Lee Road Extension

TIGER 3 GRANT APPLICATION PROJECT NARRATIVE

DOUGLAS COUNTY, GEORGIA • OCTOBER 31, 2011

USDOT TIGER DOT.GOV

LEE ROAD EXTENSION

CORNERSTONE OF THE HWY 92 LIVABLE CENTERS INITIATIVE

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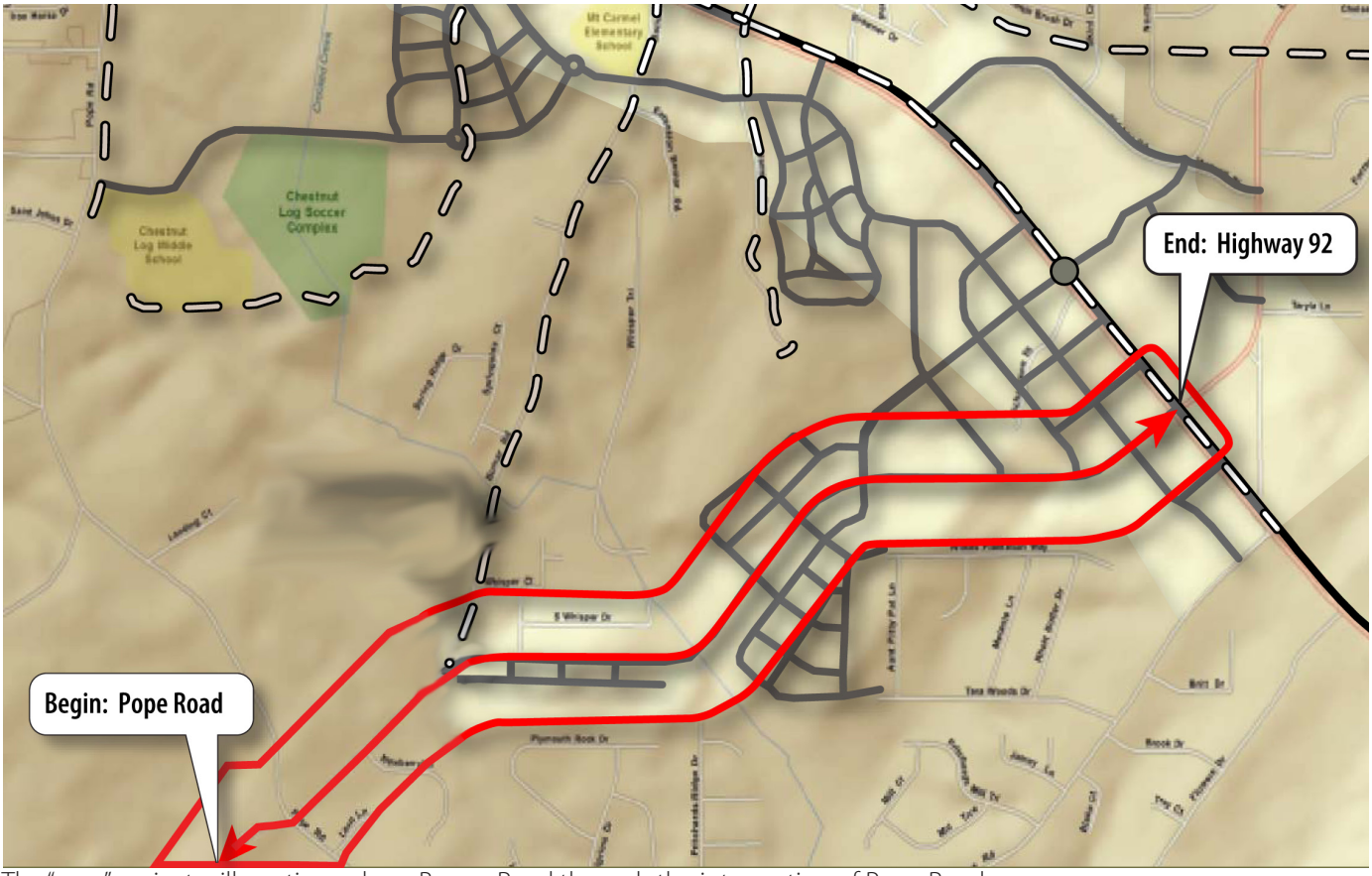
TABLE OF CONTENTS



The "new" project will continue along Bomar Road through the intersection of Pope Road

LEGEND

- Lee Road Extension
- **Other Livable Centers Initiative (LCI) Projects**
- Sidewalks, Streetscape, Pedestrian/Bicycle Trail
- New Street Network
- Intersection Improvements
- Transit

Project type:	Highway

Project location	
State:	Georgia
City:	NA
County:	Douglas
Congressional District:	13
Area:	Urban

Contact information	
Primary point of contact:	Randy Hulsey, Director, Douglas County Department of Transportation
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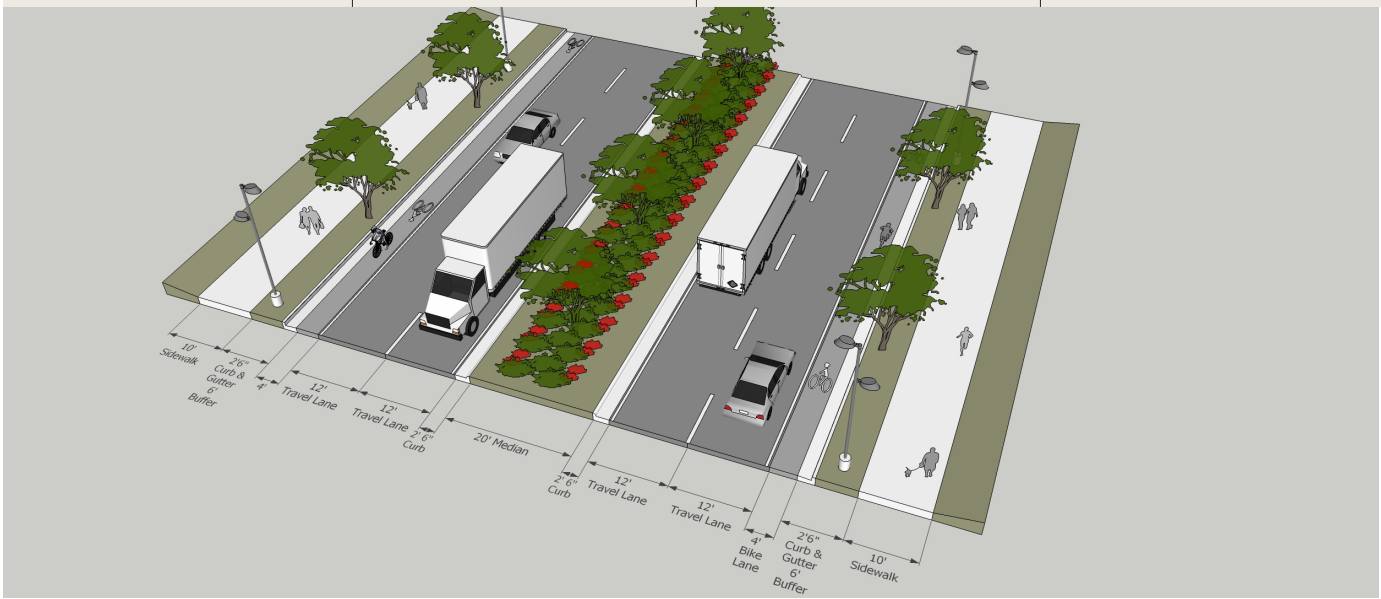
Address:	8700 Hospital Drive, Douglasville, Georgia 30134

Project Summary			
Applicant:	Douglas County Board of County Commissioners		
Project type:	Extension of Lee Road from its existing terminus at Highway 92 through Pope Road as a four lane boulevard with a raised median		
Project length:	1.4 miles (approximate)		
Project cost:	$14.1 million (including design, ROW and construction)		
Requested grant amount:	$11.1 million		
Anticipated start date:	Underway (project is currently in the conceptual design phase)		
Web site:	www.douglascountydot.com/leeroadextension		
Anticipated completion date:	June 2014 (grant funds will be fully obligated by March 2013)		
Project highlights:	Located in an officially designated Economically Distressed Area (EDA). Facilitates the creation of more than 4,300 private-sector jobs. A catalyst project that will jump-start private development and other public/private transportation infrastructure projects. Helps form a well-conceived employment center of private-sector jobs. Prequalified as an LCI project and recommended by the Atlanta Regional Commission (ARC) as a TIGER 3 project for the Atlanta region.	Highest priority of 50 transportation projects in the Highway 92 LCI. Reduces congestion at Highway 92 intersection. Strategic missing segment in the development of the County's 'Inner Arc,' a critical regional mobility/freight route. Supports a compact walkable center, contributing to almost 20,000 non-automobile trips. Provides improved connectivity to Interstate 20. Provides a net benefit of almost $14 million.	Creates an authentic, sustainable place of mixed use surrounded by lifestyle neighborhoods. Provides critical access to parcels that can quickly transform to serve market needs. Innovative design-build process and advance environmental screening will result in a completed project in two and half years.



The Highway 92 Corridor Plan was developed as part of the Atlanta Regional Commission's (ARC) Livable Centers Initiative (LCI). It sets forth a vision for the corridor for a series of accessible, walkable, mixed use centers that promotes the long-term sustainable development and viability of the corridor.

Supporting the plan and vision is a framework of over 50 transportation infrastructure projects, including new street networks, streetscape enhancements, intersection improvements, bicycle and pedestrian trails, sidewalks and transit, within three designated activity centers. At the cornerstone of this vision is one project: the extension of Lee Road from its current terminus at Highway 92 south to Bomar Road – the 'Lee Road Extension.'

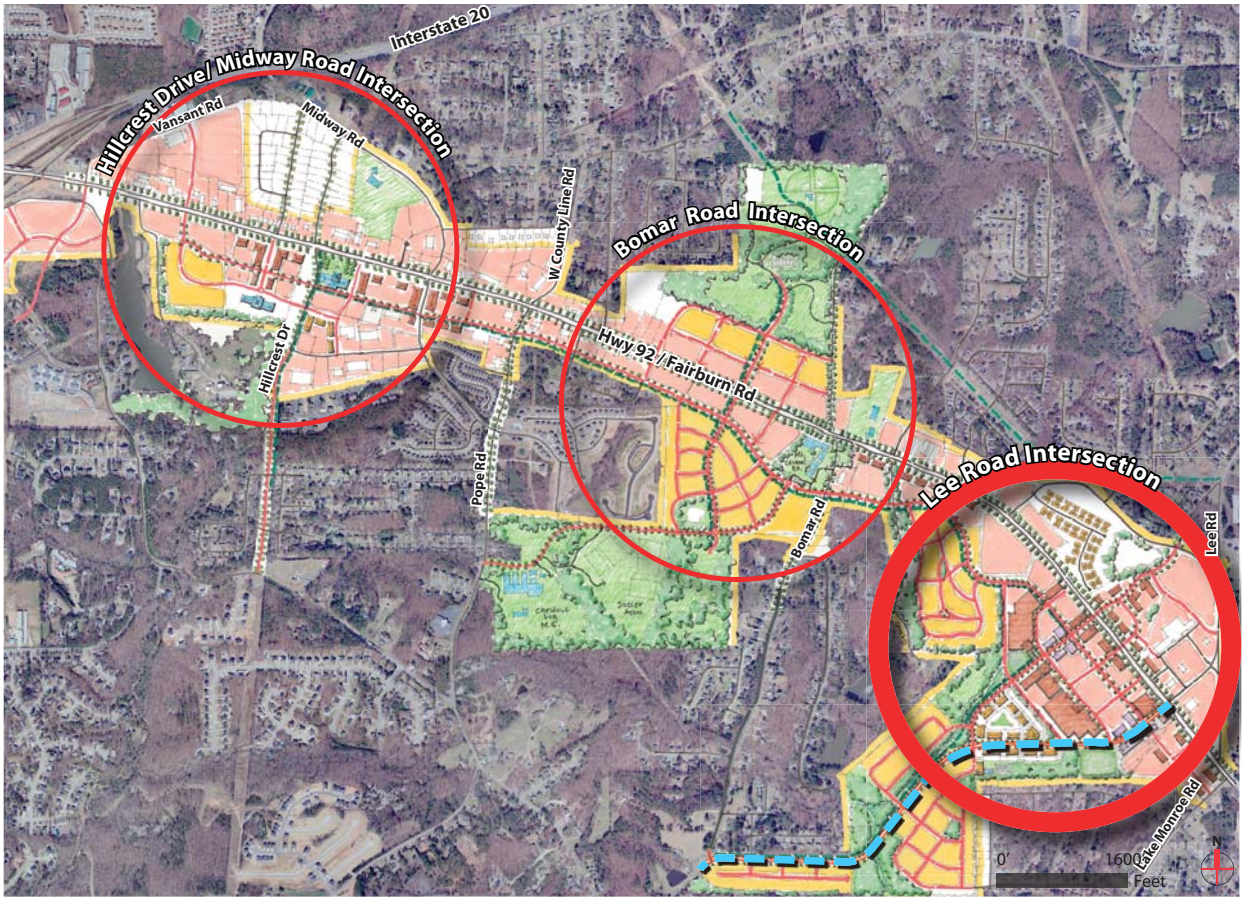
A Supplemental LCI Study was prepared for the Highway 92 Corridor Plan that critically evaluated, prioritized and recommended steps toward implementing the transportation projects. By virtually any measure, the Lee Road Extension surfaced as the most critical toward achieving the vision.

Mobility

The extension of Lee Road beyond its current 'T' terminus at Highway 92 will be the first step in creating a better-connected local and regional network and eliminating congestion associated with heavy turn movements. Without it, congested-related delay on both facilities will increase significantly in the future. For example, peak-period traveler delay on Highway 92 will decrease by as much as 18 minutes at buildout.

The extension will provide continuity with Bomar Road, forming the missing link to what's known as the County's 'Inner Arc' identified in the County's transportation plan as a high-priority project, creating an important east-west corridor that will provide another alternative for I-20 access and is essential for freight movement.

Finally, the Lee Road Extension forms the spine of a planned compact mixed use center that encourages walking, bicycling and riding transit. This development pattern is expected to contribute to a potential shift at buildout of up to 20,000 trips per day from automobiles to other forms of transportation.



Three distinct activity centers proposed for the Highway 92 LCI.

Livability and Sustainability

The Lee Road Extension gives shape to an emerging node on Highway 92 that is based on a compact, mixed use center surrounded by 'lifestyle' neighborhoods that include a variety of housing choices, all within a human-scale design context. The 'Lee Road Center' is intended to result in an authentic, long-lasting community that gets away from the boom-and-bust cycle of single-use suburban strip centers.

The project is a critical element of a long-term strategy that will reduce congestion, result in shorter motor vehicle trips and make many trips possible by walking and bicycling. All of these things will contribute to a more sustainable Douglas County and Atlanta region and have positive impacts on the health of its citizens.

Economic Development and Job Creation

A market scan reveals that the intersection of Lee Road and Highway 92 is best positioned to serve existing residential markets. The Lee Road Extension provides critical accessibility to vacant parcels that can quickly transform to serve market needs and generate jobs in one of Georgia's officially designated Economically Distressed Areas (EDA). Douglas County's unemployment rate is currently 11.6 percent, placing it among the highest in region and state.

This node will become a mature anchor to an economically diverse Highway 92 corridor that includes regional commercial, service and industrial uses. The road extension provides depth to the node and enables a diversity of uses and employment types to emerge where a shallow row of single-use parcels along Highway 92 might otherwise develop. Not only will the project provide a quick employment boost related to project construction, but the Lee Road Extension will help form a well-conceived employment center of private-sector jobs.

TIGER 3 Grant Funding to 'Jump Start' the Livable Centers Initiative

This TIGER 3 Grant application seeks funding for the completion of the Lee Road Extension, including preliminary engineering, environmental analysis, ROW, design and construction. Although this is the sole project for which Douglas County will apply for TIGER 3 Grant funds, it is the first step in a series of public and private projects that will ultimately provide an integrated transportation and development framework for the Highway 92 corridor.

As the most critical project, the Lee Road Extension is intended to help 'jump start' the LCI Plan as both an essential mobility/connectivity component as well as a change-agent for the Lee Road mixed use center on Highway 92.

The Douglas County Board of County Commissioners (BOCC) is the sole applicant for the TIGER 3 Grant for the Lee Road Extension. The BOCC is an elected body of policy makers that govern all policies and financial decisions in Douglas County. It is comprised of a five-member board with four members elected from four political districts within the County and a Chairman elected at large.

The County is financially stable, with a Moody's bond rating of Aa2 and a rating of AA- with Standard and Poor's.

Douglas County Department of Transportation

The DCDOT under the direction of Randy Hulsey, sits directly beneath the BOCC. The DCDOT represents a functional grouping of divisions with over 50 employees meeting a common mission: "***To operate, maintain, expand, and develop a safe efficient balanced transportation system that supports existing and future travel demand by offering transportation options that meet quality of life expectations for all Douglas County citizens.***" This mission is accomplished by planning, constructing, operating, and maintaining the transportation infrastructure system.

Transportation Planning and Programming Division

Maintenance Division

Traffic Operations Division

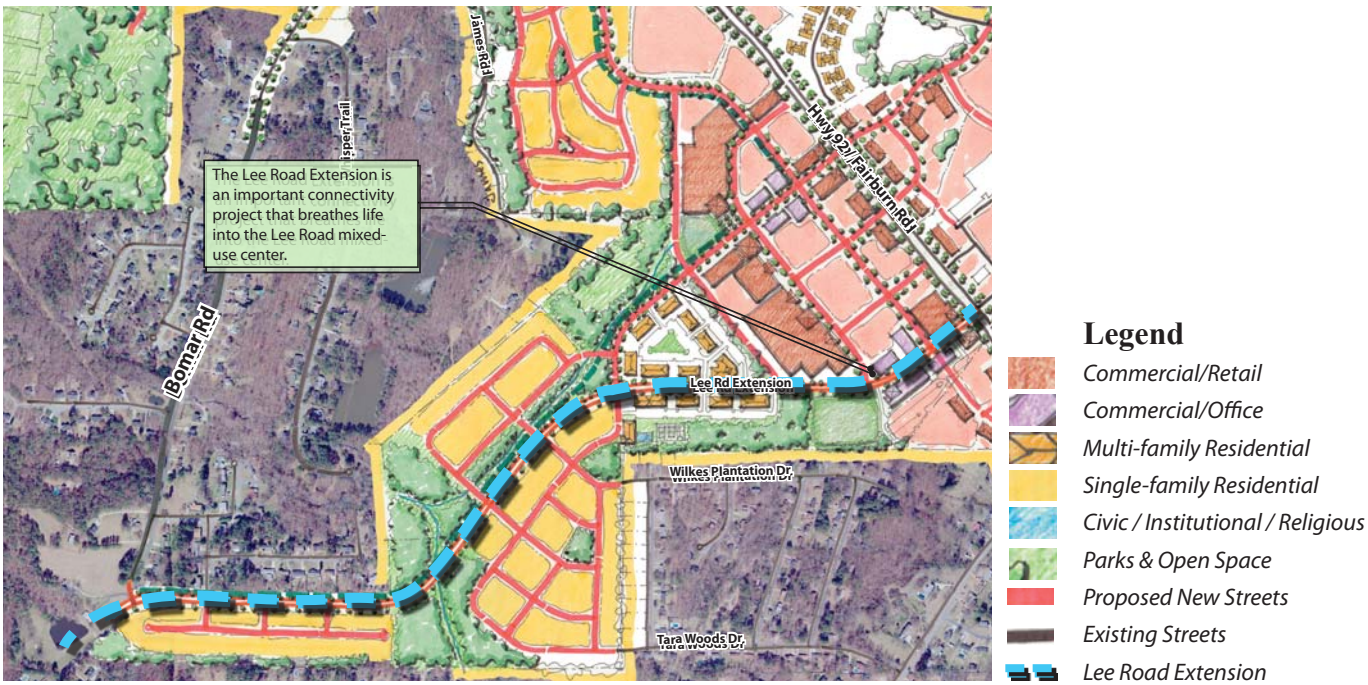
Preconstruction/ Construction Division

Multi-modal Transportation Services Division

The Department's primary functions are the maintenance and operation of the unincorporated areas of Douglas County's transportation system including 750 miles of roads and right of way, 50 bridges, 85 signalized intersections, and thousands of regulatory & warning signs. The Department is also responsible for design & construction management, transportation planning, access permitting, utility coordination, traffic studies & data collection, and the operation of four park and ride lots, a 68 Commuter Van Pool Fleet, rideshare matching, and coordination of the Georgia Regional Transportation Authority's (GRTA) Express Bus System. In addition, DCDOT coordinates routinely with the Georgia Department of Transportation, ARC, and the GRTA regarding transportation funding and planning for Douglas County.

Over the last decade, the department has managed an estimated 60 to 65 million dollar capital transportation improvement program that included intersections, bridges, and roadway design and construction projects of varying complexity and size. These activities covered all aspects of preconstruction and construction including the NEPA documentation process. The department has received national recognition from the FHWA regarding its annual safety program specifically directed towards the successful reduction of overall crash rates in Douglas County over a five year period.

Additional information including the organizational structure, mission statement and the departmental functions can be found at:
www.douglascountydot.com/leeroadextension



Grant Funds and Sources and Uses of Project Funds

The total cost for the Lee Road Extension is estimated to be $14.1 million, including preliminary engineering and environmental analysis, final design, right of way (ROW) acquisition and construction , but not including in-kind contributions of ROW. Of the total project cost, this application seeks approximately $11.1 million in TIGER 3 Grant funds.

The balance of funds ($3.0 million) will cover preliminary engineering and environmental screening, final design and a portion of construction. This will occur in the form of a cash match from the County. The County has procured a consultant and has begun the preliminary engineering and environmental screening phase.

In sum, Douglas County's contribution to the Lee Road Extension equals just over 21 percent of the project's $14.1 million cost. This exceeds the minimum 20 percent local match stipulated in the Notice of Funding Availability.

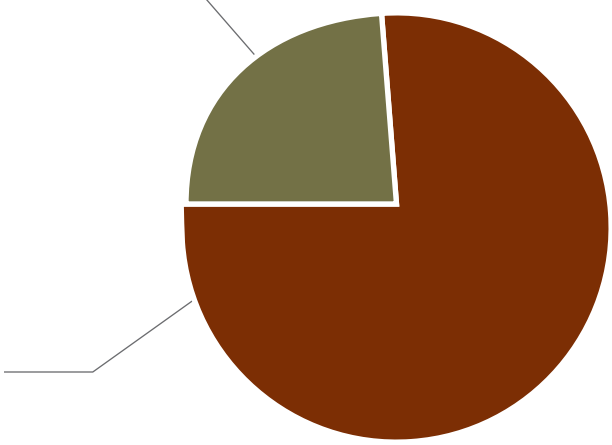
A portion of the required ROW to construct the Lee Road Extension is already in the possession of the County. The property owner of the large parcel immediately adjacent to the intersection of highway 92 has committed ROW to the County for the construction of the Lee Road Extension. Although not included in the County's match or total project cost, the estimated value of this ROW is $900,000. A copy of the zoning ordinance that stipulates this agreement as well as a letter from the Douglas County Board of County Commissioners designating the County's local cash commitment may be found on the grant application web page (address below).

www.douglascountydot.com/leeroadextension

Douglas County (21%)	
Cash Match	
Preliminary engineering and environmental analysis/screening	$900,000
Final Design and Construction	$2,100,000
Total County Contribution	**$3,000,000**

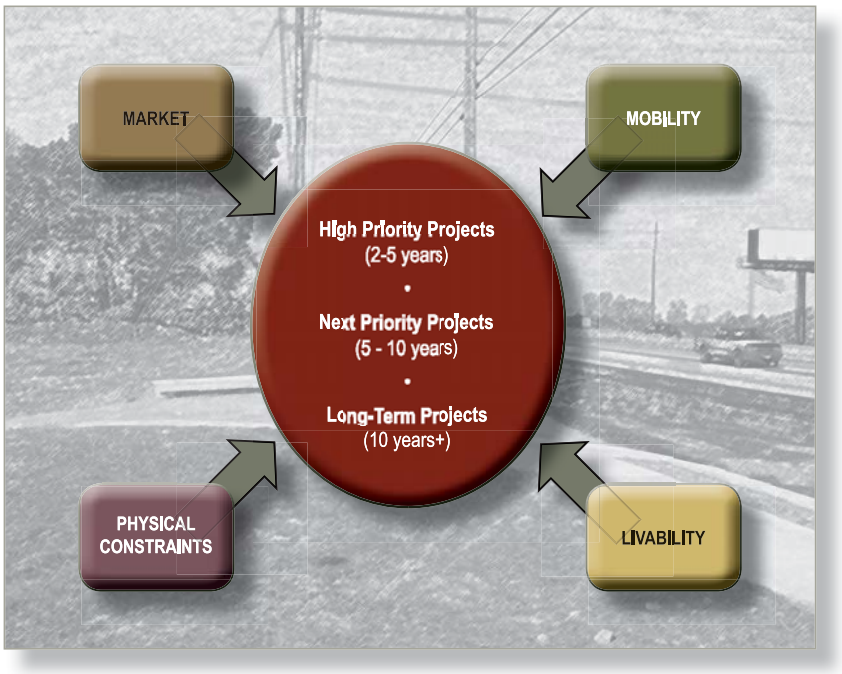
TIGER 3 Grant Funds (79%)	
Preliminary engineering and environmental analysis/screening	$0
Right of way	$4,500,000
Final Design and Construction	$6.600,000
Total TIGER 3 funds	**$11,100,000**

Total project cost	**$14,100,000**



IN-KIND CONTRIBUTION OF ROW (NOT INCLUDED IN PROJECT COST): $900,000.

The Lee Road Extension was initially proposed along with approximately 50 other transportation infrastructure projects as part of the Highway 92 LCI in the spring of 2008. The Highway 92 LCI Study engaged the community and stakeholders on a discussion about land use and transportation which resulted in a vision and plan for the corridor that allows for sustainable, long-term quality development.



A Supplemental LCI Study completed in 2009 subsequently evaluated and prioritized each of these projects using factors such as how each project contributes to mobility and livability, its market/economic impact and physical constraints. The Lee Road Extension was identified as the LCI project with the highest priority based on how well it met each of the evaluation criteria.

This section of the grant application is focused on describing how the Lee Road Extension meets the selection criteria established in the Federal Register Volume 76, No. 156. It draws extensively on the data and analysis presented in the Supplemental LCI study.

Primary Selection Criteria

Long Term Outcomes

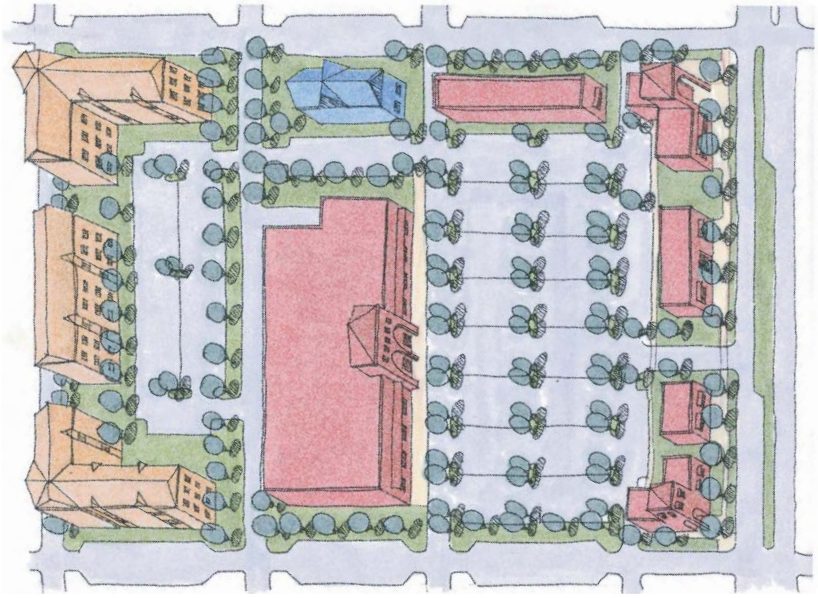
The Highway 92 LCI presents a sustainable vision and framework for the growth and development of the Highway 92 corridor. As such, the plan is focused on producing quality results not just for the immediate years that follow, but well into the future.

STATE OF GOOD REPAIR

Once construction of the Lee Road Extension is complete, the road will be maintained by the Douglas County Department of Transportation (DCDOT). The DCDOT has an excellent track record of road maintenance. An in-house maintenance division maintains a regular road resurfacing cycle. Road priorities are evaluated on an annual basis for resurfacing. The average cycle is 10 to 12 years.

ECONOMIC COMPETITIVENESS

The LCI Vision for Highway 92 links transportation investments with a long term vision for sustainable growth in the corridor. A market study prepared for the corridor identifies the development of 'lifestyle' neighborhoods – a mix of housing types within walking distance of activity centers – that will ultimately support a core of specialty retail and service employment.



Mixed-use center envisioned for the Lee Road center.

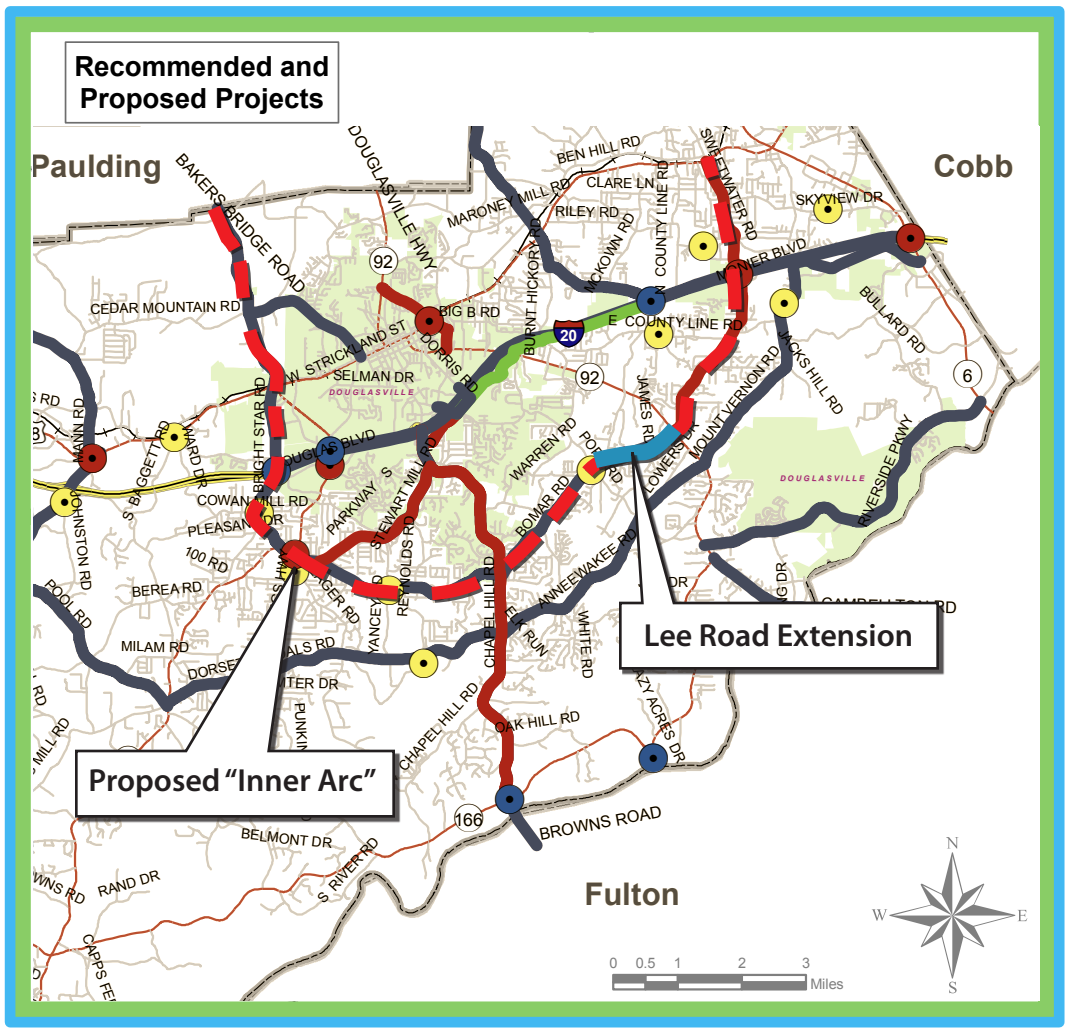
The market-based vision for the Lee Road center calls for the development of a large-scale mixed use center that will be activated by the extension of Lee Road and supported by regional traffic and proximal neighborhoods. It is the extension of Lee Road that the subsequent Supplemental LCI study determined will activate this development. At buildout, employment associated with the Lee Road Extension and Lee Road mixed-use center is anticipated to be approximately 2,100.

Ultimately, the Lee Road center is anticipated to anchor a development plan for the Highway 92 corridor that will blend a mix of retail, civic, and professional/office uses. The total employment at buildout for the Highway 92 corridor within the LCI boundary is anticipated to be approximately 4,300. The importance of the local employment boost facilitated by the Lee Road Extension is magnified by the fact that Douglas County is an officially designated Economically Distressed Area as defined by within the TIGER 3 Notice of Funding Availability.

	Employment at the Lee Road Center			Total Employment in the LCI Area		
Employment type	**Acres**	**Square Feet**	**Employment**	**Acres**	**Square Feet**	**Employment**
Commercial	181	1.5 million	680	333	2.6 million	1,180
Civic	1	18,000	40	34	0.45 million	1,010
Office/professional	41	0.5 million	1,380	64	0.8 million	2,140
Total	**223**	**2.0 million**	**2,100**	**431**	**3.9 million**	**4,330**

Employment Estimates at Buildout

Source: Highway 92 LCI and Supplemental Study



DOUGLAS COUNTY, GEORGIA COMPREHENSIVE TRANSPORTATION PLAN

Figure 12

Lee Road Extension is a strategic missing segment that helps complete the proposed Inner Arc.

From a regional economic standpoint, the Lee Road Extension will contribute to regional freight movement by providing additional access to Interstate 20. This connection represents the first leg of Douglas County's proposed 'Inner Arc' project as identified in its recently completed Comprehensive Transportation Plan (CTP). The Inner Arc represents an east-west connector transportation corridor that wraps around the County from Bright Star Road on the west side to the Lee Road at I-20 interchange on the east side.

The CTP can be found at the Lee Road Extension TIGER 3 Grant web page:

www.douglascountydot.com /leeroadextension

LIVABILITY

The LCI Vision for the for the Highway 92 corridor links transportation and land use through the creation of a series walkable, mixed-use centers, parks and civic facilities surrounded by neighborhoods. This vision was established through a series of public meetings with stakeholders and members of the community in November 2007 and March 2008. A follow-up public workshop was held in May 2009 as part of the Supplemental LCI study to set priorities for transportation priorities emanating from the LCI Plan – including the Lee Road Extension.

The result of this vision in the creation of an authentic, cohesive 'place' that attracts families, businesses and other elements of community and keeps them there. A number of elements combine to create this sense of place:

- Design at a human scale (streets, blocks, etc.)
- Connections to open space and public places
- Gateway treatments and other 'branding' elements
- Mix of uses and building orientation

As the first in a series of three walkable centers, the Lee Road intersection at Highway 92 has the opportunity to set the tone for subsequent development along the corridor. The extension of Lee Road is the first step toward creating that center. Following the Lee Road project are a series of public and private projects that promote connected multi-modal networks and link complimentary uses. At buildout, the integrated transportation and land use vision for the corridor is expected to result in an additional 19,000 trips per day via alternative modes: walking, bicycling and riding transit.

Use of Alternative Transportation
(Daily Person Trips Generated in the Highway 92 Corridor at Buildout)

	Status Quo		LCI Plan with Lee Road Extension	
Walk, bike, transit	1,200	1.0%	19,000	15.4%
Automobile	121,000	99.0%	104,000	84.6%
Total	**122,200**	**100.0%**	**123,000**	**100.0%**

Source: Highway 92 LCI Supplemental Study

Members of the community participate in public workshops held for the Highway 92 LCI Study.

To help guide the development of the Highway 92 corridor after the Lee Road Extension and other projects are completed, the Douglas County Department of Planning and Zoning recently passed an urban design overlay ordinance that uses techniques such as setback requirements and minimum block sizes to create human-scale, walkable places.

The LCI Plan is designed to ensure that networks enable facilities such as Lee Road to evolve at a human scale.

ENVIRONMENTAL SUSTAINABILITY

The Lee Road Center as envisioned by the Highway 92 LCI plan is intended to result in an authentic, long-lasting community that gets away from the boom-and-bust cycle of single-use suburban strip centers. In addition to creating a sustainable place, the Highway 92 LCI Plan and Lee Road Extension are anticipated to contribute to sustainability in the following ways:

A copy of the Highway 92 Village Overlay ordinance can be found on the Lee Road Extension TIGER 3 Grant web page.

www.douglascountydot.com /leeroadextension

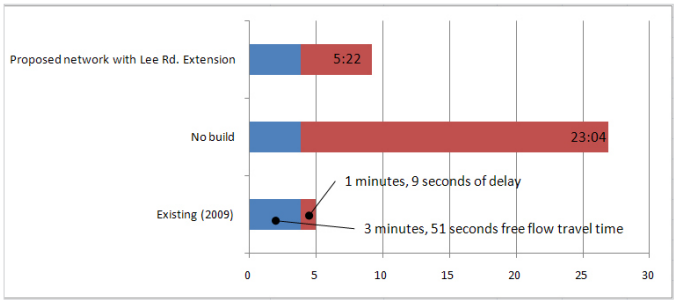
CHOICE IN TRANSPORTATION

The Lee Road Extension forms the spine of a planned compact mixed use center that encourages walking, bicycling and riding transit. This development pattern is expected to contribute to a potential shift at buildout of up to 20,000 trips per day from automobiles to other forms of transportation. Over 15,000 residents (9,000 residents within the immediate vicinity of the Lee Road center) will live within walking and biking distance to shopping, schools, employment (locally and via regional transit service) and recreation.

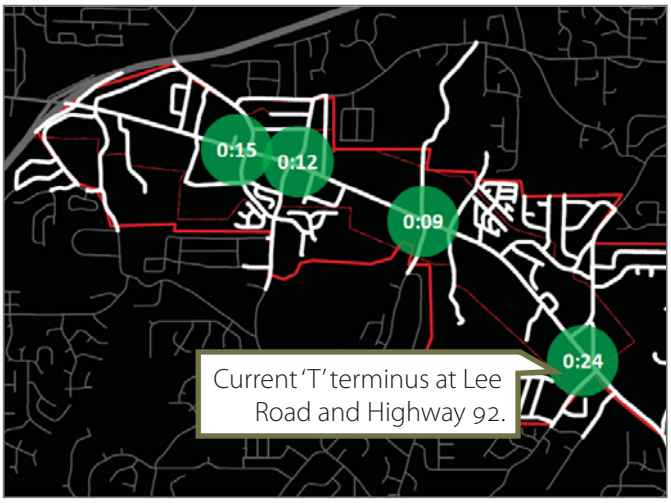
REDUCED EMISSIONS AND FUEL CONSUMPTION

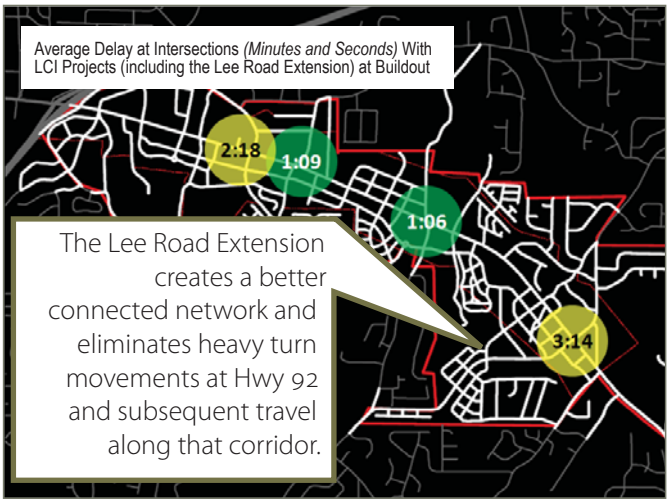
The extension of Lee Road beyond its current 'T' terminus at Highway 92 will be the first step in creating a better-connected local and regional network and eliminating congestion associated with heavy turn movements. Without it, congested-related delay on both facilities will increase significantly in the future. Peak-period traveler delay on Highway 92 will decrease by as much as 18 minutes at buildout. Further, providing more direct street connections and establishing compact growth that moves origins and destinations closer together will result in shorter automobile trips. Both minimized delay and shorter trips will directly result in reduced vehicular emissions and fuel consumption over the long term.

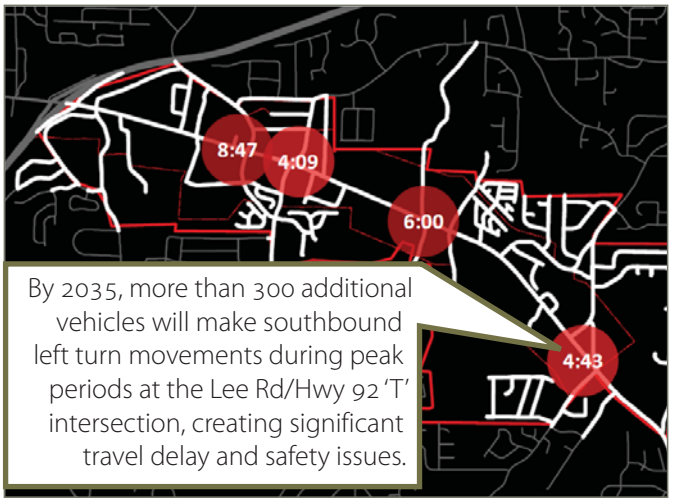
Year 2035 Afternoon Peak Travel Time and Delay



Source: Highway 92 LCI Supplemental Study







SAFETY

The elimination of the current 'T' intersection is anticipated to greatly reduce the number of turn movements. A traffic analysis prepared for the Highway 92 Supplemental LCI study estimates that, at buildout, as many as 300 southbound vehicles in the afternoon peak hour will no longer turn left from Lee Road on to Highway 92, instead continuing south via the Lee Road Extension. Not only will the significant reduction in turn movement result in less intersection delay, it will also result in a reduction in crash rates, creating a safer transportation system.

EXPECTED PROJECT COSTS AND BENEFITS

The Lee Road extension is anticipated to have many benefits as described by the evaluation criteria in the preceding sections. Several of these benefits and associated costs have been quantified and monetized to the extent that data was readily available. The estimated net benefit of the Lee Road extension is approximately $13.9 million.

PROJECT SUMMARY

The baseline condition for this analysis is the current configuration of Lee Road, which feeds into Highway 92 to form the northbound leg of 'T' intersection. The proposed project would extend Lee Road from its current terminus at Highway 92 southward to Bomar Road, continuing south along Bomar Road to the intersection of Pope Road.

There are several positive outcomes sought for this project. Currently, travelers heading south on Lee Road must make a left turn and use Highway 92 and Anneewakee Road to complete their journey (the opposite is true for northbound trips on Lee Road). The extension of Lee Road will prevent this circuitous movement and significant delay associated with heavy turn movements at the Lee Road/Highway 92 intersection. Improved travel time and reduced delay benefits are anticipated to accrue to vehicles on both Lee Road and Highway 92.

Additionally, the Lee Road extension will activate and provide depth and access to the proposed Lee Road mixed use center. This is the first in a series of live-work-play centers envisioned for the Highway 92 Corridor. The Lee Road mixed use center will result in compact growth at a human scale, putting complementary uses in close proximity to each other, resulting in a highly livable environment that reduces long motor vehicle trips and makes walking, bicycling and riding transit attractive and viable options.

Project Summary	Description	Amount	Monetary Value (Net Present Value)
Cost			
Capital	Preliminary engineering, environmental, ROW, design and construction	NA	$11,831,000
Operation and maintenance	Ongoing maintenance and repair (resurfacing, etc.)	NA	$194,000
External Costs	Potential noise associated with residences and other land uses adjacent to the road extension	NA	NA
Benefit			
Livability			
Increased use of walking, bicycling and transit.	Increased travel by alternatives modes facilitated by better facilities, development at a human scale and complementary land uses in close proximity to each other	Up to 18,000 trips shifting to from automobile to walking, bicycling and transit within the study area at buildout.	NA
Land use mix.	The activation of a mixed use center at the Lee Road extension will result in complementary land uses in close proximity to each other	Over 9,000 residents within the Lee Road mixed use center will live within walking and bicycling distance of shopping, schools, employment and recreation at buildout.	NA

Project Summary	Description	Amount	Monetary Value (Net Present Value)
Economic Competitiveness			
Person time savings	Collective savings in personal time associated with reduced delay at the Lee Road/Highway 92 intersection	Over 175,000 hours saved in the year 2030; almost 2.4 million hours saved between the opening year and 2030.	$16,237,000
Commercial truck time savings	Collective savings in commercial vehicle time associated with reduced delay at the Lee Road/Highway 92 intersection	Over 5,000 hours saved in the year 2030; over 70,000 hours saved between the opening year and 2030.	$2,534,000
Fuel savings	Collective savings in fuel consumption associated with reduced delay at the Lee Road/Highway 92 intersection	Over 366,000 gallons saved in the year 2030; almost 5 million gallons saved between the opening year and 2030.	$5,394,000
Safety			
Crash reductions.	Reduction in crashes and associated minimization of injury, fatalities and property damage associated with improved safety, most notably the reduction of turn movements at the Lee Road/Highway 92 intersection	Net reduction of 420 peak hour left turn movements in 2030 at the Lee Road/ Highway 92 intersection.	NA
State of Good Repair			
Reduced maintenance costs on other facilities.	Reduction in circuitous travel and associated wear and tear on Highway 92, Annawakee Road and Chapel Hill Road. Those vehicle trips would now use Lee Road	A net reduction in approximately 360 southbound, left-turning vehicles on Lee Road during the peak hour in 2030 (approximately 940,000 vehicles annually).	NA
Sustainability			
Reduced emissions.	Reduction in criteria pollutants (SOx, NOx, etc.) and greenhouse gases (CO_2) associated with reduced delay and fewer/shorter vehicle trips	A net reduction of 47,800 tons of CO_2 between the opening year and 2030.	$352,000
Net Benefit			**$13,864,000**
Return Ratio			**2.15**

Generally speaking, three groups of users are anticipated to immediately benefit from this project:

- Travelers on Lee Road and Highway 92;
- Freight traffic on Lee Road and Highway 92, and
- Current and future residents and visitors of Douglas County who will use the Lee Road mixed use center.

The most significant economic benefit of the Lee Road extension will occur in the form of travel time savings from reduced delay, both to travelers and freight traffic. Other vehicular-related benefits include reduced fuel consumption and reduced emissions. More difficult to quantify are livability benefits from improved access to non-automobile modes and the creation of a mixed-use environment.

TRAFFIC AND TRAVEL DELAY FORECASTS

Traffic forecasts and travel time estimates developed for the Highway 92 Supplemental LCI Study formed the basis of travel-related calculations for this analysis, including daily and peak hour volumes, turn movements and delay estimates. The Highway 92 Supplemental LCI Study provides more detail on the methodology of the forecasts.

The calculation of benefits associated with traffic and travel time savings is focused exclusively on the intersection of Lee Road and Highway 92, using year 2030 projections of turn movements and estimates of delay in SYNCHRO. Interim year forecasts were interpolated using actual 2009 traffic data.

It can be argued that traffic and travel time befits accrue beyond the Lee Road/Highway 92 intersection. However, those benefits are more difficult to quantify; further, the merits attached to that intersection alone are enough to justify the project.

It is important to note that the traffic forecasts used for this analysis include the full Highway 92 LCI recommended network, which includes several additional capacity projects, including a new parallel road to Highway 92, new local street networks, etc. that are not a part of this TIGER 3 grant application. Despite that fact, it is the belief of the County that the benefits of the Lee Road extension accrue almost exclusively to that project and the benefits quantified here would be present irrespective of the other LCI projects.

CALCULATION OF PERSON TIME, TRUCK TIME AND FUEL CONSUMPTION REDUCTION BENEFITS

The calculation of benefits associated with reductions in travel time and fuel consumption were developed using a methodology recommended by the Georgia Department of Transportation (GDOT). A copy of the methodology is included on the Douglas County TIGER 3 grant application web page.

CALCULATION OF NET BENEFIT

Project Cost								Benefits									
Calendar Year	Project Year	PE/ Environmental	Final Design	ROW	Construction	Operations and Maintenance	Total Cost	Affected Drivers	Affected Commercial/ Truck Traffic	Reduced CO_2 Emissions (tons)	Person Time Savings	Commercial Truck/Time Saving	Fuel Savings	Reduced CO_2 Emissions	Total Benefits	Undiscounted Net Benefits	Discounted at 7%
2009								26,300	790								
2010								28,400	850								
2011								30,500	920								
2012	1	$200,000					$200,000	32,500	860							-$200,000	-$187,000
2013	2	$200,000	$500,000	$4,500,000			$5,200,000	34,600	930							-$5,200,000	-$4,542,000
2014	3				$8,700,000		$8,700,000	36,700	1,000							-$8,700,000	-$7,102,000
2015	4					$25,000	$25,000	38,800	1,070	2,000	$1,588,000	$237,000	$528,000	$35,000	$2,388,000	$2,363,000	$1,803,000
2016	5					$25,000	$25,000	40,900	1,130	2,100	$1,674,000	$250,000	$556,000	$36,750	$2,516,750	$2,491,750	$1,777,000
2017	6					$25,000	$25,000	42,900	1,200	2,200	$1,755,000	$265,000	$583,000	$38,500	$2,641,500	$2,616,500	$1,743,000
2018	7					$25,000	$25,000	45,000	1,270	2,300	$1,841,000	$281,000	$612,000	$40,250	$2,774,250	$2,749,250	$1,712,000
2019	8					$25,000	$25,000	47,100	1,340	2,400	$1,927,000	$296,000	$640,000	$42,000	$2,905,000	$2,880,000	$1,676,000
2020	9					$25,000	$25,000	49,200	1,410	2,500	$2,013,000	$312,000	$669,000	$43,750	$3,037,750	$3,012,750	$1,639,000
2021	10					$25,000	$25,000	51,300	1,480	2,600	$2,099,000	$327,000	$698,000	$45,500	$3,169,500	$3,144,500	$1,599,000
2022	11					$25,000	$25,000	53,400	1,550	2,700	$2,185,000	$343,000	$726,000	$47,250	$3,301,250	$3,276,250	$1,557,000
2023	12					$25,000	$25,000	55,400	1,620	2,800	$2,267,000	$358,000	$753,000	$49,000	$3,427,000	$3,402,000	$1,511,000
2024	13					$25,000	$25,000	57,500	1,690	2,900	$2,353,000	$374,000	$782,000	$50,750	$3,559,750	$3,534,750	$1,467,000
2025	14					$25,000	$25,000	59,600	1,760	3,000	$2,439,000	$389,000	$810,000	$52,500	$3,690,500	$3,665,500	$1,422,000
2026	15					$25,000	$25,000	61,700	1,820	3,100	$2,525,000	$403,000	$839,000	$54,250	$3,821,250	$3,796,250	$1,376,000
2027	16					$25,000	$25,000	63,800	1,890	3,200	$2,611,000	$418,000	$868,000	$56,000	$3,953,000	$3,928,000	$1,331,000
2028	17					$25,000	$25,000	65,800	1,960	3,300	$2,693,000	$434,000	$895,000	$57,750	$4,079,750	$4,054,750	$1,284,000
2029	18					$25,000	$25,000	67,900	2,030	3,400	$2,778,000	$449,000	$923,000	$59,500	$4,209,500	$4,184,500	$1,238,000
2030	19					$25,000	$25,000	70,000	2,100	3,500	$2,864,000	$465,000	$952,000	$61,250	$4,342,250	$4,317,250	$1,194,000
Residual value															**$5,287,500**	**$5,287,500**	**$1,366,000**
		$400,000	$500,000	$4,500,000	$8,700,000	$400,000	$14,500,000	974,100	28,110	44,000	$35,612,000	$5,601,000	$11,834,000	$770,000	$59,104,500	$44,604,500	**$13,864,000**

Assumptions	
Value of time	$16.30
Commercial cost	$88.12
Fuel cost	$2.60

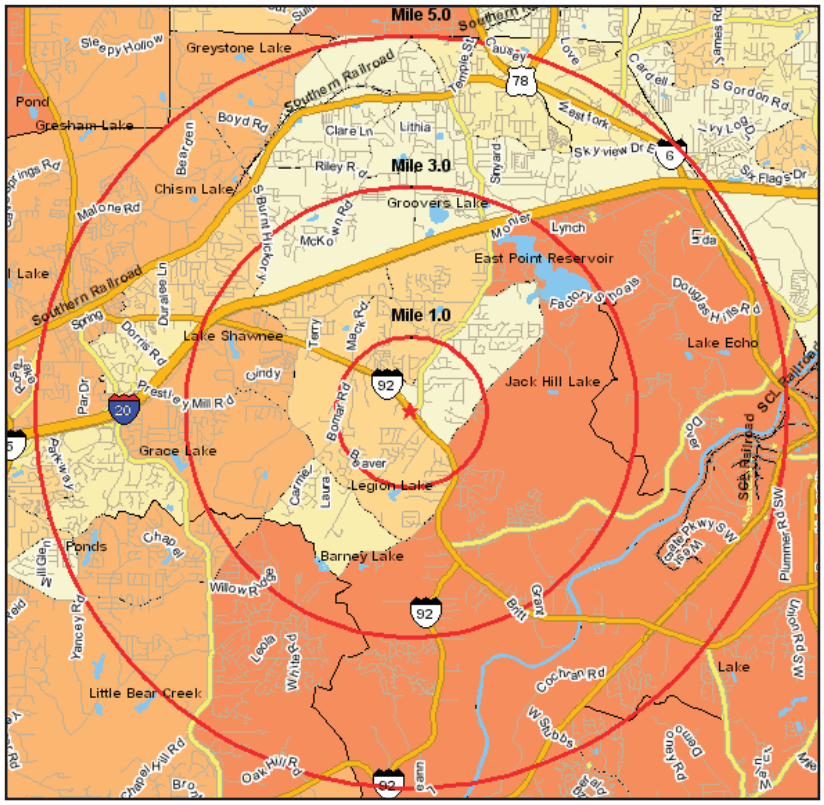
Source: 2011 Urban Mobility Report, Texas Transportation Institute	
http://mobility.tamu.edu/files/2011/10/complete-data.xls	
CO_2 reduction	19.3 pounds per gallon of fuel consumed
Source: http://www.epa.gov/oms/climate/420f05001.htm#calculating	
Benefit per ton	$17.50
Source: http://www.nhtsa.gov/DOT/NHTSA/Rulemaking/Rules/Associated%20Files/2006_FRIAPublic.pdf	
Residual value assumes a 40-year project lifespan.	

Job Creation and Economic Stimulus

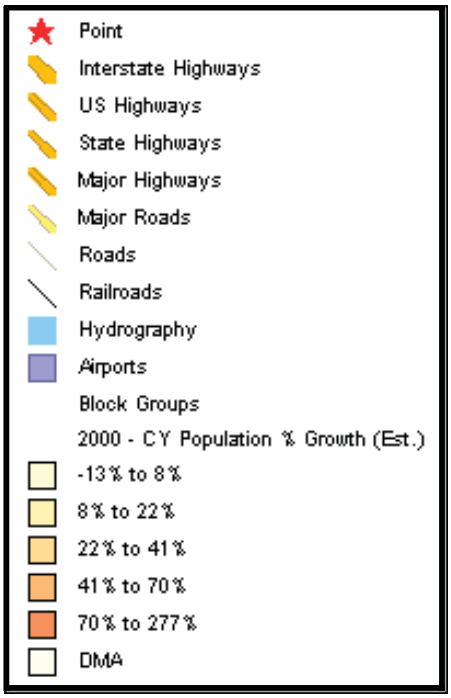
Like most of the Atlanta region and nation, the Highway 92 corridor currently suffers from weak residential demand and significant years of absorption to reengage negotiable demand for new housing starts. As a result, much of the development envisioned for the Highway 92 LCI that relies on growth in residential demand will have to wait until the market recovers.

However, there is one 'green chute' for the corridor: a market scan prepared as part of the Highway 92 Supplemental LCI study reveals that a number of healthy residential developments are located within a five mile radius of the Lee Road intersection. This analysis further reveals that these residential markets are currently underserved.

Thoughtfully considered neighborhood retail, larger anchors and walkable 'village retail' are all viable short term strategies for the Lee Road center that meet existing residential demand and generate employment. This node will become a mature anchor to an economically diverse Highway 92 corridor that includes regional commercial, service and industrial uses. The road extension provides depth to the node and enables a diversity of uses and employment types to emerge where a shallow row of single-use parcels along Highway 92 might otherwise develop. Not only will the project provide a quick employment boost related to project construction, but the Lee Road Extension will help form a well-conceived employment center of private-sector jobs.



Population Growth: 2000–Current Year
Lee Road and GA Hwy 92 Snapshot



The Lee Road Extension provides critical accessibility to vacant parcels that can quickly transform to serve market needs and generate jobs in one of Georgia's officially designated Economically Depressed Areas (EDA). Douglas County's unemployment rate is currently 11.6 percent, placing it among the highest in region and state.

The following factors are intended to help demonstrate to the Department that the Lee Road Extension project is ready to proceed upon receipt of a TIGER 3 Grant and begin generating economic benefits:

PROJECT SCHEDULE

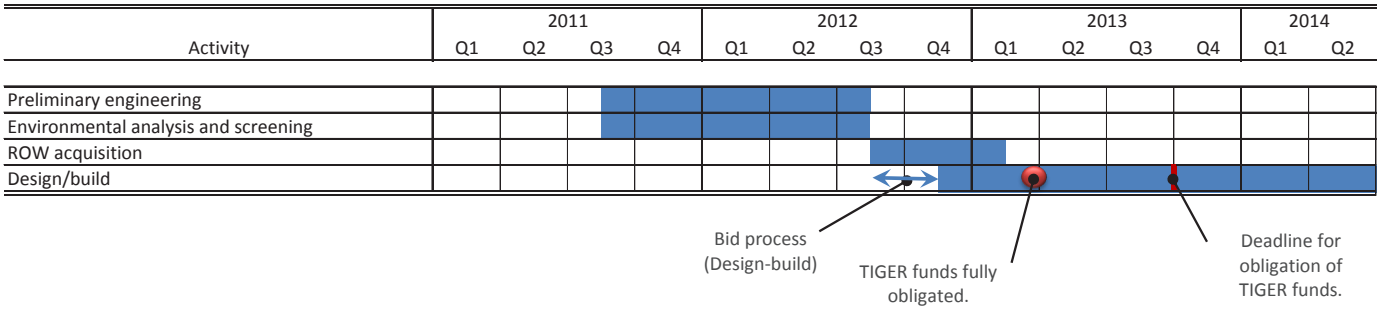
The estimated time frame to complete construction of the Lee Road Extension is 32 months, including preliminary engineering, environmental analysis, right-of-way acquisition, final design and construction. Douglas County intends to make use of two key contract vehicles to achieve this expedited schedule:

Advance Consultant Procurement—DCDOT has procured an on call engineering consultant and is in the process of scoping a set of tasks related to preliminary engineering and environmental screening for the Lee Road Extension.

DCDOT expects to complete the preliminary engineering within nine months, culminating in a conceptual design (30%), and to complete the environmental screening also within nine months, culminating in a Finding of No Significant Impact (FONSI).

Design-build contract—Using the 30% design plans as a basis for bid documents, DCDOT will contract with a design-build team for completing the project. Based on recent experience with design-build projects in the Atlanta region, the entire process is anticipated to be complete within 20 months. DCDOT will begin working with GDOT immediately on coordinating the design-build process.

Project Schedule



Project Employment

Activity	Budget	Cost per FTE per quarter*	Total qtrs.	FTE per qtr.	2011 Q3	2011 Q4	2012 Q1	2012 Q2	2012 Q3	2012 Q4	2013 Q1	2013 Q2	2013 Q3	2013 Q4	2014 Q1	2014 Q2
Preliminary engineering	$400,000	$20,000	4.0	5.00	2.50	5.00	5.00	5.00	2.50							
Environmental analysis and screening	$500,000	$20,000	4.0	6.00	3.00	6.00	6.00	6.00	3.00							
ROW administration	$100,000	$20,000	2.0	3.00					1.50	3.00	1.50					
Final design	$500,000	$20,000	4.0	6.00					3.00	6.00	6.00	6.00	3.00			
Construction	$8,200,000	$65,000	4.5	28.00								14.00	28.00	28.00	28.00	28.00
		Total employment			5.5	11	11	11	10	9	7.5	20	31	28	28	28

** Total dollar amount of budget per full time equivalent employee per quarter.*

ENVIRONMENTAL APPROVALS

The necessary environmental approvals have not yet been received for the Lee Road Extension. However, an extensive environmental review addressing NEPA criteria has been completed. That review provides strong evidence that there will be no significant issues. This is discussed in greater detail in Sections VI and VII.

LEGISLATIVE APPROVALS

The Lee Road Extension does not require formal legislative approval. However, the project has received informal support from the Georgia Department of Transportation (GDOT), through support and participation in the adoption of the Comprehensive Transportation Plan (CTP), of which the Lee Road Extension is a prominent component. Additionally, the Highway 92 Supplemental LCI Study – which recommends that Lee Road Extension as the highest priority project for the corridor – was presented to the Douglas County Board of Commissioners at an August 3, 2009 Work Session. The study and project were favorably received by the Board.

STATE AND LOCAL PLANNING

The Lee Road Extension is included in the recently adopted Douglas County Comprehensive Transportation Plan (CTP). The ARC has certified that the project is consistent with the goals and policies of the FY 2008-2013 Transportation Improvement Program (TIP) and the 2030 Regional Transportation Plan (RTP). Additionally, the Project has been pre-qualified by the ARC as an LCI Project. Finally, the project has been granted a formal Letter of Recommendation (LOR) indicating that is has been endorsed by the ARC as a TIGER 3 grant eligible project with significance to the Atlanta region. The CTP, ARC certification letter and prequalification status and LOR can be accessed from the Lee Road Extension web page.

TECHNICAL FEASIBILITY

A field review, combined with an analysis of topographic and wetlands data, was performed for the Lee Road Extension as part of the Supplemental LCI study. There are no extreme mitigating physical factors that could prohibit the construction of the project.

FINANCIAL FEASIBILITY

The bulk of the project is proposed to be funded through TIGER 3 Grants. The County has a long and successful track record of receiving, managing and administering federal funds.

Secondary Evaluation Criteria

Innovation

In direct response to the requirement that TIGER 3 Grant projects proceed quickly to construction and then completion, Douglas County has created an innovative design-build approach. This approach will result in the completion of the Lee Road Extension in almost half the time as a conventional approach.

Partnership

As part of the Highway 92 LCI, the conception of the Lee Road Extension and subsequent prioritization is the direct result of a comprehensive approach to stakeholder outreach. Parties engaged in the process include:

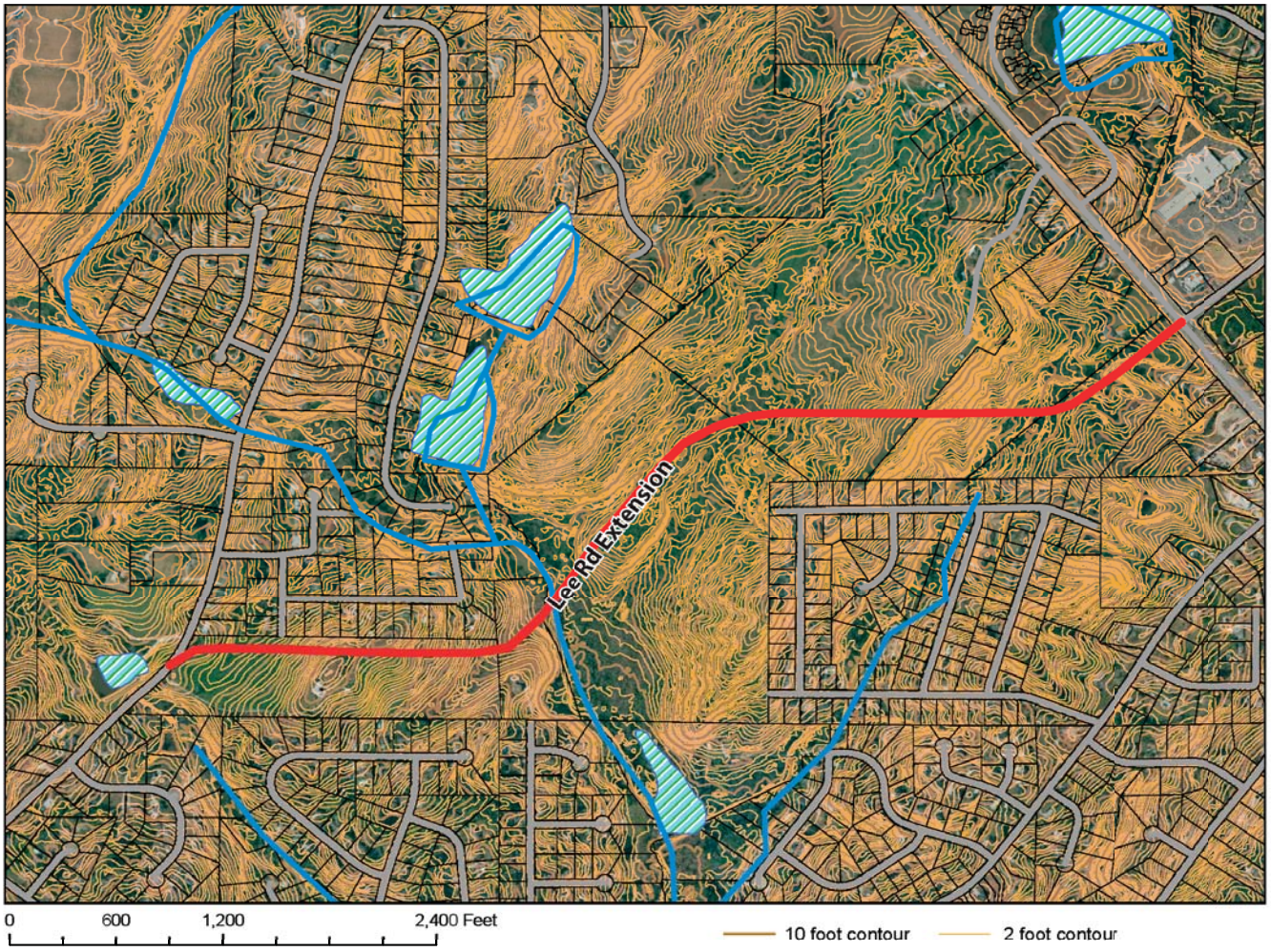
- The Georgia Department of Transportation (GDOT)
- The Atlanta Regional Commission (ARC)
- Metropolitan Atlanta Rapid Transit Authority (MARTA)
- City of Douglasville
- Regional Transit Committee
- Georgia Regional Transportation Authority (GRTA)
- Douglas County Bicycle and Pedestrian Task Force
- Douglas County Board of Commissioners
- Property owners
- Business owners
- Realtors
- Private citizens

If awarded a TIGER 3 Grant, Douglas County will comply with Federal wage requirements as identified in subchapter IV of title 40, United States Code and as required by the American Recovery and Reinvestment Act.

Randy Hulsey, Director
Douglas County Department of Transportation

10/27/2011

Date



Prior to this application, there was no expectation on behalf of the County that Federal funds would be used for the Lee Road Extension. As a result, steps to meet Federal requirements as identified in the National Environmental Policy Act (e.g. the NEPA process) have not been completed.

However, an extensive environment review addressing NEPA criteria was recently completed. That review revealed the following:

- Impacts to the natural environment: the conceptual alignment for the Lee Road extension does not impact any known wetlands. There is one stream crossing — Crooked Creek — that will require a permit. Additionally, there are several intermittent streams, wetlands and open waters that may require some degree of mitigation. Of the five federally protected species in Douglas County, the habitat of one such species (Bay Starvine) is present in the project area. The habitat will need to be surveyed to determine if the species is present.
- Social/economic – The conceptual alignment traverses six parcels, five of which are vacant and undeveloped. One parcel contains a residential structure that is not within the path of the alignment. The project received favorable feedback during public meetings held as part of the LCI and Supplemental LCI studies (as described elsewhere in this application). There are no parks or historic or culturally significant properties affected by the alignment. Finally, there are no neighborhoods within the path of the alignment that would invoke environmental justice concerns.

A copy of the environmental screening report prepared for the Lee Road Extension can be found on the County's TIGER 3 grant application web site. An Environmental Assessment will be prepared for the project, most likely leading toward a Finding of No Significant Impact (FONSI). This process has been accounted for in the proposed project schedule in Section V.

Environmentally Related Federal, State and Local Actions

Section VII addressed the fact that the NEPA process has not yet been completed for the Lee Road Extension. As a result, formal compliance has not been established for many environmentally related Federal, State and local regulations, including:

- Section 4(f) Parklands, Recreation Areas, Refuges & Historic Properties
- Section 106 Historic and Culturally Significant Properties
- Clean Water Act Wetlands and Water
- Executive Orders Wetlands, Floodplains, Environmental Justice
- Clean Air Act, Air Quality
- Endangered Species Act Threatened and Endangered Biological Resources
- Mangnuson-Stevens Fishery Conservation and Management Act Essential Fish Habitat
- The Bald and Golden Eagle Protection Act

A preliminary assessment of conditions surrounding the conceptual alignment for the Lee Road Extension suggests that it will not be difficult to establish compliance with these regulations (see Section VII).

From a permitting standpoint, the Army Corps of Engineers will likely require a permit for the anticipated crossing of the Lee Road Extension at Crooked Creek.

Protection of Confidential Business Information

SECTION 8.0

This application does not contain confidential business information.

USDOT TIGER DOT.GOV

LEE ROAD EXTENSION

Cornerstone of the Hwy 92 Livable Centers Initiative