\$9,274,617	\$0	\$0	\$9,274,617
2018	Construction	RPS9	\$0	\$334,524	\$1,338,094	\$0	\$1,672,618
Auth.	Pre-Engineering	L1C0	\$0	\$185,475	\$741,902	\$0	\$927,377
Auth.	Right-of-Way	L1C0	\$0	\$15,300	\$61,200	\$0	\$76,500
Auth.	Pre-Engineering	Q10	\$0	\$1,000	\$4,000	\$0	\$5,000
TOTAL			\$0	\$9,810,916	\$2,145,196	\$0	\$11,956,112





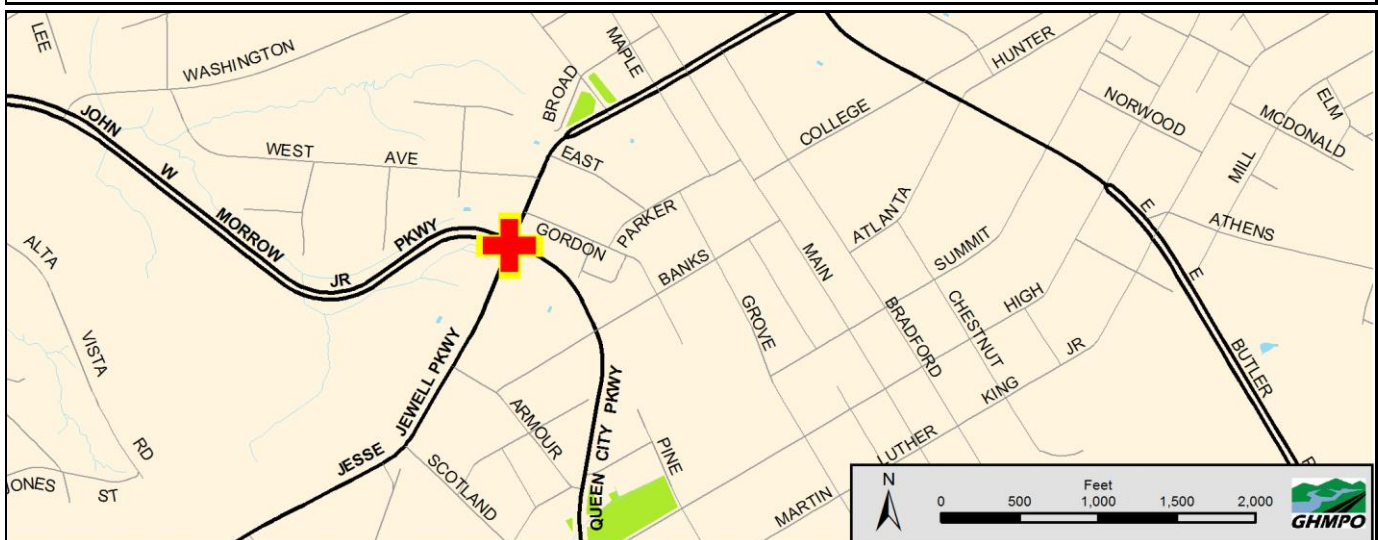
2018-2021 Transportation Improvement Program

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 SR 369 To SR 53	Length (miles)	
	Exist. Lanes 4	Future Lanes 4
Bike / Ped.	Exist. Vol. 37,100 (2015)	Design Vol. 43,580 (2040)
Connectivity		
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
2018	Right-of-Way	Z400S	\$0	\$118,017	\$472,067	\$0	\$590,084
2019	Construction	Z400S	\$0	\$312,604	\$1,250,417	\$0	\$1,563,021
Auth.	Pre-Engineering	LOCAL	\$216,000	\$0	\$0	\$0	\$216,000
		TOTAL	\$216,000	\$430,621	\$1,722,483	\$0	\$2,369,104





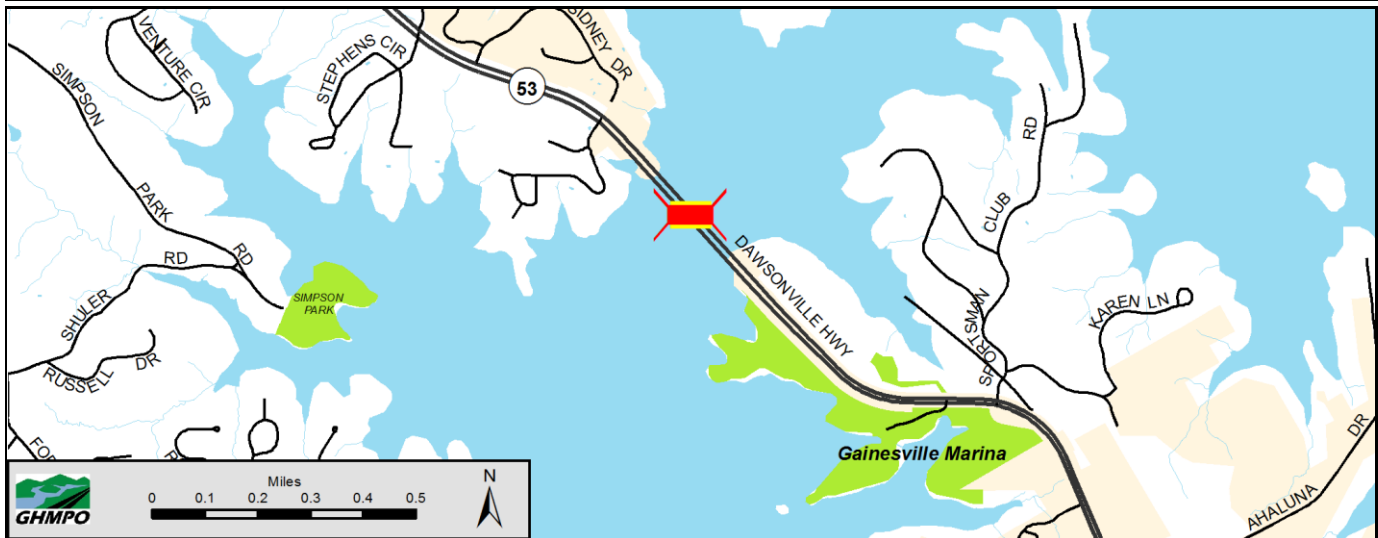
2018-2021 Transportation Improvement Program

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. 25,600 (2015)	Design Vol. 35,330 (2040)
Connectivity		
Network Year N/A	LRTP Project Tier: Short-Term (2015-2023)	Open to Traffic Date 2023

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2019	Right-of-Way	Z001	\$0	\$43,297	\$173,189	\$0	\$216,486
2021	Construction	Z001	\$0	\$3,997,933	\$15,991,732	\$0	\$19,989,665
2021	Utilities	Z001	\$0	\$22,523	\$90,093	\$0	\$112,616
Auth.	Pre-Engineering	M001	\$0	\$220,816	\$883,265	\$0	\$1,104,081
TOTAL			\$0	\$4,284,569	\$17,138,278	\$0	\$21,422,847





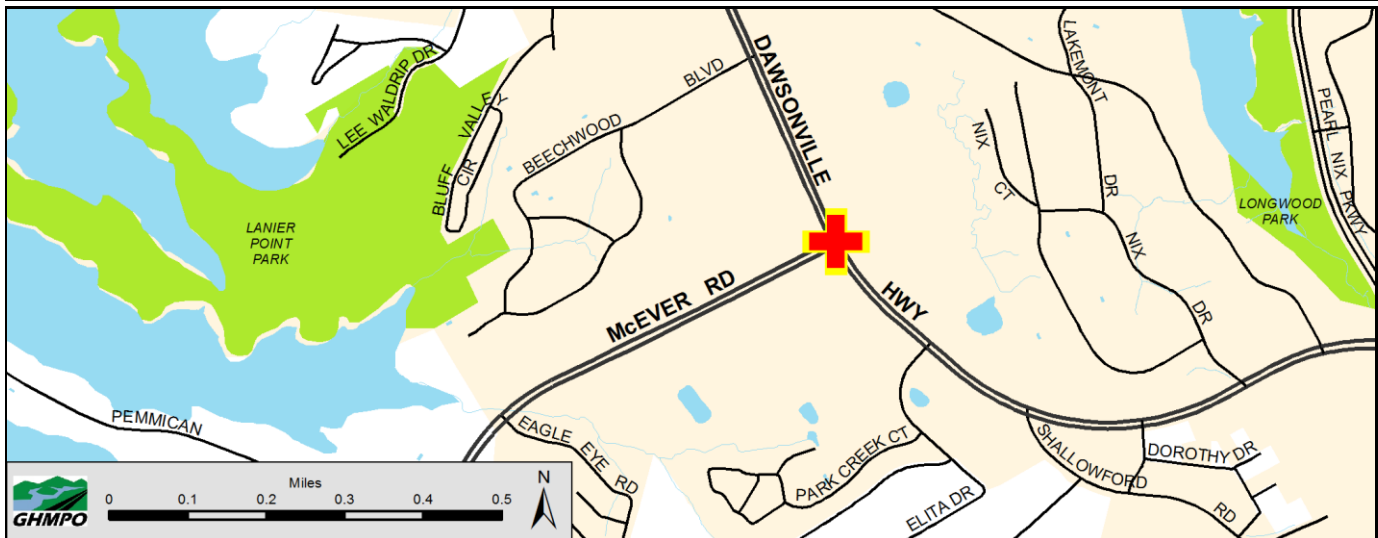
2018-2021 Transportation Improvement Program

Project Name SR 53/Dawsonville Hwy at McEver Rd Operations	GHMPO No. GH-104	GDOT No.
	County Hall	City Gainesville
Local Rd. Name Dawsonville Hwy./McEver Rd.	GDOT District 1	Cong. District 9
US/State Rd. Name SR 53	Map ID 104	RC GMRC

Project Description SR 53/Dawsonville Hwy at McEver Rd Operations- Add WB right turn lane and second through lane			
Improvement Type Intersection	Regionally Significant Yes	Capacity Adding Yes	Funding Source GDOT
Project Intent Project addresses congestion at the project intersection.			

Project Termini From Dawsonville Hwy To McEver Rd	Length (miles) N/A	
	Exist. Lanes N/A	Future Lanes N/A
Bike / Ped.	Exist. Vol.	Design Vol.
Connectivity		
Network Year 2030	LRTP Project Tier: Mid-Term	Open to Traffic Date 2031

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2019	Pre-Engineering	LOCAL	\$116,455	\$0	\$0	\$0	\$116,455
LR	Right-of-Way	State/Federal	\$27,573	\$22,058	\$88,234	\$0	\$137,865
LR	Construction	State/Federal	\$57,600	\$46,080	\$184,319	\$0	\$287,999
		TOTAL	\$201,628	\$68,138	\$272,553	\$0	\$542,319





2018-2021 Transportation Improvement Program

Project Name I-85 from north of SR 211/Old Winder Hwy to north of US 129/SR11/Lee St	GHMPO No. GH-109	GDOT No. 0013545
	County Jackson/Barrow	City Braselton
Local Rd. Name	GDOT District 1	Cong. District 9
US/State Rd. Name I-85/SR 403	Map ID 109	RC NEGRC

Project Description

Widen I-85 from north of SR 211/Old Winder Hwy to north of US 129/SR 11/Lee St. Project costs reflect only the GHMPO's portion (85%) of the total cost that lies within the MPO boundary.

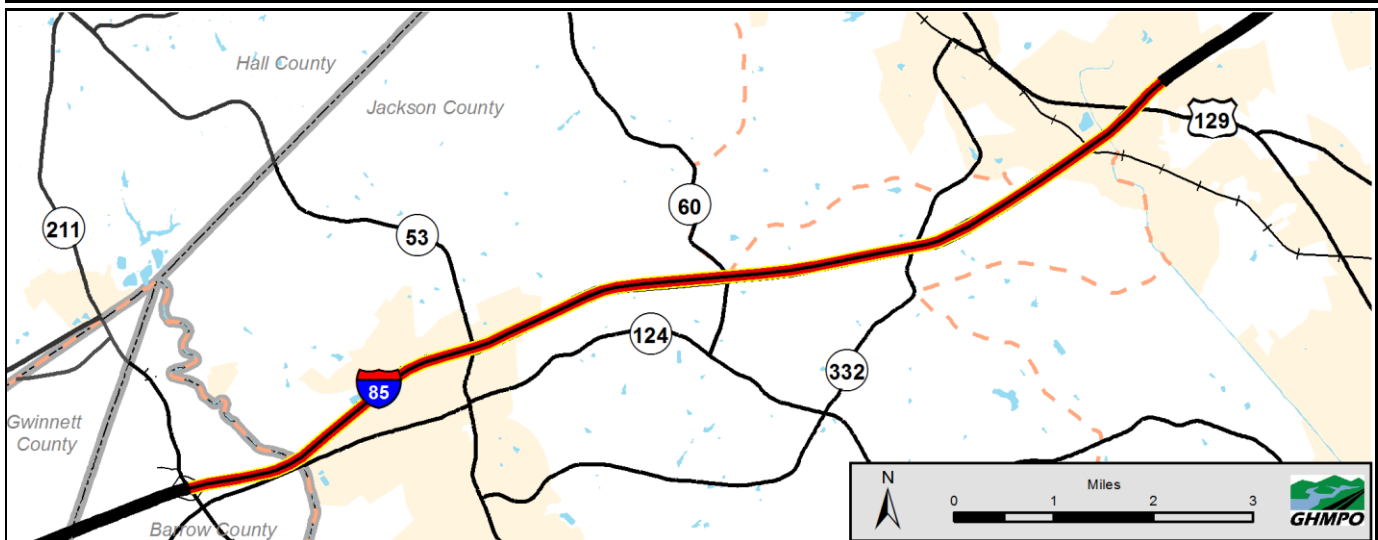
Improvement Type Widening **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** GDOT

Project Intent

This project addresses existing and anticipated traffic congestion. Please note that this project is of national and regional significance and required for congressional balancing and is assumed to be funded.

Project Termini From SR 211/Old Winder Hwy To US 129/SR 11/Lee St	Length (miles) 11.3	
	Exist. Lanes 4	Future Lanes 6
Bike / Ped.	Exist. Vol. 61,300 (2015)	Design Vol. 72,820 (2040)
Connectivity SR 211/Old Winder Hwy to US 129/SR 11/Lee St		
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	Pre-Engineering	2001	\$1,564,000	\$391,000	\$0	\$0	\$1,955,000
LR	Construction	State/Federal	\$0	\$7,072,000	\$28,288,000	\$0	\$35,360,000
N/A	Right-of-Way		\$0	\$0	\$0	\$0	\$0
N/A	Utilities		\$0	\$0	\$0	\$0	\$0
		TOTAL	\$1,564,000	\$7,463,000	\$28,288,000	\$0	\$37,315,000





2018-2021 Transportation Improvement Program

Project Name Oak Tree Dr. Operations	GHMPO No. GH-113	GDOT No. 0015752
	County Hall	City Gainesville
Local Rd. Name Oak Tree Dr.	GDOT District 1	Cong. District 9
US/State Rd. Name	Map ID 113	RC GMRC

Project Description Oak Tree Drive - SR 60 Connector - Operational Improvements from SR 60 to SR 11 BUS.			
Improvement Type Roadway O	Regionally Significant Yes	Capacity Adding No	Funding Source GDOT
Project Intent Project uses operational improvements to address safety and capacity along the corridor.			

Project Termini From SR 60/Thompson Bridge Dr. To SR 11/Riverside Dr.	Length (miles) 0.24	
	Exist. Lanes 2	Future Lanes 2
Bike / Ped.	Exist. Vol.	Design Vol.
Connectivity SR 60/Thompson Bridge Dr. & SR 11/Riverside Dr.		
Network Year N/A	LRTP Project Tier: Mid-Term	Open to Traffic Date 2033

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2018	Pre-Engineering	GTIB/LOC	\$126,959	\$296,237	\$0	\$0	\$423,196
2021	Right-of-Way	GTIB/LOC	\$213,077	\$497,179	\$0	\$0	\$710,256
LR	Construction	HB170	\$0	\$1,878,161	\$0	\$0	\$1,878,161
		TOTAL	\$340,036	\$2,671,577	\$0	\$0	\$3,011,613





2018-2021 Transportation Improvement Program

Project Name I-985 at CS 991/Elachee Dr- Bridge	GHMPO No. GH-116	GDOT No. 0013922
	County Hall	City Gainesville
Local Rd. Name Elachee Dr	GDOT District 1	Cong. District 9
US/State Rd. Name I-985	Map ID 116	RC GMRC

Project Description Replacement of Elachee Drive bridge on I-985			
Improvement Type Bridge	Regionally Significant No	Capacity Adding No	Funding Source GDOT
Project Intent To replace bridge infrastructure			

Project Termini From I-985 To I-985	Length (miles)	
	Exist. Lanes 2	Future Lanes 2
Bike / Ped. Part of Chicopee Woods Bike Trail	Exist. Vol. N/A	Design Vol. N/A
Connectivity		
Network Year 2030	LRTP Project Tier: Short-Term (2015-2023)	Open to Traffic Date 2022

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2019	Right-of-Way	Z231	\$0	\$50,000	\$200,000	\$0	\$250,000
2020	Construction	Z231	\$0	\$660,000	\$2,640,000	\$0	\$3,300,000
Auth.	Pre-Engineering	Z231	\$0	\$100,000	\$400,000	\$0	\$500,000
		TOTAL	\$0	\$810,000	\$3,240,000	\$0	\$4,050,000





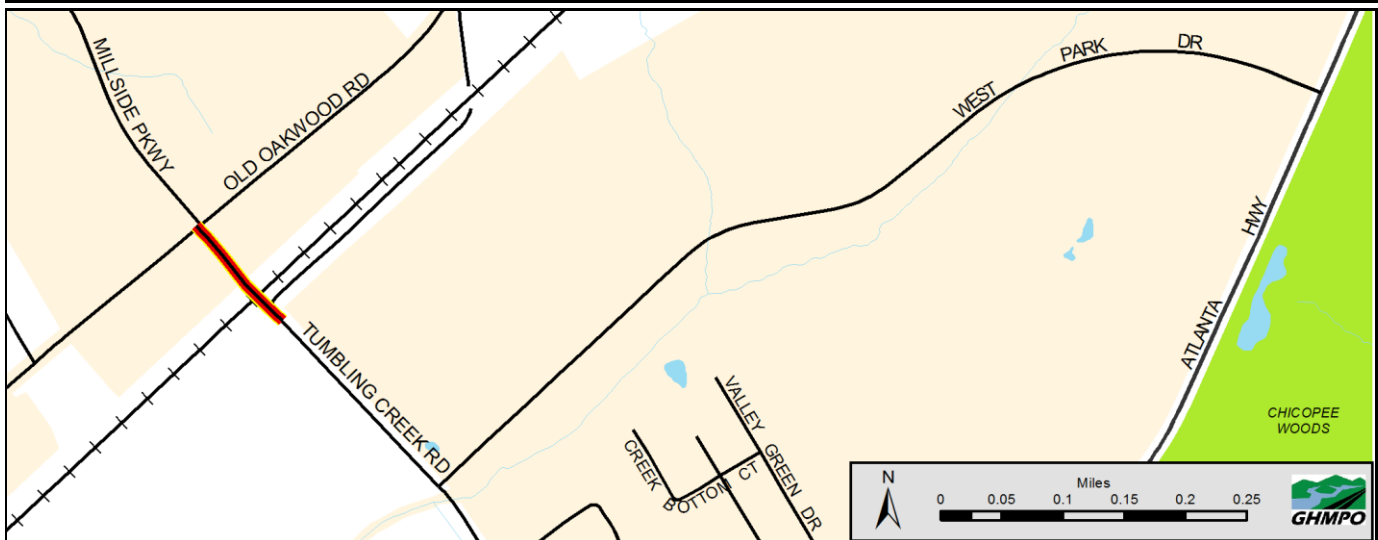
2018-2021 Transportation Improvement Program

Project Name Railroad Crossing on Tumbling Creek Rd at Norfolk Southern Railroad	GHMPO No. GH-117	GDOT No. 0014935
	County Hall	City Gainesville
Local Rd. Name Tumbling Creek Road	GDOT District 1	Cong. District 9
US/State Rd. Name	Map ID 117	RC GMRC

Project Description Railroad Crossing on Tumbling Creek Road at Norfolk Southern Railroad connecting with Millside Pkwy			
Improvement Type Bridge	Regionally Significant No	Capacity Adding No	Funding Source LOCAL
Project Intent The project improves the connectivity between SR 13/Atlanta Hwy and SR 53/Mundy Mill Rd.			

Project Termini From Tumbling Creek Road To Millside Pkwy	Length (miles) 0.1	
	Exist. Lanes N/A	Future Lanes 2
Bike / Ped.	Exist. Vol. N/A	Design Vol. N/A
Connectivity		
Network Year 2030	LRTP Project Tier: Short-Term (2015-2023)	Open to Traffic Date 2022

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Right-of-Way	LOCAL	\$440,000	\$0	\$0	\$0	\$440,000
2020	Construction	LOCAL	\$3,421,056	\$0	\$0	\$0	\$3,421,056
2020	Construction	HB170	\$0	\$1,000,000	\$0	\$0	\$1,000,000
		TOTAL	\$3,861,056	\$1,000,000	\$0	\$0	\$4,861,056





2018-2021 Transportation Improvement Program

Project Name SR 211 from SR 124/Barrow to SR 347/Hall	GHMPO No. GH-118	GDOT No. 0013988
	County Hall, Gwinnett, B	City Braselton
Local Rd. Name	GDOT District 1	Cong. District 9, 81
US/State Rd. Name SR 211	Map ID 118	RC GMRC/NEG

Project Description

Widening of SR 211 from SR 124/Barrow County line to SR 347/Hall County line. Project costs reflect only the GHMPO's portion (1%) of the total cost that lies within the MPO boundary.

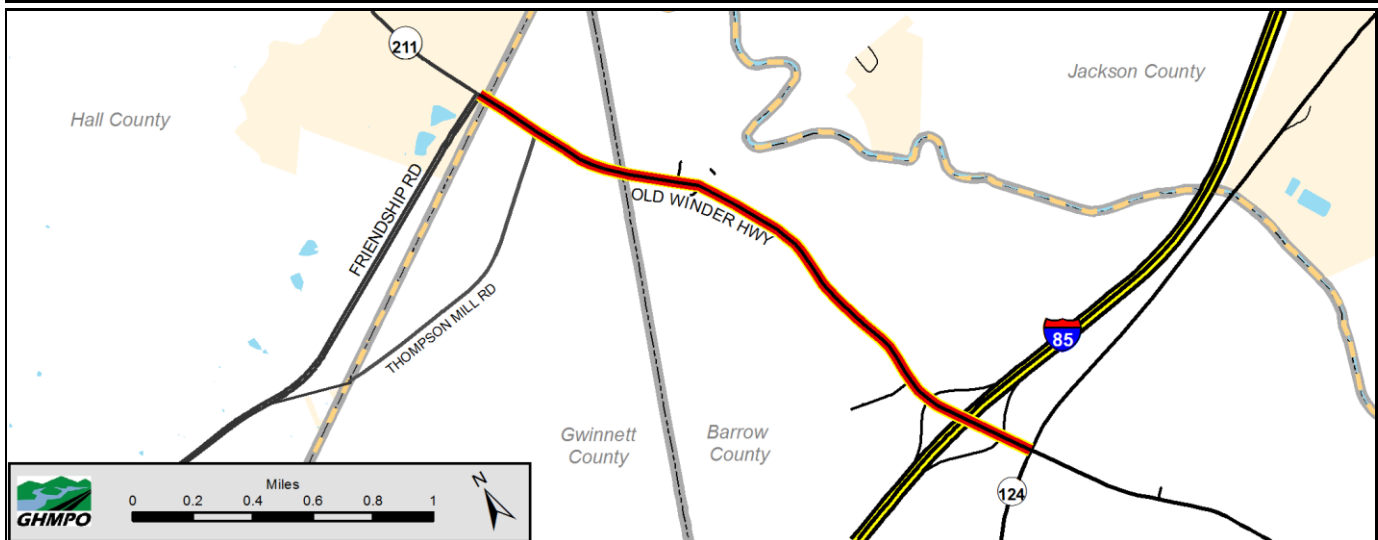
Improvement Type Widening **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** GDOT

Project Intent

Improve connectivity and relieve congestion between SR 347/Friendship Road and I-85.

Project Termini From SR 347 To SR 124/I-85	Length (miles) 2.0	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped.	Exist. Vol. 16,700 (2015)	Design Vol. 17,810 (2040)
Connectivity I-85		
Network Year 2040	LRTP Project Tier: Short-Term (2015-2023)	Open to Traffic Date

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2018	Pre-Engineering	HB170	\$0	\$21,200	\$0	\$0	\$21,200
2020	Right-of-Way	HB170	\$0	\$105,140	\$0	\$0	\$105,140
LR	Construction	HB170	\$0	\$264,980	\$0	\$0	\$264,980
LR	Utilities	HB170	\$0	\$45,110	\$0	\$0	\$45,110
		TOTAL	\$0	\$436,430	\$0	\$0	\$436,430





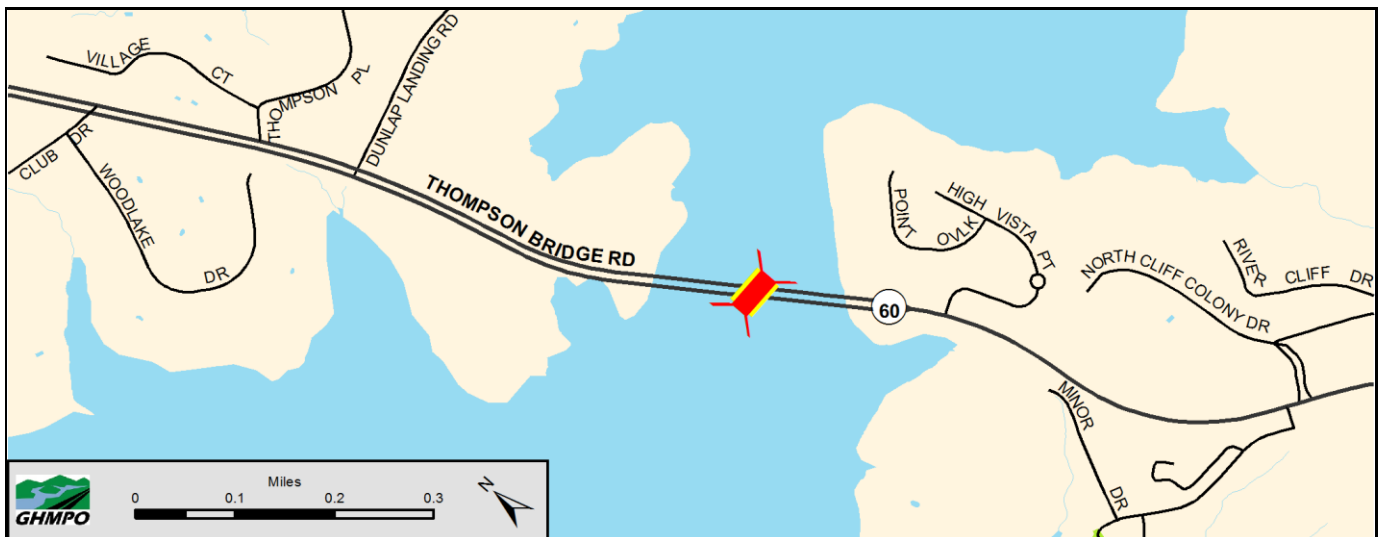
2018-2021 Transportation Improvement Program

Project Name Bridge on SR 60 at Chattahoochee River	GHMPO No. GH-119	GDOT No. 0015551
	County Hall	City Gainesville
Local Rd. Name	GDOT District 1	Cong. District 9
US/State Rd. Name SR 60	Map ID 119	RC GMRC

Project Description Replacement of SR 60 Bridge on the Chattahoochee River			
Improvement Type Bridge	Regionally Significant Yes	Capacity Adding No	Funding Source GDOT
Project Intent To replace bridge infrastructure			

Project Termini From SR 60 To SR 60	Length (miles) 0.4	
	Exist. Lanes 4	Future Lanes 4
Bike / Ped.	Exist. Vol. 31,000 (2015)	Design Vol. 36,000 (2040)
Connectivity		
Network Year 2030	L RTP Project Tier: Short-Term (2015-2023)	Open to Traffic Date

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2018	Scoping	Z001	\$0	\$100,000	\$400,000	\$0	\$500,000
2020	Pre-Engineering	Z001	\$0	\$200,000	\$800,000	\$0	\$1,000,000
LR	Right-of-Way	Z001	\$0	\$200,000	\$800,000	\$0	\$1,000,000
LR	Utilities	Z001	\$0	\$50,000	\$200,000	\$0	\$250,000
LR	Construction	Z001	\$0	\$2,000,000	\$8,000,000	\$0	\$10,000,000
		TOTAL	\$0	\$2,550,000	\$10,200,000	\$0	\$12,750,000





2018-2021 Transportation Improvement Program

Project Name I-985 from I-85 to SR 53	GHMPO No. GH-120	GDOT No. 0014130
	County Hall, Gwinnett	City Buford, Flowery Bran
Local Rd. Name	GDOT District 1	Cong. District 7, 9
US/State Rd. Name I-985	Map ID 120	RC GMRC/ARC

Project Description

Widening of I-985 from four to six lanes from I-85 in Gwinnett to SR 53 in Oakwood. Project costs reflect only the GHMPO's portion (53%) of the total cost that lies within the MPO boundary.

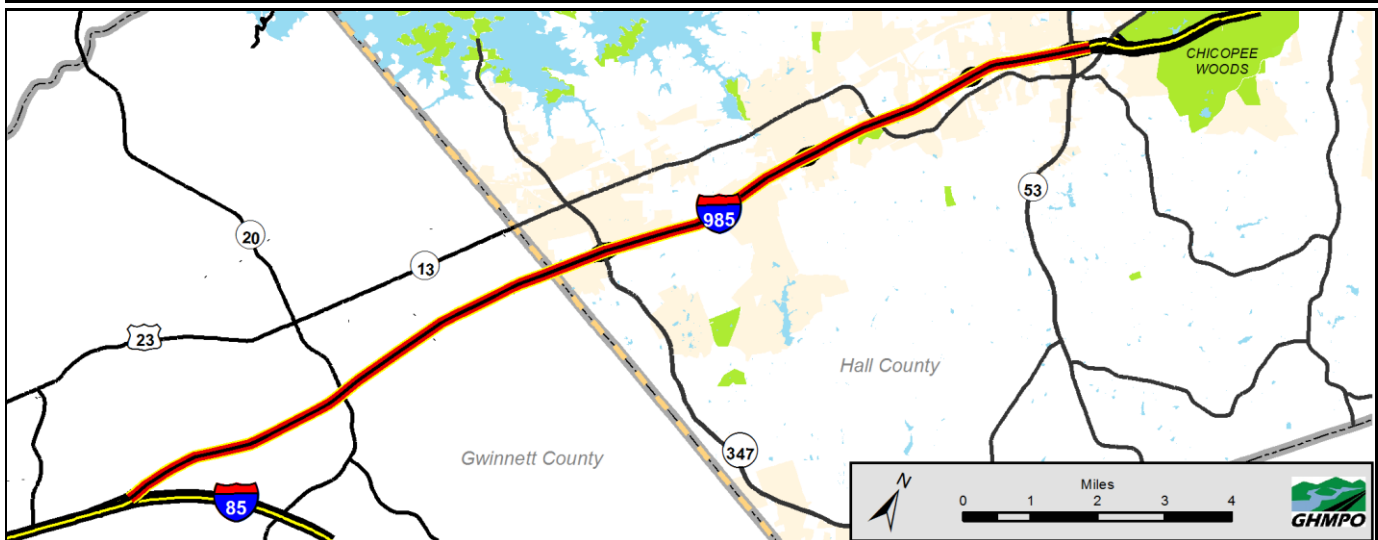
Improvement Type Widening **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** GDOT

Project Intent

To improve connectivity and congestion along I-985 between Oakwood and I-85

Project Termini From I-85 To SR 53	Length (miles) 15.7	
	Exist. Lanes 4	Future Lanes 6
Bike / Ped.	Exist. Vol. 63,400 (2015)	Design Vol. 68,500 (2040)
Connectivity I-85, I-985		
Network Year 2040	LRTP Project Tier: Long-Term (2033-2040)	Open to Traffic Date

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2018	Pre-Engineering	HB170	\$0	\$1,060,000	\$0	\$0	\$1,060,000
2019	Pre-Engineering	HB170	\$0	\$1,590,000	\$0	\$0	\$1,590,000
LR	Construction	HB170	\$0	\$42,802,800	\$0	\$0	\$42,802,800
		TOTAL	\$0	\$45,452,800	\$0	\$0	\$45,452,800



***Transportation Improvement Program
2018-2021***

***Appendix B
Transit Funding***



HALL AREA TRANSIT FUNDING CATEGORIES

FY 2018-21 SECTION 5307 (Urban Operating)

Section 5307 (Urban Operating Expenses)					
Description	2018	2019	2020	2021	Total
FY Operations	\$895,423	\$940,194	\$987,204	\$1,036,564	\$3,859,385
PROJECT COST	\$895,423	\$940,194	\$987,204	\$1,036,564	\$3,859,385
FEDERAL	\$447,712	\$470,097	\$493,602	\$518,282	\$1,929,693
STATE	\$0	\$0	\$0	\$0	\$0
LOCAL	\$447,712	\$470,097	\$493,602	\$518,282	\$1,929,693

FY 2018-21 SECTION 5307 (Urban Capital)

Section 5307 (Urban Capital Expenses)					
Description	2018	2019	2020	2021	Total
Replacement Vehicles	\$600,000	\$400,000	\$0	\$1,400,000	\$2,400,000
ADA Vehicles	\$0	\$0	\$0	\$0	\$0
Support Vehicles	\$0	\$0	\$35,000	\$0	\$35,000
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	\$30,000	\$0	\$0	\$0	\$30,000
PROJECT COST	\$640,000	\$410,000	\$45,000	\$1,410,000	\$2,505,000
FEDERAL	\$512,000	\$328,000	\$36,000	\$1,128,000	\$2,004,000
STATE	\$64,000	\$41,000	\$4,500	\$141,000	\$250,500
LOCAL	\$64,000	\$41,000	\$4,500	\$141,000	\$250,500



FTA FUNDED 5307 FLEET REPLACEMENT SCHEDULE

HAT FLEET INVENTORY as of 5/10/17														
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	1GBE4V1917F425579	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	1GBE4V1987F425594	12/31/2008	\$88,113.00	80%	GA-90-0254	15A/3L	daily&acceptable	2015	5307	City of Gainesville*	GV 80361
4694		FR	Chevy 4500 Dura Max Diesel	1GBE4V1969F413141	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	1GBE4V1959F413244	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	1GBE4V1999F413246	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	1GBE4V1969F413253	12/1/2009	\$88,113.00	80%	GA-90-0006	15A/3L	daily&acceptable	2016	5307	City of Gainesville*	GV 82652
4747		FR	Chevy 4500 Dura Max Diesel	1GB6G6BLB71181156	10/30/2011	\$75,000.00	80%	GA-90-0259	18A/2L	daily&acceptable	2018	5307	City of Gainesville*	GV 9417B
4748		FR	Chevy 4500 Dura Max Diesel	1GB6G6BL41182099	10/30/2011	\$75,000.00	80%	GA-90-0259	18A/2L	daily&acceptable	2018	5307	City of Gainesville*	GV 9416B
4873		FR	Chevy 4500 Dura Max Diesel	1GB6G6BL4E1135417	1/6/2014	\$82,966.00	100%	GA-96-0012.01	18A/2L	daily&acceptable	2021	5307	City of Gainesville*	GV 7391D
4874		FR	Chevy 4500 Dura Max Diesel	1GB6G6BL9E1134005	1/6/2014	\$82,966.00	100%	GA-96-0012.01	18A/2L	daily&acceptable	2021	5307	City of Gainesville*	GV 7392D
4875		FR	Chevy 4500 Dura Max Diesel	1GB6G6BLOE1136340	1/6/2014	\$82,966.00	100%	GA-96-0012.01	18A/2L	daily&acceptable	2021	5307	City of Gainesville*	GV 7390D
4876		FR	Chevy 4500 Dura Max Diesel	1GB6G6BLOE1136144	1/6/2014	\$82,966.00	100%	GA-96-0012.01	18A/2L	daily&acceptable	2021	5307	City of Gainesville*	GV 7389D
4877		FR	Chevy 4500 Dura Max Diesel	1GB6G6BLXE1136099	1/6/2014	\$82,966.00	100%	GA-96-0012.01	18A/2L	daily&acceptable	2021	5307	City of Gainesville*	GV 7393D
4878		FR	Chevy 4500 Dura Max Diesel	1GB6G6BL9E1123627	1/6/2014	\$82,966.00	100%	GA-96-0012.01	18A/2L	daily&acceptable	2021	5307	City of Gainesville*	GV 7082D
4879		FR	Chevy 4500 Dura Max Diesel	1GB6G6BL9E1123425	1/6/2014	\$82,966.00	100%	GA-96-0012.01	18A/2L	daily&acceptable	2021	5307	City of Gainesville*	GV 7083D
SUV 4526		Support	Chevrolet- Trailblazer	1GNOS13S862241047	1/4/2006	\$20,814.00	80%	GA-90-0209	5	daily & acceptable	2011	5307	City of Gainesville*	GV 66907
OPS TRUCK 4951		Support	2015 Ford F150	1FTEW1EF7FB70997	6/23/2015	\$30,813.00	80%	GA-96-X012	5	daily & acceptable	2020	5307	City of Gainesville*	GV 1637F
4768	3211	DAR	Ford Goshen/ Lift Van	1FDEE3FS7BD065322	2/29/2012	\$38,542.00	80%	GA-18-0032	8A/2L	daily & acceptable	2017	5311	Hall County	GV2210C
4769	3212	DAR	Ford Goshen/ Lift Van	1FDEE3FS3BD065320	2/29/2012	\$38,542.00	80%	GA-18-0032	8A/2L	daily & acceptable	2017	5311	Hall County	GV2859C
4770	3213	DAR	Ford Goshen/ Lift Van	1FDEE3FS6BD0628453	2/29/2012	\$38,542.00	80%	GA-18-0032	8A/2L	daily & acceptable	2017	5311	Hall County	GV2858C
4887	3318	DAR	Ford Goshen/ Lift Van	1FDEE3FS0EDA23744	1/6/2014	\$39,252.00	80%	GA-86-X001	8A/2L	daily & acceptable	2017	5311	Hall County	GV9307D
4888	3319	DAR	Ford Goshen/ Lift Van	1FDEE3FS2EDA23745	1/6/2014	\$39,252.00	80%	GA-86-X001	8A/2L	daily & acceptable	2017	5311	Hall County	GV9306D
4889	3320	DAR	Ford Goshen/ Lift Van	1FDEE3FS2EDA23746	1/6/2014	\$39,252.00	80%	GA-86-X001	8A/2L	daily & acceptable	2017	5311	Hall County	GV8504D
4926	3504	DAR	Ford Goshen/ Lift Van	1FDEE3FS8FDA09673	12/15/2014	\$38,542.00	80%	GA-18-X033	8A/2L	daily & acceptable	2019	5311	Hall County	GV5168E
4927	3503	DAR	Ford Goshen/ Lift Van	1FDEE3FS6FDA09672	12/15/2014	\$38,542.00	80%	GA-18-X033	8A/2L	daily & acceptable	2019	5311	Hall County	GV5170E
4928	3506	DAR	Ford Goshen/ Lift Van	1FDEE3FS2FDA10639	12/15/2014	\$38,542.00	80%	GA-18-X033	8A/2L	daily & acceptable	2019	5311	Hall County	GV5171E
4929	3505	DAR	Ford Goshen/ Lift Van	1FDEE3FS0FDA10638	12/15/2014	\$35,542.00	80%	GA-18-X033	8A/2L	daily & acceptable	2019	5311	Hall County	GV5169E

11/1/2016

11/1/2016

FIXED ROUTE



FY 2018-21 SECTION 5310 (Elderly & Disabled Program)

Section 5310 (Elderly and Disable Program)					
Description	2018	2019	2020	2021	Total
Elderly and Disabled Program	\$114,175	\$119,884	\$125,878	\$132,172	\$492,108
PROJECT COST	\$114,175	\$119,884	\$125,878	\$132,172	\$492,108
FEDERAL	\$91,340	\$95,907	\$100,702	\$105,737	\$393,686
STATE	\$22,835	\$23,977	\$25,176	\$26,434	\$98,422
LOCAL	\$0	\$0	\$0	\$0	\$0

FY 2018-21 SECTION 5311 (Rural Operating Expenses)

Section 5311 (Rural Operating Expenses)					
Description	2018	2019	2020	2021	Total
FY Operations	\$712,807	\$748,447	\$785,870	\$825,164	\$3,072,288
PROJECT COST	\$712,807	\$748,447	\$785,870	\$825,164	\$3,072,288
FEDERAL	\$356,404	\$374,224	\$392,935	\$412,582	\$1,536,144
STATE	\$0	\$0	\$0	\$0	\$0
LOCAL	\$356,404	\$374,224	\$392,935	\$412,582	\$1,536,144

FY 2018-21 SECTION 5311 (Rural Capital Expenses)

Section 5311 (Rural Capital Expenses)					
Description	2018	2019	2020	2021	Total
Replacement Vehicles	\$0	\$240,000	\$0	\$0	\$240,000
Expansion Vehicle	\$0	\$0	\$0	\$0	\$0
Fare boxes	\$0	\$60,000	\$0	\$0	\$60,000
PROJECT COST	\$0	\$300,000	\$0	\$0	\$300,000
FEDERAL	\$0	\$240,000	\$0	\$0	\$240,000
STATE	\$0	\$30,000	\$0	\$0	\$30,000
LOCAL	\$0	\$30,000	\$0	\$0	\$30,000

FY 2018-21 Transit Funds for the Atlanta Urbanized Area in Hall County

Transit Funds for the Atlanta Urbanized area in Hall County						
Description	Funding	2018	2019	2020	2021	Total
Hall County	FEDERAL	\$30,505	\$32,030	\$33,631	\$35,313	\$131,479
AR-HA-5307A	STATE	\$0	\$0	\$0	\$0	\$0
Equipment / Education & Training	LOCAL	\$6,101	\$6,406	\$6,726	\$7,063	\$26,296
Hall Area Transit Program	TOTAL	\$36,606	\$38,436	\$40,358	\$42,375	\$157,774

***Transportation Improvement Program
2018-2021***

***Appendix C
Public Comments***



2018-2021 Transportation Improvement Program (TIP)

The public participation effort for the 2018-2021 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 TIP update process, opportunities for citizen input through staff, elected officials, and stakeholders have not only been encouraged but also institutionalized. The 2018-2021 TIP went through the minimum required public comment period, per the Participation Plan, before it has been adopted by the GHMPO Policy Committee.

***Transportation Improvement Program
2018-2021***

***Appendix D
Lump Sum Narrative***



LUMP SUM FUNDING

A portion of the State Transportation Improvement Program (STIP) funding is set aside for ten 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 ten 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 2018 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 FAST Act 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: 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
2018-2021***

***Appendix E
MPO Lump Sum Projects***



2018-2021 Transportation Improvement Program

GHMPO Lump Sum Projects

Appling

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
0013171			PEDESTRIAN UPGRADES @ 35 LOCS IN DISTRICT 1	PE	AUTHORIZED	ROW	PRECST	CST	PRECST		

Banks

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
M005589			SR 51 FROM CS 871/ATHENS ST/HALL TO SR 164/BANKS								

Clarke

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
M005686			SR 8; SR 10 & SR 53 CONN @ 5 LOCS - BRIDGE PRESERVATION								

Habersham

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
M005672			SR 15 @ 2 LOCS & SR 365 @ 6 LOCS - BRIDGE PRESERVATION								

Hall

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
0010679			GAINESVILLE MIDTOWN MULTI-USE TRAIL FROM PARKER ST TO SR 60			ROW	PRECST	CST	PRECST		
0015184			OFF-SYSTEM SAFETY IMPROVEMENTS @ 7 LOCS IN HALL COUNTY					CST	AUTHORIZED		
0015572			CR 755/BAKER ROAD @ CSX #848419F	PE	AUTHORIZED			CST	PRECST		



2018-2021 Transportation Improvement Program

0015702			SR 53 FROM CS 921/AHALUNA DRIVE TO CS 966/SHALLOWFORD ROAD	PE	PRECST			CST	PRECST	UTL	PRECST
M004978			SR 369 FROM FORSYTH COUNTY LINE TO SR 53								
M005451			I-985 FROM I- 85/GWINNETT TO SR 369/HALL								
M005582			SR 284 FROM SR 11BU TO CHATTAHOOCHEE RIVER								
M005583			SR 211 FROM SR 53 TO SR 60								
M005585			SR 283 FROM SR 52 TO SR 52								
M005688			SR 53 & SR 60 @ CHATTAHOOCHEE RIVER - BRIDGE PRESERVATION								

Jackson

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
M005243			SR 332 FROM SR 11/JACKSON TO SR 60/HALL								
M005367			I-85 @ 17 LOCS IN BARROW & JACKSON - BRIDGE PRESERVATION								

***Transportation Improvement Program
2018-2021***

***Appendix F
MPO Authorized Projects***



2018-2021 Transportation Improvement Program

FY 2017 MPO Authorized Projects - Gainesville

Clarke

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Code	Program Year	Total Funding by CD
M005686			SR 8; SR 10 & SR 53 CONN @ 5 LOCS - BRIDGE PRESERVATION	MPE	2017	\$64,000.00

Forsyth

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Code	Program Year	Total Funding by CD
122012-	BRF00-0012-01(080)	FT-322	SR 369 @ CHATTAHOOCHEE RIVER/LAKE LANIER	PE	2017	\$95,000.00

Habersham

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Code	Program Year	Total Funding by CD
M005672			SR 15 @ 2 LOCS & SR 365 @ 6 LOCS - BRIDGE PRESERVATION	MPE	2017	\$35,000.00

Hall

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Code	Program Year	Total Funding by CD
0000425	NHS00-0000-00(425)	GH-015	I-985 NEW INTERCHANGE N OF SR 13 CROSSOVER NEAR MARTIN RD	CST	2017	\$26,091,621.42
0007319	CSSTP-0007-00(319)	GH-078	SR 347/FRIENDSHIP RD FM MCEVER RD TO LAKE LANIER - PHASE II	CST	2017	\$10,470,027.04
0009679		GH-023	SPOUT SPRINGS ROAD FROM I-985 TO UNION CIRCLE - PHASE I	ROW	2017	\$12,734,496.00
0013922			I-985 @ CS 991/ELACHEE ROAD IN GAINESVILLE	PE	2017	\$500,000.00
0013977			OVERSIGHT SERVICES FOR GAINESVILLE MPO CMAQ PROJECTS-FY 2017	PE	2017	\$70,000.00
0014109			PL GAINESVILLE - FY 2017	PLN	2017	\$602,363.63
0014935			TUMBLING CREEK ROAD @ NORFOLK SOUTHERN RAILROAD	PE	2017	\$20,000.00
0015184			OFF-SYSTEM SAFETY IMPROVEMENTS @ 7 LOCS IN HALL COUNTY	CST	2017	\$165,028.95
0015572			CR 755/BAKER ROAD @ CSX #848419F	PE	2017	\$15,000.00
122060-	STP00-0002-06(048)	GH-020	SR 11/US 129 FROM LIMESTONE PKWY TO S OF NOPONE RD	ROW	2017	\$290,000.00
122066-	BRF00-0002-06(050)	GH-030	SR 11 @ EAST FORK LITTLE RIVER	CST	2017	\$11,428,011.49
M004881			SR 347 FM E OF SPOUT SPRINGS RD TO SR 211; EXC EXCEPTION	MCST	2017	\$575,321.86
M004964			SR 13 FROM CR 630/CANTRELL ROAD TO SR 369	MCST	2017	\$2,280,153.67
M005014			SR 53 FROM SR 369 TO 0.03 MI E OF CS 630/MCEVER ROAD	MCST	2017	\$982,654.16
M005031			SR 11 FROM SR 283 TO WHITE COUNTY LINE	MCST	2017	\$716,639.73
M005304			I-985 @ CSX #848438K & @ CSX #937972K - BRIDGE PRESERVATION	MCST	2017	\$185,634.68



2018-2021 Transportation Improvement Program

M005451			I-985 FROM I-85/GWINNETT TO SR 369/HALL	MCST	2017	\$1,918,796.50
M005485			SR 60 FROM CS 577/HOLLY DRIVE TO CR 1013/FRASER CIRCLE	MCST	2017	\$2,369,597.68
M005493			SR 60 FROM I-985 TO CS 647/WEST AVE	MCST	2017	\$1,238,154.66
M005504			SR 53 CONN FROM SR 60 TO SR 53 IN GAINESVILLE	MCST	2017	\$1,269,529.85
M005688			SR 53 & SR 60 @ CHATTAHOOCHEE RIVER - BRIDGE PRESERVATION	MPE	2017	\$40,000.00
M005693			SR 60 @ CHATTAHOOCHEE RIVER IN GAINESVILLE - BRIDGE REHAB	MPE	2017	\$75,000.00
S014702			EXT WB RT TURN LANE SR53/MUNDY MILL RD@MATHIS DR ENTER UNG	TSA	2017	\$196,845.12
S014727			ADDL LMIG WIDEN CS128515/OLD OAKWOOD RD	PR	2017	\$100,000.00
S014736			RT TURN LANE SR 60/THOMPSON BR RD@CR 1964/OLD DAHLONEGA HWY	TSA	2017	\$82,050.46
T005969			GAINESVILLE-CRACK SEAL & REMARK AND AIRPORT LAYOUT PLAN	AVIA	2017	\$366,255.00

Jackson

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Code	Program Year	Total Funding by CD
0013545		BA-008	I-85 FROM N OF SR 211 TO SR 11/US 129	PE	2017	\$616,000.00
S014744			RIGHT HAND PASSING LANE SR 124@CR 709/BOONE RD MP 5.3	TSA	2017	\$78,860.59

Transportation Improvement Program 2018-2021

Appendix G 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
BBOND	State Bridge Bond Funds
CAC	Citizens Advisory Committee
CE	Categorical Exclusion
DOT	Department of Transportation
FAST	Fixing America's Surface Transportation Act
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
HB 170	State Funds
HRRR	High Risk Rural Roads
LOC	Local
L1C0	On/Off System Bridges Funds
LRTP	Long Range Transportation Plan
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
Q10	On/Off System Bridges Funds
RPS9	Repurposed Federal Earmark Funds
RTP	Regional Transportation 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
CST	Construction
MCST	Maintenance Construction
MPE	Maintenance Preliminary Engineering
PE	Preliminary Engineering
PLN	Planning
ROW or RW	Right-of-Way
SCP	Scoping
TCAP	Transit Capital
TOPR	Transit Operating
TPLN	Transit Planning
UTL	Utility

FHWA

Fund Code Program Description

BBOND	State Bridge Bond Funds
HB 170	State Funds
L220	STP – Transportation Enhancement
L1C0	On/Off System Bridges
Q10	On/Off System Bridges
RPS9	Repurposed Federal Earmark Funds
Z001	National Highway Performance Program (NHPP)
Z002	National Highway Performance Program (NHPP) Exempt
Z231	STP - Areas with Population Over 5K to 200K
Z240	Surface Transportation Program (STP) Flex
Z400	Congestion Mitigation & Air Quality Improvement (CMAQ)
Z940	Recreational Trails Program (RTP)
ZS30	Highway Safety Improvement Program (HSIP)
ZS40	Railway-Highway - Hazard Elimination
ZS50	Railway-Highway - Protective Devices

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.