

Brunswick Area Transportation Study

Transportation Improvement Program

Fiscal Year 2013-2016

Prepared By:

Brunswick Area Transportation Study

In Cooperation with:

**Georgia Department of Transportation
Federal Highway Administration
Federal Transit Administration
US Department of Transportation**

**Adopted June 13, 2012
Amended October 22, 2012**

RESOLUTION

BRUNSWICK AREA TRANSPORTATION STUDY
POLICY COMMITTEE

A Resolution to Provide for the 2013-2016 Transportation Improvement Program

WHEREAS, federal regulations for urban transportation planning require that the Metropolitan Planning Organization, in cooperation with participants in the planning process, develop and update that Transportation Improvement Program; and

WHEREAS, the Brunswick Area Transportation Study has been designated by the Governor as the Metropolitan Planning Organization for the Brunswick urbanized area; and

WHEREAS, the Transportation Improvement Program is consistent with all plans, goals, and objectives of the Brunswick Area Transportation Study, and shall be updated with revisions to reflect changes in the program emphasis and funding availability; and

WHEREAS, the urban transportation planning regulations require that the Transportation Improvement Program be a project of the planning process certified in conformance with all applicable requirements of law and requirements of law and regulation; and

WHEREAS, the Georgia Department of Transportation has reviewed the organization and activities of the planning process and found them to be in conformance with the requirements of law and regulation.

NOW THEREFORE, BE IT RESOLVED, the Policy Committee of the Brunswick-Glynn County Metropolitan Planning Organization (MPO) endorses the attached Transportation Improvement Program for the period of 2013-2016; and

BE IT FURTHER RESOLVED that the Policy Committee of the Brunswick-Glynn County Metropolitan Planning Organization (MPO) finds the requirements of the applicable laws and regulations regarding urban transportation planning have been met and its chairman authorized to execute a joint certification to this effect with the Georgia Department of Transportation.

Resolved this 13 day of JUNE, 2012


Alan Ours, Chairman

INTRODUCTION

The Transportation Improvement Program (TIP) is a comprehensive transportation planning document which lists all Federal, state, and locally funded transportation projects in Glynn County for Fiscal Years 2013 to 2016.

Glynn County's TIP is a comprehensive, compilation of federal, state and locally funded transportation projects. All modes of transportation are included in the TIP. This includes transit, roadways, bridges, aviation, seaport, rail and commuter rail. Increasingly popular are some other transportation modes such as bicycle facilities, pedestrian provisions, and enhancement projects like landscaping and greenways.

Produced annually, the TIP is known as a short-range plan because it allocates resources and dollars over each upcoming 6-year period by project phase. Project phases from inception to completion cover many, and sometimes all of the following: Planning, Project Development and Environmental Study, Right of Way Acquisition, Preliminary Engineering, Construction and Inspection. Maintenance phases appear in the TIP for those facilities, such as bridges and roadways that eventually require work such as resurfacing and restoration.

The purpose of developing a TIP is to develop a staged, multi-year, intermodal program of transportation projects which is consistent with the Long Range Transportation Plan (LRTP). Major projects that eventually get programmed into the TIP generally begin as ideas many years earlier, sometimes decades earlier. These ideas may be conceptualized into the Glynn County Metropolitan Planning Organization (MPO) adopted LRTP which covers a 20-25 year time span. As the years pass, potential projects that remain viable move gradually closer to TIP programming through the LRTP's financially constrained prioritization process.

The TIP abounds with data that is used by planners and engineers such as total funding by funding source; lane and centerline mileage completed by type of work; major projects completed, underway, and delayed; and current adopted priority lists of unfunded projects. The Brunswick Area Transportation Study Metropolitan Planning Organization adopts its TIP in May or June each year.

The Fiscal Year 2013-2016 TIP is the Brunswick Area Transportation Study (BATS) MPO official transportation planning document. The Fiscal Year 2013-2016 TIP includes road projects, transit projects, pedestrian/bikeway projects, and transportation enhancement activities. Projects in this section must have all funding in place and be ready for construction in the appropriate Fiscal Year. This allows the Federal Highway Administration, the Federal Transit Administration, the Georgia Department of Transportation, and local governments to plan and allocate staff time and funds to projects.

Projects in the TIP originate from the BATS. BATS develops the local, long-range transportation plan. The BATS Long-Range Transportation Plan was revised and approved by the Policy Committee in 2010. The TIP is reviewed by three committees: the Citizens Advisory Committee, the Technical Coordinating Committee, and the Policy Committee.

The Citizens Advisory Committee is made up of citizens from throughout Glynn County who responded to published advertisements and expressed an interest in local transportation issues. This committee ensures that the needs, concerns, and questions of the citizens are addressed. The Technical Coordinating Committee consists of federal, state, city and county staff members and representatives of local

organizations. These people provide technical input for the transportation planning process. The Policy Committee is the committee which actually approves the Transportation Improvement Program. The committee representation includes county and city administration, representatives from the Jekyll Island Authority, Georgia Ports Authority, Glynn County Airport Commission and others. The current membership of these committees is listed elsewhere in the TIP.

It should be emphasized that the TIP is an expression of intent to implement the identified projects and not a final commitment of funds from any agency. All major transportation projects must appear on the endorsed TIP before they may receive Federal funds for implementation. The TIP is based on a reasonable estimate of the amount of funds expected to be available to the Brunswick/Glynn County area in the next three years. It should be understood that the TIP is a flexible program which may be modified at any time by resolution of the BATS Policy Committee if priorities, area goals, or funding levels change.

Adopted transportation plans and policies guide the planning and programming of improvements in the Transportation Improvement Program. Among the plans are:

- 1) BATS Long-Range Transportation Plan to 2035 (Approved October 2010)
- 2) 5-Year extension of the Bicycle and Pedestrian Program Study (Approved December 1994)
- 3) Enhancement Projects Definition Study (Approved December 1995)
- 4) Transit Service Needs and Opportunities Study (Approved October 2009)

In addition, the general public is given an opportunity to review and make comments on the draft TIP. BATS has completed a Public Involvement Plan which includes procedures designed to provide expanded opportunities for public involvement in the development of the TIP. A copy of the Public Involvement Plan is available by calling BATS at 912-554-7428.

OVERVIEW

The organization of this document should be easily understandable, but if there are any questions, please contact the transportation planning staff at BATS (912-554-7428) for assistance.

The description of the FY 2013-2016 Transportation Improvement Program begins with a description of the individual highway projects with each project on a separate page. The first sections details projects funded by the federal and state governments. The projects are listed by federal funding source and include all highway projects which are major capacity improvements, Transportation System Management (TSM) projects, bridge projects, traffic operations and safety projects.

The individual page description includes several important items. The BATS TIP number is assigned for administrative use by various governmental agencies. The State PI Number is assigned to a project by the Georgia DOT when the project is included in the Construction Work Program. Preliminary engineering includes field surveys and project designs. Right-of-way activities involve land acquisition and relocation of various utilities. The bottom of each project page includes a map to give the reader a general idea of the location of the project.

BRUNSWICK AREA TRANSPORTATION STUDY

POLICY COMMITTEE

Mr. Bryan Thompson Mayor, City of Brunswick

Mr. Steve Brian, Glynn County Airport Commission

Mr. Rodney Barry, Division Administrator, Federal Highway Administration

Mr. Ronny Smith, Jekyll Island Authority

Alan Ours, Glynn County Administrator*

Bill Weeks, City Manager, Brunswick

Ms. Amy Callaway, Glynn County Board of Commissioners

Keith Golden, Commissioner, Georgia Department of Transportation

Mr. Randal Weitman, Georgia Ports Authority

Mr. Woody Woodside, Director, Brunswick/Glynn County Chamber of Commerce

* - Chair

**BRUNSWICK AREA TRANSPORTATION STUDY
TECHNICAL COORDINATING COMMITTEE & CITIZENS ADVISORY
COMMITTEE**

Mr. John Dow, Glynn County Islands Planning Board

Mr. Bill Brunson Glynn County Mainland Planning Board

Capt. Jim Kelly, Glynn Co. Police Department

Mr. Paul Andrews, County Engineer, Glynn County

Mr. Steve Brian, Airport Commission

Mr. J. Jordan, Brunswick Police Department

Mr. Ronny Smith, Director of Services & Development, Jekyll Island Authority

Ms. Becky Rowell, Director, Glynn County Public Works

Mr. Hunter Key, GIS Glynn County

Ms. Michelle Caldwell, Georgia Department of Transportation

Ms. Teresa Scott, Georgia Department of Transportation

Mr. Nathan Sparks, Brunswick/Glynn Co. Development Authority

Mr. Dan McFee, City Engineer, City of Brunswick

Ms. Barbara Foster, Coastal GA Regional Development Center

Mr. David Hainley, Community Development Director, Glynn County *

Mr. Randal Weitman, Georgia Ports Authority

Mr. Cornelius Davis, Federal Highway Administration

Mr. Al Boudreau, Glynn County Schools

Mr. John Anderson, Southeast Georgia Health System

Mr. Carver, College of Coastal Georgia

Mr. Steve Oldaker, CAC

Ms. Alice Ritchart, CAC

*-Chair

**STATE TRANSPORTATION IMPROVEMENT
PROGRAM (STIP)**

AND

**TRANSPORTATION IMPROVEMENT PROGRAM
(TIP)**

AMENDMENT PROCESS

Statewide Transportation Improvement Program (STIP) and Transportation Improvement Program (TIP) Amendment Process

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued the Final Rule to revise the Statewide and Metropolitan Transportation Planning regulations incorporating changes from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users on February 14, 2007 with an effective date of March 16, 2007. The revised regulations clearly define administrative modifications and amendments as actions to update plans and programs. 23 Code of Federal Regulations (CFR) Part 450.104 defines administrative modifications and amendments as follows:

- Administrative modification “means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. Administrative Modification is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).”
- Amendment “means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, redemonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving “non-exempt” projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.”

The following procedures have been developed for processing administrative modifications and amendments to the STIP and Metropolitan Planning Organizations (MPOs) TIPs and Long Range Transportation Plans (LRTPs). Processes described below detail procedures that are to be used to update an existing approved STIP or TIP and associated plan, if applicable. A key element of the amendment process is to assure that funding balances are maintained.

Administrative Modification

The following actions are eligible as Administrative Modifications to the STIP/TIP/LRTP:

A. Revise a project description without changing the project scope, conflicting with the environmental document or changing the conformity finding in nonattainment and maintenance areas (less than 10% change in project termini). This change would not alter the original project intent.

B. Splitting or combining projects.

C. Federal funding category change.

D. Minor changes in expenditures for transit projects.

E. Roadway project phases may have a cost increase less than \$2,000,000 or 20% of the amount to be authorized. The 20% scenario amount may not exceed \$10,000,000.

F. Shifting projects within the 4-year STIP as long as the subsequent annual draft STIP was submitted prior to September 30.

G. Projects may be funded from lump sum banks as long as they are consistent with category definitions.

An administrative modification can be processed in accordance with these procedures provided that:

1. It does not affect the air quality conformity determination.
2. It does not impact financial constraint.
3. It does not require public review and comment.

The administrative modification process consists of a monthly list of notifications from GDOT to all involved parties, with change summaries sent on a monthly basis to the FHWA and FTA by the GDOT.

The GDOT will submit quarterly reports detailing projects drawn from each lump sum bank with remaining balance to the FHWA.

Amendment

The following actions are eligible as Amendments to the STIP/TIP/LRTP:

- A. Addition or deletion of a project.
- B. Addition or deletion of a phase of a project.
- C. Roadway project phases that increase in cost over the thresholds described in the Administrative Modification section.
- D. Addition of an annual TIP.
- E. Major change to scope of work of an existing project. A major change would be any change that alters the original intent i.e. a change in the number of through lanes, a change in termini of more than 10 percent.
- F. Shifting projects within the 4-year STIP which require redemonstration of fiscal constraint or when the subsequent annual draft STIP was not submitted prior to September 30. (See Administrative Modification item F.)

Amendments to the STIP/TIP/LRTP will be developed in accordance with the provisions of 23 CFR Part 450. This requires public review and comment and responses to all comments, either individually or in summary form. For amendments in MPO areas, the public review process should be carried out in accordance with the procedures outlined in the Participation Plan. The GDOT will assure that the amendment process and the public involvement procedures have been followed. Cost changes made to the second, third and fourth years of the STIP will be balanced during the STIP yearly update process.

All amendments should be approved by FHWA and/or FTA.

Notes:

1. The date a TIP becomes effective is when the Governor or his designee approves it. For nonattainment and maintenance areas, the effective date of the TIP is based on the date of U.S. Department of Transportation's positive finding of conformity.

2. The date the STIP becomes effective is when FHWA and FTA approve it.

3. The STIP is developed on the state fiscal year which is July 1-June 30.

4. Funds for cost increases will come from those set aside in the STIP financial plan by the GDOT for modifications and cost increases. Fiscal Constraint will be maintained in the STIP at all times.

Transportation Improvement Plan
Previously Authorized Projects
(2010 – 2012)

BRUNSWICK MPO AUTHORIZED PROJECTS

GLYNN

PID	PROJECT NO.	TIP NO.	DESCRIPTION	PHASE	AUTH DATE	AUTH AMT
0000421	STP00-0000-00(421)	BATS01-02	SR 25 SPUR FM CATE RD ALONG CR 588/CANAL RD TO SR 99	ROW	2012	\$408,816.00
0001036	STP00-0001-00(036)	BATS03-06	SR 99 FROM SR 27/US 341 TO I-95	SCP	2012	\$700,000.00
0001585	NHS00-0001-00(585)	BATS02-01	I-95 @ SR 99 - INTERCHANGE RECONSTRUCTION	PE	2011	\$307,718.64
0001585	NHS00-0001-00(585)	BATS02-01	I-95 @ SR 99 - INTERCHANGE RECONSTRUCTION	ROW	2011	\$3,660,000.00
0009063	CSTEE-0009-00(063)		JEKYLL ISLAND BIKE PATH - PHASE III	CST	2012	\$250,000.00
0009659			PL BRUNSWICK - 2011	PLN	2011	\$240,915.00
0010259			PL BRUNSWICK - 2012	PLN	2012	\$79,750.00
M004455			SR 25 SPUR @ CR 590/ALTAMA AVE & @ SR 303/CYPRESS MILL RD	MCST	2012	\$91,669.24
T002099	MTA00-T002-00(099)		FY 2011 SECTION 5307 OPERATING FOR BRUNSWICK	TOPR	2011	\$262,400.00
T003578			FY 2011 SECTION 5303 PLANNING FOR BRUNSWICK	TPLN	2011	\$37,500.00
T004043			CY 2012 Brunswick/Glynn MPO Planning	TPLN	2012	\$37,500.00

Transportation Improvement Plan

2013 – 2016

Expected Highway STIP Funds

Revenue

9/17/2012							
brunswick_tip							
BRUNSWICK							
TOTAL EXPECTED HIGHWAY							
STIP FUNDS							
(MATCHED)							
FY 2013- FY 2016							
FUND	CODE	LUMP DESCRIPTION	2013	2014	2015	2016	TOTAL
NHS	L050		\$ 10,677,721	\$ -	\$ -	\$ -	\$ 10,677,721
STP	L200		\$ 8,634,922	\$ 2,961,186	\$ -	\$ -	\$ 11,596,108
HPP	LY10		\$ -	\$ 1,799,800	\$ -	\$ -	\$ 1,799,800
Local	LOC		\$ 183,600	\$ -	\$ -	\$ -	\$ 183,600
IM	L010	ROAD MAINT - INTERSTATE	\$ 82,000	\$ -	\$ -	\$ -	\$ 82,000
IM	L010	BRIDGE PAINT - INTERSTATE	\$ 82,000	\$ 82,000	\$ 82,000	\$ 41,000	\$ 287,000
NHS	L050	ROAD MAINT - NAT'L HWY	\$ 287,000	\$ 287,000	\$ 287,000	\$ 287,000	\$ 1,148,000
NHS	L050	ROADWAY LIGHTING	\$ 8,200	\$ -	\$ -	\$ -	\$ 8,200
STP	L220	ENHANCEMENT	\$ 123,000	\$ 65,600	\$ 65,600	\$ 65,600	\$ 319,800
STP	L240	OPERATIONAL	\$ 82,000	\$ 82,000	\$ 82,000	\$ 41,000	\$ 287,000
STP	L240	ROAD MAINT - ANY AREA	\$ 820,000	\$ 795,400	\$ 795,400	\$ 713,400	\$ 3,124,200
STP	L240	BRIDGE PAINTING	\$ 41,000	\$ 41,000	\$ 41,000	\$ 41,000	\$ 164,000
STP	L240	TRAF CONTROL DEVICES	\$ 123,000	\$ 84,050	\$ 96,350	\$ 102,500	\$ 405,900
STP	L240	FORCE ACCT MAINT	\$ 147,600	\$ 147,600	\$ 147,600	\$ 147,600	\$ 590,400
STP	L240	TRAF&REV/D-B/STUDIES	\$ 24,600	\$ -	\$ -	\$ -	\$ 24,600
STP	L240	RW PROTECTIVE BUY	\$ 20,500	\$ 8,200	\$ 8,200	\$ 8,200	\$ 45,100
Trails	L940	RECREATIONAL TRAILS	\$ 10,250	\$ 10,250	\$ 10,250	\$ 10,250	\$ 41,000
SFT	LS20	HWY RISK RURAL ROADS	\$ 31,567	\$ -	\$ -	\$ -	\$ 31,567
SFT	LS30	SAFETY	\$ 410,000	\$ 385,400	\$ 385,400	\$ 385,400	\$ 1,566,200
SFT	LS40	RRX HAZARD ELIM	\$ 36,080	\$ 28,700	\$ 29,520	\$ 29,520	\$ 123,820
SFT	LS50	RRX PROTECTION DEV	\$ 36,080	\$ 28,700	\$ 28,700	\$ 31,280	\$ 124,760
SRTS	LU10	SAFE RT TO SCH NON-INFR	\$ 2,132	\$ 1,312	\$ 1,312	\$ 1,312	\$ 6,068
SRTS	LU20	SAFE RT TO SCH INFR	\$ 19,213	\$ 11,013	\$ 11,013	\$ 11,013	\$ 52,250
SRTS	LU30	SAFE RT TO SCH ANY PROJ	\$ 4,592	\$ 2,952	\$ 2,952	\$ 2,952	\$ 13,448
EB	LZ20	CST MGMT	\$ 229,600	\$ 123,000	\$ 123,000	\$ 123,000	\$ 598,600
TOTAL			\$ 22,116,657	\$ 6,945,163	\$ 2,197,297	\$ 2,042,027	\$ 33,301,143

Transportation Improvement Plan

2013-2016 Projects

Expenditures

Brunswick Project Cost Detail FY 2013 thru FY 2016

9/17/2012

PI #	MPO TIP ID	Description	Prim Work Type	Prog Date	Phase	Fund Code	Federal	State	Other	Total
0000421	BATS01-02	SR 25 SPUR FM CATE RD ALONG CR 588/CANAL RD TO SR 99	Widening	2013	UTL	LOC	\$0	\$0	\$183,600	\$183,600
0000421	BATS01-02	SR 25 SPUR FM CATE RD ALONG CR 588/CANAL RD TO SR 99	Widening	2013	CST	L200	\$6,907,937	\$1,726,984	\$0	\$8,634,922
0001585	BATS02-01	I-95 @ SR 99 - INTERCHANGE RECONSTRUCTION	Interchange	2013	CST	L050	\$8,542,177	\$2,135,544	\$0	\$10,677,721
FY 2013 Totals:							\$15,450,114	\$3,862,529	\$183,600	\$19,496,243
532650-	BATS01-03	SR 25/US 17 FM CR 372/YACHT DR TO HARRY DRIGGERS BLVD	Widening	2014	ROW	L200	\$2,368,949	\$592,237	\$0	\$2,961,186
532650-	BATS01-03	SR 25/US 17 FM CR 372/YACHT DR TO HARRY DRIGGERS BLVD	Widening	2014	ROW	LY10	\$1,439,840	\$359,960	\$0	\$1,799,800
FY 2014 Totals:							\$3,808,789	\$952,197	\$0	\$4,760,986
Brunswick Totals:							\$19,258,903	\$4,814,726	\$183,600	\$24,257,229

Brunswick Project Cost Summary FY 2013 thru FY 2016

3/19/2012

PI #	Prog Date	Fund Code	Federal	State	Other	Total
0001585	2013	L050	\$8,941,146	\$2,235,287	\$0	\$11,176,433
		L050 Totals:	\$8,941,146	\$2,235,287	\$0	\$11,176,433
0000421	2013	L200	\$9,175,569	\$2,293,892	\$0	\$11,469,461
		L200 Totals:	\$9,175,569	\$2,293,892	\$0	\$11,469,461
FY 2013 Totals:			\$18,116,715	\$4,529,179	\$0	\$22,645,894
532650-	2014	L200	\$2,368,949	\$592,237	\$0	\$2,961,186
		L200 Totals:	\$2,368,949	\$592,237	\$0	\$2,961,186
532650-	2014	LY10	\$1,439,840	\$359,960	\$0	\$1,799,800
		LY10 Totals:	\$1,439,840	\$359,960	\$0	\$1,799,800
FY 2014 Totals:			\$3,808,789	\$952,197	\$0	\$4,760,986
Brunswick Totals:			\$21,925,505	\$5,481,376	\$0	\$27,406,881

Brunswick Area Transportation Study Transportation Improvement Program

Project Name: I-95 @ SR 99 Interchange Reconstruction Project Description: SR 99 From SR27/US 341 to I-95	Tier: One PI Number: 0001585 TIP #: BATS02-01 County: Glynn
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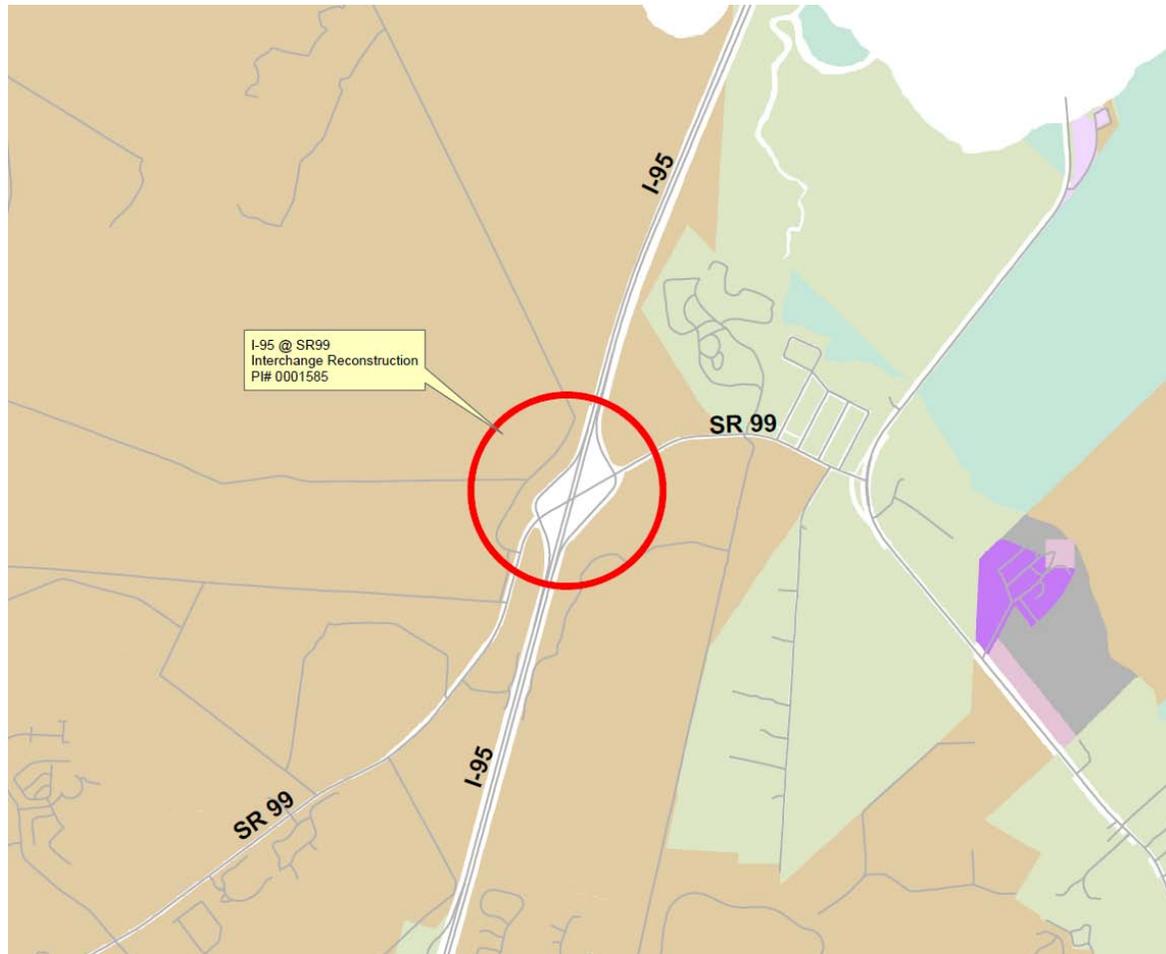
Length (K/Mi.): N/A Traffic Volumes (ADT) - Current: 45,860 Local Road #:	# of Lanes Existing: Traffic Volumes (ADT)-20 Yr. Projection: Fed/State Road #: I-95 & SR99	# of Lanes Planned : Traffic Volumes (ADT)-20 Yr. Projection: Funding: L050
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Comments/Remarks:

PROJECT PHASE	FY13	FY 14	FY15	FY16
Scoping	\$0			
Right-of-Way	\$0			
Construction	\$11,176,433			
Project Cost	\$11,176,433			
Federal Cost	\$8,941,146			
State Cost	\$2,235,287			
Local Cost	\$0			

GDOT District: 5 Fund 1 for PI 1: L050	Congressional District: 1 Fund 1 for PI 2:	RDC: CG Fund 1 for PI 3:
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Project Location



Brunswick Area Transportation Study Transportation Improvement Program

Project Name: SR 25 Spur Project Description: SR 25 Spur from Cate Rd along CR 588 Canal Road to SR 99	Tier: One PI Number: 0000421 TIP #: BATS01-02 County: Glynn
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Length (K/Mi.): 2.18 mi.	# of Lanes Existing: 2	# of Lanes Planned : 4
Traffic Volumes (ADT) - Current: 3,740	Traffic Volumes (ADT)-20 Yr. Projection: 6,800	
Local Road #:	Fed/State Road # SR25 Spur	Funding: L200

Comments/Remarks:

PROJECT PHASE	FY13	FY14	FY 15	FY16
<i>Preliminary Engineering</i>	\$0			
<i>Right-of-Way</i>	\$0			
<i>Construction</i>	\$11,469,461			
<i>Project Cost</i>	\$11,469,461			
<i>Federal Cost</i>	\$9,175,569			
<i>State Cost</i>	\$2,293,892			
<i>Local Cost</i>	\$0			

GDOT District: 5	Congressional District: 1	RDC: CG
Fund 1 for PI 1: L200	Fund 1 for PI 2:	Fund 1 for PI 3:

Project Location



Brunswick Area Transportation Study Transportation Improvement Program

Project Name: SR25/US 17 Widening Project Description: SR25/US 17 FM CR 372/Yacht Dr to Harry Driggers Blvd	Tier: One PI Number: 532650 TIP #: BATS01-03 County: Glynn
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Length (K/Mi.): 1.95 mi.	# of Lanes Existing: 2	# of Lanes Planned : 4
Traffic Volumes (ADT) - Current: 17,040	Traffic Volumes (ADT)-20 Yr. Projection: 24,800	
Local Road #:	Fed/State Road # SR25/US 17	Funding: L200/LY10

Comments/Remarks: This project includes fund codes L200 and LY10

PROJECT PHASE	FY13	FY 14	FY15	FY16
Preliminary Engineering		\$0		
Right-of-Way		\$4,760,986		
Construction		\$0		
Project Cost		\$4,760,986		
Federal Cost		\$3,808,789		
State Cost		\$952,197		
Local Cost		\$0		

GDOT District: 5	Congressional District: 1	RDC: CG
Fund 1 for PI 1:	Fund 1 for PI 2:	Fund 1 for PI 3:

Project Location



Transportation Improvement Plan

2013-2016

Lump Sum Projects

MPO Lump Sum Projects - Brunswick

Parameters: MPO

Processed Date: 4/16/13



GLYNN

PROJ	PROJ NO.	TRF NO.	DESCRIPTION	PE	ROW	CST	UTL
000140	CSTEE-0009-00140	BATS 06-08 TE	ST SIMONS TRAIL PLANT IN GLYNN COUNTY - PHASE I			CST	PRECST
000062	CSTEE 0009 00062		HAYBRI CROSSINGS BLVD PEDESTRIAN PATH PHASE I		ROW	CST	PRECST
0000063	CSTEE-0009-00063		JENNYLL ISLAND BIKE PATH - PHASE III			CST	AUTHORIZED
			SR 361 S 17 @ SR 98	PE		CST	PRECST
0010011			GLYNN COUNTY SCHOOL DISTRICT @ 530100LS - 9703	PE	AUTHORIZED	CST	PRECST
0010086			SR 630 FROM CR 840BEN FORTSON HWY TO CEDAR CREEK		ROW	CST	PRECST
0010087			ST SIMONS LIGHTHOUSE KEEPERS DWELLING & MARITIME MUSEUM		ROW	CST	PRECST
0010089			HABER DRACERS BL VTLA CR 7100 CRONY @ 110CS - PHASE II		ROW	CST	PRECST
0010065			CR7 SYSTEM SPECTY WATSON DOWNS @ 3 LDCS IN GLYNN COUNTY			CST	PRECST
0004284			SR 27 PA 5 OF WAYNE COUNTY LINE TO S OF CR 4302/TA CUT RD			CST	PRECST
0004490			SR 303 @ SOUTH BRUNSWICK RIVER - BRIDGE REPAIR				

LUMP SUM FUNDING

A portion of the STIP funding is set aside for nine 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 eight 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 LUMP and a preliminary estimated cost. These projects are also denoted with the words "Lump Sum Project" 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, management systems and consultant design services

This group has two funding/work types: planning/management systems and consultant design services

Group: Traffic and Revenue/Design-Build/Special Studies

Criteria: These studies are to determine how much traffic and how much revenue a toll facility (such as a managed lane) could generate-in order to guide project development/financing. Special studies, related to transportation, would also be included in this group.

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 (TEA)

TEA 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 is a single item.

Group: Livable Centers Initiative (LCI)

Criteria: projects qualifying for the LCI program and selected by the Atlanta Regional Commission (ARC)

LCI implementation projects are selected on a competitive basis and lump sum funding amounts are programmed according to reasonable schedules for engineering, right of way acquisitions and

construction for projects comprising the overall program. Funding for individual phases of a project may be shifted between fiscal years as necessary if such shifts do not affect the implementation schedule of other projects or exceed the overall lump sum funding amount.

This group is a single item.

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 two items; Infrastructure & non-infrastructure.

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.

FY 2013 – 2016
Federal and State Funded
Transit Projects

<u>Brunswick MPO</u>						
SECTION 5303						
	STIP #	FY 2013	FY 2014	FY 2015	FY 20156	TOTAL
OPERATING ITEM DESCRIPTION						
FY 2013 5303		\$ 37,500				\$ 37,500
FY 2014 5303			\$ 37,500			\$ 37,500
FY 2015 5303				\$ 37,500		\$ 37,500
FY 2016 5303					\$ 37,500	\$ 37,500
TOTAL PROJECT COST		\$ 37,500	\$ 37,500	\$ 37,500	\$ 37,500	\$ 150,000
FEDERAL COST						\$ 120,000
STATE COST						\$ 15,000
LOCAL COST						\$ 15,000

The MPO will coordinate with the Coastal Regional Commission to satisfy the public transportation needs of Brunswick and Glynn County identified in the Transit Implementation Plan published February 2009. The Coastal Regional Commission currently facilitates a regional rural public transit system that is available in the rural areas of Glynn County and the additional nine counties of coastal Georgia. The rural transits system’s funding limits its service to people outside of urban area.

The urban areas of Brunswick and Glynn County are eligible for urban transit funding. It is the goal of the MPO to close the gap in service in Glynn County through implementation of a fixed route transit program to operate in the urban areas of Brunswick and Glynn County. This service will work in conjunction with the rural public transit system already operating in Glynn County.

The fixed-route transit system will run on the routes previously designated by the most recent feasibility study approved by the Brunswick Area Transportation committee and the city/county commissions, but will be down-sized to allow for growth of the program. The proposed fixed-route system will be administered and operated by the Coastal Regional Commission and will require cooperation with the City of Brunswick/ Glynn County Board of Commissioners/and the Brunswick MPO.

Brunswick Area Transportation Study Certification