TIGER GRANT APPLICATION

FROM

GAINESVILLE – HALL COUNTY MPO

FOR

SPOUT SPRINGS ROAD WIDENING PROJECT

HALL COUNTY, FLOWERY BRANCH & BRASELTON, GEORGIA

September 13, 2009
EXECUTIVE SUMMARY

The Gainesville – Hall Metropolitan Planning Organization (GHMPO) is the federally mandated intergovernmental transportation planning agency for Hall County and its cities. The planning boundary for GHMPO is Hall County in its entirety. This area is also part of the multi-state economically challenged Appalachian Regional Commission and has been federally designated as an Economically Distressed Area by the Federal Highway Administration as of August 2009, but is also rapidly growing - the 3rd fastest growing MSA in the nation from 2007-2008.

The GHMPO respectfully submits this application for a TIGER Discretionary Grant to widen existing Spout Springs Road. Spout Springs is a local non-state highway within the 9th Congressional District and serves rapidly growing south Hall County (Census Tracts 16.02 and 16.03).

Hall County is the economic engine of a fourteen county area in the northeast area of the state and its infrastructure affects employment opportunities for many. This project is one of two large roadway projects approved by Hall voters in a local referendum March 17, 2009, as priority projects with committed local option sales tax funding. It serves as a constrained, but key corridor through three local jurisdictions. The project is 5.2 miles in length and begins in the City of Flowery Branch, near Exit 12 of Interstate 985 (I-985), passes through unincorporated Hall County and connects within the Town of Braselton at GA State Route 347 in the vicinity of I-85. It directly serves an area of approximately 19,000 acres and projected 2030 population of 84,000.

As detailed more fully in accompanying material the GHMPO Spout Springs TIGER Grant will have a significant positive on these communities, the Georgia Mountains region, the State of Georgia and the Nation by:

1) providing a much-needed roadway in good repair, which minimizes life cycle costs;

2) contributing to the economic competitiveness of the region, State and Nation over the medium and long term;

3) improving the quality of living for residents, commuters and visitors to this dynamically growing but Economically Distressed area of the southeast;

4) furthering national aims of sustainability; and

5) improving safety of vehicular, pedestrian and cycling public.

The existing roadway consists of two lanes with some widened sections at intersections to provide for left and right turn lanes. The Georgia Department of Transportation (GDOT) has classified the 1.53 miles of roadway from the City of Flowery Branch as Urban Minor Arterial and the remaining 3.67 miles of roadway is classified as a Rural Major Collector.

According to the U.S. Census Bureau, the Gainesville Metropolitan Statistical Area (MSA) is the 4th fastest growing metropolitan area in the Nation and the fastest in Georgia with 24% population growth from 2000 to 2007. The majority of this growth is in the southern portion of Hall County and as a result traffic volumes have greatly increased. Spout Springs Road has become insufficient to adequately handle the current and projected future volumes. Since this corridor provides regional connectivity between Hall, Gwinnett, Jackson, and Barrow counties, it is important to expand the roadway to accommodate the traffic demand. A rapidly urbanizing
rural location, topographic, environmental issues and existing development adversely limit other planning options for this area, leaving this as the only appropriate alternative.

In addition to connecting two local communities with each other, this project will also allow decreased emergency response times for EMS personnel operating from the Spout Springs fire station and the new south Hall medical campus, and provide enhanced connectivity via a multi-use path to the three area schools located on Spout Springs Road and connectivity of various large residential subdivisions that are located along the route to the commercial developments that exist at each end of the project. It is the intent to provide alternate modes of transportation to the area residents by constructing sidewalks as well as a multi-use trail along the corridor. Currently there are no sidewalks and little roadway shoulders along Spout Springs Road. These improvements will provide and promote the option for pedestrian and bicycle traffic resulting in reduced traffic congestion.

The project is planned to incorporate environmental benefits along with the functional advantages. By reducing a portion of the vehicular traffic through providing walking and biking alternatives the amount of emissions will be reduced. Sustainable infrastructure design and construction practices such as planting trees, bio-retention, and other stormwater BMPs would be utilized to preserve the surrounding environment.

Your consideration for funding assistance is greatly appreciated. For the reasons stated within this summary the parties involved believe that this project meets the qualifications outlined for the TIGER Discretionary Grants under the American Recovery and Reinvestment Act. A more detailed narrative is also attached as supporting documentation. Below is the amount of Grant Funds being requested as well as other project information.

**PROJECT TYPE:** HIGHWAY WIDENING

**LOCATION:** GEORGIA, CITY OF FLOWERY BRANCH, TOWN OF BRASELTON, and HALL COUNTY, 9TH CONGRESSIONAL DISTRICT

**AREA DESCRIPTION:** RURAL

**GRANT REQUESTED:** $76,852,500.00
I. CONTACT INFORMATION

For questions regarding this application:

Organization: Gainesville-Hall Metropolitan Planning Organization
Address: 440 Prior Street, SE
          Gainesville, GA 30501
Primary Point of Contact: Srikanth Yamaala, Transportation Planning Manager
Phone Number: 770-531-6809
Email Address: syamala@hallcounty.org

For questions regarding Grant Administration:

Organization: Hall County
Address: P.O. Drawer 1435
          Gainesville, GA 30503
Primary Point of Contact: Ryan Arnold, Program & Grants Manager
Phone Number: 770-297-5503
Email Address: rarnold@hallcounty.org

SECTION PAGE
I. CONTACTS 5
II. BACKGROUND & NEED 6
III. PROJECT DESCRIPTION 7
IV. PROJECT FUNDING 10
V. PRIMARY CRITERIA 11-18
VI. SECONDARY CRITERIA 19
VII. PROGRAM-SPECIFIC CRITERIA 20
VIII. LINKS 21
IX. CERTIFICATION 22
II. PROJECT BACKGROUND & NEED

An understanding of the local perception of need for the GHMPO Spout Springs TIGER Grant and project requires background consideration of regional factors like growth and other transportation systems.

The US Census Bureau project population of growth of Georgia from 2000 to 2030 to be from 8.1 million to 12 million. This roughly 50% growth over the period places the State as 8th highest in the nation to be affected by population growth over the period. This growth will be concentrated primarily in the upper third of the state, in the metropolitan counties, and in the surrounding Metro Atlanta region. Hall County falls into all three of these categories. A one-hour travel distance from the midpoint of the project includes roughly 80% of the Atlanta MSA and the vast majority of its jobs, 100% of the Athens MSA and 100% of the Gainesville MSA, making this Economically Distressed part of the state extremely attractive for continuing long-term growth. Hall’s population has doubled from 1990 to the 2010 (95,000 to 190,000) and is projected to more than double between 2010 and 2030 (190,000 to 420,000).

Hall County employment is concentrated along the Eastern Continental divide and has been for the better part of two centuries. This area contains the county's three largest cities. These employment locations are unlikely to change significantly because of topography, hydrology and existing man-made improvements. The Eastern Continental divide runs northeasterly along the same general alignment as Interstate 985, the Norfolk Southern Railway and Georgia State Route 13 (Old Atlanta Highway - an early state highway connecting Atlanta with South Carolina later replaced with I-985)). Because of its relative flatness along the top of a ridge separating major river systems of the region, this area was settled first by the Native Creek and Cherokee Indians and included key trading routes found in the State's earliest maps. Later settlers found these to be these areas to be easiest to settle with access to hydropower for mills and industry, but not subject to flooding like the Chattahoochee River valley or bisected by numerous streams.

Unlike many Metropolitan areas across the country, Hall County does not have direct access to a major navigable waterway or port. Nonetheless, the County is Georgia’s third-highest value producer of exports through Georgia’s deep-water ports (Savannah and Brunswick).

Gainesville, the County seat, was incorporated in 1821 and Flowery Branch was incorporated in 1874 in conjunction with construction of the Atlanta & Richmond Air Line Railway as part of Reconstruction following the Civil War. This line eventually became part of the Southern Railway system. Gainesville, Oakwood and Flowery Branch have had continuous long-haul freight rail service from 1872 to the present. Gainesville was a center of commerce for the region and was also served by various short-line railroads - The Gainesville, Jefferson & Southern Railroad (1872-1904), the Gainesville & Northwestern (1912-1928) and the Gainesville Midland (1904-1959).

Passenger rail service in Gainesville has been continuous with service from 1872 to the present (now a part of Amtrak's Southern Crescent service from New York to New Orleans – one train daily each direction), while Flowery Branch and Oakwood had passenger service from 1872 to 1957. Hall County has no heavy or light passenger rail at present. Commuter and high speed rail to Hall are being studied, but not approved for implementation.

Hall County's only general aviation airport is Lee Gilmer Memorial Airport in Gainesville. Infrastructure for this two runway airport was developed by the Navy during World War II and was conveyed to the City in 1947. The airport now has one 5,500' runway with high intensity lighting with ILS and one 4,000' runway, and taxiways. 81 T-hangers and twelve corporate
hangers are available for lease. Commercial airline service is available from Hartsfield-Jackson Atlanta International Airport, the world's busiest.

No practical transit alternative presently exists for this portion of Hall County. The Hall County Red Rabbit fixed route service operates only within the City of Gainesville. Three routes are operated running approximately 30 stops per hour. Dial-A-Ride demand response van services are offered countywide. Please see Red Rabbit Route Map. An extension to Spout Springs is planned and budgeted to coincide with the grant’s widening completion. This extension of Hall Area Transit will allow connection from the Spout Springs area to public and private sector employment, numerous federal, state and regional agencies with offices in Gainesville, Gainesville College and State University and other education facilities, shopping, entertainment, culture, civic and leisure options.

III. PROJECT DESCRIPTION

The project is located in Hall County, in northeast Georgia. Hall is one of the fastest growing counties in one of the fastest growing states and was ranked 3rd nationally for Metropolitan Statistical Area growth from 2007-2008. Despite this growth Hall is a designated Economically Distressed Area by the FHWA. The area served by the project is between the northeast limit of urbanized area of Atlanta and southwest limit of urbanized area for Gainesville-Hall. As a result of its location there are few viable options to improve forecast transportation demands through 2030 and beyond.

The proposed project will consist of the widening of the existing Spout Springs Road from a two-lane undivided roadway to a four-lane divided highway. It is the longest non-state highway local roadway section in the most rapidly growing portion of the County. As a result, it functions more like a major collector or arterial. The total project length is 5.2 miles and runs from the City of Flowery Branch at the intersection of Hog Mountain Road to the Town of Braselton where it intersects State Route 347. It facilitates connection between Interstates I-85 and I-985 and serves as an alternate to State Routes 347 and SR 53.

Currently, Spout Springs Road is two lanes with no usable shoulder and a speed limit of 45 MPH. With the high volumes of traffic on this road, this creates hazardous driving conditions. Traffic along this corridor also experiences many delays, since there is an elementary school, a high school as well as various side roads that experience a high number of turning movements. As vehicles wait to turn, traffic becomes congested. The current daily volumes range from 12,200 at Flowery Branch to 7,800 approaching Braselton. The projected traffic volumes for 2030 range from 30,200 vehicles per day to 13,100 vehicles per day, therefore the current issues are anticipated to be substantially compounded in the future, unless these improvements are made.

The proposed roadway cross section will include four 12 foot travel lanes separated by a median and have curb and gutter along the two outside edges of pavement. One side of the roadway will have a sidewalk while the other side will have a 10 foot wide multi-use trail. This trail will connect to other multi-use trails in the area and will facilitate cycling and pedestrian use.

The median separating the direction of travel will be depressed and include various plantings that will act as a filter for stormwater runoff and to assist in infiltration. Other green design practices will also be utilized throughout the project to promote site sustainability.
IV. PROJECT FUNDING

Below is a summary of the sources and uses of the project funding.

<table>
<thead>
<tr>
<th>SOURCE</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>TIGER Grand Funding Requested:</td>
<td>$ 76,852,500</td>
</tr>
<tr>
<td>Local Funding Sources:</td>
<td></td>
</tr>
<tr>
<td>Hall County (Special Purpose Local Option Sales Tax):</td>
<td>$ 2,500,000</td>
</tr>
<tr>
<td>City of Flowery Branch – right of way</td>
<td>$ 407,500</td>
</tr>
<tr>
<td>Town of Braselton – right of way</td>
<td>$ 1,240,000</td>
</tr>
<tr>
<td>Total Local Funding</td>
<td>$ 4,147,500</td>
</tr>
</tbody>
</table>

TIFIA $ 0

Total Project Cost:

<table>
<thead>
<tr>
<th>Type</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design</td>
<td>$ 2,500,000</td>
</tr>
<tr>
<td>Construction</td>
<td>$ 27,000,000</td>
</tr>
<tr>
<td>Right-Of-Way Acquisition</td>
<td>$ 50,000,000</td>
</tr>
<tr>
<td>Utility Relocation</td>
<td>$ 500,000</td>
</tr>
<tr>
<td>Administration</td>
<td>$ 1,000,000</td>
</tr>
<tr>
<td>Total</td>
<td>$ 81,000,000</td>
</tr>
</tbody>
</table>

There will be various significant and long lasting public benefits to the construction of the proposed project. These positive impacts have been categorized below into the types outlined in selection criteria provided in the guidance documentation.
V. SELECTION CRITERIA

PRIMARY SELECTION CRITERIA – Long Term Outcomes

State of Good Repair

The widening of Spout Springs in south Hall targets wise use of scarce resources to minimize long-term costs, while maximizing the long-term benefits for this overdue needed improvement. Life Cycle Cost Analysis (LCCA) is an integral part of the project’s evaluation process.

The County views it as critical to purchase right-of-way in southern parts of the County because of rapidly increasing land values. Several tracts of property selling for $10,000 per acre or less in 1998 sold for $40,000 per acre or more in 2008. This increase was before construction of new middle and high schools to serve the population boom. It was prior to the County’s construction of primary components for a centralized wastewater treatment and collection system. Finally, it was before the establishment of a 100-acre medical campus for a new hospital to serve the population of south Hall. The addition of the schools, available sewage treatment, and the medical center’s plans will further drive up the costs of needed right-of-way.

In addition to general economic considerations described below, construction will promote the use of an existing under-utilized Interstate interchange (I-985 Exit 12), facilitate reduced travel time to the county’s expanding employment area and prolong the life of two state highways in the general area.

Sources of funding for this project have been sought for several years, but have taken a backseat to road improvements of the state highway system within the County. The importance of this project was recognized by the State of Georgia’s Department of Transportation in 2007, when it suggested temporarily placing Spout Springs Road on the State Highway system, and funding the project as part of the STIP. Unfortunately, the State did not have ample means to complete this project as originally contemplated. The citizen’s of Hall County voted in March 2009 to extend a six-year one-cent optional sales tax and specifically included design of Spout Springs widening as one of the priority projects. These funds have been committed by the County and preliminary engineering has begun.

In June of 2009, the Gainesville-Hall County Chamber of Commerce identified the widening of Spout Springs Road as one of the County’s highest road improvement priorities. Because the road is not on the State system, it is unlikely to receive the consideration it otherwise merits, except through the TIGER Discretionary Grant process. A letter of support from the Chamber may be found in linked pages.

Economic Analysis and Value Engineering processes will be used to screen project alternatives, so resulting design and construction are as efficient and practical as possible and achieve the best return on investment.

The project will improve the existing roadway facility which is in poor condition and is undersized to handle the traffic conditions and volumes that it faces now and even more in the future. The widening will reduce traffic delays that are currently being experienced, reduce vehicle emissions per trip, and promote connectivity to the commercial areas on each end of the corridor, as well as connect the schools and new Spout Springs library to the residential population. Providing sidewalks and a multi-use trail will help reduce the projected traffic loading in the future which will help reduce the maintenance costs associated with overloaded pavement sections.
The approximate 5.2 mile section of Spout Springs Road was last resurfaced in 2005 at a cost of $317,705. The road is showing signs of deterioration and will need to be resurfaced again in the next three to four years. In 2008, Hall County paid $75,000 per mile for resurfacing. At this per mile cost, Spout Springs Road will cost $390,000 to resurface. The existing section was not designed to handle the current volumes. Projected future traffic volumes will only decrease the current life cycle of five to seven years. This project would construct a roadway that would be designed to accommodate the growth in the area and extend the life cycle of the roadway.

**Economic Competitiveness**

The Gainesville-Hall MSA comprises part of the Atlanta-Sandy Springs-Gainesville Combined Statistical Area (the ASG CSA). The ASG CSA is ranked the 8th largest in the country in terms of population, but is the metro area with the 4th highest number of headquartered Fortune 500 companies and is home to the world’s busiest airport. It serves and is overlapped by the market trading areas of the largest of the nation’s centers of commerce (New York, Chicago, Dallas, Philadelphia, Houston, Miami and Washington DC – ranked 1st, 3rd, 4th, 5th, 6th, 7th and 9th in size respectively). Of the top nine largest areas of enterprise in the country only the trade area of Los Angeles does not overlap the Gainesville MSA. The recognition of the ability to serve overlapping US markets simultaneously is one of the many factors leading to the rapid growth of Hall County.

Gainesville-Hall County is Georgia’s third-highest value producer of exports through Georgia’s deep-water ports, reaching Canada, Mexico, Europe, the Middle East, Africa, Central and South America. Domestically, Gainesville-Hall County is a national base for the automotive parts supply business, serving nearby manufacturing plants of the Southern Auto Corridor for BMW, Volvo, Mercedes, Nissan, Toyota, Volkswagen, GM, Ford and others. Gainesville-Hall County is also a regional biotech center with a world-class stable of international life-sciences firms that include Elan Pharmaceutical, Merial, Theragenics, Kiel Pharmaceutical, Hall Bioscience, Cododose and the Georgia Poultry Science Laboratory.

With 39 international firms from 12 nations, Gainesville-Hall County has more international companies per capita than any metropolitan area in Georgia outside Atlanta.

All of these factors relate to Hall County’s economic vitality and contribute to the global economic competitiveness of the United States over both the medium- and long-term. The project proposed for this application serves the most rapidly growing residential area of the county for each of the last three decennial censuses. This area is projected to receive even greater growth now that the County has acquired and constructed a regional sanitary sewer collection and treatment system to reduce adverse impacts to the natural environment otherwise caused by further proliferation of individual on-site septic systems in poor soils.

The rapid growth of Hall County, Flowery Branch and Braselton means there are many competing priorities and insufficient available state and local funding to keep up with necessary and competing high-priority projects. The improvement of this local roadway is part of the MPO’s Transportation Improvement Program and is not covered as part of the Federal or State Highway system. Improvement of this roadway will facilitate the movement of residents, goods and services in this economically important area of the country.
Livability

Since this existing corridor connects two urban communities by running through a dense residential area, there is an opportunity to provide a positive impact on the area.

By 2030 there will be approximately 80,000 residents accessing this roadway that could be potential users of the multi-use trail and sidewalk system.

Even at present, approximately 1,500 school age children attend the existing schools located along Spout Springs Road. There is a potential for many students to utilize the sidewalks and trail as a means to travel to and from school, reducing the amount of traffic congestion at peak times during the day. The improvements will also provide pedestrian routes in accordance with ADA requirements throughout to promote accessibility for all, including aging population and persons with disabilities.

In addition to the functional benefits, having access to such a pedestrian transportation system will help to promote a healthier lifestyle to the local residents of this area. Residents will have the ability to walk or ride a bike to the local stores instead of driving if they choose. This multi-use trail will be interconnected with the multi-use trail on State Route 347, the eastern terminus of this project, which runs 12.5 miles connecting two of the areas largest resorts, Chateau Elan and Lake Lanier Islands. This trail system will be the largest in the County and one of the largest in Northeast Georgia.

A new 119-acre River Place Medical Campus of the Northeast Georgia Hospital System is currently under development three miles east of Spout Springs Road along Georgia Highway 347. It is designed to serve the South Hall area, including Braselton, Spout Springs corridor and Flowery Branch residents.

At present Hall is served by a 400+ bed facility in Gainesville. It has Georgia’s #1 ranked Cardiac Care unit, 32 Intensive Care Unit beds and 96 surgical beds. Emergency room and other patients from Flowery Branch travel to Gainesville a distance of 13 miles with a travel time by ambulance of approximately 17 minutes. Braselton area residents travel to Gainesville a distance of 16 miles and travel time by ambulance of approximately 21 minutes. The alternative from Braselton is 13 miles and 18 minutes to a 56 bed facility in Barrow County. The new South Hall complex has a 103,000 square foot medical office building which opened in late 2008. It houses an extended hours Urgent Care Center, diagnostic imaging center, laboratory services, primary care physicians and other medical specialties. A 100 bed hospital is in final stages of Certificate of Need review. The Spout Springs Road improvements will reduce travel time to primary medical care for roughly 19,000 acres and 80,000 residents by year 2030.

The project intends to incorporate design elements and promote use as a Safe Route to School to encourage approximately 1,600 - 1,700 children, their parents and several hundred school employees to bike and walk to and from the three existing schools.
**Sustainability**

In response to poor past practices related to land use and development, Georgia and particularly the Metro North Georgia Water Planning District, of which Hall is a part, have adopted and enforce some of the nation’s most stringent requirements for sedimentation, erosion and stormwater runoff water quality, channel protection and flood plain impact control.

Site sustainability practices for this roadway include all of these, and includes infrastructure engineering design and construction practices such as planting trees, bioretention, and other stormwater Best Management Practices (BMPs) to preserve site hydrologic and natural biological processes. Ultimately, these proven and innovative procedures would reduce current pollutant loading into surrounding creeks, which flow into the Mulberry River, in accordance with Georgia’s Watershed Management Plan. This would be accomplished through the addition of landscape measures using a Low Impact treatment train approach. These methods include BMPs described in the Georgia Stormwater Management Manual (GSMM) as well as locally appropriate innovative techniques adapted from other stormwater sensitive jurisdictions in the country. The above mentioned treatment train approach typically removes approximately 80-90% of the pollutants commonly identified in impervious runoff.

Shown below is the extent of the green benefit demonstrating the theoretical post construction pollutant loading removal that can be achieved. If made, these improvements would benefit a considerable portion of Mulberry Creek, the Mulberry River, both of which are EPA impaired segment and the downstream Oconee – Altamaha system.

**POTENTIAL STORMWATER POLLUTANT REMOVAL**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Post Const. Pollution Loading</td>
<td>62,990 lbs/yr TSS</td>
<td>27,484 lbs/yr TSS</td>
<td><strong>56.4% reduction</strong></td>
</tr>
</tbody>
</table>

In addition to the much improved stormwater treatment for the project, there will be a reduction in emissions of carbon dioxide, CO\(_2\). The amount of traffic removed from the roadway by use of the pedestrian system is difficult to accurately quantify, however the potential impacts are additional. CO\(_2\) emissions for this area will also be lessened due to the reduction in delay times that vehicles experience. The potential CO\(_2\) reduction realized by this project can be found in the table below.

**POTENTIAL CO\(_2\) EMISSIONS REDUCTION**

<table>
<thead>
<tr>
<th></th>
<th>Existing</th>
<th>No Build 2030</th>
<th>Build 2030</th>
<th>2030 Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicles Served</td>
<td>12,661</td>
<td>21,200</td>
<td>26,000</td>
<td>4,800</td>
</tr>
<tr>
<td>CO2 Emissions</td>
<td>4,110</td>
<td>8,900</td>
<td>8,800</td>
<td>-100</td>
</tr>
<tr>
<td>Project Length</td>
<td>5.5</td>
<td>5.5</td>
<td>5.5</td>
<td>0</td>
</tr>
<tr>
<td>Emiss (mT)</td>
<td>0.00411</td>
<td>0.00890</td>
<td>0.00880</td>
<td>-0.00010</td>
</tr>
<tr>
<td>$/mTon</td>
<td>$33</td>
<td>$33</td>
<td>$33</td>
<td>0</td>
</tr>
<tr>
<td>Daily Cost</td>
<td>$0.1356</td>
<td>$0.2937</td>
<td>$0.2904</td>
<td>$(0.0033)</td>
</tr>
<tr>
<td>Annual Emiss</td>
<td>1.50 mT</td>
<td>3.25 mT</td>
<td>3.21 mT</td>
<td>-0.04 mT</td>
</tr>
<tr>
<td>Annual Cost</td>
<td>$49.50</td>
<td>$107.20</td>
<td>$106.00</td>
<td>$(1.20)</td>
</tr>
</tbody>
</table>

Percent Reduction: **-1.12%**
Safety

Current Spout Springs Road has become a dangerous route due to the growth in population and traffic volume. The roadway is two-lanes with no useable shoulder. In various locations there are steep slopes within the clear zone that have no barriers to protect vehicles. The crash data for this corridor is shown in the table below from 2006 through 2008.

<table>
<thead>
<tr>
<th>YEAR</th>
<th>TOTAL CRASHES</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006</td>
<td>10</td>
</tr>
<tr>
<td>2007</td>
<td>23</td>
</tr>
<tr>
<td>2008</td>
<td>12</td>
</tr>
</tbody>
</table>

With traffic volumes projected to increase from 12,200 vpd currently to 30,200 vpd in 2030, the number of crashes is expected to increase significantly.

The improvements from this project will provide a widened roadway cross section that will have four lanes divided by a median. It will also provide left and right turn lanes to allow turning traffic to get out of the main through lanes.

Job Creation & Economic Stimulus

Construction of this locally, regionally and nationally important will produce a variety of direct and indirect jobs totaling over 400, ranging from professional, skilled and unskilled labor and including opportunities for disadvantaged individuals in several fields of endeavor. Long term employment will benefit as dollars are re-spent through multiplier effects.

Design fees to complete the project are assumed to be $1,600,000 and will quickly allow roughly 16 professional and technical staff to be employed for a year early in the project and to a lesser degree over its construction cycle.

Because of substantially reduced GDOT road funding and decline of employment associated with housing and commercial markets in Atlanta has directly affected transportation civil engineering and surveying firms, this would allow these families to receive direct benefit without relocation and without shifting beneficial economic impacts from other regions. Most of the materials and labor will come from within 50 miles of the project site, and will not involve substantial import from foreign countries or long-distance shipping as many TIGER grant applications likely will.

Expedited NEPA documentation and right-of-way acquisition would similarly allow direct employment of 6-8 individuals without relocation or transfer from other regions. Construction of $27 million road improvements to an existing roadway would yield approximately between 360 and 380 first and second year construction-related jobs, using national measures. Thousands of workers in this field are presently unemployed or underemployed in this part of Georgia. Approval of this project would create and preserve jobs that may otherwise transition to other regions or permanently force shift of skill-sets to other types of employment.

All of these services present opportunities for use of Disadvantaged Business Enterprises or other federally recognized specialized Small Businesses, including VOBs and SDVOBs. If awarded
this grant, Hall County is committed to seeking participation of qualified firms to represent 20% or more of purchased goods and/or wages.

**Economically Distressed Areas**

For a collector road project, which does not have long lead specialty items like major structures or new capital equipment, like the widening of Spout Springs Road, the majority of materials and labor can be furnished within a fifty mile radius (a roughly 500 square mile area).

The fifty mile radius for the project extends from the Georgia-South Carolina line on the east to the west side of the Atlanta Metro region on the west, and from the Georgia-Tennessee line on the north to the I-20 corridor counties and south side of the Atlanta Metro region on the south. This area includes 26 Economically Distressed counties, including Hall, and 11 counties, which are not considered Economically Distressed by FHWA standards.

To benefit Economically Distressed populations to the greatest extent possible, while still receiving responsive bids from qualified Design-Build firms, if awarded the grant, Hall County’s procurement plan will offer a 5% bidder’s preference to firms/teams which are headquartered in and/or demonstrate substantial (80% or more) use of material and payment of wages to individuals from Economically Distressed areas. This is similar to local preference bidder premium standards used by many jurisdictions and will be in addition to requirements for Small and Disadvantaged Business participation. Solicitations will be sought commencing with notice of grant award.

The Design-Build approach will allow direct employment to begin within 60 days of grant award notification. Manufacturers and suppliers who support the roadway construction industry will benefit from order placement and fulfillment for all materials typically used in a project of this nature such as erosion control materials, piping and utilities, bulk rock and asphalt, signage, lighting, landscaping, etc. In many such cases the placement of sufficient orders warrants hiring in order to achieve later order fulfillment. The receipt of placed orders under firm contract encourages receiving businesses to borrow working capital and hire necessary workers so they are trained and available as work needs to be performed.

In conjunction with project undertaking, widening of Spout Springs Road will likely lead to further land use changes at its two termini and for portions along its route. This will lead to business creation and establishment of currently unknown retail and other business and office uses. These changes typically occur in conjunction and following road opening (2012) and are generally permanent and expand over time.
Spout Sprints Project Schedule

Increased employment and economic impact will begin almost concurrent with grant award. Because the Design-Build approach is to be used to complete design and construction, employment changes will not be as episodic as with traditional Design-Bid-Build approaches. Project substantial completion will be in

Estimated Employment by Quarter

<table>
<thead>
<tr>
<th>Quarter</th>
<th>Direct</th>
<th>Indirect</th>
<th>Long Term</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q4-2009</td>
<td>25</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Q1-2010</td>
<td>24</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Q2-2010</td>
<td>26</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Q3-2010</td>
<td>20</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Q4-2010</td>
<td>16</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Q1-2011</td>
<td>40</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>Q2-2011</td>
<td>100</td>
<td>7</td>
<td>2</td>
</tr>
<tr>
<td>Q3-2011</td>
<td>270</td>
<td>22</td>
<td>5</td>
</tr>
<tr>
<td>Q4-2011</td>
<td>380</td>
<td>28</td>
<td>10</td>
</tr>
<tr>
<td>Q1-2012</td>
<td>380</td>
<td>28</td>
<td>15</td>
</tr>
<tr>
<td>Q2-2012</td>
<td>380</td>
<td>28</td>
<td>20</td>
</tr>
<tr>
<td>Q3-2012</td>
<td>380</td>
<td>28</td>
<td>30</td>
</tr>
<tr>
<td>Q4-2012</td>
<td>300</td>
<td>25</td>
<td>40</td>
</tr>
<tr>
<td>Q1-2012</td>
<td>250</td>
<td>20</td>
<td>50</td>
</tr>
<tr>
<td>Post project</td>
<td></td>
<td></td>
<td>Increase of 4% /yr to match growth rate</td>
</tr>
<tr>
<td>2030</td>
<td>101</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Environmental Approvals

Environmental approvals are not yet in hand, but are being expeditiously pursued with reasonable anticipation of receipt in a manner not to delay construction of the project. There are no new known wetlands or streams to be impacted from the project and the extent of impacts to existing wetlands and streams along the existing alignment will be avoided and minimized to the degree practical. There are no known Endangered Species in the vicinity of the project to be adversely impacted.

Legislative Approvals

Local legislative approvals are already in place to allow the contemplated TIGER grant work to proceed. Supporting letters from the local jurisdictions and others, including State and Federal officials, may be found from hyperlinks provided at the end of this application.
State & Local Planning

This local collector road project is not part of the State system and is not included in the Georgia Statewide Transportation Improvement Plan. The project, however, is included in the TIP for the Gainesville-Hall MPO and has been fully vetted through a local public participation process.

Technical Feasibility

60% drawings are complete for intersection improvements to the existing two-lane section. The current effort has substantially reduced the time-frame needed to initiate construction, beneficial employment and long-term benefits. Additional work is on-going in anticipation of the TIGER grant award.

Financial Feasibility

The GHMPO has commitments from the three jurisdictions for donation of rights-of-way controlled by the respective jurisdictions needed for this project and seeks federal dollars for the balance of right-of-way acquisition and construction to create immediate jobs and provide this much-needed safety improvement, because neither the County nor the State of Georgia can commit financing in the reasonable future. The County has earmarked funds from an already approved voter referendum and has successfully completed several projects of this size on time and under budget.

Voters approved SPLOST VI in March 2009 in the amount of $240 million to be collected over the next six years. Of that $191 million will be managed by the County for road, park, building, landfill construction and sewer improvements. Completed projects include County staff managed construction of over $20 million in landfill buildings and cell construction, courthouse construction of $21 million, and a reservoir at $21 million. Additionally the County manages between $8 - $10 million annually in road construction projects. A program manager was used to construct a $54 million jail under County supervision. The County has managed sewer infrastructure construction in excess of 32 million. The County has a full time grants manager.

Funds will be expended in accordance with the project schedule as detailed in the Grant Agreement. Construction will be substantially complete before February 17, 2012. If awarded the grant, the County will expedite advertisement, review and award of a design-build contract to expedite construction and assure substantial completion compliance on or before February 17, 2012.
VI. SECONDARY SELECTION CRITERIA

Innovation

Many of the innovative technologies which are available to urban area, integrated management
corridors, major highway, transit, port, or other type projects are, unfortunately, not applicable in
the instant case. However, at a minimum the GHMPO Spout Springs TIGER grant will employ
technology in the following areas:

- High efficiency lighting and street lights
- Visible crosswalks and signage for Safe Route to School linkages
- Telemetry of demand based street signal timing
- Use of recyclable materials in construction
- Design and evaluation of bottomless culverts to allow small fish passage

In combination these individual approaches have a beneficial cumulative effect beyond the sum
of their parts, and become a basis for further implementation in the County and its several local
jurisdictions.

In addition, if awarded the grant the MPO and participating jurisdictions will seek project-specific
input from the Volpe National Transportation Center of the Research and Innovation Technology
Administration of the Federal Highway Administration. This National Center of Excellence
directs major technology innovation research and administers the FHWA’s Small Business
Innovation Research program. The Center has particular expertise that may not yet be known and
applied in Georgia on a project of this nature. This may allow the project to serve as a
demonstration project for newly developed technologies, particularly those developed by US
Small Business interests.

Finally, the GHMPO Spout Springs grant proposes to adapt the LEED process for roadway
design and construction. The U.S. Green Building Council has a certification process for
professionals and building projects known as Leadership in Energy and Environmental Design
(LEED). The LEED program is a national standard for green buildings, and is not specifically
targeted toward roadway construction projects, but has many features and approaches which may
be adaptable to the current project and others across the country. These are in the areas of Site
Sustainability, Water Efficiency, Energy and Atmosphere, Materials and Resources, Indoor
Environmental Quality, Locations and Linkages, Innovation in Design, and Awareness and
Education. Each of these areas is believed to offer a basis for creative adaption to
roadways and multi-use trails.

If funded, the GHMPO grant proposes to employ one or more LEED accredited professionals,
whose expertise relates primarily to sites, roads and other civil and hydrology considerations.
Their role and focus will be to adapt the LEED project certification process for buildings to
broader application for design, construction and maintenance of roadway projects. Continuous
involvement from the current design stage through placement in service is envisioned. Their
work will include quarterly progress reports and a final report as part of the grant documentation
package.

PARTNERSHIP

i) Jurisdictional & Stakeholder Collaboration

The proposed project traverses through three separate local jurisdictions which are working
together to provide this much needed improvement to their communities and this region. The
majority of the project lies in unincorporated Hall County (estimated 2008 population of 184,814 from US Census Bureau), which will be taking the lead role in the grant administration, project development and construction. The City of Flowery Branch (estimated 2008 population of 6,403 from 2008 Comprehensive Plan) and the Town of Braselton (estimated 2008 population of 6,200 from 2009 Comprehensive Plan update) recognize the benefit of this project and have provided letters expressing their support. These letters can be found in the Appendix.

The Spout Springs TIGER grant will leverage existing commitments from three local governments, who by themselves and collectively cannot undertake this project by themselves. The Georgia DOT had previously committed in 2007 to fast-tracking and funding this project via State & Federal dollars, but has had to withdraw support because of limited funding. As a result the local jurisdictions have initiated design and intersection improvements on their own and funded design completion through a Special Purpose Local Option Sales Tax. Special Purpose Local Option Sales Tax financing is a mechanism in Georgia used to supplement property taxes for needed infrastructure projects. It is an optional 1% sales tax which voters must approve on a county-by-county basis. First authorized in Georgia in 1985, Hall County adopted its 1st SPLOST program in July 1985. Over $85 million has been raised and spent locally for road and bridge improvement projects in the county since that time. The jurisdictions have collaborated through the Comprehensive Planning process and in development of the Transportation Improvement Plan for the MPO, and in creation of this application.

ii) Integration

The Spout Springs project promotes more livable communities and energy efficiency, but it is not a specific project of the County’s only housing authority, which is the City of Gainesville’s. Hall County, Flowery Branch and Braselton do not operate public housing authorities, but each have a variety of owner-occupied and rental housing covering the full range of income and housing needs. The only public housing agency in the County is in Gainesville. The current and future city limits of Gainesville do not include the Spout Springs Road area of south Hall. As a result, the 2009 Consolidated Action Plan for Gainesville does not include the Spout Springs area. However, a letter of support from the City of Gainesville Housing Authority may be found in accompanying links.

VII. PROGRAM-SPECIFIC CRITERIA

The requested grant is for widening improvements of the rural collector road system of Hall County and the communities of Flowery Branch and Braselton, Georgia. No Program-Specific Criteria for this category were identified in the Federal Register Notice. Accordingly, it is the Applicant’s understanding the application will be differentiated from other similar projects solely based on the selection criteria outlined in Section II (A) (Selection Criteria) FR 28762 and 28758+. 
VIII. ADDITIONAL INFORMATION LINKS

KEY DOCUMENT LINKS


ENTITY LINKS

Gainesville-Hall County MPO - http://www.ghmpo.org/
Hall County, Georgia - http://www.hallcounty.org/
Flowery Branch, Georgia - http://www.flowerybranchga.org/
Braselton, Georgia - http://www.braselton.net
Oakwood, Georgia - http://www.cityofoakwood.net/
Gainesville, Georgia - http://www.gainesville.org/
Hall Fire Department - http://www.hallcounty.org/fireservices/fire_administration.asp
Hall Library System - http://www.hallcountylibrary.org/

PROJECT SUPPORT LINKS

Hall County – http://www.ghmpo.org/TIGER/Hall.pdf
City of Flowery Branch – http://www.ghmpo.org/TIGER/FloweryBranch.pdf
Hall Area Transit – http://www.ghmpo.org/TIGER/HAT.pdf
Hall County Fire Services - http://www.ghmpo.org/TIGER/HallCo_FireServices.pdf
Hall County Schools – http://www.ghmpo.org/TIGER/Hall_Schools.pdf
Greater Hall Chamber of Commerce – http://www.ghmpo.org/TIGER/Chamber.pdf
IX. CERTIFICATION

Letters of support from the three jurisdictions serve as temporary placeholders and indicate the intent of three local government Chief Executives to certify in accordance with Section 1151 Certification requirements of the Recovery Act. Such certification will be provided and posted prior to receipt of grant monies, if notified of grant award and may be provided in advance of grant award notification. Because Georgia MPO TIP projects are not part of the Georgia STIP, and this project does not involve State funds, it is not necessary for the Governor’s certification.

Because the project is already part of the MPO’s TIP, there is no requirement for certification of subsequent inclusion. The MPO will work closely with the Georgia Department of Transportation and other State and Federal agencies to ensure project compliance, as needed.

The applicant hereby certifies that it will comply with the Federal wage rate requirements of subchapter IV of chapter 13 of title 40, United States Code.