

**GREATER DALTON
METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM
Fiscal Year 2015-2018**



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

Adopted: August 7, 2014

Updated: July 7, 2015

Prepared by:
Whitfield County GDMPO Staff

In Cooperation with the:
Georgia Department of Transportation (GDOT)
Federal Highway Administration (FHWA)



Greater Dalton Metropolitan Planning Organization

GDMPO Resolution No. 08-07-2014

A RESOLUTION

A Resolution Approving the FY 2015-2018 Transportation Improvement Program (TIP) for the Dalton-Tunnel Hill-Varnell-Cohutta-Whitfield County and a portion of Murray County area, known as the Greater Dalton Metropolitan/ Urbanized Area.

WHEREAS, on May 1, 2002, the U.S. Bureau of Census designated Dalton, Georgia as an Urbanized Area which, in accordance with Title 23, Section 134 of the United States Code requires the Greater Dalton Urban Area to have a transportation planning process to be eligible for federal transportation funds; and

WHEREAS, Federal regulations described in 23CFR 450.324(a) states that the metropolitan transportation planning process shall include development of a Transportation Improvement Program (TIP) for the metropolitan planning area by the Metropolitan Planning Organization (MPO) in cooperation with the State; and

WHEREAS, prior to the designation of the Dalton Urbanized Area, Dalton and Whitfield County, Georgia received federal transportation funds in accordance with the State Transportation Improvement Program (STIP); and

WHEREAS, now a separate Transportation Improvement Program is required for the Greater Dalton Metropolitan Area; and

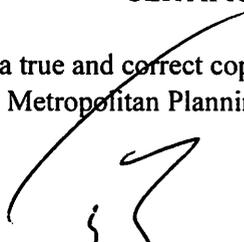
WHEREAS, the Greater Dalton Metropolitan Planning Organization (GDMPO), the designated MPO for the Greater Dalton and Murray County Urbanized Area, has worked with the Georgia Department of Transportation in the development of the TIP for the Dalton-Whitfield County Area, and

WHEREAS, in accordance with 23 CFR 450.316(a) and in accordance with the GDMPO Participation Plan, a draft FY 2015-2018 TIP will be available for public review/comment for 30 days at Dalton City Library, Dalton City Hall, the Whitfield County Administrative Offices Building #1 and #2, the Whitfield County Chamber of Commerce, the North West Georgia Regional Commission office, the City Halls of Tunnel Hill and Varnell, and the Commissioner's Office in Murray County;

NOW THEREFORE, BE IT RESOLVED that the Policy Committee of the GDMPO does hereby approve the FY 2015-2018 Transportation Improvement Program for the Greater Dalton Metropolitan Area.

CERTIFICATION

I hereby certify that the above is a true and correct copy of the Resolution adopted by the Policy Committee of the Greater Dalton Metropolitan Planning Organization at the meeting held on August 7, 2014.

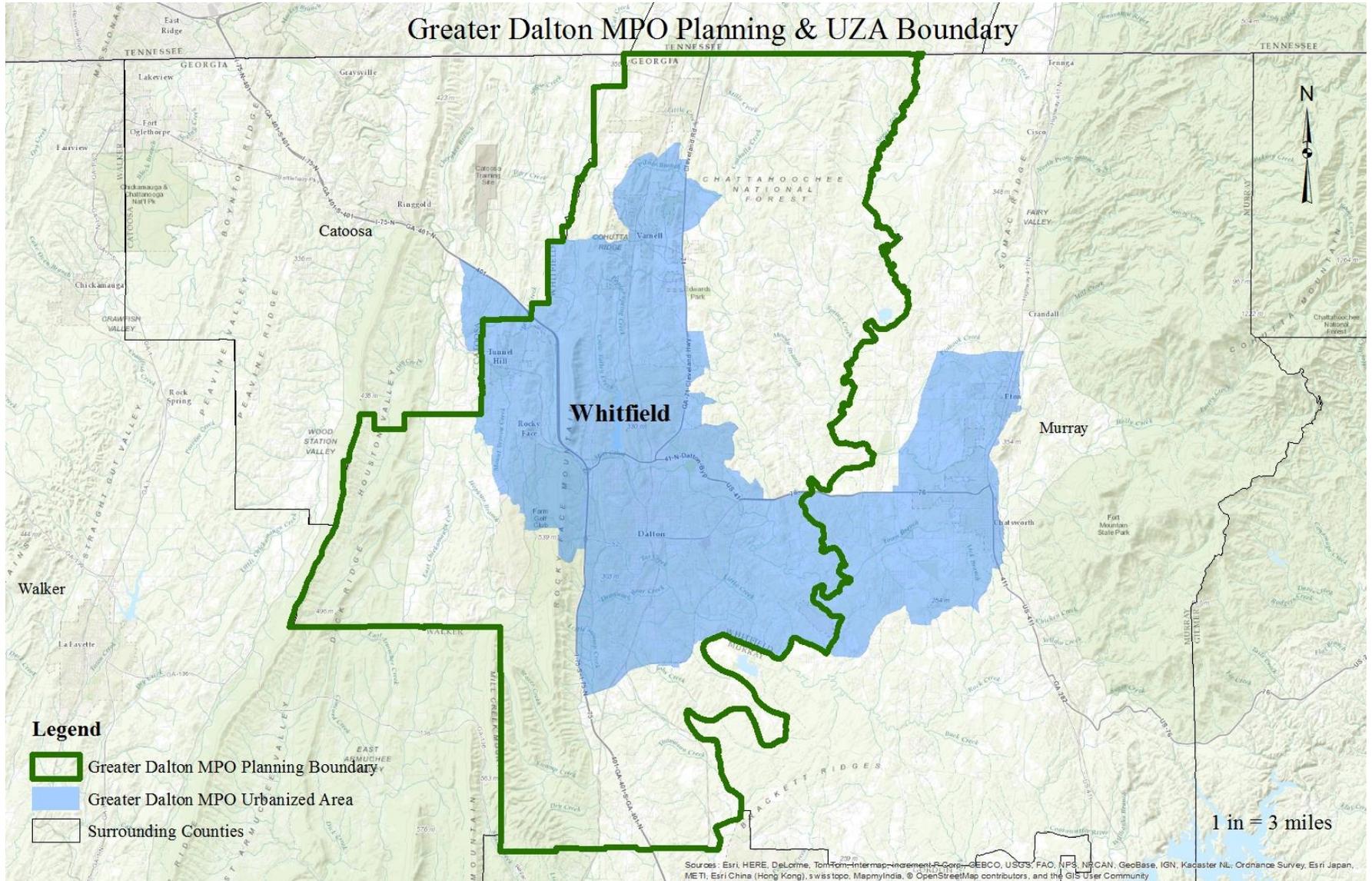


J. Tyson Ross, Chairman
GDMPO Policy Committee

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Greater Dalton MPO Planning & UZA Boundary



I. Purpose and Definition of the Transportation Improvement Program

The purpose of the Transportation Improvement Program (TIP) is to provide a four-year program to examine projects, outlined within the Long Range Transportation Plan (LRTP), and define the prioritization of the implementation of these projects. The TIP, the metropolitan area’s short-range plan, provides a detailed allocation of transportation funding resources among capital and operating needs in the area. In accordance with 23 CFR 450.324, 450.326, and 450.328, the TIP:

- 1) Has been developed in cooperation with the State and public transit operators,
- 2) Covers a four-year period of investments, but includes projects designated as “long-range”,
- 3) Is to be updated every year,
- 4) Is fiscally constrained, with respect to available funding,
- 5) Is approved by the MPO Policy Committee,
- 6) It is incorporated into the Statewide Transportation Improvement Program (STIP),
- 7) It has been made available for public review and comment.

II. Scope of the Transportation Improvement Program (TIP)

One of the products of the transportation planning process is the Transportation Improvement Program. The TIP is a document that outlines the prioritized short-range transportation projects to be implemented over the next four years. Projects included in the TIP are selected from the current 25-year Long Range Transportation Plan (LRTP). It includes the description, estimated costs, funding, project phase, and estimated year of completion for transportation projects such as new roads, road improvements, intersection improvements, bridge improvements, public transportation, and transportation enhancements. The current TIP identifies projects to be implemented over a four-year period from Fiscal Year 2015 (beginning July 1, 2015) to Fiscal Year 2018 (ending June 30, 2018). The TIP covers a four-year period, but it can be modified as needed due to circumstances such as availability of funds, construction progress, or changes in needs.

III. Transportation Planning Process

Following the 2010 US Census, the City of Dalton crossed the standardized metropolitan statistical area (MSA) threshold and as a result became an urbanized area (UA). An UA is defined as a “densely settled territory that contains 50,000 or more people”. The Dalton UA population was recorded at 57,666 people in 2000. The 2010 Census recorded Dalton/Whitfield’s UA population at 98,037. This UA encompasses the City of Dalton as well as areas outside the city limits in Whitfield County, including a portion of Murray County, Tunnel Hill and developments along Cleveland Highway and a fragment in Catoosa County. However, a Memorandum of Understanding (MOU) between the Chattanooga-Hamilton County/North Georgia Transportation Planning Organization (CHCNGATPO) and the Greater Dalton Metropolitan Planning Organization (GDMPO) gives CHCNGATPO the transportation planning activities and responsibilities for that small portion of Catoosa County, Georgia, that lies within the GDMPO UZA and extends into the boundaries of the

CHCNGATPO (Appendix 4).

Current Federal law requires the formation of a Metropolitan Planning Organization (MPO) for UAs with a population greater than 50,000 for the purpose of ensuring transportation investments are based on a comprehensive, cooperative, and continuing (3-C) planning process. The Governor of Georgia designated the North Georgia Regional Development Center (NGRC) as the MPO for Dalton and Whitfield County in March 2003. In August 2009, the NGRC merged with the Coosa Valley Regional Development Center to form the Northwest Georgia Regional Commission per Georgia House Bill 1216. This merger nullified NGRC's MPO designation for the Dalton UA. On September 30, 2009, the Governor of Georgia approved the designation of the Dalton-Tunnel Hill-Varnell-Whitfield County (Greater Dalton) Urban Transportation Study as the MPO and approved Whitfield County as the entity to staff the MPO. This designation along with an approved Memorandum of Understanding among the affected governments allowed the GDMPO to be recipients of Federal transportation planning funds.

Historically, MPO was responsible for conducting the transportation planning processes in accordance with the Safe, Accountable, Flexible, and Efficient Transportation Equity Act a Legacy of Users (SAFETEA-LU). On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 provides needed funds and represents a milestone for the U.S. economy:

- 1) The first multi-year transportation authorization enacted since 2005.
- 2) Funds surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014.
- 3) Transforms the framework for investments to guide the growth and development of the country's vital transportation infrastructure.

MAP-21 changed the structure of the federal surface transportation program and integrates performance based planning into the transportation planning process on the state and regional levels (Appendix 3).

The MPO's primary objective is the development of plans and programs that address transportation needs of Dalton, Whitfield and a portion of Murray County. The planning process is carried out in accordance with 23 CFR, Section 450.112 and in cooperation with the Georgia Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, the City of Dalton, Whitfield and Murray Counties. This cooperation is carried out through two MPO committees whose memberships are identified on the following page. Brief descriptions of the function of these two committees are as follows:

A. Policy Committee

The Policy Committee is composed of the principal elected and appointed officials of participating governments and agencies who oversee or operate major transportation modes within the MPO area. This committee reviews and approves all transportation plans and programs resulting from the Dalton-Whitfield County Transportation Study.

B. Technical Coordinating Committee

The Technical Coordinating Committee provides technical assistance to the Policy Committee and recommends transportation plans and programs for consideration and approval by the Policy Committee.

C. GDMPO Committee Advisors

The Committee Advisors is a group of professionals who can aid and assist the Committees, who are selected due to background, experience and expertise in a variety of fields needed to help the PC and TCC committees make the best possible decisions for the GDMPO to facilitate improving all modes of transportation throughout the area.

IV. GDMPO Committee Members

A. Policy Committee

PC Chairman – Ty Ross
Administrator, City of Dalton

Mike Babb
Chairman, Whitfield County Board of Commissioners

Mark Gibson
Administrator, Whitfield County

Ken Gowin
Mayor, City of Tunnel Hill

Brittany Pittman
Sole Commissioner, Murray County

Radney Simpson
Assistant State Planning Administrator, GDOT

Anthony Hulsey
Mayor, City of Varnell

Ron Schinnick
Mayor, City of Cohutta

B. Technical Coordinating Committee

TCC Chairman – Kent Benson P.E.
County Engineer, Whitfield County

Benny Dunn
Director Public Works, City of Dalton

Dewayne Hunt
Director of Public Works, Whitfield County

Cherie Marsh
Planning/Scheduling Engineer, GDOT – District 6

Ben Kinsey
Assistant VP of Watershed Engineering, Dalton Utilities

Dave Cox
Transportation Planner, GDOT

Megan Weiss
Transportation Planner, GDOT

Eileen Schwartz-Washington
5303 Program Manager, GDOT – Intermodal

Tamara Christion
Transportation Planner, FHWA – Georgia

Andrew Wiersma
Manager, Dalton Municipal Airport

Palmer Griffin
Director of Operations, Dalton Public Schools

Rick Holsomback
Director of Safety, Security & Transportation, Whitfield County Schools

C. Advisory Committee

Barnett Chitwood
Assistant Director of Planning, Northwest Georgia Regional Commission

Jean Garland
Zoning Administrator

Antoine Hawkins
Transit Planner, GDOT Intermodal

Katie Kisner
CSX

Will Miller
Norfolk Southern

V. 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 MAP 21 Act. 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:

A. Administrative Modification (AM)

“A minor revision to a long-range statewide or metropolitan transportation plan (MTP), TIP or 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. AM is a revision that does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in non-attainment and maintenance areas).”

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

1. 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.
2. Splitting or combining projects.
3. Federal funding category change.
4. Minor changes in expenditures for transit projects.
5. Roadway project phases may have a cost increase less than \$2,000,000 or 20% of the amount to be authorized.
6. Shifting projects within the 4-year STIP as long as the subsequent annual draft STIP was submitted prior to September 30.
7. Projects may be funded from lump sum banks as long as they are consistent with category definitions.

AMs can be processed in accordance with these procedures provided:

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 AM process consists of a monthly list of notifications from the 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.

B. Amendment

“A revision to a long-range statewide or MTP, TIP, or STIP that involves a major change to a project included in a MTP, 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, re-demonstration of fiscal constraint, or a conformity determination (for MTPs 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 actions are eligible as Amendments to the STIP/TIP/LRTP:

1. Addition or deletion of a project.
2. Addition or deletion of a phase of a project.
3. Roadway project phases that increase in cost over the thresholds described in the Administrative Modification section.
4. Addition of an annual TIP.
5. 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.
6. Shifting projects within the 4-year STIP which require re-demonstration 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 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 the amendment process and 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.

C. 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: 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:

1. On which the accident rate for fatalities and incapacitating injuries exceeds the statewide average for those functional classes of roadway; or
2. 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:

1. Regional Traffic Operations Concepts
2. Micro-Regional Traffic Operations
3. Traffic Control Maintenance Contracts
4. Signal Timing
5. Identification of minor operational improvement projects to be submitted for Operational Projects under another Lump Sum category.

Projects will:

1. Have to support the Regional or Statewide Traffic Signal Concept of Operations
2. Focus on operating and maintaining the components of traffic control systems
3. Local or quasi-governmental agencies may be contracted with at the project level.
4. 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 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.

1. 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.
2. 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.
3. The Program will result in accelerated, streamlined delivery of all phases of the bridge replacement including, planning, design, environmental approval and construction.

The following page lists Lump Sum Projects for the Greater Dalton MPO Area:

Whitfield County 2015-2018

Lump Sum Projects

Project	Project Number	Tip Number	Description	PE		ROW		CST		UTL	
0004607	STP00-0004-00(607)	29	CR 3/Henry Owens Road @ NS# 719723E					CST	PRECST		
0009891			SR 52/CR 848 from I-75 SB Ramp to CS 1048/West Bridge Road	PE	Authorized	ROW	PRECST	CST	PRECST		
0010399			Dalton Public School System @ 6 Schools - SRTS	PE	Authorized			CST	Authorized		
0010685			CS 725/CS 874/Chattanooga Ave; CS726/Selvidge St & RR @ 3 LOC					CST	PRECST		
0013095			Louise Lane FM Redwine Cove Road to Baker Road; INC 6 NS RR LOCS	PE	PRECST			CST	PRECST		
M004906			SR 71 FM N of CR 567/Roland Hills to N of CS 274 Wolfe St								
M004922			I-75 from SR 156/Gordon to SR 3/US 41/Whitfield								

D. 5311 Operating/Capital Assistance

**5311 Operating Assistance for:
Non-Urbanized Area Transit - Whitfield County
GDOT District 6 - Congressional District 14**

Operating Assistance			
Period	Federal	Local	Operating Annual Total
FY 2015	\$ 323,453.00	\$ 323,453.00	\$ 646,906.00
FY 2016	\$ 323,453.00	\$ 323,453.00	\$ 646,906.00
FY 2017	\$ 323,453.00	\$ 323,453.00	\$ 646,906.00
FY 2018	\$ 323,453.00	\$ 323,453.00	\$ 646,906.00
Grand Total	\$ 1,293,812.00	\$ 1,293,812.00	\$ 2,587,624.00

**5311 Capital Assistance for:
Non-Urbanized Area Transit - Whitfield County**

Capital Assistance					
Period	Federal	State	Local	Capital Annual Total	Capital Items To Be Purchased
FY 2015	\$ 106,603.00	\$ 13,250.00	\$ 13,258.00	\$ 133,111.00	Three Replacement Buses W/ Lift
FY 2016	\$ 106,603.00	\$ 13,250.00	\$ 13,258.00	\$ 133,111.00	
FY 2017	\$ 106,603.00	\$ 13,250.00	\$ 13,258.00	\$ 133,111.00	
FY 2018	\$ 106,603.00	\$ 13,250.00	\$ 13,258.00	\$ 133,111.00	
Grand Total	\$ 426,412.00	\$ 53,000.00	\$ 53,032.00	\$ 532,444.00	

E. 5307/5303 Planning Schedule

5307 Planning Schedule for Urbanized Transit					
Section 5307					
Grant Description	Summary	Congressional District 14	Federal	Local	Total
	5307 - Capital and Studies				
FY 2015 Contract # TBD	Urban Transit - Route Implementation Study		\$ 80,000.00	\$ 20,000.00	\$ 100,000.00
FY 2016 Contract # TBD	Transit - Capital Purchase Integration Study		\$ 80,000.00	\$ 20,000.00	\$ 100,000.00
FY 2017 Contract # TBD	Equip Purchase and Start - Up		\$ 80,000.00	\$ 20,000.00	\$ 100,000.00
FY 2018 Contract # TBD	Equip Purchase and Operations Review		\$ 80,000.00	\$ 20,000.00	\$ 100,000.00
5303 Transit / Multimodal Planning					
Section 5303					
Grant Description	Summary	Congressional District 14	Federal	State	Local
FY 2015 Contract # TBD	Assistance in Planning Transit and Intermodal Transportation		\$ 25,000.00	\$ 3,125.00	\$ 3,125.00
FY 2016 Contract # TBD	Assistance in Planning Transit and Intermodal Transportation		\$ 25,000.00	\$ 3,125.00	\$ 3,125.00
FY 2017 Contract # TBD	Assistance in Planning Transit and Intermodal Transportation		\$ 25,000.00	\$ 3,125.00	\$ 3,125.00
FY 2018 Contract # TBD	Assistance in Planning Transit and Intermodal Transportation		\$ 25,000.00	\$ 3,125.00	\$ 3,125.00

F. MAP-21 Funding Codes

2014 MAP-21 Funding Code Descriptions	
CODE	DESCRIPTIONS OF FUNDING CODES
M001	NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)
M002	NATIONAL HIGHWAY PERFORMANCE PROGRAM EXEMPT
M240	SURFACE TRANSPORTATION PROGRAM (STP) FLEX
M230	STP – URBANIZED AREAS - POPULATION >200K
M231	STP – AREAS - POPULATION 5K TO 200K
M232	STP-AREAS WITH POPULATION <5K
M233	STP – OFF SYSTEM BRIDGE
M234	SPECIAL RULE – AREAS POPULATION < 5K
MT30	HIGHWAY USE TAX EVASION PROJECTS
M290	EDUCATION AND TRAINING (NHI)
MW10	DENALI ACCESS SYSTEM
MS30	HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)
MS40	RAILWAY – HIGHWAY – HAZARD ELIMINATION
MS50	RAILWAY – HIGHWAY – PROTECTIVE DEVICES
M400	CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT (CMAQ)
M401	CMAQ FLEXIBLE FUNDING
M003	PROJECTS TO REDUCE PARTICULATE MATTER 2.5 EMISSIONS
M450	METROPOLITAN PLANNING PROGRAM
M300	TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FLEX
M301	TAP – URBANIZED AREAS – POPULATION >200K
M302	TAP – AREAS – POPULATION >5K TO 200K
M303	TAP – AREAS – POPULATION < 5K
M940	RECREATIONAL TRAILS PROGRAM (RTP)
M941	RECREATIONAL TRAILS PROGRAM (RTP) 1% RETURN
MR10	STATE RTP ADMINISTRATION
MR20	RTP EDUCATIONAL PROGRAMS
M550	STATE PLANNING AND RESEARCH (SPR)
M560	RESEARCH, DEVELOPMENT, & TECHNOLOGY TRANSFER (RD&T)
M561	FUTURE STRATEGIC HWY RESEARCH PROGRAM IMPLEMENTATN
GRC0	CERTAIN SAFETY PROJECTS (GRC)
M004	INNOVATIVE PROJECT DELIVERY – INCREASED FEDERAL SHARE
MS31	HSIP ACTIVITIES – SECTION 154 PENALTIES
MS32	HSIP ACTIVITIES – SECTION 164 PENALTIES
M030	REDISTRIBUTION OF CERTAIN AUTHORIZED FUNDS

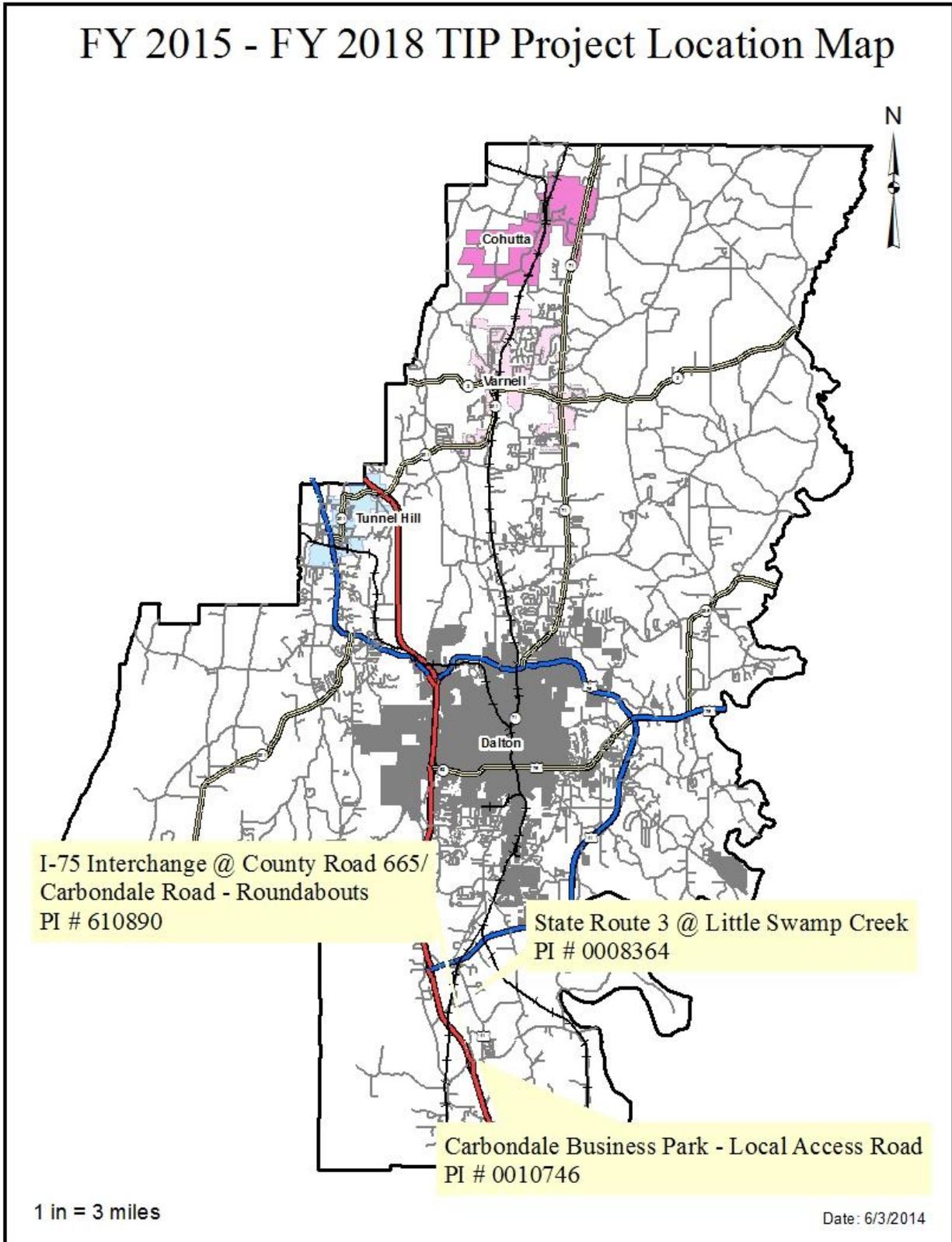
G. Dalton Project Cost Detail

Dalton Project Cost Detail

FY 2015 - FY 2018

PI#	MPO TIP ID	Description	Prim Work Type	Prog Date	Phase	Fund Code	Federal	State	Other	Total
0008364		SR 3 @ Little Swamp Creek	Bridges	2015	ROW	M240	\$ 174,887.00	\$ 43,722.00	\$ -	\$ 218,609.00
0010746		Carbondale Business Park - Local Access Road	Roadway Project	2015	CST	L9A0	\$ 1,000,000.00	\$ -	\$ 940,233.00	\$ 1,940,233.00
FY 2015 Totals:							\$ 1,174,887.00	\$ 43,722.00	\$ 940,233.00	\$ 2,158,842.00
0008364		SR 3 @ Little Swamp Creek	Bridges	2016	UTL	M240	\$ 58,437.00	\$ 14,609.00	\$ -	\$ 73,047.00
0008364		SR 3 @ Little Swamp Creek	Bridges	2016	CST	M240	\$ 949,942.00	\$ 237,486.00	\$ -	\$ 1,187,428.00
		I-75 Interchange @ CR								
610890-	2	665/Carbondale Road; INC Roundabouts	Interchange	2016	UTL	LOC	\$ -	\$ -	\$ 624,240.00	\$ 624,240.00
		I-75 Interchange @ CR								
610890-	2	665/Carbondale Road; INC Roundabouts	Interchange	2016	CST	M001	\$ 10,960,164.00	\$ 2,740,041.00	\$ -	\$ 13,700,205.00
FY 2016 Totals:							\$ 11,968,544.00	\$ 2,992,136.00	\$ 624,240.00	\$ 15,584,920.00
Dalton Totals:							\$ 13,143,431.00	\$ 3,035,858.00	\$ 1,564,473.00	\$ 17,743,761.00

H. FY 2015-FY2018 Project Location Map



I. Project Description Sheets

1. State Route 3 @ Little Swamp Creek
2. Carbondale Business Park – Access Road
3. I-75 Interchange @ County Road 665/Carbondale Road – Roundabouts

Greater Dalton Metropolitan Planning Organization
FY 2015 - FY 2018 Transportation Improvement Plan

General Information

Project Name:	State Route 3 @ Little Swamp Creek	DOT District:	6
PI Number:	0008364	Congressional District:	14
Map Key Number:		City:	Dalton
MPO TIP Project Number:	WC0008364	County:	Whitfield
Local PI Number:		Regional Commission:	Northwest Georgia
State/US Number:	State Route 3	Local Road Name/Number:	

Considerations

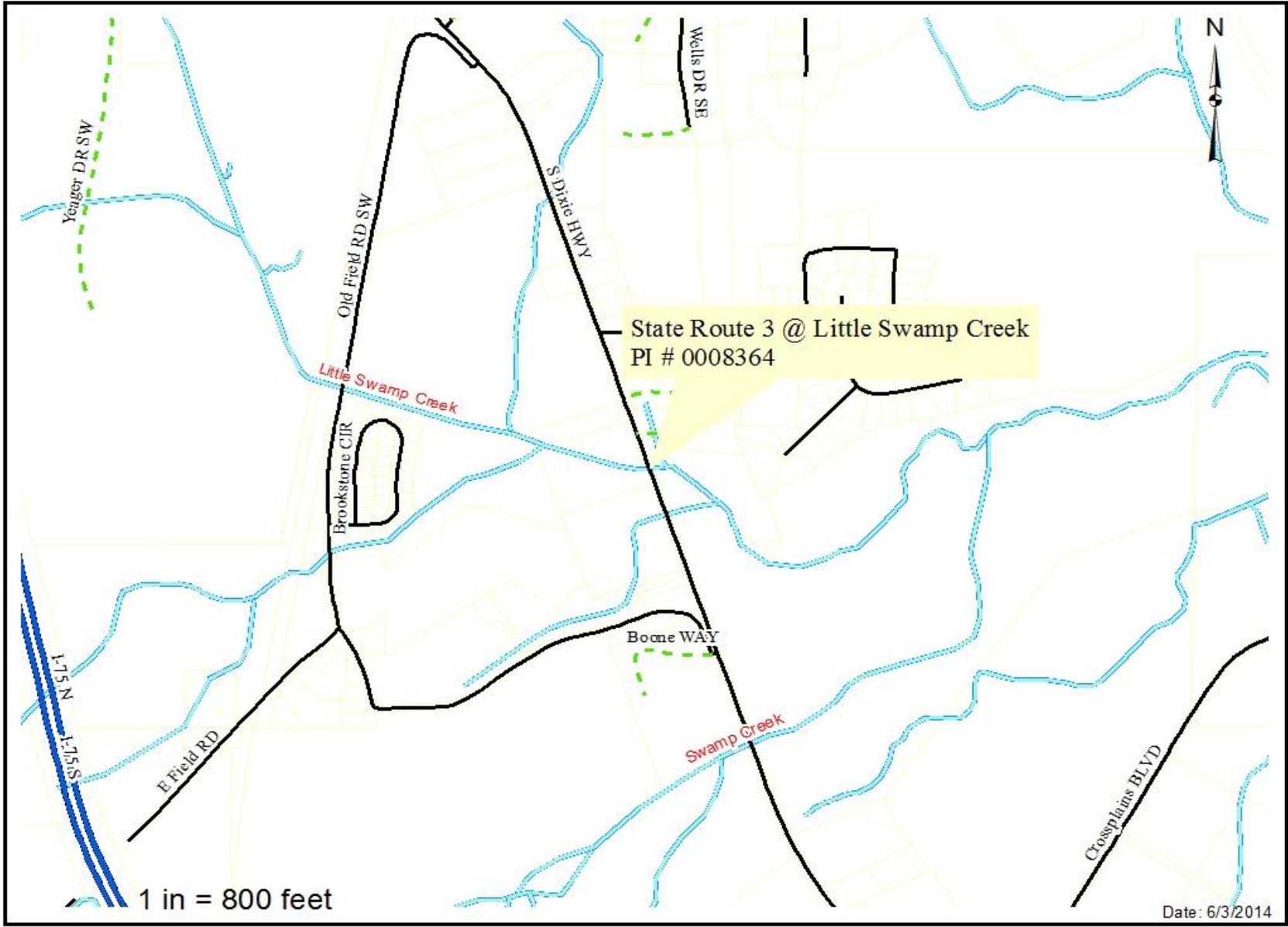
Planning Measure and Need: Bridge Replacement

Funding:

Project Phase	Fiscal Year				Total Cost	Funding Source Code
	FY 2015	FY 2016	FY 2017	FY 2018		
ROW	\$ 218,609.00	\$ -	\$ -	\$ -	\$ 218,609.00	M240
Utility	\$ -	\$ 75,480.01	\$ -	\$ -	\$ 75,480.01	M240
Construction	\$ -	\$ 1,187,428.00	\$ -	\$ -	\$ 1,187,428.00	M240
Federal	\$ 174,887.00	\$ 1,008,380.00	\$ -	\$ -	\$ 1,183,267.00	
State	\$ 43,722.00	\$ 252,095.00	\$ -	\$ -	\$ 295,817.00	
Local	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Project Cost	\$ 218,609.00	\$ 1,260,475.00	\$ -	\$ -	\$ 1,481,517.01	

Project Description

Type:	Bridge Replacement	2006 Volume (ADT):	
Purpose and Need:	Safety Improvement	2035 Volume (ADT):	11300
Length (mi):	0.400	2006 V/C Ratio:	
Number of Lanes:	2	2035 V/C Ratio:	
Number of Lanes Planned:	2	Connectivity/Related Projects:	
Termini Locations:		Bike/Pedestrian Additions:	
Functional Class/Comments/Remarks:	Principal Arterial		



Greater Dalton Metropolitan Planning Organization
FY 2015 - FY 2018 Transportation Improvement Plan

General Information

Project Name:	Carbondale Business Park - Local Access Road	DOT District:	6
PI Number:	0010746	Congressional District:	14
Map Key Number:		City:	Dalton
MPO TIP Project Number:	WC0010746	County:	Whitfield
Local PI Number:		Regional Commission:	Northwest Georgia
State/US Number:		Local Road Name/Number:	

Considerations

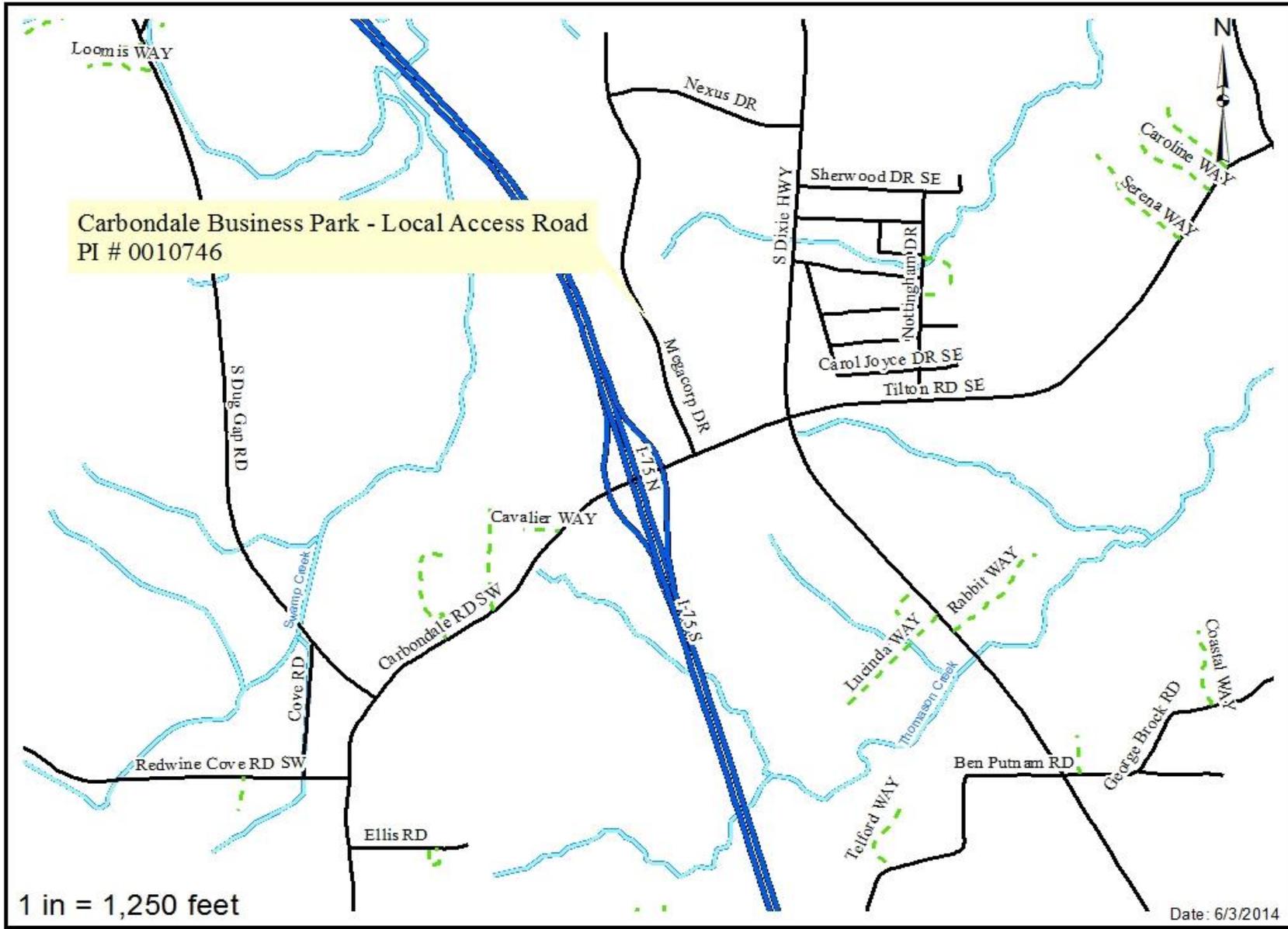
Planning Measure and Need: Improve Connectivity

Funding:

Project Phase	Fiscal Year				Total Cost	Funding Source Code
	FY 2015	FY 2016	FY 2017	FY 2018		
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	
Utility	\$ -	\$ -	\$ -	\$ -	\$ -	
Construction		\$ 2,616,571.55	\$ -	\$ -	\$ 2,616,571.55	L9A0
Federal	\$ 1,000,000.00	\$ -	\$ -	\$ -	\$ 1,000,000.00	
State	\$ -	\$ -	\$ -	\$ -	\$ -	
Local	\$ 940,233.00	\$ -	\$ -	\$ -	\$ 940,233.00	
Total Project Cost	\$ 1,940,233.00	\$ -	\$ -	\$ -	\$ 1,940,233.00	

Project Description

Type:	Connectivity Improvement	2006 Volume (ADT):	
Purpose and Need:	Improve Connectivity to the Local Business Park	2035 Volume (ADT):	
Length (mi):	0.780	2006 V/C Ratio:	
Number of Lanes:	2	2035 V/C Ratio:	
Number of Lanes Planned:		Connectivity/Related Projects:	
Termini Locations:		Bike/Pedestrian Additions:	
Functional Class/Comments/Remarks:			



Greater Dalton Metropolitan Planning Organization
FY 2015 - FY 2018 Transportation Improvement Plan

General Information

Project Name:	I-75 Interchange @ County Road 665/ Carbondale Road - Roudabouts	DOT District:	6
PI Number:	610890-	Congressional District:	14
Map Key Number:		City:	Dalton
MPO TIP Project Number:	WC610890	County:	Whitfield
Local PI Number:	2	Regional Commission:	Northwest Georgia
State/US Number:	Hwy 401	Local Road Name/Number:	I-75 Interchange

Considerations

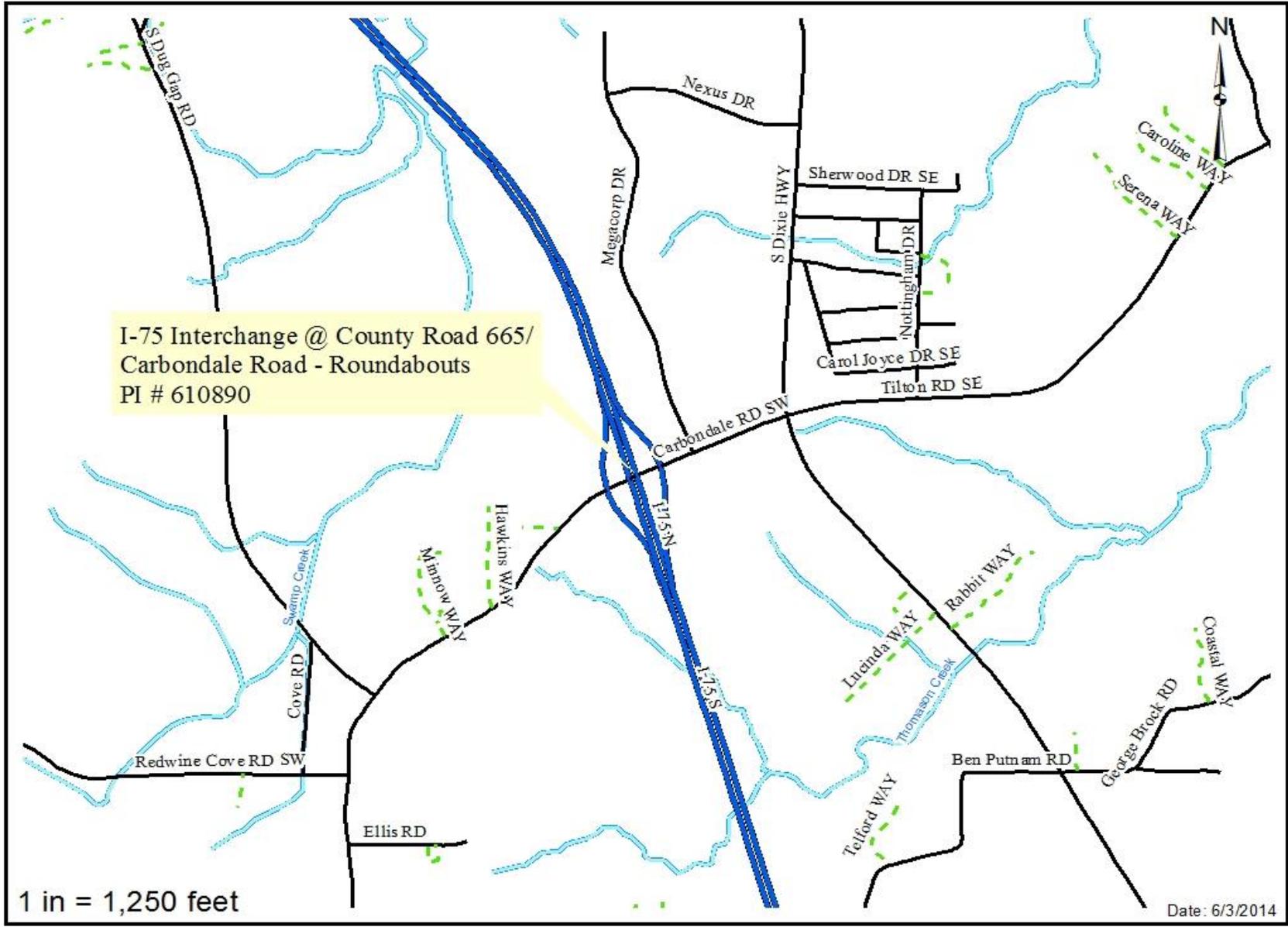
Planning Measure and Need: Interchange Capacity is Deficient

Funding:

Project Phase	Fiscal Year				Total Cost	Funding Source Code
	FY 2015	FY 2016	FY 2017	FY 2018		
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	
Utility	\$ -	\$ 624,240.00	\$ -	\$ -	\$ 624,240.00	LOC
Construction	\$ -	\$ 15,565,873.72	\$ -	\$ -	\$ 15,565,873.72	M001
Federal	\$ -	\$ 10,960,164.00	\$ -	\$ -	\$ 10,960,164.00	
State	\$ -	\$ 2,740,041.00	\$ -	\$ -	\$ 2,740,041.00	
Local	\$ -	\$ 624,240.00	\$ -	\$ -	\$ 624,240.00	
Total Project Cost	\$ -	\$ 14,324,445.00	\$ -	\$ -	\$ 14,324,445.00	

Project Description

Type:	Construction of Roundabouts @ Interchange	2006 Volume (ADT):	
Purpose and Need:	Improve Congestion and Safety	2035 Volume (ADT):	
Length (mi):	0.662	2006 V/C Ratio:	
Number of Lanes:		2035 V/C Ratio:	
Number of Lanes Planned:		Connectivity/Related Projects:	I-75 Access to State Route 3/US Highway 41
Termini Locations:	I-75 & County Road 665/Carbondale Road	Bike/Pedestrian Additions:	
Functional Class/Comments/Remarks:			



J. Dalton Total Expected Highway STIP Funds

Dalton

Total Expected Highway STIP Funds (Matched)

FY 2015 - FY 2018

Fund	Code	Lump Description	2015	2016	2017	2018	Total
NHPP	M001		\$ -	\$ 13,700,205.00	\$ -	\$ -	\$ 13,700,205.00
STP	M240		\$ 218,609.00	\$ 1,260,475.00	\$ -	\$ -	\$ 1,479,084.00
AppDev	L9A0		\$ 1,940,233.00	\$ -	\$ -	\$ -	\$ 1,940,233.00
Local	LOC		\$ -	\$ 624,240.00	\$ -	\$ -	\$ 624,240.00
NHPP	M001	BRIDGE PAINT - INTERSTATE	\$ 106,000.00	\$ 88,000.00	\$ 106,000.00	\$ 106,000.00	\$ 406,000.00
NHPP	M001	ROAD MAINT - NAT'L HWY	\$ 106,000.00	\$ 106,000.00	\$ 106,000.00	\$ 106,000.00	\$ 424,000.00
NHPP	M001	ROADWAY LIGHTING	\$ 9,000.00	\$ 4,000.00	\$ 4,000.00	\$ 9,000.00	\$ 26,000.00
NHPP	M002	CST MGMT	\$ 253,000.00	\$ 256,000.00	\$ 261,000.00	\$ 264,000.00	\$ 1,034,000.00
STP	L220	ENHANCEMENT	\$ 167,000.00	\$ 167,000.00	\$ 167,000.00	\$ 167,000.00	\$ 668,000.00
STP	M240	OPERATIONAL	\$ 118,000.00	\$ 114,000.00	\$ 106,000.00	\$ 106,000.00	\$ 444,000.00
STP	M240	ROAD MAINT - ANY AREA	\$ 620,000.00	\$ 544,000.00	\$ 559,000.00	\$ 535,000.00	\$ 2,258,000.00
STP	M240	BRIDGE PAINTING	\$ 62,000.00	\$ 53,000.00	\$ 62,000.00	\$ 62,000.00	\$ 239,000.00
STP	M240	LOW IMPACT BRIDGES	\$ 44,000.00	\$ 31,000.00	\$ 44,000.00	\$ 44,000.00	\$ 163,000.00
STP	M240	TRAF CONTROL DEVICES	\$ 132,000.00	\$ 132,000.00	\$ 114,000.00	\$ 114,000.00	\$ 492,000.00
STP	M240	FORCE ACCT MAINT	\$ 158,000.00	\$ 158,000.00	\$ 132,000.00	\$ 132,000.00	\$ 580,000.00
STP	M240	TRAF&REV/D-B/STUDIES	\$ -	\$ 2,000.00	\$ -	\$ -	\$ 2,000.00
STP	M240	RW PROTECTIVE BUY	\$ 9,000.00	\$ 4,000.00	\$ 9,000.00	\$ 9,000.00	\$ 31,000.00
TAP	M940	RECREATIONAL TRAILS	\$ 11,000.00	\$ 11,000.00	\$ 11,000.00	\$ 11,000.00	\$ 44,000.00
HSIP	LS20	HWY RISK RURAL ROADS	\$ -	\$ 28,000.00	\$ -	\$ -	\$ 28,000.00
HSIP	MS30	SAFETY	\$ 616,000.00	\$ 659,000.00	\$ 704,000.00	\$ 704,000.00	\$ 2,683,000.00
HSIP	MS40	RRX HAZARD ELIM	\$ 39,000.00	\$ 39,000.00	\$ 39,000.00	\$ 39,000.00	\$ 156,000.00
HSIP	MS50	RRX PROTECTION DEV	\$ 33,000.00	\$ 33,000.00	\$ 33,000.00	\$ 33,000.00	\$ 132,000.00
SRTS	LU10	SAFE RT TO SCH NON-INFR	\$ 4,000.00	\$ 4,000.00	\$ 2,000.00	\$ -	\$ 10,000.00
SRTS	LU20	SAFE RT TO SCH INFR	\$ -	\$ -	\$ -	\$ -	\$ -
SRTS	LU30	SAFE RT TO SCH ANY PROJ	\$ 2,000.00	\$ -	\$ -	\$ -	\$ 2,000.00
Total			\$ 4,647,842.00	\$ 18,017,920.00	\$ 2,459,000.00	\$ 2,441,000.00	\$ 27,565,762.00

K. Whitfield County Authorized Projects

Whitfield Authorized Projects FY 2015 - FY 2018

Whitfield							
PID	Project Number	TIP Number	Description	Phase	Authorization Date	Authorized Amount	
0000931	NHS00-0000-00(931)	1	I-75 @ SR 3/US 41/Rocky Face Exit - INT Reconst Phase II	CST	2013	\$	37,433,818.83
0007484	CSSTP-0007-00(484)		SR 2; SR 3; SR 71 & SR 201 @ 15 LOCS-Traffic Signal Upgrades	CST	2014	\$	2,618,157.71
0007484	CSSTP-0007-00(484)		SR 2; SR 3; SR 71 & SR 201 @ 15 LOCS-Traffic Signal Upgrades	ROW	2013	\$	140,000.00
0008719	CSSFT-0008-00(719)		SR 3 @ SR 71	CST	2012	\$	1,536,568.29
0010262			PL Dalton - 2012	PLN	2012	\$	222,777.65
0010399			Dalton Public School System @ 6 Schools - SRTS	CST	2014	\$	729,112.76
0010746			Carbondale Business Park - Local Access Road	PE	2013	\$	43,000.00
0010746			Carbondale Business Park - Local Access Road	ROW	2012	\$	-
0010806			PL Dalton - FY 2013	PLN	2013	\$	69,236.45
0011800			PL Dalton - FY 2014	PLN	2014	\$	157,094.94
0012932			PL Dalton - FY 2015	PLN	2014	\$	157,094.94
610890-	IMSTP-0075-03(208)	2	I-75 Interchange @ CR 665/Carbondale Road; INC Roundabouts	PE	2013	\$	311,308.15
610890-	IMSTP-0075-03(208)	2	I-75 Interchange @ CR 665/Carbondale Road; INC Roundabouts	ROW	2013	\$	6,590,000.00
M004533			SR 201 FM West of CR 1220/New Hope Church Road to CR 234/Sonya Drive	MCST	2014	\$	196,182.37
M004534			SR 71 From North of Cohutta City Limits to Tennessee State Line	MCST	2014	\$	252,577.40
M004622			SR 52 From West of I-75 to East of CR 673/Abutment Road	MCST	2014	\$	1,020,892.99
M004922			I-75 From SR 156/Gordon to SR 3/US 41/Whitfield	MPE	2014	\$	20,000.00
T003559			GA-18-X031 Rural Operating Whitfield County FY 11	TOPR	2012	\$	69,825.00
T003891			GA-18-X032 Rural Operating Whitfield County FY 12	TOPR	2012	\$	533,103.00
T003943			GA-18-X032 Rural Capital Whitfield County FY 13	TCAP	2012	\$	120,400.00
T004045			CY 2012 Dalton/Whitfield MPO Planning	TPLN	2012	\$	31,250.00
T004234			CY 2013 Dalton/Whitfield MPO Planning	TPLN	2013	\$	31,250.00
T004366			Dalton - Phase Land & Easement Acquisition for RWY 4 RPZ & Approach	AVIA	2012	\$	423,760.29
T004486			GA-90-X309 - Dalton - Planning	TPLN	2013	\$	100,000.00
T004773			GA-18-X032 Rural Operating Whitfield County FY 14	TOPR	2014	\$	575,318.00
T004948			FY 2014 5303 - Whitfield/Greater Dalton MPO - GA-80-0007-01	TPLN	2014	\$	31,250.00