

**TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE
WARNER ROBINS AREA TRANSPORTATION STUDY**

FY 2018-2021

**PREPARED BY THE
CITY OF WARNER ROBINS
METROPOLITAN PLANNING ORGANIZATION**

**IN COOPERATION WITH THE
GEORGIA DEPARTMENT OF TRANSPORTATION, FEDERAL
HIGHWAY ADMINISTRATION, AND FEDERAL TRANSIT ADMINISTRATION**

The opinions, findings, and conclusions in this publication are those of the author(s) and not necessarily those of the Georgia Department of Transportation, the Federal Highway Administration, or the Federal Transit Administration.

INTRODUCTION

The Warner Robins Area Transportation Study (WRATS) is the designated Metropolitan Planning Organization (MPO) for transportation planning purposes within the Warner Robins urbanized area. The Warner Robins metropolitan planning area consists of all of Houston County and the northeastern portion of Peach County, Georgia. It includes the incorporated cities of Warner Robins, Byron, Centerville and Perry. The study area also includes Robins Air Force Base. The map following the introduction illustrates the WRATS study area.

Under federal law, the Warner Robins Area Transportation Study must develop a long-range plan and short-term program for transportation improvements within this area through a cooperative process involving the local governments and the Georgia Department of Transportation (GDOT).

The short-term program, known as the WRATS Transportation Improvement Program: FY 2018-2021 (TIP), indicates the Warner Robins urbanized area's transportation priorities for a four year period, and demonstrates how the area will apply federal, state, local and private financial resources to implement these projects. In order to be eligible for any level of federal funding, a project must be in the WRATS Transportation Plan and TIP.

The TIP lists street and highway construction projects by the federal funding categories. The TIP projects are those, which have been authorized and allocated for the State's construction work program, according to the proposed scheduling and phasing for FY 2018-2021.

The Transportation Improvement Program (TIP) is prepared annually by the Warner Robins Metropolitan Planning Organization under contract with the Georgia Department of Transportation.

LUMP SUM FUNDING

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

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

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

Group: Maintenance

Criteria: existing system maintenance only

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

Group: Safety

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

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

Group: Preliminary Engineering

Criteria: planning, studies and management systems
This group is a single item

Group: Roadway/Interchange Lighting

Criteria: lighting
This group is a single item.

Group: Rights of Way - Protective Buying and Hardship Acquisitions

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

Group: Transportation Enhancement

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

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

This group has two funding types.

Group: Transportation Alternatives Program (TAP)

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

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

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

This group has two funding types.

Group: Safe Routes to Schools

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

This group has three items; Infrastructure & non-infrastructure & any project.

Group: High Risk Rural Roads

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

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

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

Group: Regional Traffic Signal Optimization

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

- A. Regional Traffic Operations Concepts
- B. Micro-Regional Traffic Operations
- C. Traffic Control Maintenance Contracts
- D. Signal Timing
- E. Identification of minor operational improvement projects to be submitted fir 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 incapacitating

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.

MPO Authorized Projects - Warner Robins

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PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Code	Program Year	Total Funding by CD
0014090			I-75 FROM SR 215/DOOLY TO CS 636/BILL GARDNER PKWY/HENRY	PE	2016	\$67,200.00

Houston

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Code	Program Year	Total Funding by CD
0010668			STREETSCAPES IN CENTERVILLE @ 4 LOCS	CST	2017	\$195,963.00
0012939			PL WARNER ROBINS - FY 2015	PLN	2015	\$23,799.57
0013353			OFF-SYSTEM SAFETY IMPROVEMENTS @ 20 LOCS IN HOUSTON COUNTY	CST	2016	\$173,933.61
0013409			PL WARNER ROBINS - FY 2016	PLN	2016	\$18,295.36
0014115			PL WARNER ROBINS - FY 2017	PLN	2017	\$15,460.00
M004892			SR 247 CONN FROM W OF CR 535/HOUSTON LAKE ROAD TO SR 247	MCST	2016	\$3,269,560.84
M004893			SR 247 FROM 0.60 MI S OF BEAR BRANCH ROAD TO SR 96	MCST	2016	\$1,184,655.51
M005043			SR 247 SPUR FROM SR 11 TO SR 247	MCST	2017	\$1,014,506.42
M005380			SR 247 @ SANDY RUN CREEK - BRIDGE PRESERVATION	MCST	2017	\$375,203.30
				MPE	2015	\$110,000.00
M005542			I-75 FM .30 MI S OF SR 28/HOUSTON TO .43 MI N OF SR 96/PEACH	MCST	2017	\$66,453.69
S014728			ADD LMIG SR11/US 41 FR CS7271/OSIGIAN BLVD TO SR247CO/WATSON	PR	2017	\$350,000.00
S014816			CONSTRUCT R-CUT SR 96@CS1064/RALEIGH DR/WINDER RD	TSA	2017	\$45,000.00
S014823			RADII IMPROVE SR127/HOUSTON LAKE RD@N.DAVIS DR/CS726	TSA	2017	\$58,000.00

Peach

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Code	Program Year	Total Funding by CD
0013866			OFF-SYSTEM SAFETY IMPROVEMENTS	CST	2016	\$274,569.43
				PE	2016	\$1,081.44

PROJ	PROJ NO	TIP NO	DESCRIPTION	Phase Code	Program Year	Total Funding by CD
0013866			OFF-SYSTEM SAFETY IMPROVEMENTS @ 9 CR LOCS IN PEACH COUNTY			
M005034			SR 49 FM N OF CS 535/PINE RIDGE DRIVE TO HOUSTON COUNTY LINE	MCST	2017	\$1,874,726.48
M005446			I-75 FM RICHARD RUSSELL PKWY EXT/PEACH TO SARDIS CH RD/BIBB	MCST	2017	\$10,081,499.23

				PE	ROW		CST		UTL	
PROJ	PROJ NO	TIP NO	DESCRIPTION							
M005331			SR 42 FROM SR 49 TO CRAWFORD COUNTY LINE							

Warner Robins Project Cost Summary
FY 2018 thru FY 2021

4/3/2017

PI #	Year	Fund Code	Federal	State	Other	Total
0015553	2018	Z001	\$480,000	\$120,000	\$0	\$600,000
		Z001 Totals:	\$480,000	\$120,000	\$0	\$600,000
0015552	2018	Z240	\$480,000	\$120,000	\$0	\$600,000
		Z240 Totals:	\$480,000	\$120,000	\$0	\$600,000
0011685	2018	BBOND	\$0	\$6,161,385	\$0	\$6,161,385
		BBOND Totals:	\$0	\$6,161,385	\$0	\$6,161,385
T005141	2018	5303	\$71,936	\$8,992	\$8,992	\$89,920
		5303 Totals:	\$71,936	\$8,992	\$8,992	\$89,920
T006055	2018	5304	\$2,140	\$0	\$535	\$2,675
		5304 Totals:	\$2,140	\$0	\$535	\$2,675
T006048	2018	5307	\$1,645,676	\$205,710	\$205,710	\$2,057,096
		5307 Totals:	\$1,645,676	\$205,710	\$205,710	\$2,057,096
FY 2018 Totals:			\$2,679,752	\$6,616,087	\$215,237	\$9,511,076
T006034	2019	5303	\$71,936	\$8,992	\$8,992	\$89,920
		5303 Totals:	\$71,936	\$8,992	\$8,992	\$89,920
T006068	2019	5304	\$2,140	\$0	\$535	\$2,675
		5304 Totals:	\$2,140	\$0	\$535	\$2,675
T006109	2019	5307	\$1,645,676	\$205,710	\$205,710	\$2,057,096
		5307 Totals:	\$1,645,676	\$205,710	\$205,710	\$2,057,096
FY 2019 Totals:			\$1,719,752	\$214,702	\$215,237	\$2,149,691
0015553	2020	Z001	\$200,000	\$50,000	\$0	\$250,000
		Z001 Totals:	\$200,000	\$50,000	\$0	\$250,000
0015552	2020	Z240	\$200,000	\$50,000	\$0	\$250,000
		Z240 Totals:	\$200,000	\$50,000	\$0	\$250,000
T006035	2020	5303	\$71,936	\$8,992	\$8,992	\$89,920
		5303 Totals:	\$71,936	\$8,992	\$8,992	\$89,920
T006080	2020	5304	\$2,140	\$0	\$535	\$2,675
		5304 Totals:	\$2,140	\$0	\$535	\$2,675
T006120	2020	5307	\$1,645,676	\$205,710	\$205,710	\$2,057,096
		5307 Totals:	\$1,645,676	\$205,710	\$205,710	\$2,057,096
FY 2020 Totals:			\$2,119,752	\$314,702	\$215,237	\$2,649,691

PI #	Year	Fund Code	Federal	State	Other	Total
T006036	2021	5303	\$71,936	\$8,992	\$8,992	\$89,920
		5303 Totals:	\$71,936	\$8,992	\$8,992	\$89,920
T006091	2021	5304	\$2,140	\$0	\$535	\$2,675
		5304 Totals:	\$2,140	\$0	\$535	\$2,675
T006131	2021	5307	\$1,645,677	\$0	\$411,419	\$2,057,096
		5307 Totals:	\$1,645,677	\$0	\$411,419	\$2,057,096
FY 2021 Totals:			\$1,719,753	\$8,992	\$420,946	\$2,149,691
Warner Robins Totals:			\$8,239,009	\$7,154,483	\$1,066,657	\$16,460,149

**Warner Robins Project Cost Detail
FY 2018 thru FY 2021**

4/3/2017

PI #	MPO TIP ID	Description	Prim Work Type	Year	Phase	Fund Code	Federal	State	Other	Total
0011685	2013-2	SR 247 @ BIG INDIAN CREEK & OVERFLOW 9 MI SE OF PERRY	Bridges	2018	CST	BBOND	\$0	\$6,161,385	\$0	\$6,161,385
0015552		SR 7 @ FLAT CREEK 3.5 MI SW OF PERRY	Bridges	2018	PE	Z240	\$480,000	\$120,000	\$0	\$600,000
0015553		SR 7/SR 127/US 41 @ BIG INDIAN CREEK IN PERRY	Bridges	2018	PE	Z001	\$480,000	\$120,000	\$0	\$600,000
T005141		FY 2018-WARNER ROBINS MPO-SEC.5303-PLANNING	MPO/Region Transit	2018	TPLN	5303	\$71,936	\$8,992	\$8,992	\$89,920
T006048		FY 2018-WARNER ROBINS-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2018	TOPR	5307	\$1,645,676	\$205,710	\$205,710	\$2,057,096
T006055		FY 2018-MIDDLE GEORGIA RC-SEC.5304-PLANNING	MPO/Region Transit	2018	TPLN	5304	\$2,140	\$0	\$535	\$2,675
FY 2018 Totals:							\$2,079,752	\$6,016,087	\$215,237	\$9,511,076
T006034		FY 2019-WARNER ROBINS MPO-SEC.5303-PLANNING	MPO/Region Transit	2019	TPLN	5303	\$71,936	\$8,992	\$8,992	\$89,920
T006068		FY 2019-MIDDLE GEORGIA RC-SEC.5304-PLANNING	MPO/Region Transit	2019	TPLN	5304	\$2,140	\$0	\$535	\$2,675
T006109		FY 2019-WARNER ROBINS-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2019	TOPR	5307	\$1,645,676	\$205,710	\$205,710	\$2,057,096
FY 2019 Totals:							\$1,719,752	\$214,702	\$215,237	\$2,149,691
0015552		SR 7 @ FLAT CREEK 3.5 MI SW OF PERRY	Bridges	2020	ROW	Z240	\$200,000	\$50,000	\$0	\$250,000
0015553		SR 7/SR 127/US 41 @ BIG INDIAN CREEK IN PERRY	Bridges	2020	ROW	Z001	\$200,000	\$50,000	\$0	\$250,000
T006035		FY 2020-WARNER ROBINS MPO-SEC.5303-PLANNING	MPO/Region Transit	2020	TPLN	5303	\$71,936	\$8,992	\$8,992	\$89,920
T006080		FY 2020-MIDDLE GEORGIA RC-SEC.5304-PLANNING	MPO/Region Transit	2020	TPLN	5304	\$2,140	\$0	\$535	\$2,675

Warner Robins: FY 2018 - FY 2021

PI #	MPO TIP ID	Description	Prim Work Type	Year	Phase	Fund Code	Federal	State	Other	Total
T006120		FY 2020-WARNER ROBINS-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2020	TOPR	5307	\$1,645,676	\$205,710	\$205,710	\$2,057,096
FY 2020 Totals:							\$2,119,752	\$314,702	\$215,237	\$2,649,691
T006036		FY 2021-WARNER ROBINS MPO-SEC.5303-PLANNING	MPO/Region Transit	2021	TPLN	5303	\$71,936	\$8,992	\$8,992	\$89,920
T006091		FY 2021-MIDDLE GEORGIA RC-SEC.5304-PLANNING	MPO/Region Transit	2021	TPLN	5304	\$2,140	\$0	\$535	\$2,675
T006131		FY 2021-WARNER ROBINS-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2021	TOPR	5307	\$1,645,677	\$0	\$411,419	\$2,057,096
FY 2021 Totals:							\$1,719,753	\$8,992	\$420,946	\$2,149,691
Warner Robins Totals:							\$8,239,009	\$7,154,483	\$1,066,657	\$16,460,149