

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

**FY 2015-2018**

**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 2015-2018 (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 2015-2018.

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.

### Warner Robins Authorized Projects

#### APPLING

<u>PID</u>	<u>PROJECT NO.</u>	<u>TIP NO.</u>	<u>DESCRIPTION</u>	<u>PHASE</u>	<u>AUTH DATE</u>	<u>AUTH AMT</u>
T003707			UPDATE TRANSIT PROCEDURE MANUAL FY2012 - MTG PROJECTS	MTG	2012	\$4,788.00

#### BIBB

<u>PID</u>	<u>PROJECT NO.</u>	<u>TIP NO.</u>	<u>DESCRIPTION</u>	<u>PHASE</u>	<u>AUTH DATE</u>	<u>AUTH AMT</u>
M004793			DISTRICTWIDE ROW TREE CUTTING - DISTRICT 3	MCST	2014	\$199,999.99

#### HOUSTON

<u>PID</u>	<u>PROJECT NO.</u>	<u>TIP NO.</u>	<u>DESCRIPTION</u>	<u>PHASE</u>	<u>AUTH DATE</u>	<u>AUTH AMT</u>
0008161	CSTEE-0008-00(161)		PERRY SIDEWALK PROJECT IN HOUSTON COUNTY	CST	2013	\$313,000.00
0008406	CSNHS-0008-00(406)	1993(6)	SR 96 FM W OF CS 1121/LAKE JOY TO E OF CR 156/MOODY RD-PH II	CST	2013	\$28,147,921.93
0008406	CSNHS-0008-00(406)	1993(6)	SR 96 FM W OF CS 1121/LAKE JOY TO E OF CR 156/MOODY RD-PH II	PE	2012	\$1,075,000.00
0008406	CSNHS-0008-00(406)	1993(6)	SR 96 FM W OF CS 1121/LAKE JOY TO E OF CR 156/MOODY RD-PH II	UTL	2013	\$270,763.00
0008407	CSNHS-0008-00(407)	1993(6)	SR 96 FM E OF MOODY RD TO OLD HAWKINSVILLE RD - PHASE III	CST	2014	\$34,950,842.22
0008407	CSNHS-0008-00(407)	1993(6)	SR 96 FM E OF MOODY RD TO OLD HAWKINSVILLE RD - PHASE III	PE	2012	\$1,048,000.00
0008952	CSSFT-0008-00(952)		CS 14/IGNICO ROAD @ NS #729216Y IN WARNER ROBINS	CST	2013	\$246,125.82
0009094	CSTEE-0009-00(094)		SIDEWALK ADDITIONS IN CENTERVILLE	CST	2012	\$250,000.00
0009095	CSTEE-0009-00(095)		SR 127/COMMERCE FM SR 7/COURTNEY HODGES TO SR 11BU/MACON RD	CST	2014	\$437,500.00
0009096	CSTEE-0009-00(096)		ELBERTA TRAIN DEPOT	CST	2012	\$62,500.00

0009149	CSTEE-0009-00(149)			GA NATL FAIRGROUND & AGRICENTER LINK TO HISTORIC DWNTWN-PH II	CST	2014	\$473,450.00
0010269				PL WARNER ROBINS - 2012	PLN	2012	\$71,699.65
0010813				PL WARNER ROBINS - FY 2013	PLN	2013	\$92,625.00
0011685		2013-2		SR 247 @ BIG INDIAN CREEK & OVERFLOW 9 MI SE OF PERRY	PE	2013	\$350,000.00
0011807				PL WARNER ROBINS - FY 2014	PLN	2014	\$92,625.00
322450-	STP00-0155-01(021)	WR1-1993(6)		SR 96 FM I-75/PEACH TO W OF CS 1121/LAKE JOY RD/HOUSTON-PH I	CST	2013	\$15,606,023.49
322450-	STP00-0155-01(021)	WR1-1993(6)		SR 96 FM I-75/PEACH TO W OF CS 1121/LAKE JOY RD/HOUSTON-PH I	PE	2012	\$717,000.00
M004341				SR 7 FM CR 536/MLK JR DR TO CS 772/MASON TERRACE DR IN PERRY	MCST	2013	\$1,482,724.75
M004352				SR 96 FM W OF CR 750/DOUBLE GATE DRIVE TO TWIGGS COUNTY LINE	MCST	2012	\$1,837,185.71
M004360				SR 11 FROM SR 11BU TO SR 224	MCST	2013	\$1,227,286.97
M004436				SR 7 SPUR FROM 0.01 MI S OF SR 7 TO CS 827/HAY ROAD	MCST	2013	\$104,056.86
M004562				SR 247 @ SANDY RUN CREEK - SCOUR REPAIR	MPE	2012	\$125,000.00
M004567				SR 11 @ BEULAH BRANCH & @ SANDY RUN CREEK - CULVERT REHAB	MPE	2012	\$100,000.00
M004618				SR 7 FROM N OF I-75/DOOLY TO S OF SR 124/SR 224/HOUSTON	MCST	2014	\$2,928,504.66
M004773				US 129/SR 247/OAK AVE@PEACEKEEPER WAY. EXTEND NB TURN LANE.	MCST	2013	\$56,852.32
T003093				FY 2012 SECTION 5307 PLANNING FOR WARNER	TPLN	2012	\$100,000.00
T004039				FY 2012 Warner Robins MPO	TPLN	2012	\$30,000.00

**PEACH**

PID	PROJECT NO.	TIP NO.	DESCRIPTION	PHASE	AUTH DATE	AUTH AMT
0004206	STP00-0004-00(206)	Q21(1)	SR 49 @ CR 145/CHAPMAN; OLD MACON; INDUSTRIAL & WOODLAND	CST	2012	\$1,159,627.72
0008534	CSSFT-0008-00(534)		SR 247 CONN @ CR 189/JOHN E SULLIVAN ROAD/WALKER ROAD	CST	2013	\$1,958,085.73
M004677			SR 247CO@SR 11/PEACH BLOSSOM TRL INCR EB & WB LEFT TURN LN	MCST	2013	\$82,936.35

M004779			I-75 FROM N OF SR 96/PEACH TO N OF ECHECONNEE CREEK/BIBB	MCST	2014	\$1,246,663.48
---------	--	--	--	------	------	----------------

**TWIGGS**

<u>PID</u>	<u>PROJECT NO.</u>	<u>TIP NO.</u>	<u>DESCRIPTION</u>	<u>PHASE</u>	<u>AUTH DATE</u>	<u>AUTH AMT</u>
322460-	STP00-0155-01(022)	WR1-1993(2)	SR 96 FROM E OF CR 540/OLD HAWKINSVILLE ROAD TO W OF SR 87	PE	2014	\$500,000.00

MPO Lump Sum Projects - Warner Robins



Parameters: MPO

Processed Date: 9/10/14

HOUSTON

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	PE	ROW	CST	UTIL
0009095	CSTEE-0009-00(085)		SR 127/COMMERCE FM SR 76/COURTNEY HODGES TO SR 118/JMACON RD			AUTHORIZED	UTIL
0009149	CSTEE-0009-00(149)		GA NATL FAIRGROUND & GRICENTER LINK TO HISTORIC DWNTWN-PH II			AUTHORIZED	
0010698			STREETSCAPES IN CENTERVILLE @ 4 LOGS				
M004552			SR 247 @ SANDY RUN CREEK - SCOUR REPAIR		PRECST	PRECST	
M004892			SR 247 DOWN FROM W OF CR 358/HOUSTON/BEAKE ROAD TO SR 247				
M004893			SR 247 FROM 0.60 MI S OF BEAR BRANCH ROAD TO SR 96				
M004852			SR 11 CONN FROM SR 7 TO SR 11				
M004860			SR 127 FM CS 738/JACKSON LANE TO CS 831/N HAMPTON PLACE				
M005033			SR 11 FROM S OF CR 252/HEINSON ROAD TO CR 415/OLD HWY 341				
M005043			SR 247 SPUR FROM SR 11 TO SR 247				
M005044			SR 224 FROM SR 7 TO SR 31				
M005139			SR 96 FROM CR 91/SMYRNA CHURCH ROAD TO CR 414/AIR PARK DRIVE				

MACON

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	PE	ROW	CST	UTIL
M005070			SR 26 FROM CS 960/STAGECOACH ROAD/MACON TO SR 7/HOUSTON				

PEACH

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	PE	ROW	CST	UTIL
0010604			FORT VALLEY STATE UNIVERSITY PEDESTRIAN IMPROVEMENTS				
0010605			CS 584/MAIN ST @ 1 LOC & CR 176/BOY SCOUT RD @ 1 LOC IN BYRON		PRECST	PRECST	
M004689			SR 7 FROM CS 772/MASON TERRACE/HOUSTON TO SR 46/PEACH		PRECST	PRECST	
M005034			SR 49 FROM N OF CS 535/PINE RIDGE DRIVE TO I-75				
M005140			SR 49 FROM I-75 TO N OF CR 170/WHISPERING CIRCLE				

File Location: Active Reporting\TPRO

CONFIDENTIALITY NOTICE: This document may contain confidential and/or privileged information. Any unauthorized duplication, disclosure, distribution/rettransmission or taking of any action in reliance upon the material in this document is strictly forbidden.

**Warner Robins Project Cost Summary**  
**FY 2015 thru FY 2018**

PI #	Prog Date	Fund Code	Federal	State	Other	Total
0011685	2016	M240	\$138,997	\$34,749	\$0	\$173,747
		<b>M240 Totals:</b>	<b>\$138,997</b>	<b>\$34,749</b>	<b>\$0</b>	<b>\$173,747</b>
		<i>FY 2016 Totals:</i>	<i>\$138,997</i>	<i>\$34,749</i>	<i>\$0</i>	<i>\$173,747</i>
0011685	2017	M240	\$4,012,811	\$1,003,203	\$0	\$5,016,014
		<b>M240 Totals:</b>	<b>\$4,012,811</b>	<b>\$1,003,203</b>	<b>\$0</b>	<b>\$5,016,014</b>
		<i>FY 2017 Totals:</i>	<i>\$4,012,811</i>	<i>\$1,003,203</i>	<i>\$0</i>	<i>\$5,016,014</i>
		<b>Warner Robins Totals:</b>	<b>\$4,151,809</b>	<b>\$1,037,952</b>	<b>\$0</b>	<b>\$5,189,761</b>

## Warner Robins Obligated List Project Detail FY 2015 thru FY 2018

PI #	MPO TIP ID	Description	Prim Type	Prog Date	Phase	Fund Code	Federal	State	Other	Total
0011685		SR 247 @ BIG INDIAN CREEK & OVERFLOW 9 MI SE OF PERRY	Bridges	2016	ROW	M240	\$138,997	\$34,749	\$0	\$173,747
0011685		SR 247 @ BIG INDIAN CREEK & OVERFLOW 9 MI SE OF PERRY	Bridges	2017	CST	M240	\$4,012,811	\$1,003,203	\$0	\$5,016,014
<b>Warner Robins Totals:</b>										
							<b>\$4,151,809</b>	<b>\$1,037,952</b>	<b>\$0</b>	<b>\$5,189,761</b>