

# ***Transportation Improvement Program 2012-2017***

***Adopted: August 9, 2011***

Prepared by the  
Gainesville-Hall Metropolitan Planning Organization

In cooperation with the  
Hall Area Transit  
Georgia Department of Transportation  
Federal Highway Administration  
Federal Transit Administration



***GHMPO***

***Gainesville - Hall  
Metropolitan Planning Organization***

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Flowery Branch - Gainesville - Hall County - Oakwood

**A Resolution by the Gainesville-Hall Metropolitan Planning Organization  
Policy Committee Adopting the 2040 Metropolitan Transportation Plan,  
associated FY 2012-2017 Transportation Improvement Program,  
and Related Conformity Determination Report**

**WHEREAS**, the Gainesville-Hall Metropolitan Planning Organization (GHMPO) is the designated Metropolitan Planning Organization (MPO) for transportation planning within the Gainesville Metropolitan Area Boundary which includes all of Hall County; and

**WHEREAS**, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the Clean Air Act (CAA) Amendments of 1990 require the MPO to develop and adopt a Metropolitan Transportation Plan (MTP) 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**, the 2040 MTP and the FY 2012-2017 TIP have been developed in conformance with GHMPO's Participation Plan and through appropriate technical and review process; and

**WHEREAS**, a new Conformity Determination Report was developed by the Atlanta Regional Commission (ARC) in conjunction with the GHMPO with a public comment and review period; and

**WHEREAS**, the Conformity Determination Report demonstrates that the 2040 MTP and the FY 2012-2017 TIP conform to the requirements for the 20 county Atlanta ozone nonattainment area under the 8 hour standard and the 20 plus county Atlanta particulate matter (PM 2.5) nonattainment area using a methodology that meets all transportation conformity requirements as developed through the Interagency Consultation process.

**NOW, THERE, BE IT RESOLVED** that the Gainesville-Hall Metropolitan Planning Organization adopts the 2040 MTP, FY 2012-2017 TIP and Conformity Determination Report.



Kris Yardley  
Acting Chairman  
GHMPO Policy Committee

Aug. 9, 2011  
Date



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## **GHMPO Committees**

### **Policy Committee**

#### **Voting**

Mike Miller, Mayor, City of Flowery Branch, Chairperson  
Alan Wayne, representing Hall County Chairman Tom Oliver, Vice Chairperson  
Lamar Scroggs, Mayor, City of Oakwood  
Ruth Bruner, Mayor, City of Gainesville  
Matthew Fowler, representing GDOT Commissioner Vance Smith, GDOT

#### **Non-voting**

Carlos Gonzalez, Transportation Planner, Federal Highway Administration  
Robert Buckley, Community Planner, Federal Transit Administration  
Srikanth Yamala, Transportation Planning Manager, GHMPO  
James Nix, Chairperson, Citizens Advisory Committee  
James Riker, Chairperson, Technical Coordinating Committee  
Todd McDuffie, District Engineer, GDOT District 1  
Steve Kish, Director, GDOT Planning and Intermodal Development  
Phillippa Lewis Moss, Director, Gainesville-Hall Community Service Center

### **Citizen Advisory Committee**

James Nix, Hall County, Chairperson  
Brent Hoffman, Hall County, Vice Chairperson  
Ken Cochran, Hall County  
Charles Mensinger, City of Oakwood  
Ron Petrie, City of Flowery Branch  
Berlinda Lipscomb, City of Gainesville  
Mary Jardine, City of Gainesville  
Diane O'Kelly, City of Gainesville  
Connie Propes, City of Gainesville  
Emory Turner, City of Gainesville  
Ethan Hopkins, Hall County  
Danny Sanderson, Hall County  
Doug Smith, Jr., Hall County  
Larry Poole, Hall County



**Technical Coordinating Committee**

**Voting**

James Riker, Planning Director, City of Flowery Branch, Chairperson  
Jody Woodall, Civil Engineer III, Hall County, Vice Chairperson  
Stan Brown, City Manager, City of Oakwood  
Kevin McInturff, County Engineer, Hall County  
Rusty Ligon, Planning Director, City of Gainesville  
David Dockery, Public Works Director, City of Gainesville  
Srikanth Yamala, Transportation Planning Manager, GHMPO  
Robert Mahoney, District Pre-Construction Engineer, GDOT  
Dave Cox, Urban Planning Engineer III, GDOT  
Stephanie Harmon, Transportation Planner, Georgia Mountains Regional Commission  
Ken Rearden, Public Works Director, Hall County  
Richard Ticehurst, Operations General Manager, Hall Area Transit

**Non-Voting**

Carlos Gonzalez, Transportation Planner, Federal Highway Administration  
Robert Buckley, Community Planner, Federal Transit Authority  
Brent Hoffman, Vice-Chairperson, Citizen Advisory Committee  
Joe Burnett, President, Main Street Gainesville  
Tyronda Edwards, Transit Planner, GDOT  
Kit Dunlap, President, Greater Hall Chamber of Commerce  
Chad Bolton, Northeast Georgia Medical Center  
Gerald Lanich, Police Chief, City of Flowery Branch  
Steve Cronic, Sheriff, Hall County  
Brian P. Kelly, Police Chief, City of Gainesville  
Randall Moon, Police Chief, City of Oakwood  
Merianne Dyer, Superintendent, Gainesville City Schools  
Will Schofield, Superintendent, Hall County Schools  
Scott Puckett, Traffic Engineer, Hall County

**GHMPO Staff**

Srikanth Yamala, Transportation Planning Manager  
David Fee, Transportation Planner



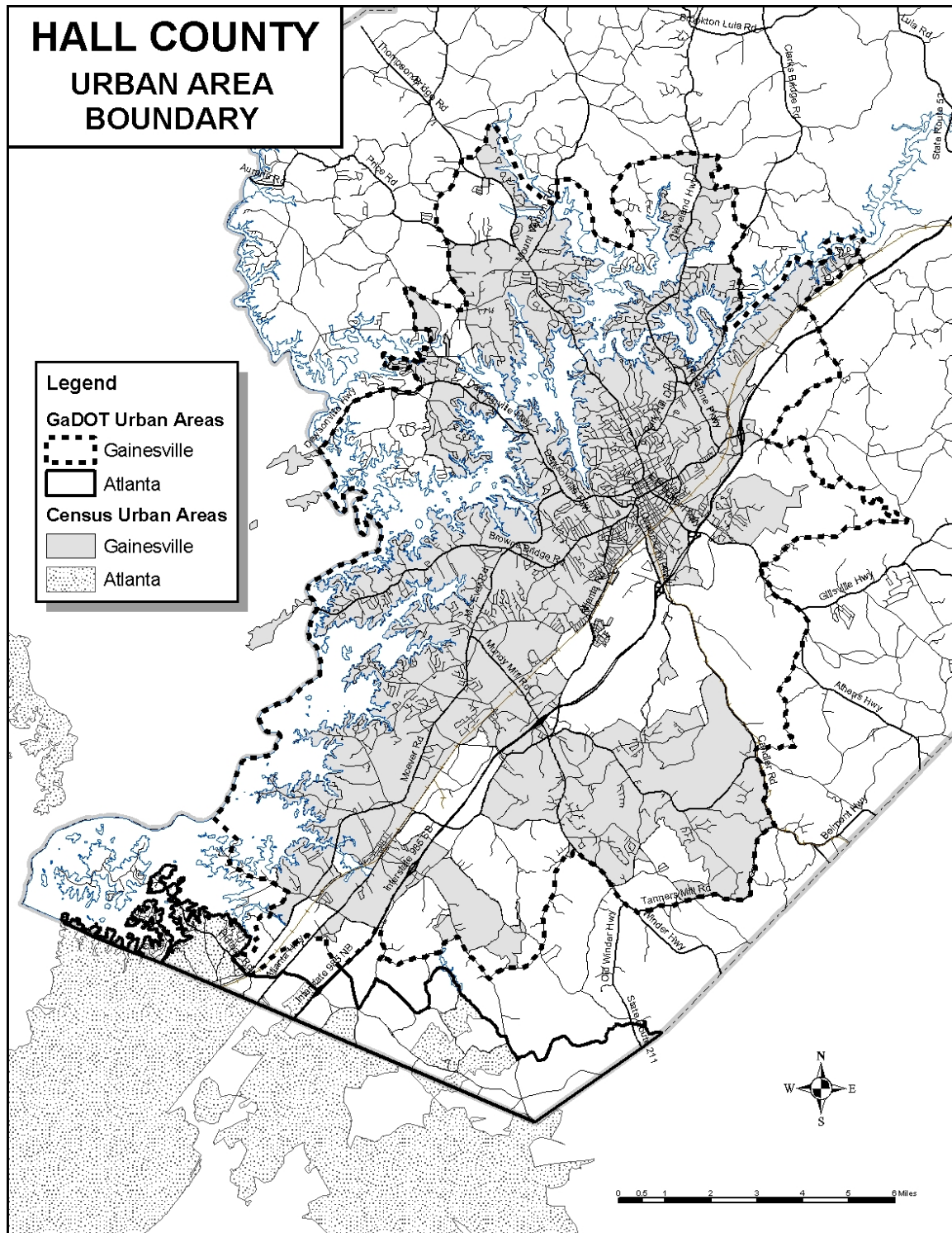
## **Introduction**

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 Metropolitan Area. The GHMPO is responsible for conducting and maintaining the Gainesville-Hall Transportation Study (GHTS), which covers the entire County. Figure 1 illustrates the boundary of the Gainesville Urbanized Area and its relation to the Atlanta Urban Area boundary.

### 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 planning tasks to be completed in the updating and maintenance of the GHTS. The Long Range Transportation Plan (LRTP) is the heart of the process, and this document is currently required to be updated at least every three 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. The TIP also includes what are known as Tier II projects, which are those tentatively scheduled for years five and six.

**Figure 1 –  
Gainesville and Atlanta Urban Area Boundaries within Hall County**





## **Transportation Improvement Program**

The Transportation Improvement Program (TIP) shows the federally required four-year capital improvement program, akin to the State Transportation Improvement Program but exclusively for projects within the GHMPO planning area. This TIP will cover a four-year period from FY 2012 (beginning July 1, 2011) to FY 2015 (ending June 30, 2015). The TIP will also include information on a second tier of projects from FY 2016 and FY 2017. While the GHMPO TIP represents a four-year period, it will be modified on an annual basis due to availability of funds, construction progress and mandated air quality conformity requirements. The GHMPO Technical Coordinating Committee is responsible for reviewing the TIP and recommending it for adoption to the GHMPO board, or the Policy Committee. The other committee, the Citizen Advisory Committee, as well as the public, are also invited to review and comment on the proposed TIP.

In addition, the federal legislation, SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users), 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 study area's proximity to the Atlanta metropolitan area, as well as Hall County's nonattainment status for two air quality standards. The County-wide study area includes the Gainesville urbanized area as well as a small portion of the metropolitan Atlanta urbanized area along its southern edge (approximately 2.7 percent of the County land area). Hall County has been designated as part of a 20-County, 8-hour ozone non-attainment area as well as part of the 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, which provides air quality modeling for the region and develops the conformity determination report for the nonattainment areas, to ensure that there is not a 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 Atlanta Regional Commission 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 2012-2017 TIP is a logical progression of the project and planning process from the previously adopted TIP and Long Range Transportation Plan. Minor revisions were necessitated by project implementation delays and costing 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, 2012-2017, totals to approximately \$389 million. A detailed breakdown on the yearly projections and financial planning assumptions are listed in Chapter 9: Financial Plan of the 2040 Metropolitan Transportation Plan (MTP). Since the total programmed dollar amount of the TIP, \$334 million (\$302 million for roadway projects; \$20 million for transit projects; \$12 million for lump sum), is well within the anticipated available revenue, \$389 million, it can be stated that the 2012-2017 TIP is financially constrained.

There is a slight increase in both the total number of roadway projects in this program as well as the overall total dollar amount (\$220 to \$302 million) compared to the previous TIP that was adopted in August of 2007. This is due to a number of factors; 1) constant growth in the planning area, and 2) right-of-way and construction costs have dramatically increased, particularly in South Hall.

#### Public Involvement

The development of the TIP process involves an extensive public outreach effort to identify community issues, concerns, and priorities. GHMPO incorporated public involvement techniques targeted towards developing the TIP document through the three public meetings conducted as a part of developing the 2040 MTP. In addition, a 30-day public comment period was conducted for review of the document. Activities outlined in the Participation Plan were followed throughout the public involvement process. Further discussion of the public outreach efforts is discussed in Appendix D of the 2040 MTP along with a summary of the comments.

#### Metropolitan Planning Factors

Federal highway and transit planning standards include eight factors that must be considered as part of the metropolitan planning standards, as identified in the recently adopted federal transportation bill, SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users):

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.

#### Format

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

1. FY 2012-2015 Projects  
This spreadsheet contains a list of projects along with the dollar amounts scheduled for the fiscal years 2012-2015.
2. FY 2016-2017 Tier II Projects  
This spreadsheet contains a second tier list of projects along with the dollar amounts scheduled for the fiscal years 2016 and 2017.
3. FY 2012-2015 Lump Sum Funding Categories  
This spreadsheet reflects available funding dollars for the Hall area in lump sum categories for the fiscal years 2012-2015.
4. FY 2012-2017 Hall Area Transit Funding  
This spreadsheet contains the Hall Area Transit funding categories along with the dollar amounts for the fiscal years 2012-2017.

This is followed by project worksheets in Appendix A that supply more detail on these projects that are funded from 2012-2017. 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.



FY 2012-2015 TRANSPORTATION IMPROVEMENT PROJECTS

GHMPO No.	GDOT No.	Segment Location	\$ Thousands											
			FY 2012			FY 2013			FY 2014			FY 2015		
			PE	ROW	CST	UTL	PE	ROW	CST	UTL	PE	ROW	CST	UTL
GH-007	162430	SR 347/Friendship Road & Thompson Mill Rd From I-985 to SR 211/Old Winder Hwy			\$47,930									
GH-008	122150	US 129/Athens Hwy from SR 323/Gillsville Hwy to SR 332/Talmo in Jackson County											\$26,803	\$646
GH-014	170735	SR 347/Lanier Island Parkway From I-985 to McEver Rd Phase I			\$16,257									
GH-016	0003626	Sardis Rd Connector- SR 60/Thompson Bridge Rd to Sardis /Chestatee Rd						\$4,162				\$10,612		
GH-021	132950	SR 13/Atlanta Hwy - From Sawnee Avenue in Gwinnett County to SR 347/Lanier Islands Parkway in Hall County						\$5,067					\$5,125	\$850
GH-023	0009679	Spout Springs Rd - Hog Mountain Rd to Gwinnett Co. Line	\$300				\$1,600				\$1,300			
GH-026	132995	SR 52 at Candler Creek-Bridge							\$2,692	\$294				
GH-033	0001822	SR 13/Atlanta Hwy From Radford Rd to south of SR 53/Winder Hwy									\$5,076			
GH-038	132610	SR 60/Thompson Bridge Rd - SR 136/Price Rd to Yellow Creek Rd in Murrayville						\$4,282						
GH-050	142291	SR 284/Clarks Bridge Rd at Chatahochee River-Bridge			\$7,410	\$65								
GH-051	0007639	Central Hall Recreation and Multi-Use Trail			\$1,374									
GH-057	122012	SR 369/Browns Bridge Rd at Chatahochee- Bridge							\$796					
GH-063	0007021	SR 53/Dawsonville Hwy at Chestatee River - Bridge						\$531					\$11,041	\$54
GH-078	0007319	SR 347/Lanier Islands Parkway from McEver Rd to Lake Lanier Islands						\$2,601					\$5,412	\$5,400
GH-083		Howard Road Extension from SR 365 to Old Cornelia Highway												
GH-084	0001821	McEver Rd from SR 347/Lanier Islands Parkway to Jim Crow Rd									\$3,101			
		<b>TOTAL</b>	\$1,010	\$0	\$72,971	\$65	\$1,600	\$16,643	\$2,692	\$294	\$1,300	\$11,200	\$48,381	\$6,950

\$ Thousands	
FY 12-15	
PE	\$12,087
ROW	\$38,455
CST	\$82,613
UTL	\$7,309
<b>TOTAL</b>	<b>\$140,464</b>

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



FY 2016-2017 TIER II PROJECTS

GHMPO No.	GDOT No.	Segment Location	\$ Thousands							
			FY 2016				FY 2017			
			PE	ROW	CST	UTIL	PE	ROW	CST	UTIL
GH-015	0000425	I-985- New Interchange north of SR 13/Atlanta Hwy near Martin Rd						\$16,530		
GH-025	0007233	SR 211/Old Winder Hwy-SR 53/Winder Hwy to SR 347/Friendship Rd on new alignment					\$2,502			
GH-029	122064	US 129/SR 11/Cleveland Hwy at Chattahoochee River- Bridge		\$2,208						
GH-030	122066	US 129/SR 11/Cleveland Hwy at East Fork Little River (Bells Mill)- Bridge		\$1,104						
GH-038	132610	SR 60/Thompson Bridge Rd - SR 136/Price Rd to Yellow Creek Rd in Murraville							\$63,167	
GH-057	122012	SR 369/Brow ns Bridge Rd at Chattahoochee River - Bridge			\$19,721	\$40				
GH-083		How ard Road Extension from SR 365 to Old Cornelia Highway	\$962							
GH-084	0001821	McEver Rd from SR 347/Friendship Rd to Jim Crow Rd								
GH-085	0010212	SR 53/Daw sonville Hwy westbound at Chattahoochee River - Bridge					\$1,126			
<b>TOTAL</b>			<b>\$962</b>	<b>\$3,312</b>	<b>\$19,721</b>	<b>\$40</b>	<b>\$3,628</b>	<b>\$16,530</b>	<b>\$63,167</b>	<b>\$0</b>

FY 16-17	\$ Thousands
PE	\$4,590
ROW	\$19,842
CST	\$82,888
UTIL	\$40
<b>TOTAL</b>	<b>\$107,360</b>

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



**FY 2012-2015 LUMP SUM FUNDING CATEGORIES**

FY 2012-2015 Lump Sum Funding						
Funding Source	Funding Code	Lump Description	2012	2013	2014	2015
IM	L010	Lump sum for interstate maintenance	\$108,000	\$108,000	\$108,000	\$108,000
IM	L010	Lump sum interstate bridge painting/maintenance	\$54,000	\$54,000	\$108,000	\$108,000
NHS	L050	Lump sum interchange/roadway lighting	\$54,000	\$54,000	\$432,000	\$432,000
NHS	L050	Lump sum maintenance on national highway system	\$11,000	\$11,000	\$11,000	\$11,000
SRS	LU10	Safe route to school program	\$3,000	\$3,000	\$3,000	\$3,000
SRS	LU20	Safe route to school infrastructure	\$20,000	\$25,000	\$25,000	\$25,000
SFT	LS30	Lump sum roadway safety funds	\$648,000	\$324,000	\$324,000	\$324,000
STP	L220	Lump sum for transportation enhancement projects	\$281,000	\$281,000	\$281,000	\$281,000
STP	L240	Lump sum operations for any area	\$54,000	\$54,000	\$54,000	\$54,000
STP	L240	Lump sum maintenance for any area	\$864,000	\$864,000	\$1,080,000	\$1,080,000
STP	L240	Lump sum bridge maintenance/painting	\$54,000	\$54,000	\$54,000	\$54,000
STP	L240	Lump sum signal install; upgrades & maintenance any area	\$108,000	\$108,000	\$162,000	\$162,000
STP	L240	Lump sum transportation planning & management systems	\$32,000	\$32,000	\$11,000	\$11,000
STP	L240	Force account maintenance activities	\$162,000	\$162,000	\$162,000	\$162,000
STP	L240	Lump sum wetland mitigation site purchase/restoration	\$22,000	\$22,000	\$22,000	\$22,000
STP	L240	Lump sum rights of way protective buying	\$162,000	\$27,000	\$27,000	\$27,000
STP	LS40	Lump sum railroad crossing hazard elimination	\$43,000	\$43,000	\$43,000	\$43,000
STP	LS50	Lump sum railroad protection device	\$43,000	\$43,000	\$43,000	\$43,000
STP	LZ20	Task order contract - construction management federal & bond	\$259,000	\$167,000	\$329,000	\$313,000
DNR	L940	DNR recreational trails program	\$14,000	\$14,000	\$14,000	\$14,000
<b>Total</b>			<b>\$2,996,000</b>	<b>\$2,450,000</b>	<b>\$3,293,000</b>	<b>\$3,277,000</b>



**FY 2012-17 HALL AREA TRANSIT FUNDING**

FY 12-17 Hall Area Transit Funding							
Description	2012	2013	2014	2015	2016	2017	Total
<b>Section 5307</b>							
Urban Operating Expenses	\$742,004	\$742,004	\$879,104	\$1,023,059	\$1,174,212	\$1,332,923	\$5,893,307
Urban Capital Expenses	\$82,000	\$25,000	\$1,065,000	\$1,003,000	\$1,015,000	\$290,000	\$3,480,000
<b>Section 5309</b>							
Discretionary Capital	\$0	\$0	\$840,000	\$840,000	\$1,050,000	\$210,000	\$2,940,000
<b>Section 5310</b>							
Elderly and Disable Program	\$85,199	\$89,459	\$93,932	\$98,628	\$103,560	\$108,738	\$579,516
<b>Section 5311</b>							
Rural Operating Expenses	\$593,711	\$623,397	\$654,566	\$737,295	\$824,159	\$915,367	\$4,348,495
Rural Capital Expenses	\$83,300	\$70,000	\$178,000	\$268,000	\$262,000	\$377,000	\$1,238,300
<b>Section 5316</b>							
Access to Jobs	\$214,354	\$225,072	\$236,326	\$248,142	\$260,549	\$273,577	\$1,458,020

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