



## Confirmation

Thank you for submitting your grant application package via Grants.gov. Your application is currently being processed by the Grants.gov system. Once your submission has been processed, Grants.gov will send email messages to advise you of the progress of your application through the system. Over the next 24 to 48 hours, you should receive two emails. The first will confirm receipt of your application by the Grants.gov system, and the second will indicate that the application has either been successfully validated by the system prior to transmission to the grantor agency or has been rejected due to errors.

Please do not hit the back button on your browser.

If your application is successfully validated and subsequently retrieved by the grantor agency from the Grants.gov system, you will receive an additional email. This email may be delivered several days or weeks from the date of submission, depending on when the grantor agency retrieves it.

You may also monitor the processing status of your submission within the Grants.gov system by clicking on the "Track My Application" link listed at the end of this form.

Note: Once the grantor agency has retrieved your application from Grants.gov, you will need to contact them directly for any subsequent status updates. Grants.gov does not participate in making any award decisions.

**IMPORTANT NOTICE:** If you do not receive a receipt confirmation and either a validation confirmation or a rejection email message within 48 hours, please contact us. The Grants.gov Contact Center can be reached by email at [support@grants.gov](mailto:support@grants.gov), or by telephone at 1-800-518-4726. Always include your Grants.gov tracking number in all correspondence. The tracking numbers issued by Grants.gov look like GRANTXXXXXXXXX.

If you have questions please contact the Grants.gov Contact Center: [support@grants.gov](mailto:support@grants.gov)  
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The following application tracking information was generated by the system:

<b>Grants.gov Tracking Number:</b>	GRANT14140195
<b>UEI:</b>	USZBJ4CMC7B6
<b>Submitter's Name:</b>	Sommer Green
<b>CFDA Number:</b>	20.938
<b>CFDA Description:</b>	Rural Surface Transportation Grant Program
<b>Funding Opportunity Number:</b>	RSTGP-25-26-RURAL
<b>Funding Opportunity Description:</b>	Rural Surface Transportation Grant Program
<b>Agency Name:</b>	69A345 Office of the Under Secretary for Policy
<b>Application Name of this Submission:</b>	Hall County Board of Commissioners
<b>Date/Time of Receipt:</b>	May 06, 2024 03:29:00 PM EDT

TRACK MY APPLICATION – To check the status of this application, please click the link below:

[https://www.grants.gov/applicants/grant-applications/track-my-application?tracking\\_num=GRANT14140195](https://www.grants.gov/applicants/grant-applications/track-my-application?tracking_num=GRANT14140195)

It is suggested you Save and/or Print this response for your records.

MPDG Project Information Form - All Fields Required		
**DO NOT CHANGE FILE NAME, COPY/PASTE, OR PDF THIS DOCUMENT WHEN SUBMITTING TO AVOID PROCESSING ERRORS**		
Field Name	Response	Instructions
<b>Basic Project Information</b>		
Project Name	Safely Connecting Communities in South Hall	Enter a <b>concise</b> , descriptive <b>title</b> for the project. This should be the same title used in the Grants.gov SF-424 submission and the application narrative.
Project Sponsor	U.S. Department of Transportation	Who is the Project Sponsor? <i>[See NOFO Section C. 1 for eligible applicants]</i>
Program Opt-out		A project will be evaluated for eligibility for consideration for all three programs unless the applicant opts-out of being evaluated for one or more of the grant programs.
Project Description	This project will fund a portion of costs to widen a crash prone two-lane rural road in rapidly growing south Hall County, Georgia. This project will link communities in Flowery Branch with Braselton, while also connecting isolated parts of a multi-county multi-use path system via Spout Springs Road Widening Project, Phase II. GDOT PI 0015280, Phase II, will conclude a process that started in 2004 as a priority project.	Describe the project in plain English terms, using <b>no more than 100 words</b> . For example, "The project will replace an aging railroad bridge that crosses the River. The bridge will have a reduced total length of approximately X feet and will have increased vertical clearance of Y feet" or "The project will redevelop Route 2 with Complete Streets enhancements, ADA accessible sidewalks, and dedicated bicycle paths from 10th street to 25th street." <b>Do not</b> describe the project's benefits, background, or alignment with the selection criteria in this description field.
<b>Project Costs</b>		
MPDG Amount Requested	\$62,011,681.00	Enter the <b>total amount of MPDG funds requested</b> for this project in this application. <i>[See NOFO Section C.2 and C.4 for minimum and maximum award size, grant share, and cost share requirements]</i>
Estimated Other Federal Funding	\$0.00	Enter the <b>amount of funds committed to the project from other Federal sources</b> . This DOES NOT include the MPDG request. <i>[See NOFO Section C.4 for Federal share requirements]</i>
Estimated Non-Federal Funding	\$15,502,921.00	Enter the <b>amount of funds committed to the project from non-Federal sources</b> .
Future Eligible Project Cost	\$77,514,602.00	Enter the <b>amount of funds estimated to complete</b> the project (this should equal the amount of MPDG Grant Request, Estimated Other Federal Funding, and Estimated Non-Federal Funding) <i>This value may not be less than the amount requested.</i>
Previously Incurred Project Costs	\$0.00	Enter the <b>cost of previously incurred costs from the project</b> .
Total Project Cost	\$77,514,602.00	Enter the <b>total cost of the project</b> . This should equal the sum of Future Eligible Costs and Previously Incurred Costs.
<b>INFRA: Amount of Future Eligible Costs by Project Type</b>		
National Highway Freight Network	\$0.00	A highway freight project on the National Highway Freight Network: \$
National Highway System	\$77,514,602.00	A highway or bridge project on the National Highway System: \$
Intermodal Freight	\$0.00	A freight intermodal, freight rail, or freight project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility and that is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility: \$
Highway-railway grade crossing or grade separation project	\$0.00	A highway-railway grade crossing or grade separation project: \$
Wildlife Crossing Project	\$0.00	A wildlife crossing project: \$
International Border Crossing	\$0.00	A surface transportation project within the boundaries or functionally connected to an international border crossing that improves a facility owned by fed/state/local government and increases throughput efficiency: \$
Marine Highway Corridor connected to the National Highway Freight Network	\$0.00	A project for a marine highway corridor that is functionally connected to the NHFN and is likely to reduce road mobile source emissions: \$
National Multimodal Freight Network	\$0.00	A highway, bridge, or freight project on the National Multimodal Freight Network: \$
<b>Mega: Amount of Future Eligible Costs by Project Type</b>		
National Multimodal Freight Network	\$0.00	A highway, bridge, or freight project on the National Multimodal Freight Network: \$
National Highway Freight Network	\$0.00	A highway freight project on the National Highway Freight Network: \$
National Highway System	\$0.00	A highway or bridge project on the National Highway System: \$
Intermodal Freight	\$0.00	A freight intermodal, freight rail, or freight project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility and that is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility: \$
Highway-railway grade crossing or grade separation project	\$0.00	A highway-railway grade crossing or grade separation project: \$
Intercity Passenger Rail	\$0.00	An intercity passenger rail project: \$
Public Transportation Project that is part of any other eligible project type	\$0.00	A public transportation project that is eligible under assistance under Chapter 53 of title 49 and is a part of any of the project types described above: \$
<b>Rural: Amount of Future Eligible Costs by Project Type</b>		
Eligible under the National Highway Performance Program	\$ -	A highway, bridge, or tunnel project eligible under National Highway Performance Program: \$
Eligible under the Surface Transportation Block Grant	\$ -	A highway, bridge, or tunnel project eligible under Surface Transportation Block Grant: \$
Eligible under the Tribal Transportation Program	\$ -	A highway, bridge, or tunnel project eligible under Tribal Transportation Program: \$
National Highway Freight Network	\$ -	A highway freight project on the National Highway Freight Network: \$
Highway Safety Improvement Project	\$77,514,602.00	A highway safety improvement project, including a project to improve a high risk rural road as defined by the Highway Safety Improvement Program: \$
Publicly-Owned Highway or Bridge	\$ -	A project on a publicly-owned highway or bridge that provides or increases access to an agricultural, commercial, energy, or intermodal facility that supports the economy of a rural area: \$
Mobility Management	\$ -	A project to develop, establish, or maintain an integrated mobility management system, a transportation demand management system, or on-demand mobility services: \$
<b>Project Location</b>		
State(s)	GA: Georgia	Which state(s) in which project is located?
INFRA: Small or Large project	Small	<i>See NOFO Section C.2.ii</i>
Urban Area	Not Located in an Urban Area	Urban Area in which project is located, if applicable
Population of Urban Area (auto-populated)	Not Located in an Urban Area	Population of Urban Area according to 2020 Census- See tab "List of Urban Areas". <i>(For the MPDG 2025-2026 program the definition of "urban" is an urban area with a population greater than 200,000. "Rural" is defined as any other area, including areas outside of Census-designated urban areas, and Census-designated urban areas with populations below 200,000.)</i>
Area of Persistent Poverty or Historically Disadvantaged Community	No-Project is not located in a Historically Disadvantaged Community	Is the project located (entirely or partially) in Area of Persistent Poverty or Historically Disadvantaged Community? List census tracts that qualify as within these areas. ( <a href="https://www.transportation.gov/grants/mpdg-areas-persistent-poverty-and-historically-disadvantaged-communities">https://www.transportation.gov/grants/mpdg-areas-persistent-poverty-and-historically-disadvantaged-communities</a> )
Appalachian Development Highway System	No	Does this project further the completion of a designated segment of the Appalachian Development Highway System? <i>See NOFO Section C.4.iii</i>

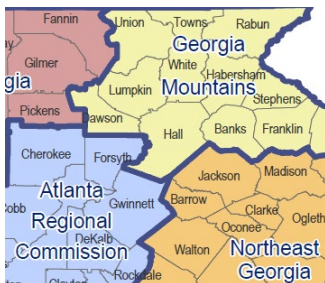
Denali Access System	No	Does this project address a surface transportation infrastructure need identified for the Denali access system program? <i>See NOFO Section C.4.iii</i>
Project Location Zip Code	30542	<b>Identify the 5-digit zip code of the project location.</b> If the project is located in more than one zip codes, please identify the zip code in which the majority of the project is located. If the project is in a territory that does not have zip codes, leave this field blank.  <i>This field is for the project location zip code, <u>NOT</u> the applicant organization zip code.</i>
Project Location County	GA - Hall County	<b>Identify the county</b> where the project is located in using the drop-down. If the project is located in more than one county, please identify the county in which the majority of the project is located. If the project is in a territory that does not have county designations, leave this field blank.
Additional Project Counties	NA	<b>Identify additional counties separated by a comma.</b> For instance, if the project additionally runs through Polk County and Butler County, please enter 'Polk County, Butler County' in the cell. If the project is in a territory that does not have county designations, leave this field blank.
Project Location Census Tract	16.03, 16.05, 16.09, 16.11	<b>Identify the census tract number of the project.</b>  For example, if the most central tract is Census Tract 93.30, please enter '93.30' into the cell. The last zero may be missing from your response (e.g., 93.30 may display as 93.3). If the project is located in more than one census tract please identify the census tract in which the majority of the project is located. If the project is in a territory that does not have census tract designations, leave this field blank.  Please visit USDOT's RAISE webpage ( <a href="https://www.transportation.gov/RAISEgrants/raise-app-hdc">https://www.transportation.gov/RAISEgrants/raise-app-hdc</a> ) to review a full list of census tracts by state and county to identify.
Other Project Census Tracts	NA	<b>Identify other census tracts in which the project is located, separated by a comma.</b> For example, if the project is located in Census Tract 93.31, Census Tract 93.32, and Census Tract 94.03, please enter '93.31, 93.32, 94.03' into the cell. If the project is in a territory that does not have census tract designations, leave this field blank.
Project Location Latitude	34.11644	<b>Provide the project's latitude coordinates.</b> For projects that are not located at a single set of coordinates, please provide a centralized set of coordinates. Tools such as Google Maps, Google Earth ( <a href="https://earth.google.com/web/">https://earth.google.com/web/</a> ), or ArcGIS/QGIS ( <a href="https://www.arcgis.com/">https://www.arcgis.com/</a> ) are recommended to identify the project's coordinates.
Project Location Longitude	-83.87467	<b>Please provide the project's longitude coordinates.</b> For projects that are not located at a single set of coordinates, please provide a centralized set of coordinates. Tools such as Google Maps, Google Earth ( <a href="https://earth.google.com/web/">https://earth.google.com/web/</a> ), or ArcGIS/QGIS ( <a href="https://www.arcgis.com/">https://www.arcgis.com/</a> ) are recommended to identify the project's coordinates.
<b>Additional Information</b>		
<ul style="list-style-type: none"> <li>• TIP</li> <li>• STIP</li> <li>• MPO Long Range Transportation Plan</li> <li>• State Long Range Transportation Plan</li> <li>• State Freight Plan</li> </ul>	Yes, Hall County's Widening of Spout Springs Road Project Phase II is part of GDOT's TIP list. It has been listed within the 2020 Regional Transportation Plan update.	Is the project currently programmed in the: Yes/No (please specify in which plans the project is currently programmed, and provide the identifying number if applicable) <ul style="list-style-type: none"> <li>• TIP</li> <li>• STIP</li> <li>• MPO Long Range Transportation Plan</li> <li>• State Long Range Transportation Plan</li> <li>• State Freight Plan</li> </ul>
Other USDOT 2024 Discretionary Application?	NA	If the applicant has or will submit this <b>project to another USDOT discretionary grant program in 2024</b> , please list the name of the program(s). If the applicant has or will submit a similar, but not identical, application, please describe the differences here as well.
Previous Submission for MPDG or INFRA?	NA	If this project was submitted in a <b>previous MPDG or INFRA</b> round, please list the name(s) of the round(s) (e.g. INFRA 2021, MPDG 2022, MPDG 2023-2024).
Other Federal Agency Assistance?	No	If this project has applied for <b>another Federal (non-USDOT) financial assistance or capacity-building program</b> , please list the name of the program(s).
Tribal Government?	No	Select "Yes" from the drop-down menu if the applicant is a <b>Federally recognized tribal government</b> .
Tribal Benefits?	Not Applicable	<b>If the applicant is not a Federally recognized tribal government</b> , is the project located on tribal land? And if not, does it have direct tribal benefits? Answer using the drop-down menu.
Private Corporation Involvement	No	Does this project <b>involve (a) private entity(ies) that will receive a direct and predictable financial benefit</b> if the project is selected for award? This includes, but is not limited to, private owners of infrastructure facilities being improved and private freight shippers or carriers directly benefitting from completion of the proposed project.
Private Corporation Name(s)	NA	<b>If this project directly involves or benefits a specific private corporation</b> , please list the corporation(s) separated by a comma.
TIFIA/RRIF?	No	Is the project currently, or does this project anticipate applying for Transportation Infrastructure Finance and Innovation Act ( <b>TIFIA</b> ) or Railroad Rehabilitation & Improvement Financing ( <b>RRIF</b> ) <b>loans</b> ?  See [ <a href="https://www.transportation.gov/buildamerica/">https://www.transportation.gov/buildamerica/</a> ] for more details.
Apprenticeship Program	No	Is this project planning to use an apprenticeship program?
Type of Apprenticeship Program	NA	Please provide the type of apprenticeship program and if it is a licensed program.
Project includes a Project Labor Agreement or other workforce agreements?	No	Select Yes or No if your project includes a Project Labor Agreement or any other workforce agreements.
Department Financing Program?	Yes	If your application is unsuccessful, would you like to be contacted about the <b>Department's financing program</b> ?

**“Safely Connecting Communities in South Hall”**  
**“Safely Connecting Communities”**

**Project Description:**

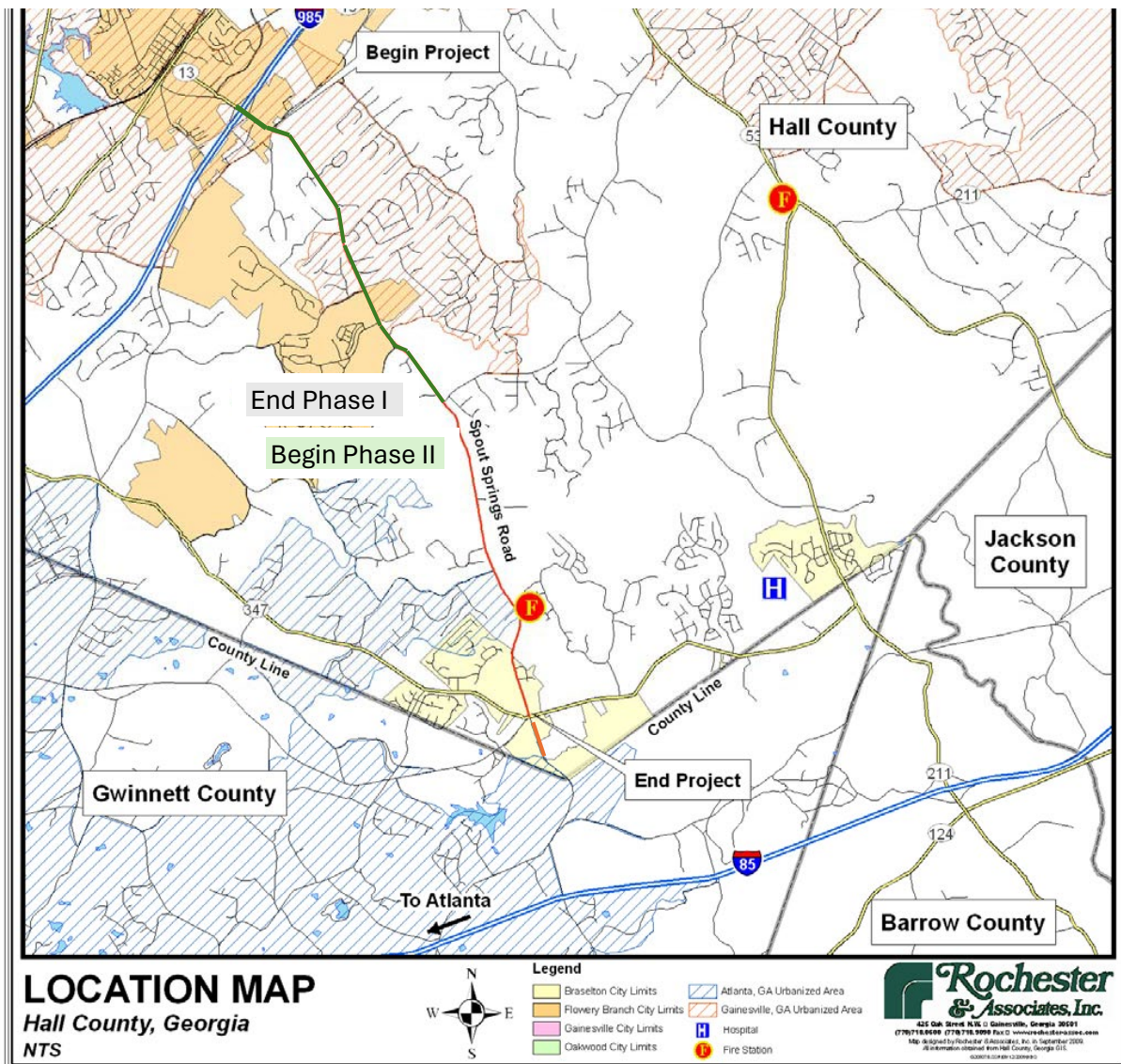
Project Summary: Safely Connecting Communities in South Hall will fund a large part of construction costs to widen a crash prone two-lane rural road in rapidly growing south Hall County, Georgia. Originally proposed as part of a larger project for TIGER 2009 consideration, Safely Connecting Communities will complete key linkages between elements of the National and State highway systems in two cities while also connecting isolated parts of a multi-county multi-use path system. With a Benefit Cost ratio of 1.2, it will directly serve a rural population in four Appalachian counties and a Disadvantaged population exceeding 20,000 people.

<b>Location</b>	Georgia, City of Flowery Branch, Town of Braselton and Hall County, 9 <sup>th</sup> Congressional District
<b>Urbanized Area</b>	The project lies completely within the Gainesville, GA urban area. With a 2020 population <200,000 (164,365) the area is considered rural per the Department of Transportation.
<b>Grant Requested</b>	\$62,011,681 of \$77,514, 602 total costs (20%/80% split)
<b>GDOT State Functional Classification</b>	County-maintained Road functioning as a Minor Arterial
<b>Connection to System</b>	Direct connection via Phase I (2023) to Interstate 985, a four-lane interstate section, at Exit 12 (Flowery Branch); direct connection to GA State Route 347 (Friendship Road), four/six lane median highway at Duncan Corners
<b>Speed Limits</b>	45 mph
<b>Number of Lanes</b>	Widening from two lanes to four lanes with curbs and raised medians with parallel 5’ sidewalk and 10’ shared path
<b>Primary Future Land Uses in the Area</b>	Residential on public sewer



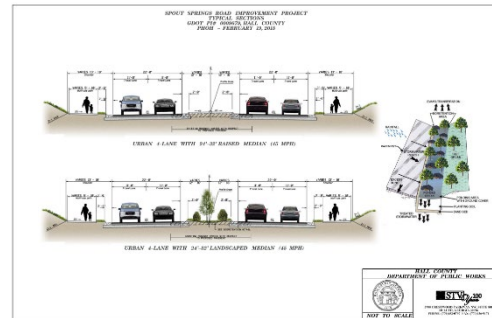
The **Safely Connecting Communities** project will connect two rapidly growing small cities which are in portions of three Georgia regional commissions and four counties. The counties are part of the federally designated historically disadvantaged Appalachian Regional Commission. The two cities are Flowery Branch and Braselton, Georgia. The four counties are Hall, Gwinnett, Barrow and Jackson. The three Georgia regional commissions are Georgia Mountains (Hall), Northeast Georgia, Jackson, and Barrow), and Atlanta Regional Commission (Gwinnett).

These jurisdictional details are important because the benefits of a roadway corridor widening project are not limited to a Census Tract or immediately adjacent tracts. Where a project serves commuters and is near a jurisdiction boundary, like a county line, there are spillover benefits to the adjacent county(ies). Such is the case here.

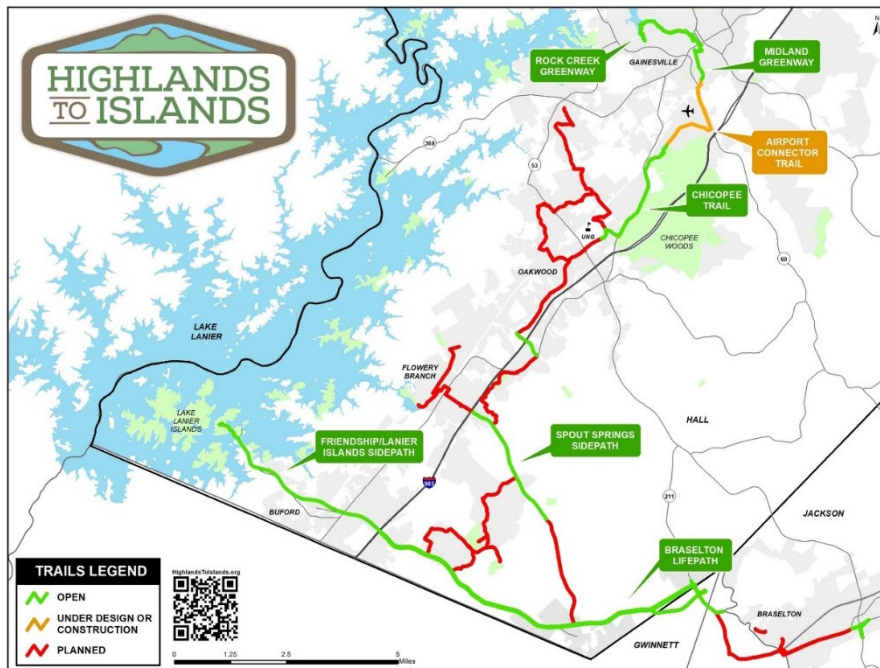


Please note, although they share a common acronym (ARC), the Atlanta Regional Commission of Georgia and the federally designated Appalachian Regional Commission are quite different. The Atlanta Regional Commission represents most of the economic gains of the State over the past sixty years, whereas the Appalachian Regional Commission represents a chronically challenged portion of the country.

**Safely Connecting Communities** will improve quality of life for residents, commuters and visitors to/from Hall and adjacent Jackson, Barrow and Gwinnett counties. These changes will result from replacing 2.51 miles of a congested two-lane roadway that experiences high serious and fatal crash frequency with a four-lane median Complete Streets section. This roadway section will be much better suited for the high volume minor arterial functions this rural two-lane County-maintained roadway serves. It will also introduce ADAAG/PROWAG compliant accessible pedestrian infrastructure separated from the roadway along both sides of this rapidly growing corridor to promote alternate transportation modes and improve safety.



This project will reduce fatal and serious-injury vehicle crashes, reduce congestion and associated greenhouse gas emissions, and improve air quality in an area that has air quality issues sufficiently poor (90<sup>th</sup> percentile) as to be considered Disadvantaged. It will also eliminate a key gap in the active transportation network by connecting the existing multi-use path in Flowery Branch known as the Spout Springs Sidepath from the Highlands to Islands Trail southeast to the Braselton Lifepath approximately three miles to the south at Duncan Corners.



By these improvements the internal pedestrian infrastructure of several large existing and planned neighborhoods will become connected with the south Hall public library, an elementary, middle, and high school and commercial retail. The Lifepath already connects the Duncan Corners area eastward with several neighborhoods, businesses, and the Northeast Georgia

Medical Center along both sides of the Friendship Road corridor. It currently ends in the Chateau Elan area but is budgeted to soon extend to downtown Braselton.

A one-hour travel distance from the midpoint of the project includes roughly 80% of the Atlanta MSA and many of its jobs and 100% of the Athens MSA. This means this part of Georgia will continue to face long-term population growth pressure.



The multi-use path and sidewalk will provide transportation alternatives to current and future residents to reduce dependence on vehicles for access to employment, education, shopping, and recreation by the many neighborhoods existing or planned along the Spout Springs corridor. This reduces vehicle miles traveled and greenhouse gas emissions through modal shift while promoting equitable and accessible active transportation options to improve public health.

Approval of Safely Connecting Communities for \$62,011,681 will offset 80% of the \$77,514,602 required to construct Phase II (right-of-way purchase, utility relocations and roadway construction costs). It will not reimburse the County for costs already incurred such as surveying and engineering design, environmental permitting, right-of-way acquisition services and legal fees, or already acquired right-of-way. Nor will it be used to compensate the County or State of Georgia for similar services that were associated with widening Phase I, which totaled \$64,197,640.

Completion of Phase I in 2023 has made the numerous deficiencies of the remaining portion even more apparent. Federal participation in Phase II improvements to Spout Springs Road is warranted because of the many benefits.

### **Project Benefits:**

The construction of a median separated 4-lane highway with widened shoulders and walking, biking and micro-mobility options will virtually eliminate daily congestion. It will significantly reduce the number of roadway accidents and alleviate sources of roadway backups, creating a safer, less stressful, and much more reliable corridor for transportation in the area.

The new sidewalks and shared use paths will provide commuters and other users with active transportation options for traveling within the project area. This will improve health and is expected to bring the crash rate below the statewide average. Vision Zero is the goal.

The project will improve the community's resiliency from more intense storm and heat events by integrating best practices for receiving, filtering, and storing stormwater.





Construction of Safely Connecting Communities includes ADAAG/PROWAG accessible active transportation improvements (ramps, crosswalks, and signals) along a substantially rebuilt four-lane roadway with raised median, new five-foot sidewalk and ten-foot shared-use path, environmental remediation, utility relocations, stormwater infrastructure, retaining walls and landscaping to connect Flowery Branch and Braselton. This project provides a key linkage in support of the Highlands to Islands system of trails.

Hall County's residents have demonstrated a long-term commitment over almost forty years to funding transportation and other capital infrastructure improvements by approving an optional penny sales tax by referendum since 1985. Since then, more than \$930,000,000 of locally raised funds have been spent for much needed non-education capital projects. Roughly \$251,000,000 of local road dollars have been effectively leveraged with state and federal funds through the Georgia Department of Transportation for numerous projects, but the needs list continues to get longer.

The County's inability to self-fund all its capital needs for roadway infrastructure led it to seek funding for Spout Springs Road twice in 2009 and 2010 as part of the TIGER 2009 and TIGER 2010 programs. It was unsuccessful on those occasions, so it made application in 2017 for TIGER 2009 funds for a different much-needed local road improvement project (Sardis Road Connector) in a different part of the county. By then the design of Spout Springs was complete and environmental permits had been approved. The decision was made to divide the project into two phases before right-of-way costs got any higher. The project was let in September of 2019, delayed by COVID, and completed in January 2023. Total costs of \$64,197,640 were shared between the State and County.

**Safely Connecting Communities** is in the GHMPO FY24-27 TIP as GDOT ID 0015280, but is not funded for construction until 2027 at the earliest. For a crash-prone road with steadily increasing volumes, that is a long time to wait. Final environmental approvals are almost complete. Approval of award for funding this application would accelerate delivery of long-overdue safety improvements for the balance of Spout Springs Road and benefit a large Rural population in several counties. It would also allow Hall County to put effort, energy, and local money to work on improvements needed on other County-maintained roads, feeling the stress of growth.

For reasons detailed above and in the balance of the application package a federal partnership role in Safely Connecting Communities in South Hall is respectfully requested. For further information or questions, please contact Hall County Grants Manager Sommer Green at 770-297-5503 or [sgreen@hallcounty.org](mailto:sgreen@hallcounty.org)

## “Safely Connecting Communities in South Hall”

### Project Budget Narrative:

Hall County has submitted their application for the Department of Transportation's FY2025-2026 Multimodal Project Discretionary Grant Opportunity as a rural area. The Federal Register of December 29, 2022, originally had Gainesville, GA listed as an urban area with a population of 265,218. On September 12, 2023, a correction to the Federal Register was made to adjust the boundary line. When this correction was made, Gainesville, GA’s population decreased to 164,365 while Atlanta’s population increased to 5,100,122. This can be found within the Federal Register Vol. 88.

Urban/Rural	Project Costs
Urban (2020 Census-designated urban area with a population greater than 200,000)	-
Rural (Located outside of a 2020 Census- designated urban area with a population less than 200,000)	<b>\$77,514,602</b>
<b>Total Project Cost:</b>	<b>\$77,514,602</b>

“Safely Connecting Communities in South Hall” runs through four separate census tracts based on the 2020 Census. At the beginning of Phase II, census tract 16.03 and 16.09, estimated population of 11,117, will benefit significantly by enhanced traffic and pedestrian crossing safety. Cherokee Bluff High and Cherokee Bluff Middle School are located within census tract 16.03. As pedestrian mobility continues to rise, proper sidewalks and signage are necessary to secure their safety. The remaining portion of the project is located within census tract 16.11 and 16.05. Not only is this area called home for an estimated 9,578 of Hall County’s citizens, but it also holds Hall County Fire Station 14. Between all four census tracts the cost per tract is within a 4% difference.

2020 Census Tract (s)	Project Costs per Census Tract
16.03	\$20,454,566
16.05	\$18,255,916
16.09	\$21,184,952
16.11	\$17,619,168
	<b>Total Project Cost: \$77,514,602</b>

As part of Hall County Board of Commissioners’ application to the FY2025 - 2026 Multimodal Project Discretionary Grant Opportunity we are proud to provide a cost share of \$15,502,920.56, 20% of the total project cost. This funding has been provided through Hall County’s Special Purpose Local Option Sales Tax (SPLOST). This program was enacted by Georgia legislators in 1985 to provide capital-investing funding for infrastructure. County tax of 1% is charged on items subject to the state sales tax for capital projects. As Hall County continues to grow, an additional sales tax program has been proposed to address specific transportation needs throughout the county. This program is titled Transportation Special Purpose Local Option Sales Tax (TSPLOST). This is an additional 1% county sales tax to assist with transportation needs only. Hall County’s TSPLOST program will be voted on by its citizens in the Fall of 2024. While Hall County welcomes tourists to enjoy its beautiful landscape, the cost of roadway maintenance can consume local citizens. With SPLOST and TSPLOST programs, local citizens share a portion of the cost with our

visitors, which mitigates high millage rates. Georgia Department of Transportation, GDOT, has continued to partner with Hall County Board of Commissioners to improve mobility needs across the county. Construction of Phase I was financially sponsored by GDOT. With assistance of \$62,011,681 in federal funding, this project is ideal to reflect how federal, state, and local entities can contribute to addressing a serious issue affecting its citizens.

Funding Source	Funding Amount	Total Funding
<b>MPDG FUNDS</b>	\$62,011,681	\$62,011,681
<b>Other Federal Funds</b>	-	-
<b>Non-Federal Funds</b>	\$15,502,921	\$15,502,921
<b>Total Project Cost:</b>	<b>\$77,514,602</b>	<b>\$77,514,602</b>

“Safely Connecting Communities in South Hall” was originally part of Georgia Department of Transportation’s Project #0009679. Project #009679 was split into two phases making Project #009679 Phase I and adding an additional Project #0015280 for Phase II. Phase I, 3.59 miles, and was completed in 2023. This leaves the remaining Phase II, 2.51 miles, to be completed. The original cost estimate was prepared by the Georgia Department of Transportation, GDOT, in 2018. Upon completing Phase I, GDOT prepared a revised cost estimate on October 5, 2023, for Phase II. This revision provided a right-of-way cost estimate of \$32,461,000. This estimate includes land and improvements, valuation and legal services, relocation, demolition, and administrative cost for the 105 parcels effected by this project. GDOT has authorized Hall County to move forward with early acquisition of the first 4 parcels. All 105 property owners have been communicated that their properties are going to be listed as eminent domain and advised not to proceed with upgrades or major repairs to the property. The estimated construction cost totals \$39,212,567. This includes an increase price adjustment for fuel totaling \$1,528,472 based off the Current Asphalt Fuel Index Price Table provided by GDOT. Engineering and Inspection was calculated at a rate of 5% of the construction cost to equal \$1,884,205. Hall County has also included a contingency amount of 10%, \$3,956,830 within the cost estimate to cover unforeseen price hikes or overruns that may or may not occur. With an estimated project cost of \$77,514,602, Hall County is fully committed to seeing this project through as well as the long-term benefits provided to their citizens.

Georgia Department of Transportation Right-Of-Way Cost Estimate:

GEORGIA DEPARTMENT OF TRANSPORTATION  
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 6/12/2023 Project: Spout Springs Road Phase 2  
Revised: County: Hall PI: 15280

Description: Spout Springs Road Widening  
Project Termini: Thompson Mill Road to Union Circle

Parcels: 4 Existing ROW: Varies  
Required ROW: Varies

Land and Improvements \$2,423,092.50

Priority Damage	20.00
Construction Damage	26,000.00
Cost to Care	20.00
Trade Relocation	20.00
Improvements	2,100,000.00

Valuation Services \$18,000.00

Legal Services \$40,200.00

Relocation \$232,000.00

Demolition \$60,000.00

Administrative \$35,500.00

TOTAL ESTIMATED COSTS \$2,809,792.50

TOTAL ESTIMATED COSTS (ROUNDED) \$2,809,000.00

Prepared By: Greg Malcolm *Gregory D. Malcolm* 6/12/2023  
Print Name Signature Date

Cost Estimation Supervisor: \_\_\_\_\_  
Print Name Signature Date

NOTE: Supervisor is only attesting that the estimate was completed using the correct information provided for the project. The Supervisor is not attesting to property values or the accuracy of the market value estimations provided in this report. No Market Appreciation is included in this Preliminary Cost Estimate.

Comments:

GEORGIA DEPARTMENT OF TRANSPORTATION  
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 11/30/2023 Project: Spout Springs Rd  
Revised: County: Hall PI: 15280

Description: Thompsons Mill Rd and Union Cir.  
Project Termini: Thompsons Mill Rd and Union Cir.

Parcels: 101 Existing ROW: Varies  
Required ROW: Varies

Land and Improvements \$27,506,648.75

Priority Damage	20.00
Construction Damage	26,000.00
Cost to Care	20.00
Trade Relocation	20.00
Improvements	26,960,588.75

Valuation Services \$523,250.00

Legal Services \$668,175.00

Relocation \$305,000.00

Demolition \$0.00

Administrative \$852,000.00

TOTAL ESTIMATED COSTS \$29,653,073.75

TOTAL ESTIMATED COSTS (ROUNDED) \$29,653,000.00

Prepared By: *Gregory D. Malcolm* *Gregory D. Malcolm* 11/30/2023  
Print Name Signature Date

Cost Estimation Supervisor: \_\_\_\_\_  
Print Name Signature Date

NOTE: Supervisor is only attesting that the estimate was completed using the correct information provided for the project. The Supervisor is not attesting to property values or the accuracy of the market value estimations provided in this report. No Market Appreciation is included in this Preliminary Cost Estimate.

Comments:

Interface Memo

Form with fields for FILE, PROGRAM, PROJECT, DATE, FROM, TO, SUBJECT, PROJECT MANAGER, MANAGEMENT LIAISON, COST ESTIMATE REVIEW DATE, SUMMARY OF PROGRAMMED COSTS, and ADDENDUMS.

Interface Memo

Form with fields for FILE, PROGRAM, PROJECT, DATE, FROM, TO, SUBJECT, PROJECT MANAGER, MANAGEMENT LIAISON, COST ESTIMATE REVIEW DATE, SUMMARY OF PROGRAMMED COSTS, and ADDENDUMS.

Interface Memo

Table with multiple columns including Description, Units, Price, and Amount, detailing project costs and adjustments.

9/28/2023

Processed on: 9/28/2023 7:41:42 AM

Project Cost Estimate

Concept Name: 0015280 SPOUT SPRINGS ROAD FROM UNION CIRCLE TO ... Cost Estimate Name: 0015280 Adhoc Pricing Total: \$0.00 Spec Year: 21 Typical Section Total: \$0.00 Item History: BHP-ALL Estimate Total: \$37,084,066.33 Cost Estimate Phase: 2-D-E

ITEMS FOR CONCEPT NAME 0015280

0100 - Roadway

Table with columns: Line Number, Item, Quantity, Units, Price, Description, Amount. Lists roadway items like traffic control, guardrails, etc.

9/28/2023

0100 - Roadway

Table with columns: Line Number, Item, Quantity, Units, Price, Description, Amount. Lists roadway items like message signs, markers, guardrails, etc.

0110 - Pavement

Table with columns: Line Number, Item, Quantity, Units, Price, Description, Amount. Lists pavement items like aggregate base, concrete medians, recycled asphalt, etc.



0600 Total	\$79,926.56
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0610 - Pavement Marking

Line Number	Item	Quantity	Units	Price	Description	Amount
0345	653-0110	2	EA	101.09	THERMOPLASTIC PVMT MARKING, ARROW, TP 1	\$202.18
0350	653-0120	92	EA	96.40	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	\$8,868.97
0355	653-0130	11	EA	171.98	THERMOPLASTIC PVMT MARKING, ARROW, TP 3	\$1,891.77
0360	653-0170	27	EA	144.70	THERMOPLASTIC PVMT MARKING, ARROW, TP 7	\$3,906.96
0365	653-0210	1	EA	201.59	THERMOPLASTIC PVMT MARKING, WORD, TP 1	\$201.59
0380	653-1704	775	LF	9.08	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	\$7,038.84
0385	653-1804	11190	LF	2.62	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	\$29,371.62
0370	653-2501	8	LM	2,510.46	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	\$20,083.68
0375	653-2502	7	LM	2,549.78	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	\$17,848.46
0390	653-4501	7	GLM	1,610.91	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	\$11,276.37
0395	653-6004	9490	SY	4.44	THERMOPLASTIC TRAF STRIPING, WHITE	\$42,094.41
0400	653-6006	510	SY	5.98	THERMOPLASTIC TRAF STRIPING, YELLOW	\$3,049.76
0405	654-1001	60	EA	7.93	RAISED PVMT MARKERS TP 1	\$475.55
0410	654-1003	2970	EA	4.89	RAISED PVMT MARKERS TP 3	\$14,532.77
0610 Total						\$180,842.93

0700 - Signals

Line Number	Item	Quantity	Units	Price	Description	Amount
0325	639-3004	7	EA	22,493.42	STEEL STRAIN POLE, TP IV	\$157,453.91
0330	647-1000	1	LS	124,600.00	TRAFFIC SIGNAL INSTALLATION NO -- 1	\$124,600.00
0335	682-2160	17	EA	1,000.00	PULL BOX, TYPE 6	\$17,000.00
0340	682-2170	2	EA	2,724.95	PULL BOX, TYPE 7	\$5,449.91
0485	682-6222	80	LF	13.78	CONDUIT, NONMETL, TP 2, 2 IN	\$1,102.41
0490	682-6233	15055	LF	10.43	CONDUIT, NONMETL, TP 3, 2 IN	\$156,964.78
0495	682-9950	14485	LF	20.00	DIRECTIONAL BORE -- 3"	\$289,700.00

0904 - Wall 4

Line Number	Item	Quantity	Units	Price	Description	Amount
0770	500-3115	151	LF	995.74	CLASS A CONCRETE, TYPE P2, RETAINING WALL	\$150,356.74
0904 Total						\$150,356.74

0905 - Wall 5

Line Number	Item	Quantity	Units	Price	Description	Amount
0790	627-1000	1161	SF	70.97	MSE WALL FACE, 0 - 10 FT HT, WALL NO -- 5	\$82,401.88
0795	627-1010	4637	SF	78.44	MSE WALL FACE, 10 - 20 FT HT, WALL NO -- 5	\$379,450.11
0800	627-1160	468	LF	545.92	TRAFFIC BARRIER H, WALL NO -- 5	\$255,491.76
0905 Total						\$717,263.77

0700 - Signals

Line Number	Item	Quantity	Units	Price	Description	Amount
0500	935-1113	14840	LF	1.57	OUTSIDE PLANT FIBER OPTIC CABLE, LOOSE TUBE, SINGLE MODE, 24 FIBER	\$23,298.80
0505	935-1512	170	LF	2.44	OUTSIDE PLANT FIBER OPTIC CABLE, DROP, SINGLE MODE, 12 FIBER	\$415.30
0510	935-3102	2	EA	784.00	FIBER OPTIC CLOSURE, UNDERGROUND, 12 FIBER	\$1,568.00
0515	935-3603	2	EA	1,600.00	FIBER OPTIC CLOSURE, FDC PRE-TERMINATED, TYPE A, 12-FIBER	\$3,200.00
0520	935-4010	6	EA	63.20	FIBER OPTIC SPLICE, FUSION	\$379.20
0525	936-1000	2	EA	4,145.00	CCTV SYSTEM	\$8,290.00
0530	939-2300	2	EA	2,268.03	FIELD SWITCH, TYPE A	\$4,536.05
0700 Total						\$703,068.38

0901 - Wall 1

Line Number	Item	Quantity	Units	Price	Description	Amount
0760	500-3115	250	LF	995.74	CLASS A CONCRETE, TYPE P2, RETAINING WALL	\$248,935.00
0901 Total						\$248,935.00

0902 - Wall 2

Line Number	Item	Quantity	Units	Price	Description	Amount
0765	500-3110	145	LF	658.64	CLASS A CONCRETE, TYPE P1, RETAINING WALL	\$95,502.80
0902 Total						\$95,502.80

0903 - Wall 3

Line Number	Item	Quantity	Units	Price	Description	Amount
0775	627-1000	371	SF	70.97	MSE WALL FACE, 0 - 10 FT HT, WALL NO -- 3	\$26,331.70
0780	627-1010	620	SF	78.44	MSE WALL FACE, 10 - 20 FT HT, WALL NO -- 3	\$48,538.98
0785	627-1120	104	LF	469.72	COPING B, WALL NO -- 3	\$48,851.18
0903 Total						\$123,813.88

TOTALS FOR CONCEPT NAME 0015280

ITEMS COST:	\$37,684,065.33
TYPICAL SECTION:	\$0.00
AD-HOC PRICING:	\$0.00
ESTIMATED COST:	\$37,684,065.33
CONTINGENCY PERCENT:	
ENGINEERING AND INSPECTION:	
ESTIMATED COST WITH CONTINGENCY AND E&I:	

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## “Safely Connecting Communities in South Hall”

### Outcome Criteria:

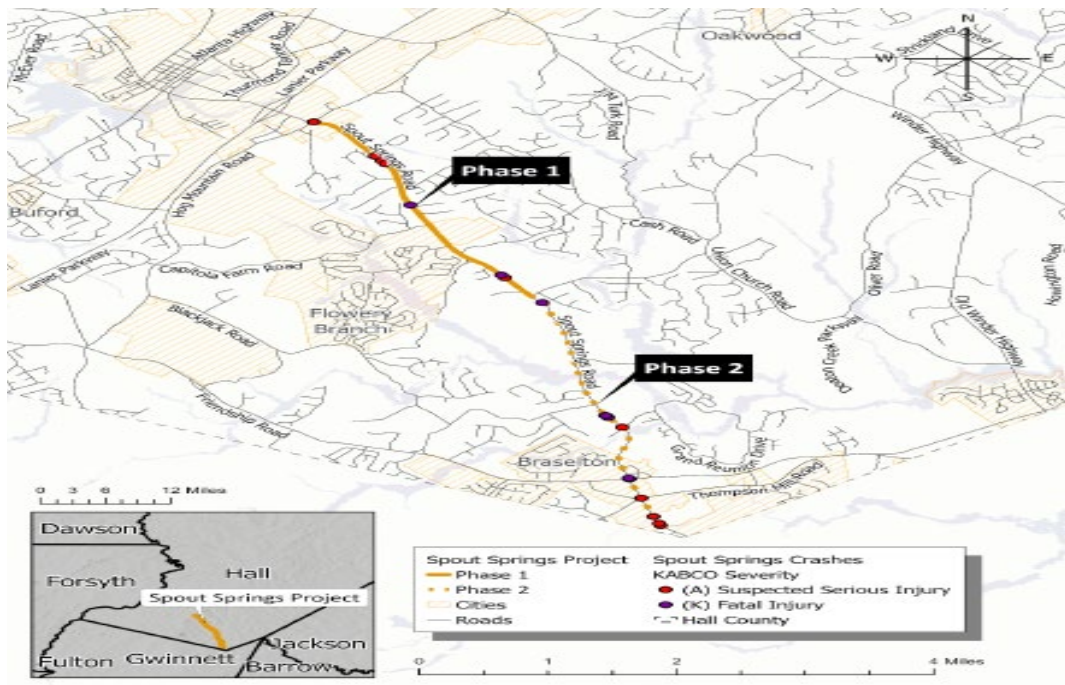
The following summarizes many of the benefits of the Safely Connecting Communities in South Hall project. Please see the Project Description and Benefit Cost Analysis for further details.

**Criterion #1 Safety** - Spout Springs Road has been identified by GHMPO as the locally maintained two-lane roadway having the highest serious injury and fatality rates for its length. Improvement of current conditions is an important objective to the local communities and traveling public at large.

Data obtained from the GDOT crash report over a ten-year period in the study area along Spout Springs Road ranks severity and develops annualized costs. The analysis team used Crash Modification Factors Clearing House to find appropriate Crash Reduction Factors. Installing any type of median barrier would improve safety in the corridor by reducing loss to property as well as serious crashes or incidents.

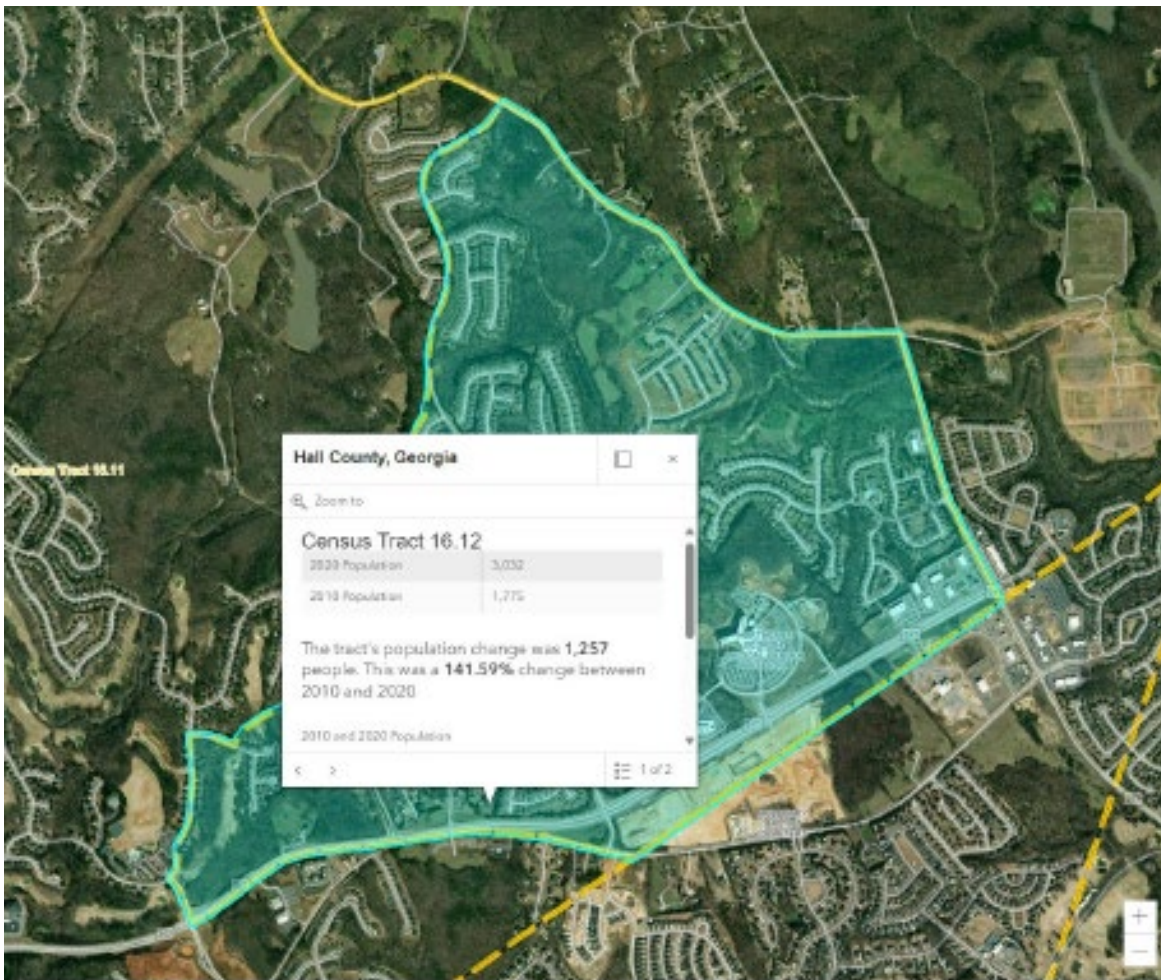
The value of these infrastructure improvements along this corridor will go well beyond the 30-year analysis period. Project elements will enhance the City of Flowery Branch, Hall County, and surrounding areas. These improvements will increase safety for pedestrians, bicyclists, transit users and motorists.

Improvements will also provide improved response times operations from Fire Station 14 along Spout Springs Road and access to the Northeast Georgia Medical Center south Hall campus.



**Criterion #2 State of Good Repair** - The Safely Connecting Communities in South Hall project will replace an obsolete road section struggling to keep up with the times with a proper minor arterial for the 21st century. The Benefit Cost Analysis and Project Description detail the current symptoms of inadequate infrastructure (serious and fatal crashes). These vulnerabilities and risks to the current and future populations cannot be resolved without major action. With assistance from GDOT Hall County was able to undertake Phase 1 improvements. The resulting differences are like night and day.

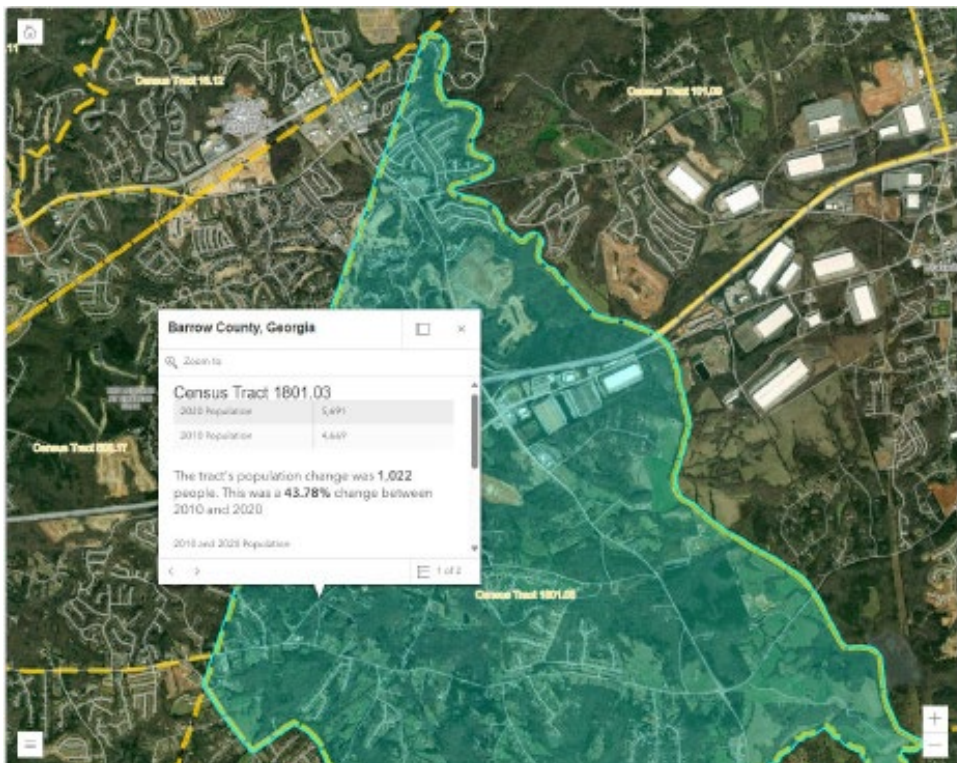
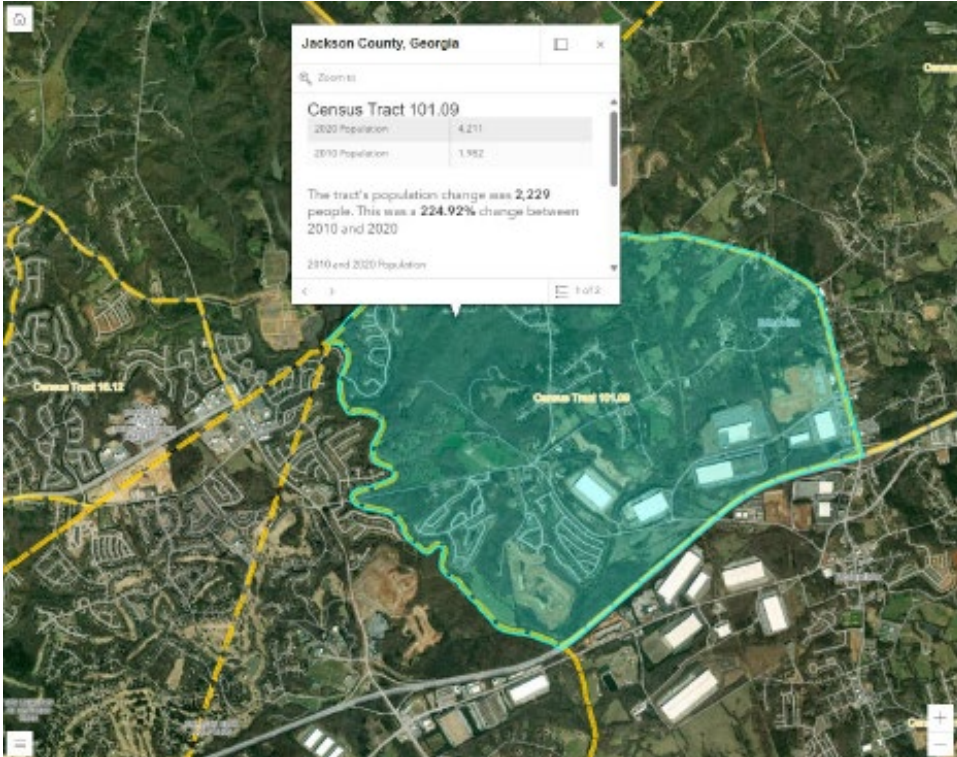
A complicated factor for accomplishing the project locally has been the rapid increase in costs of public right-of-way. Substantial year-over-year land value increases have dramatically raised the non-construction cost of the project. This has the effect of lowering the Benefit-Cost ratio (or requiring additional commensurate serious injuries and loss of life). A new four-lane road with medians, sidewalk and multi-use path will serve the area well for generations to come.

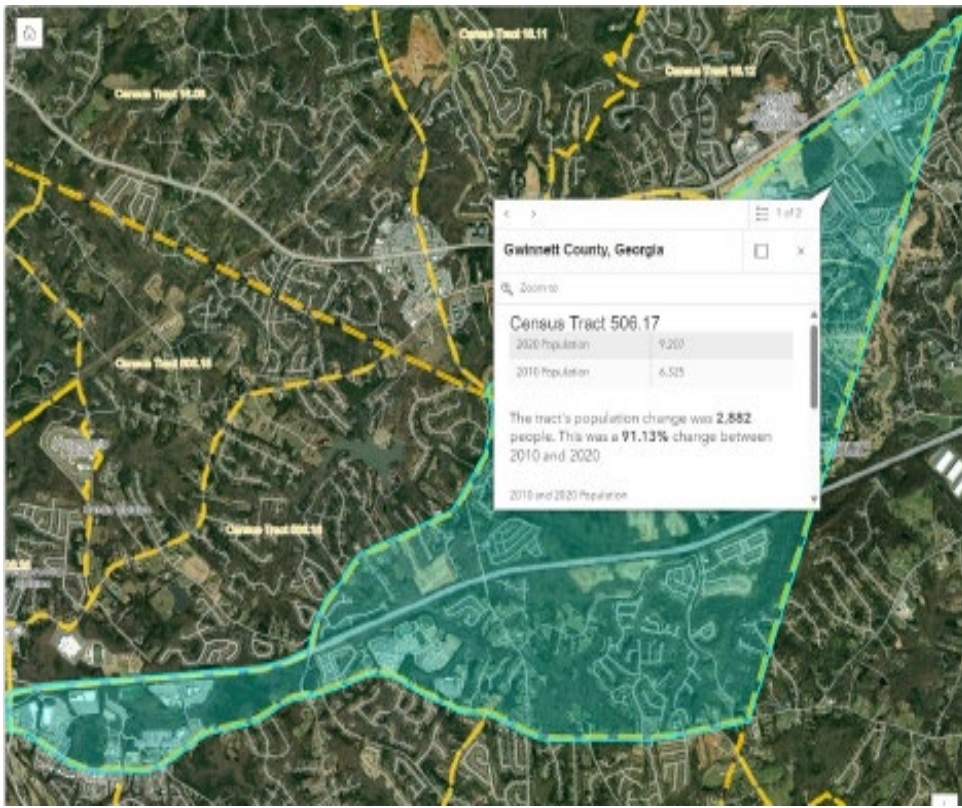


The Safely Connecting Communities in South Hall project has had a long history of public discussions, presentations, active engagement, value engineering input from GDOT, and news media coverage of too frequent serious injury and fatality crashes. The public approved funding for right-of-way acquisition as a specific project in a referendum.



Safely Connecting Communities also has many key supporters as evidenced by the many letters of support. The project connects the City of Flowery Branch with the Town of Braselton and provides key linkage to a 30+ mile pedestrian/bicycle system. Please see the variety of accompanying letters of support incorporated here by reference.





***Criterion #3 Economic Impacts, Freight Movement, and Job Creation*** - Currently, use of the right-of-way is limited only to passenger vehicles and trucks. Improvements brought by the Safely Connecting Communities project are based on ADAAG/PROWAG and recently revised MUTCD standards. These will substantially increase accessibility for pedestrian, cycling, micro-mobility and disabled user groups in the community as well as improving capacity and safety for passenger vehicles and trucks. It will facilitate increased use of the County's existing mobility-on-demand program and accommodate future mass transit. Median installations and intersection realignments will improve roadway safety and efficiency throughout. The new sidewalks will reduce conflicts between pedestrians and motorists. It will provide increased pedestrian network connectivity and reinforce the utility and popularity of the Highlands to Islands Trail/Braselton Lifepath network.

***Criterion #4 Climate Change, Resilience, and the Environment*** - The Safely Connecting Communities in South Hall project provides the following environmental sustainability and related benefits:

Current congestion and perception of risks are causing individuals to seek alternate routes. Even though these alternates are longer in distance, the avoidance behavior provides the drivers and passengers with the satisfaction of more consistent movement along a less stressful route. It also often allows for an earlier arrival time than the more direct route along Spout Springs Road. This condition will only worsen over time if meaningful intervention does not occur. Improved traffic

flow will result in substantial reduction or near complete elimination of these bypass trips. This will reduce total vehicle miles traveled along a daily commuter route.

Reduced congestion and travel time will result in reduced transportation-related air pollution and emission of greenhouse gases. This is important in the project area because of the existing air quality issues.

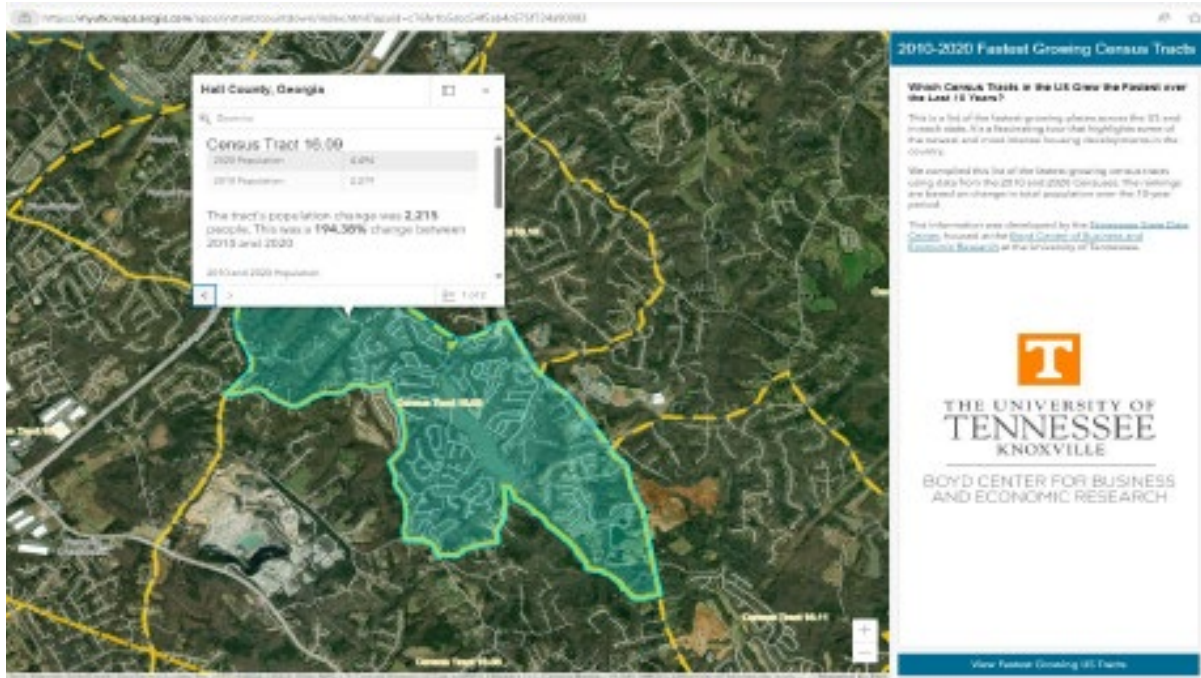
The introduction of sidewalks and shared use paths built to ADAAG/PROWAG standards will provide active transportation (pedestrian, cycling and micromobility) options in an area that throughout history has never had any. These improvements will fill a currently missing key linkage between the Spout Springs Sidepath opened in 2023 as part of Phase 1 widening and the Highlands to Islands Trail to the north with the Braselton Lifepath (to downtown Braselton). It will also provide the necessary spine to link major areas of residential neighborhoods. This is a more equitable use of right-of-way than presently.

Roadside drainage is currently open ditches which convey stormflow and sediment without treatment. The widening will provide planted medians and curbed drainage systems with water quality and detention improvements consistent with Georgia's high standards.

***Criterion #5 Quality of Life*** - Safely Connecting Communities will improve safety for pedestrians, especially children going to and from the several public and private schools in the area. The quality-of-life impact addresses several mobility concerns. The Spout Springs Road path will enhance the pedestrian realm particularly as it relates to speed and safety.

Additionally, health benefit values are calculated by using the USDOT 2022 formula for Benefit-Cost analysis. Health benefits are calculated by estimating increased numbers of pedestrians and bicyclists along the corridor and multiplying this value of net benefit per walking and cycling trip to estimate total health savings to users from physical exercise. These pedestrian and bicycle enhancements will make Spouts Springs Road truly multimodal, offering residents many transportation options.

The accompanying images from the University of Tennessee depict changes from 2010 to 2020. Not shown are the more than 4,000 additional lots and residential units approved since the Census. Nor is the projected growth to 2050 shown. Growth brings opportunity, new ideas and competition. Roadway and active transportation improvements brought by the Safely Connecting Communities in South Hall project will improve multiple forms of travel, regardless of user or purpose (work, personal, leisure or other purposes).



Travel along corridors that are known to be safe and efficient encourages additional commerce and the provision of services. In the near term established businesses at I-985 Exit 12 and Duncan Corners will benefit. More long-term, future businesses (currently unknown) will be added to this corridor to support the residential growth. All will benefit from the roadway improvements and accessibility to the greater region.

Support from major stakeholders, business owners, chambers of commerce and economic development agencies remains strong. Lower travel times benefit employers and employees. Efficient movement of goods as well as accessibility to job centers is a long-term investment. Safety and efficiency in this part of Hall County will encourage similar improvements elsewhere in the County and region.

The reduction in vehicle miles traveled means less fuel consumption and reduced vehicle maintenance/depreciation. This will allow households to have more money for other discretionary purchases, which helps diversify the local economy and insulate from fuel price changes.

The Safely Connecting Communities in South Hall project has had a long history of public discussions, presentations, active engagement, value engineering input from GDOT, and news media coverage of too frequent serious injury and fatality crashes. The public approved funding for right-of-way acquisition as a specific project in a referendum.

Safely Connecting Communities also has many key supporters as evidenced by the many letters of support. The project connects the City of Flowery Branch with the Town of Braselton and provides key linkage to a 30+ mile pedestrian/bicycle system. Please see the variety of accompanying letters of support incorporated here by reference.

**Criterion #6: Innovation Areas: Technology, Project Delivery, and Financing**

Safely Connecting Communities project will employ technology in the following areas:

- High efficiency lighting
- Visible crosswalks and signage incorporating new PROWAG standards.
- Telemetry of demand-based street signal timing
- Use of recyclable materials in construction

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.

The County has recently become aware of patented point cloud technology to automate data collection and documentation for ADAAG/PROWAG compliance of constructed curb-ramps. It will likely be field trialed before the grant award, but this may be one of the first projects in the southeast to implement the technology for sidewalks and shared use paths where none previously existed.

In addition, if awarded the County 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 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.

Innovative construction as a design-build was planned when the longer version of the project was proposed for TIGER 1 funding (2009), but plans are complete with environmental review soon to be completed. With experience learned with Phase 1, the project will now be constructed as a traditional design-bid-build.





**AUSTIN OFFICE**  
11701 Stonehollow Drive,  
Suite 100  
Austin, TX 78758  
Phone: 512.821.2081  
Fax: 512.821.2085  
*TBPE Firm Registration No. 812*

## MEMORANDUM

**DATE:** February 26, 2024  
**TO:** Bill Schmid AICP, Project Director  
**CC:**  
**FROM:** Alliance Transportation Group, Inc.  
**RE:** Spout Springs Rd Phase II - BCA

### Executive Summary

The Safely Connecting Communities in South Hall project (aka Spout Springs Road Widening Project Phase II) aims to enhance a critical thoroughfare in Hall County, facilitating vital connections between Interstates 85 and 985, and offering an alternative route to State Routes 347 and 53. This phase of the project, encompassing a 2.5-mile stretch from the City of Flowery Branch to the Town of Braselton, addresses crucial transportation needs and introduces active transportation facilities to improve pedestrian connectivity within the Flowery Branch and Braselton communities. It will complete improvements needed to solve problems first identified in 2004.

The proposed upgrades involve transforming an undivided two-lane section into a four-lane roadway with a raised median, ADA-compliant pedestrian facilities, and a truck/bus turnaround. Through careful analysis comparing both build and no-build scenarios, the benefits of the project become evident, notably including increased pedestrian safety, reduced conflicts between pedestrians and motorists, and enhanced potential for transit accessibility.

A comprehensive benefit-cost analysis reveals the financial implications of the project. With estimated cost of \$77,514,602 in 2022 dollars, the project promises substantial benefits, totaling \$136,686,099 and discounted benefits of \$79,719,445. These findings highlight a favorable outcome, with a benefit-to-cost ratio of 1.20, emphasizing the project's potential to yield significant advantages relative to its costs.

The analysis considered various data variables and general assumptions, including demographic projections indicating a 40.7% population increase in Hall County by 2050 and valuations for travel time and pedestrian activities. Additionally, employment density data underscored regional economic disparities and emphasized the project's potential to stimulate economic growth along Spout Springs Road.

Furthermore, the project's multi-modal improvements align with USDOT Merit guidelines, addressing safety concerns, enhancing transit access, and improving overall quality of life. The analysis accounted for direct and indirect benefits, incorporating factors such as safety improvements, residual infrastructure values, and quality-of-life enhancements, reflecting the project's comprehensive community impacts.

Ultimately, the Spout Springs Road Widening Project Phase II represents a strategic investment in Hall County's infrastructure, poised to deliver significant long-term benefits in transportation,

safety, and community well-being. Its alignment with USDOT guidance underscores its potential as a trans-formative initiative deserving of consideration and support from stakeholders and decision-makers alike.

## Background Information

Hall County initiated the Spout Springs Road project, engaging STV for engineering services encompassing both Phase I and II starting in 2011. Initially, construction and right of way were funded by GDOT, with Phase I proceeding independently. Following plans progression and construction completion in 2022, Phase II engineering resumed in 2022, with ROW plans submitted to Hall County and GDOT. GDOT funding for construction and utilities is scheduled for 2027, with early acquisition of 24 parcels underway. Environmental clearance for Phase II is in progress, paralleling Phase I's prior approval.

### ADA Sidewalks

While specific documentation for ADA compliant sidewalks is pending, project plans reflect GDOT requirements for sidewalk safety enhancements, fostering a safer environment for pedestrians.

### Noise Study

A noise study is ongoing, with anticipated completion in March, providing insights into noise mitigation strategies.

### Safe Routes to School

Though lacking SRTS funding, the project integrates truck/bus turnarounds and extensive sidewalks, ensuring safe passage for students traveling to and from school.

### Culverts

Existing culverts, previously approved by FEMA and GDOT, are undergoing revision following updated FEMA studies for resubmission, enhancing flood resilience.

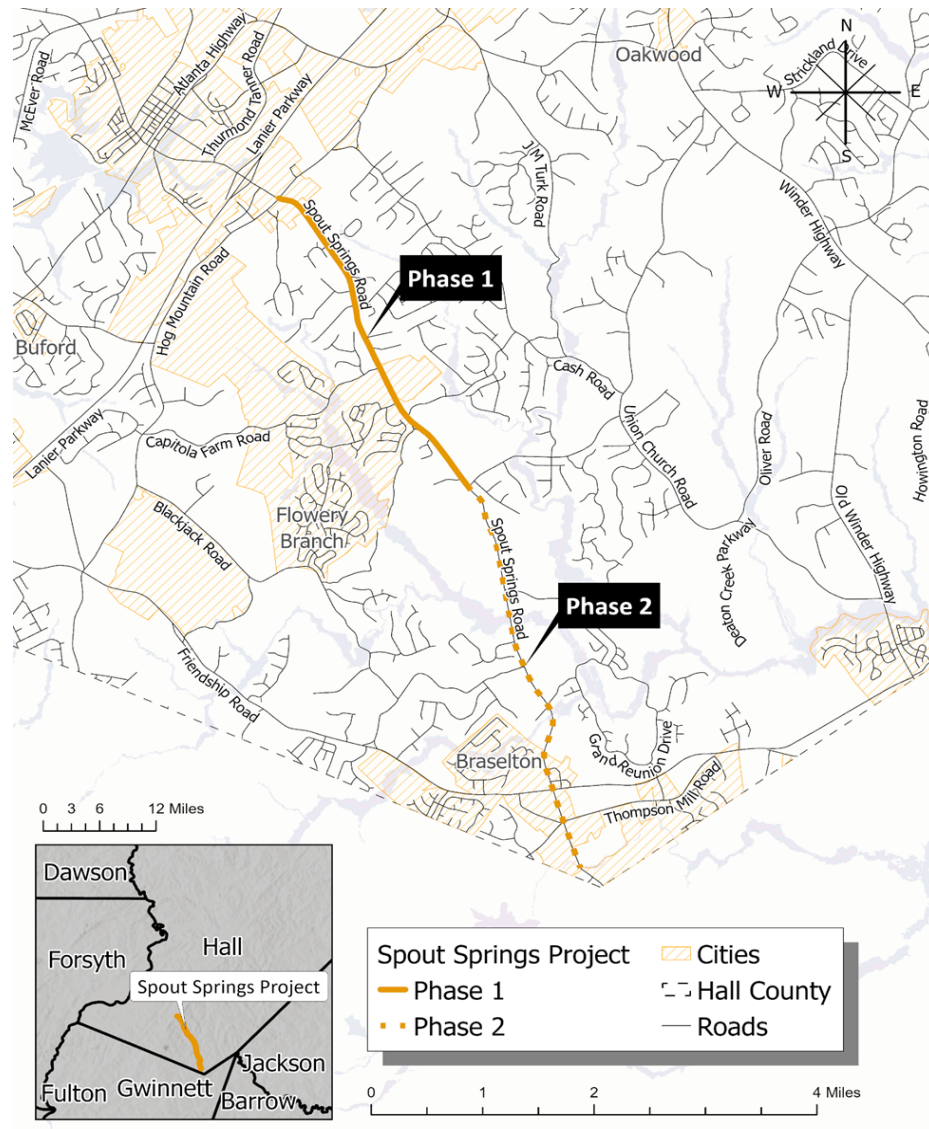


Figure 1: Spout Springs Road Project

### Environmental

NEPA documentation is underway, ensuring full permitting compliance for Phase II. MS4 facilities are included in the design to mitigate runoff impacts.

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### *Development*

Amid rapid development along Spout Springs, project plans are being adjusted to accommodate new developments, ensuring alignment with evolving community needs.

### *Traffic and Safety*

Pending GDOT approval, traffic data and safety enhancements, including median installations and intersection realignments, promise improved roadway safety and efficiency.

Spout Springs Road is classified primarily as a Rural Major Collector by the Georgia Department of Transportation (GDOT). The posted speed limit along the corridor is 45 mph. Figure 1 shows the Spout Springs Road Widening Phase II project corridor and the previously completed Phase I. Investment in the Spout Springs Road Widening Phase II project will generate a variety of benefits that align with the MPDG outcome criteria and United States Department of Transportation (USDOT) guidance on the preparation of MPDG applications. The analysis compares both a build and a no-build scenario, highlighting the additional benefits accrued from the proposed project. Table 1 shows the proposed benefits, comparing the build and no build scenarios.

*Table 1: Summary of Proposed Benefits*

No Build Status	Build Changes	Benefits
<b>Currently no sidewalks exist on the stretch of Spout Springs Road defined in Phase II</b>	Adds sidewalks on either side of Spout Springs connecting to Phase I pedestrian improvements and local sidewalk infrastructure.	<ul style="list-style-type: none"><li>• Increased safety of pedestrians</li><li>• Reduced conflicts between pedestrians and motorists</li><li>• Increased pedestrian network connectivity</li></ul>
<b>Insufficient and unsafe crossings along Spout Springs Road</b>	Adds a truck/bus turnaround.	<ul style="list-style-type: none"><li>• Provide enhanced safety for transit services.</li><li>• Upgraded intersections better accommodate multimodal transportation</li></ul>

The results of the benefit-cost analysis combine the annual schedule of costs and benefits to determine the project’s net benefits. Under the build scenario, it is estimated that the project will cost \$77,514,602 in 2022 dollars. Table 2 presents results of the benefit-cost analysis conducted for this application. In accordance with USDOT guidance, the net benefits are monetized using a consistent base year (2022) and are discounted at 7 percent, which reflects the time value of money (i.e, benefits in the short term are of greater value than benefits in the long term). After discounting, the net benefits total \$79,710,445 with a benefit-to-cost ratio of 1.20.

The cost benefit analysis for Spout Springs Road reveals a comprehensive view of its financial implications. In terms of costs as shown in table 2, the total project costs for the project are estimated at \$77,514,602 in 2022, while the total discounted costs, accounting for future



expenditures, amount to \$66,541,134. On the benefits side as shown in table 3, the road project showcases significant advantages, with total benefits projected at \$136,686,099. When considering discounted benefits, which incorporate the future value of these advantages, the total stands at \$79,719,445. This analysis underscores the substantial potential benefits of the project against its associated costs, indicating a favorable outcome for stakeholders and decision-makers to consider.

Table 2: Cost

<b>Cost</b>	
<b>Total Costs (\$2022)</b>	\$77,514,602
Total Discounted Costs (\$2022)	\$66,541,134

Table 3: Benefit

<b>Benefits</b>	
Total Benefits	\$136,686,099
<b>Total Discounted Benefits</b>	\$79,719,445

### General Assumptions

In undertaking the cost benefit analysis for Spout Springs Road, several general assumptions have been made to provide a structured framework for evaluation. Firstly, the analysis period spans from the projected Open Year of 2030 to the Design Year of 2050, providing a comprehensive outlook on the road project's impact over time. The project itself spans a length of 2.5 miles, stretching from the City of Flowery Branch at the intersection of Union Circle to the Town of Braselton where it intersects State Route 347, thereby addressing key transportation needs within the region.

Population growth is a crucial factor considered in the analysis, with data from the Atlanta Regional Commission (ARC) indicating an estimated 40.7% increase in the Hall County population between 2020 and 2050, translating to an average annual growth rate of 1.14%. These demographic projections serve as a foundational element in assessing the road project's potential to accommodate future demand.

Furthermore, the analysis incorporates various key assumptions regarding benefit and cost valuation. Travel time is valued at \$17.90 per person-hour according to USDOT Benefit-Cost Analysis Guidance for in-vehicle travel across all purposes, while pedestrian travel time holds a value of \$35.80 per person-hour, encompassing walking, cycling, waiting, and standing activities. Additionally, the project corridor length is estimated at 2.5 miles, factoring in proposed corridor median and sidewalk improvements.

These general assumptions, along with assorted variables outlined in Table 4, provide a robust basis for conducting the cost benefit analysis, enabling stakeholders to gauge the project's feasibility and potential impact accurately.

- **Analysis Period:** The project Open Year is projected to be 2030, with 2050 being the Design Year.
- **Project Length:** Project length is **2.5 miles<sup>1</sup>** and runs from the City of Flowery Branch at the intersection of Union Circle to the Town of Braselton where it intersects State Route 347.
- **Population Growth:** According to the ARC data, the Hall County population will see an increase of 40.7% (or 1.14% per year) between 2020 and 2050.

**Table 4: Analysis Assumptions – Assorted Variables and Sources**  
Benefit/Cost Analysis (See *Calculations Workbook, BCA Data*)

<u>Key Analysis Assumptions</u>	<u>Value</u>	<u>Source</u>
Analysis period (year)	20	USDOT <i>Benefit-Cost Analysis Guidance</i>
Base year	2024	USDOT <i>Benefit-Cost Analysis Guidance</i>
Open year	2030	Hall County
Design Year	2050	Hall County Estimate
Travel time value (person-hour)	\$17.90	USDOT <i>Benefit-Cost Analysis Guidance</i> (In-Vehicle Travel, All Purposes)
Pedestrian travel time value (person-hour)	\$35.80	USDOT <i>Benefit-Cost Analysis Guidance</i> (Walking Cycling, Waiting, Standing, All Purposes)
Project Corridor length (mile)	2.5	Proposed corridor median and sidewalk improvements

## Population Data

The data preparation process for the demographic analysis incorporated various sources of existing demographic and employment data from public and proprietary sources. To update demographic estimates and forecasts, there's incorporated data from the 2010 U.S. Census and the U.S. Census Bureau's 2017 American Community Survey and proprietary data from Woods & Poole. Data sources utilized in the development of the demographics are included in the following:

- Woods & Poole Complete Economic and Demographic Data Source (CEDDS)
- U.S. Census Bureau's American Community Survey (ACS)
- U.S. Census Bureau's Population Estimates

As a result of data being more readily available at higher levels of geography, a top-down approach is traditionally used in the development of socioeconomic estimates and forecasts.

<sup>1</sup> [GeoPI Project Information \(ga.gov\)](http://ga.gov)

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Note that tables in this report include Georgia statewide totals and samples of select counties to compare across available demographic estimates. The sample counties were selected to summarize demographic inputs for large counties in the state, and include Hall, Forsyth, and Gwinnett County.

## Analysis of Population Trends

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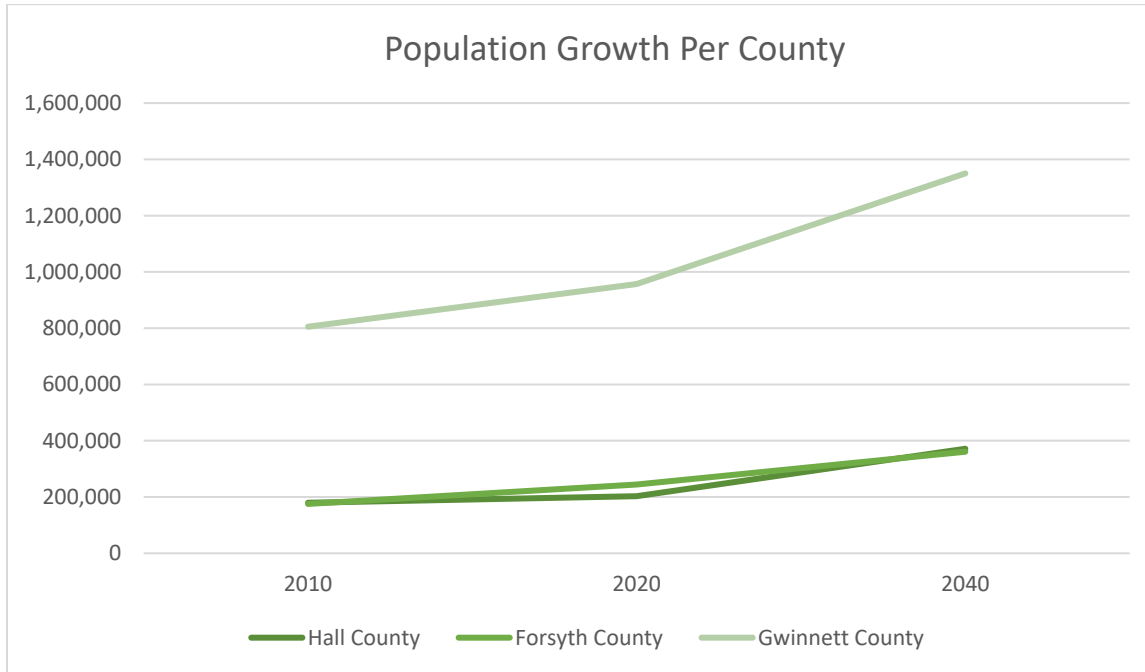
As evidenced by the significant historical population and employment growth patterns of neighboring counties, Hall County is likely to experience more population growth in the future compared to historical trends.

Neighboring Gwinnett County is a couple decades ahead of Hall County in the process of urban development. Hall and Forsyth County are similar in their population saturation, and both counties have attracted an increasing share of regional growth in recent years. This is evident in the historical population growth trends of these counties as shown in **Figure 2**. In Hall, Gwinnett, and Forsyth Counties, the population growth rates have **increased** between 2010-2020 but both Hall and Forsyth population growth rates are at an **accelerated** rate by 2040 compared to 2010. The growth rate of Hall County population compared to neighboring counties shows that Hall County is continuously growing, as well as remaining a thriving rural county.

Table 2 Population Growth by Counties

Area	Population Growth			
	2010	2020	2040	2010-2040% Change
Hall County	179,684	203,136	<b>371,570</b>	<b>106.8%</b>
Forsyth County	175,511	244,252	<b>361,000</b>	<b>105.7%</b>
Gwinnett County	805,321	957,062	<b>1,350,000</b>	<b>67.6%</b>

Figure 2: Population Growth Per County



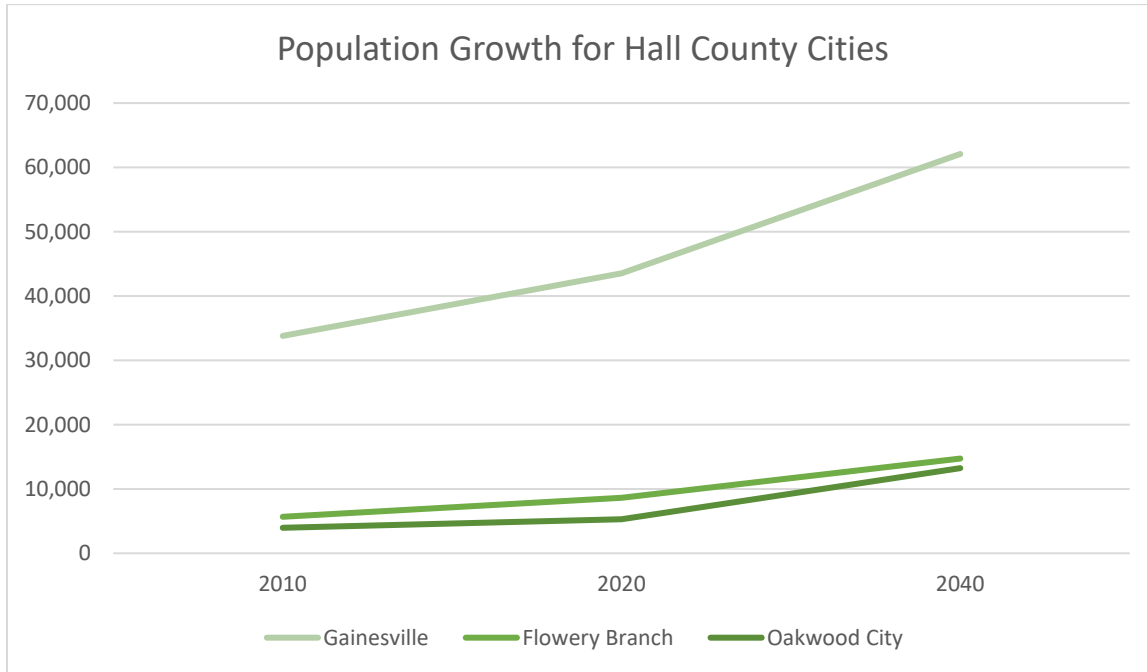
### Population Growth of Cities in Hall County

The population growth projections for Gainesville, Flowery Branch, and Oakwood City indicate significant expansion over the coming decades as shown in **Table 6**. Gainesville, with a population of 33,804 in 2010, is expected to experience an 83.7% increase by 2040, reaching 62,085 residents. Flowery Branch, starting with a population of 5,679 in 2010, is projected to more than double by 2040, growing by 159.4% to 14,731 residents. Oakwood City, with a population of 3,970 in 2010, anticipates the most dramatic growth, with a staggering 233.5% increase by 2040, reaching 13,241 residents. These substantial population growth rates as shown in **Figure 3** show the need for infrastructure development to accommodate the evolving needs of these communities.

Table 3: Population Growth by Cities in Hall County

Area	Population Growth			
	2010	2020	2040	2010-2040 % Change
Gainesville	33,804	43,525	<b>62,085</b>	<b>83.7%</b>
Flowery Branch	5,679	8,630	<b>14,731</b>	<b>159.4%</b>
Oakwood City	3,970	5,296	<b>13,241</b>	<b>233.5%</b>

Figure 3: Population Growth for Hall County Cities



### Spout Springs Road

The total project length is 2.5 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. The census blocks had to be used to analyze the corridor in terms of population growth, the census blocks that were used for this population analysis were 16.02 and 16.03 as shown in **Table 7**. **The census block boundaries changed from 2010 to 2020 as illustrated in Figures 4 and 5.** The corridor is showing a 1.12% growth rate from 2010 to 2020.

Table 4: Spout Springs Road Population

Data Source	2010	2020	% Change
Total Population	4,903	5,499	1.12%

Figure 4: Spout Springs Road Census Tract 2010

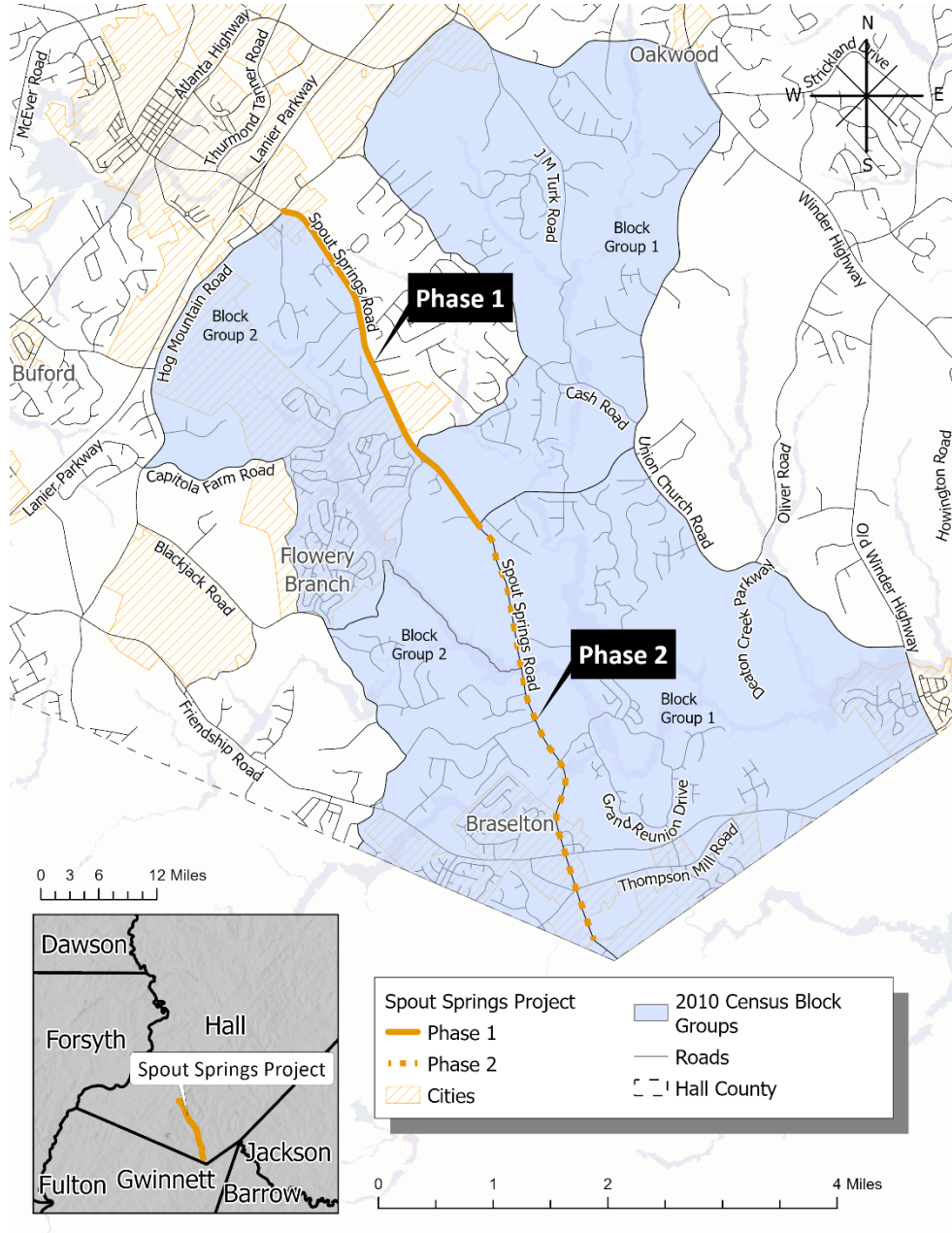
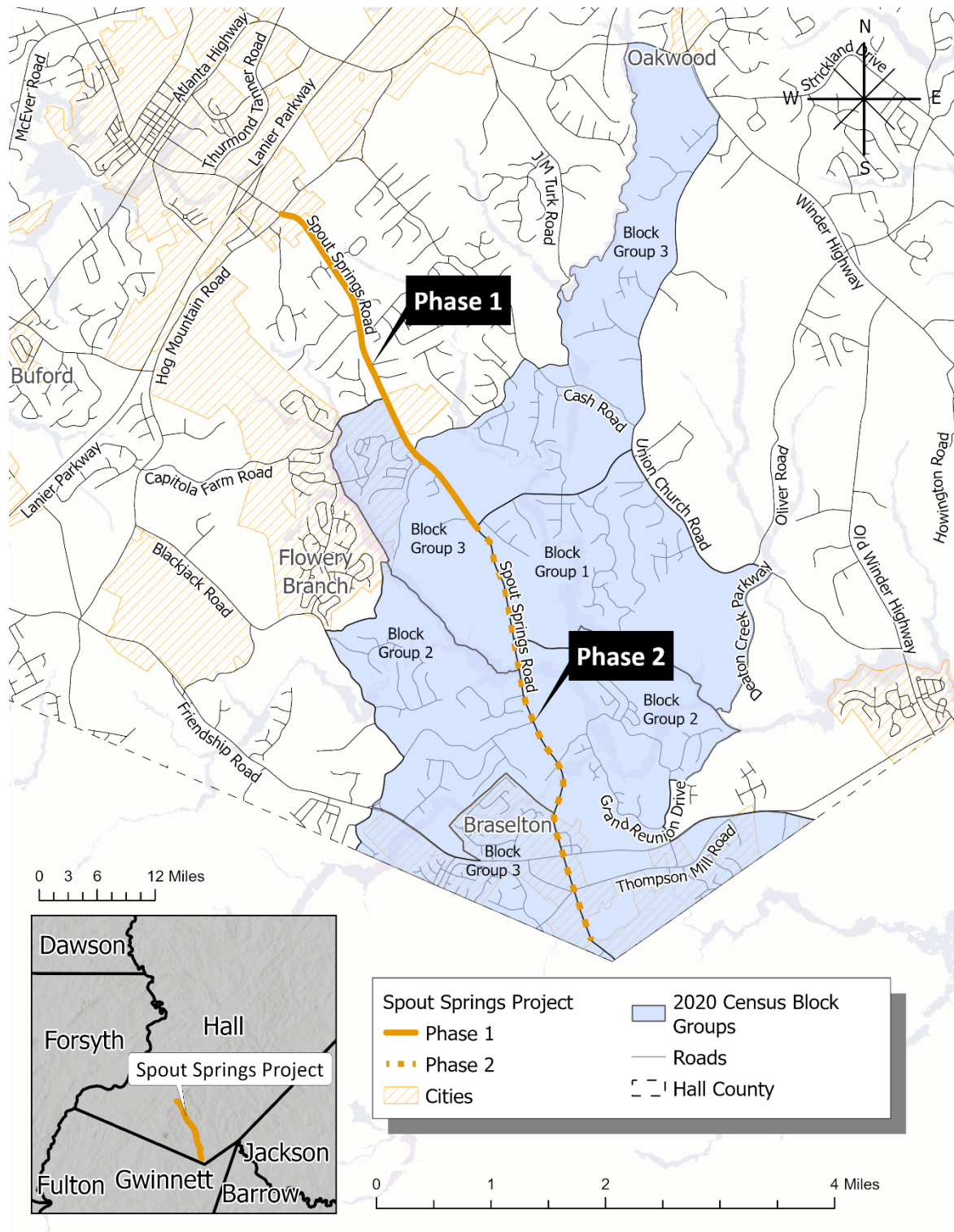


Figure 5: Spout Springs Road Census Block 2020



## Employment Data

The employment data for the project's phases, sourced from 2018 and utilizing 2010 census block groups, offers valuable insights into employment density along Spout Springs Road, as shown in **Figure 6**. Despite its reliance on slightly dated census data, this information remains pertinent for understanding localized employment patterns. By focusing on employment density rather than raw employment figures, the analysis captures the nuanced variations in economic activity within the region. Specifically, Phase II of the project reveals a modest employment density, ranging from approximately 0.05 to 0.1 jobs per acre. This localized data underscores the intricacies of employment distribution along the road corridor, particularly as it connects to Flowery Branch, where employment density notably increases, ranging from 0.1 to 0.4 jobs per acre. Notably, this analysis excludes the largest employment areas in Hall County to highlight the subtle shifts in density and emphasize regional differences in economic activity and job opportunities along Spout Springs Road. As the road extends towards Flowery Branch, it intersects with areas of denser commercial and industrial activity, suggesting significant economic potential associated with the project's completion and its impact on employment dynamics within the region.

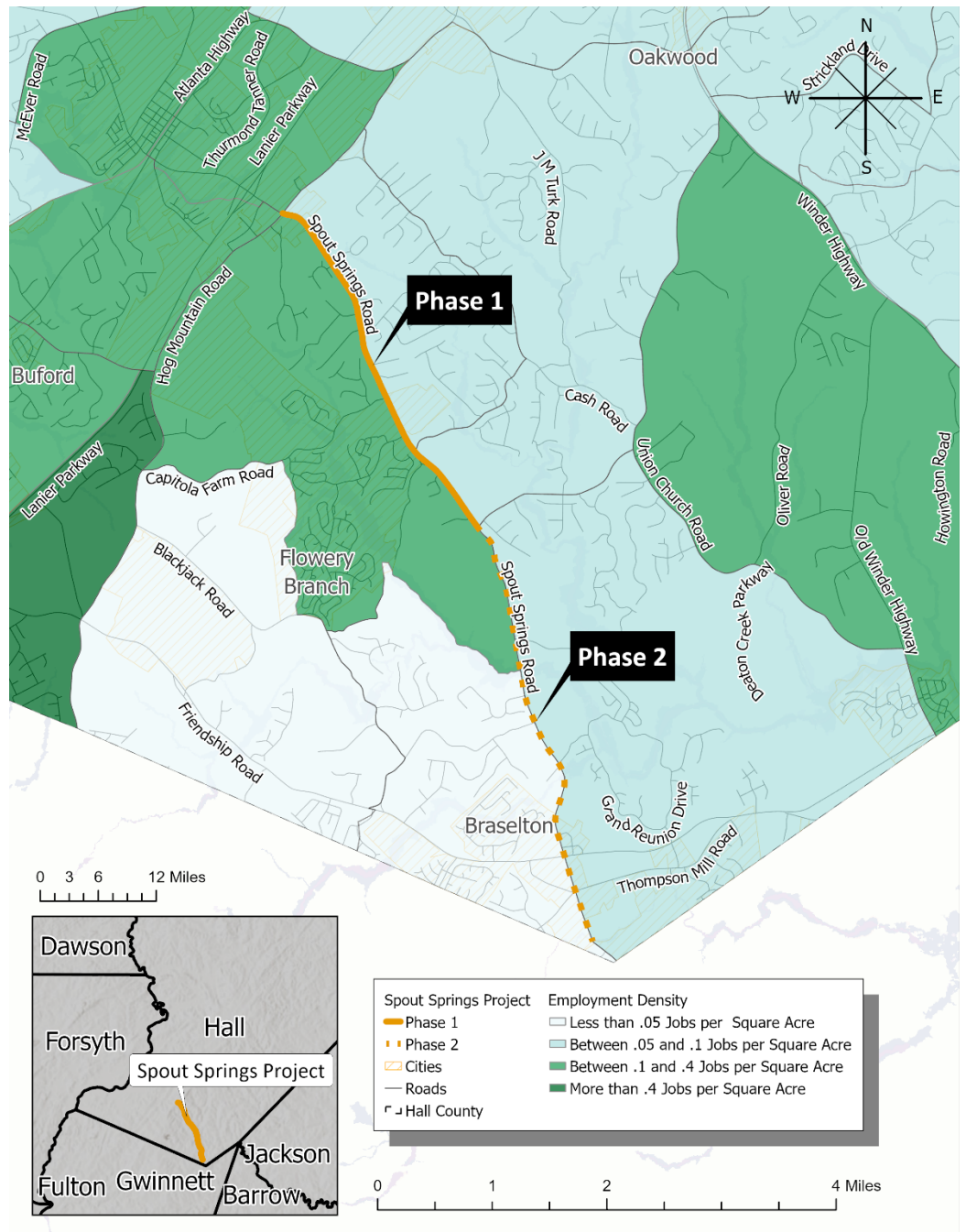


Figure 6: Spout Springs Road Employment Data



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## Benefit Cost Analysis

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ATG, under work assignment on behalf of Hill County, Georgia, completed an analysis of the benefit associated with the costs incurred for the proposed Spout Springs Road, Phase II. This project will fund construction of roadways, sidewalks, median improvements, bus turnarounds as well as creating safer routes to schools through the construction of the sidewalks along Spout Springs Road which will get students to and from school.

This memo provides documentation of the methodology, data, and calculations used in the development of the benefit cost analysis, sensitivity analysis and various worksheets in the data workbook: *BCA Data*.

The figures provided in this memo reflect screenshots from within the worksheets within the Excel file provided. The Excel file is fully functional and documents the calculations and values used in each computation.

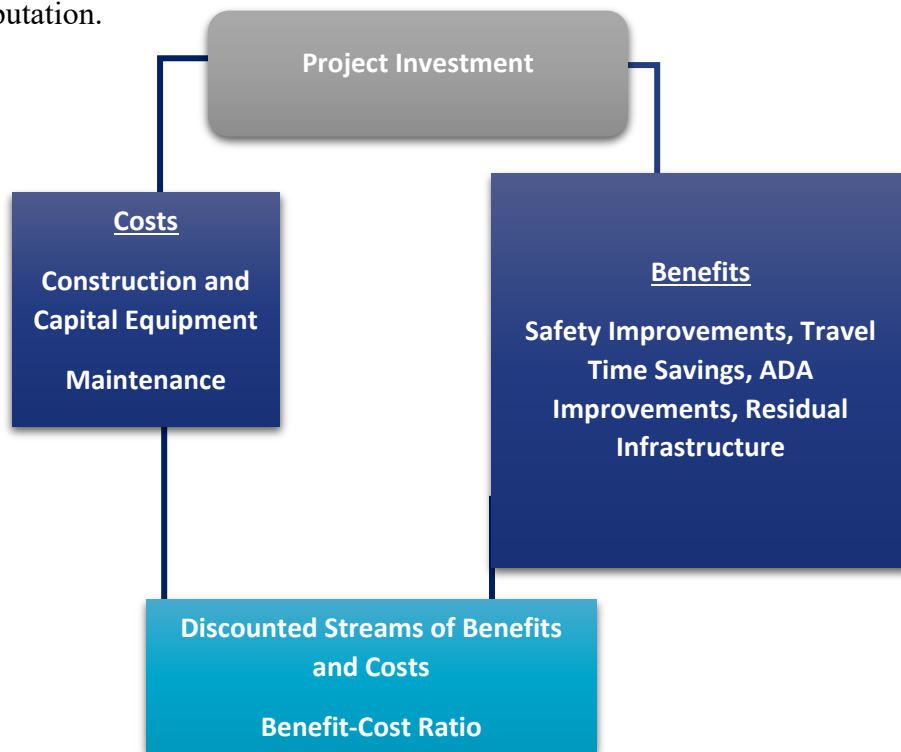


Figure 7: Benefit-Cost Analysis Methodology

*Please transmit this memorandum and accompanying Excel file to the Federal Transit Administration. This allows FTA to review all work and recreate the analysis as outlined in the Benefit-Cost Analysis Guidance for Discretionary Grant Program by US Department of Transportation, January 2024, using \$2022.*

The method for completing the benefit cost analysis for the project is shown in Figure 1. This framework flowchart follows the guidance provided by the US Department of Transportation and explains the inputs used by ATG for the County as well as the outcome which is based on cost and benefits adjusted to 2022 dollars.

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## Project Investment

The project defined in the application by Hall County is the widening of Spout Springs Road. The Phase II portion is a 2.5-mile project that will fund a raised median, sidewalk improvements that meet ADA requirements, road improvements and multimodal connectivity 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. This corridor connects Flowery Branch to other surrounding cities such as Mountain Road to the Town of Braselton. Spout Springs Road as well as the two primary census tracts overlaying the project area (Census Tracts 16.02 & 16.03).

This project is defined primarily as a multi-modal improvement or to address other operating deficiencies on Spout Springs Road. Based upon the USDOT policy guidance provided, this project **used an operating period of 20 years for the benefit cost analysis** (even if the useful physical life of the underlying infrastructure is greater). This is intended to correspond to the typical “design year” for such improvements. In addition, as per Hall County, the elements of this project are interconnected into three phases and **is expected to be completed as phases**. Therefore, the benefit cost analysis looked at the composite of costs and benefits for the improvement in the surrounding area for Phase II.

A map of the project area and the various components are included as an attachment to the MPDG application. The costs for Design and Construction components of this project, as developed by the GDOT and Hall County, are shown **Table 8**.

Table 5: Estimated Design and Construction

Description	Federal	Local Match	Total Project
Right of Way (ROW)	\$10,056,000	\$13,240,859	\$23,296,859
Utilities (UTL)	\$7,331,312	\$1,832,828	\$9,164,141
Design and Construction	\$25,000,000	\$20,053,602	\$45,053,602

Table 6: Total Estimated Project Costs

Description	Federal	Local Match	Total Project
Total Project Cost	\$25,000,000	\$52,514,602	\$77,514,602
Federal to Local Ratio	80% (capped at 25 million)	20%	

## Benefits

This analysis considered both direct and indirect benefits as defined by USDOT and as calculated by ATG. Calculations for each of these are included in the BCA Excel worksheet. The variables identified include the following:

- Travel Time Savings
- Safety Improvement Benefits
- Residual Infrastructure Benefits
- Quality of Life Benefits (Equity and Health)

The following sections provide an overview of the methodology and data used for calculating each benefit area. Full calculation methods can be reviewed in the noted workbook.

***Travel Time Savings***

**Travel Time Savings** – this benefit represents the time savings the project will provide for drivers using the corridor. With Spout Springs Rd Phase I now open as a 4-lane segment, this section under consideration now forms a bottle neck for traffic. Travel time savings represent one of the primary benefits of capacity projects as they improve the capacity and operation of the roadway network. A reduction in travel time provides positive environmental benefits through reduced emission and economic benefits as drivers have more time to spend outside the car working or spending in the economy.

*Method of Calculation – Travel Time Savings (See Calculations Workbook, BCA Data)*

At the time of the analysis there was no travel demand model information available for the study corridor under no-build and build conditions. Given the lack of model data, a traffic impact study conducted in June of 2021 for a multi-use development along the corridor was used to estimate travel time savings realized through the widening project.

The Clark Farms Development traffic impact study analyzed traffic operations at three intersections in the proposed corridor, Spout Springs Rd at Union Circle, Lancaster Crossing and Williams Rd. Intersection traffic operations were analyzed at these three locations without and with the widening project in question using Synchro software in accordance with the Highway Capacity Manual (HCM 6). The results of the analysis showed an overall decrease in through time at the intersections of 4.1 seconds per car in the AM and a 3.3 second per car in the PM peak with the widening project in place. The decrease in time during the peak periods was average to obtain an overall savings of 3.7 seconds per car traveling through the corridor. Given that intersections provide most delay in a corridor, the improvement in through time at these intersections was used to estimate the decrease in overall travel time.

The Georgia Department of Transportation maintains a permanent traffic count station in the corridor (139-0437). This station was used to obtain average travel speed and the growth in Average Annual Daily Traffic volumes. The traffic counter provided that the average speed in the corridor is 50mph and in the last five years had an annual growth rate of 2.6%. The average speed (50mph) was multiplied by the length of the corridor (2.5 miles) to obtain an average travel time of 3 minutes and 48 seconds. This time was found to be consistent with Google’s travel time planner as a spot check. The 2.6% growth rate was used to project AADT travel volumes out to the year 2050. These volumes were then multiplied by 365 to obtain average annual traffic volumes. Finally, the annual volumes were multiplied by the travel time of 3.48 with no improvement and 3.44 with the widening project in place to estimate build conditions. These numbers were then input into the BCA travel time savings tab.

Positives Associated with This Variable	Negatives Associated with Variable
<ul style="list-style-type: none"> <li>A reduction in travel time has environmental, quality of life and economic benefits. Through time savings and emission reductions.</li> </ul>	None

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### *Safety Improvement Benefits*

**Safety Improvements** - this represents the savings received through a reduction of potential for accidents created because of the corridor traffic signal upgrades and associated improvements. The analysis incorporated the crash reduction factors (CRF) as documented below for the analysis which considered the total number of accidents provided for Spout Springs Road as well as the key intersections described in the application summary.

*Method of Calculation – Safety Improvements (See Calculations Workbook, BCA Data)*

Crash data was obtained from GDOT crash report the crashes recorded covers a span of ten years (2012-2022) as shown in **Figure 8**. The crash data contained attributes for severity, time of day, contributing factors, and location. Data was clipped in ArcGIS to the locations identified in the proposed scope of work. The data was then summarized by severity and year. The 10-year average for each applicable severity type was used to develop annualized costs. The Analysis team then used the Crash Modification Factors Clearing House to find appropriate CMFs that both corresponded to the scope of work and were applicable to the crash types shown in the data. The following Crash Reduction Factors (CRF) were selected:

- Install any type of median barrier (CMF ID: 42)

Unit value (\$2022) costs based on MAIS level were used for severe through minor injury crashes. Property Damage Only (PDO) costs were used for no injury crashes. <sup>2</sup>

*See Calculations Workbook, BCA Data*

Positives Associated with This Variable	Negatives Associated with Variable
<ul style="list-style-type: none"><li>• Improving safety in corridor will reduce loss to property, potential for serious crashes or incidents.</li></ul>	None

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<sup>2</sup> <https://www.transportation.gov/office-policy/transportation-policy/benefit-cost-analysis-guidance-discretionary-grant-programs-0>

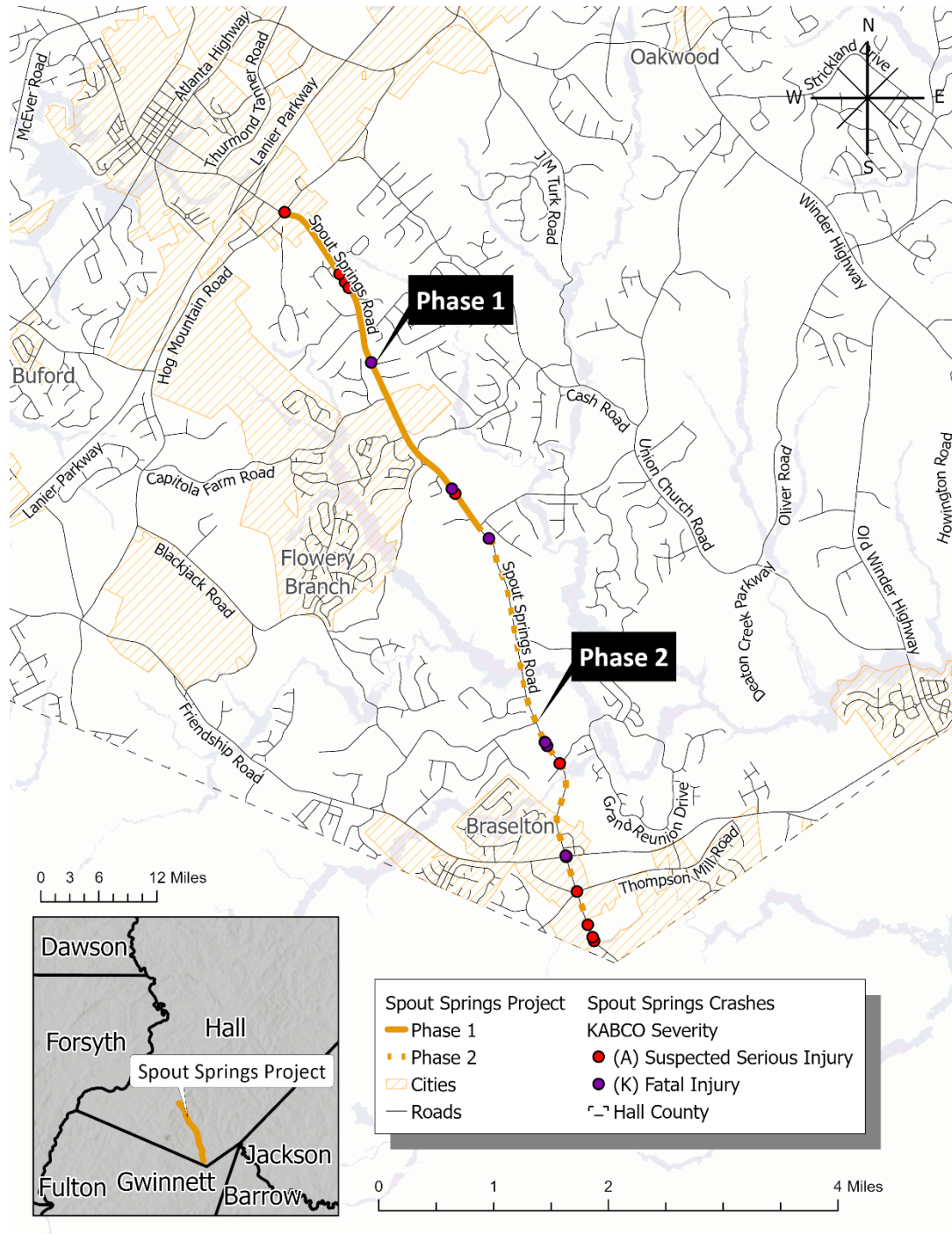


Figure 8: Crash Data 2010-2012

### Infrastructure Benefits

Most project elements will have longer lifespans than the 30-year analysis period and will therefore continue to benefit Hall County and Spout Springs Road after 2050. The value of performing infrastructure work and bringing up to a state of good repair is reflected as a residual value: the remaining value of the infrastructure after the analysis period.

*Method of Calculation – Residual Value After 2050 (See Cost Summary, BCA Data)*

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Project elements were sorted according to their category in the [BEA Rate of Depreciation, Service Lives, Declining-Balance Rates, and Hulten-Wyckoff Categories](#), and the 20-year project analysis period was subtracted from the total expected lifespan of each category in order to determine how much useful life each element of infrastructure would still have after 2050. The percentage of the useful life remaining was multiplied by the cost of the project element and counted toward the project as a benefit to the city.

Positives Associated with This Variable	Negatives Associated with Variable
<ul style="list-style-type: none"><li>Project elements will contribute value to the City of Flowery Branch and Hall County after the project analysis period ends in 2050</li></ul>	<ul style="list-style-type: none"><li>Certain elements may require replacement before their expected service life ends</li></ul>

### Quality of Life - Equity

**Quality of Life -Equity** – this represents the potential savings realized within the community for improved transit access. As mentioned in the introduction of this memorandum, this project will not only improve safety in the corridor for car users and transit but additionally pedestrians, which compromises of children going to and from school. The quality-of-life impacts help address several mobility concerns beyond the calculable benefits discussed further in this section. The current path pedestrians have to take to access Braselton is 6.6 miles, the quality of life of pedestrians increase as they will be able to walk the corridor at a quicker pace, and safely as shown in **Figure 9**.

**Figure 10** provides additional information on how the project will improve connectivity in the Highlands to Islands Trail System encouraging and allowing for additional levels of pedestrian activity on the project corridor.

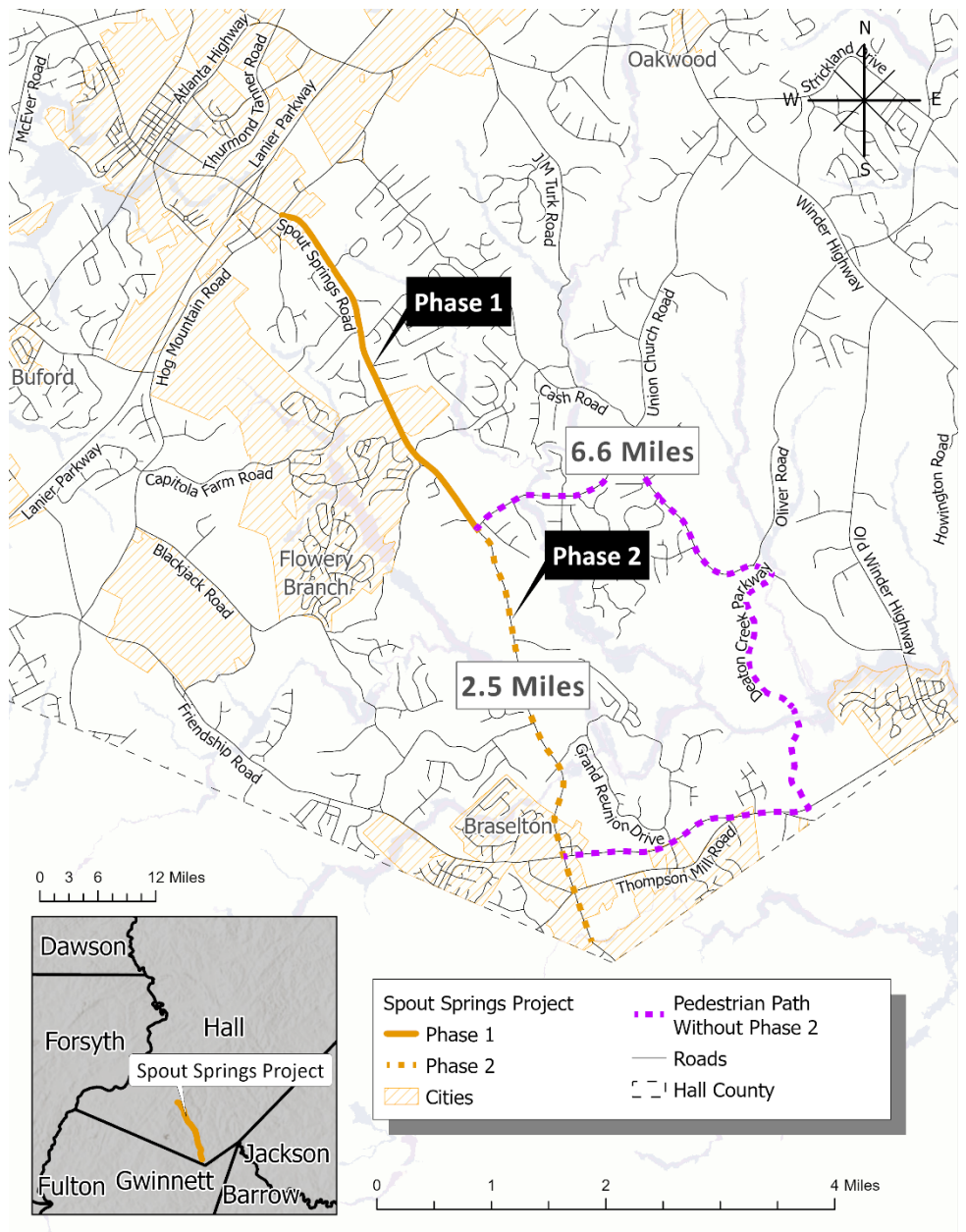


Figure 9: Phase II Pedestrian Path Transformation

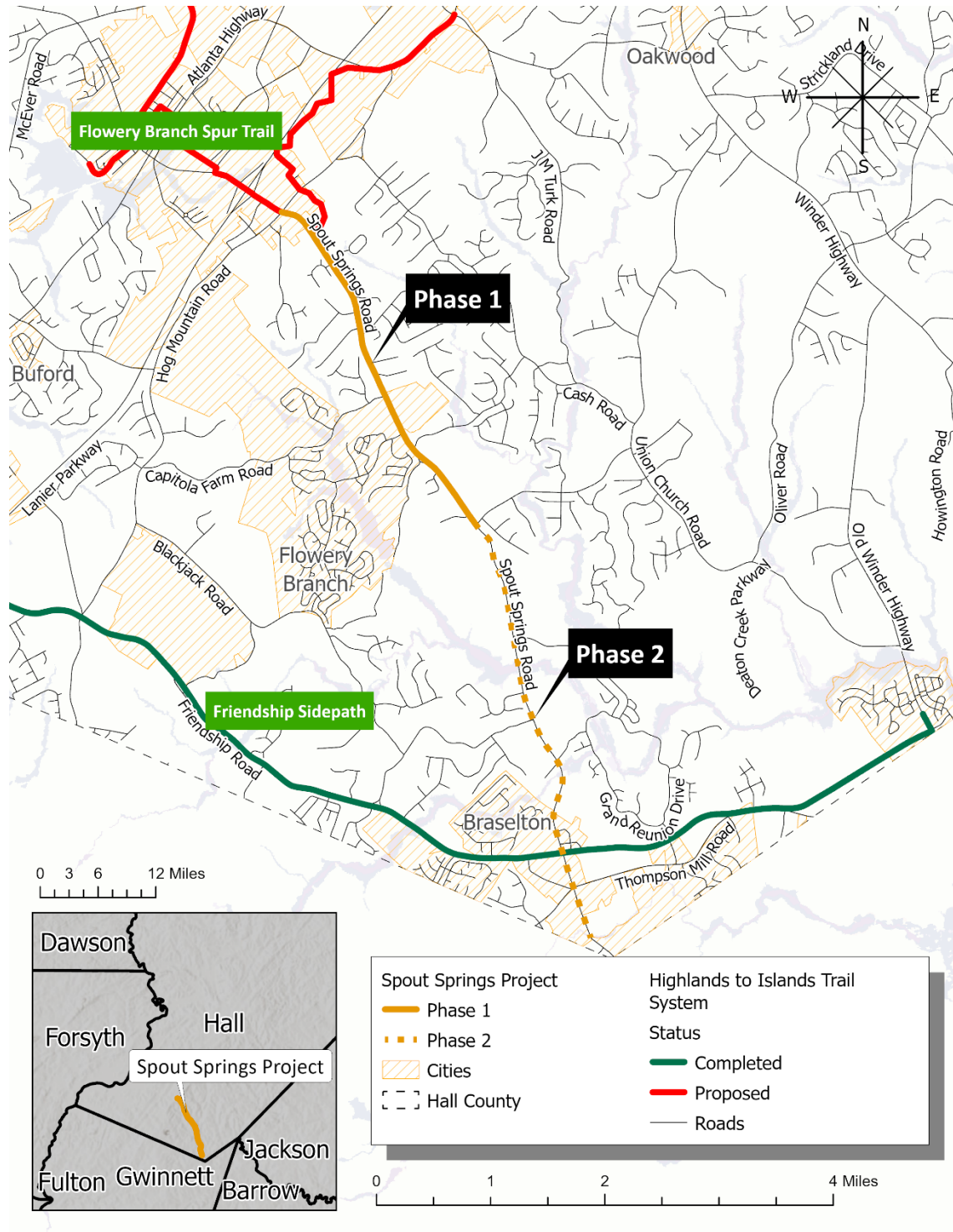


Figure 9: Phase II connection to Trail System



*Method of Calculation – Quality of Life-Equity (See Ridership Forecasts Workbook, BCA Data)*  
 This value was developed using the health benefit values for walking and cycling provided by the USDOT in the 2022 Benefit-Cost Analysis guidance. Based on ridership estimates for the span of BRT service and bus capacity, quality of life improvements from improved service were estimated.

Health benefits were calculated by estimating increased numbers of pedestrians and bicyclists along the corridor, multiplying by the value of net benefit per walking and cycling trip to estimate the total health savings to users from physical exercise.

Positives Associated with This Variable	Negatives Associated with Variable
<ul style="list-style-type: none"> <li>• This variable accounts for the direct benefit associated with improving mobility in the population.</li> <li>• Many residents use Spout Springs road to access jobs, school, and connecting to Braselton. Having safe roads is very important to all community residents.</li> <li>• Median intersection, and sidewalks to reduce crashes.</li> </ul>	None

## Data Variables

The analysis employed a comprehensive set of data variables, as outlined in Table 10, to assess the anticipated conditions resulting from the project. These variables, detailed in the attached file (See Calculations Workbook, BCA Data), encompass crucial aspects such as the analysis period, base year, open year, and design year, providing a structured framework for evaluating the project's long-term impact. Additionally, travel time values, both for in-vehicle travel and pedestrian activities, were meticulously considered, aligning with USDOT Benefit-Cost Analysis Guidance to ensure accuracy and reliability in the assessment process. The project corridor length, spanning 2.5 miles, incorporates proposed improvements including corridor median enhancements and sidewalk installations, highlighting the attention to detail in addressing transportation needs and enhancing accessibility within the area. By utilizing these key analysis assumptions, the analysis aims to provide a comprehensive understanding of the project's potential benefits and costs, aiding stakeholders in making informed decisions regarding its implementation.

Our analysis finds that the proposed project has a net Benefit Cost Ratio of 1.20 as shown in Figure 11. After accounting for all capital costs, the new present value of operations and maintenance costs, and the net present value of all benefits, the benefits exceed the costs.

Benefit/Cost Analysis (See Calculations Workbook, BCA Data)

Table 7: Analysis Assumptions – Assorted Variables and Sources

Key Analysis Assumptions	Value	Source
Analysis period (year)	30	USDOT <i>Benefit-Cost Analysis Guidance</i>
Base year	2024	USDOT <i>Benefit-Cost Analysis Guidance</i>
Open year	2030	Hall County
Design Year	2050	Hall County Estimate
Travel time value (person-hour)	\$17.90	USDOT <i>Benefit-Cost Analysis Guidance</i> (In-Vehicle Travel, All Purposes)
Pedestrian travel time value (person-hour)	\$35.80	USDOT <i>Benefit-Cost Analysis Guidance</i> (Walking Cycling, Waiting, Standing, All Purposes)
Project Corridor length (mile)	2.5	Proposed corridor median and sidewalk improvements

Benefit Cost Analysis Results	
-	
Table 1. BCA Results	
Category	Value
Total Discounted Benefits	\$79,719,445
Total Discounted Costs	\$66,541,134
Net Present Value	\$13,178,311
Benefit Cost Ratio	1.20

Figure 10: Benefit Cost Ratio

## “Safely Connecting Communities in South Hall”

### Project Readiness:

**Project Schedule:** Hall County has prepared a project schedule for the “Safely Connecting Communities in South Hall” project to identify the major milestones and activities. The schedule reflects environmental approval and permitting times, right-of-way acquisition estimate, procurement processing, construction, and a period of project closeout. We have also left a buffer within the timeline for any unexpected delays that might occur. Our start date is March 1, 2024, with a period of performance end date of September 5, 2031. The right-of-way acquisitions are in the early stages as the property owners have been informed of their property being marked as public necessity. Georgia Department of Transportation has given Hall County permission to move forward with the early acquisition of the first four properties due to hardships presented by the property owners. The Project Schedule is on Page 5 of the Project Readiness file.

**Environmental Risk Assessment:** Originally conceived in 2004 as a 6.2-mile project with GDOT project number PI 0009679 (Hall County), the project alignment of the Safely Connecting Communities in South Hall application has previously received all necessary permits to proceed but lacked sufficient funding to do so as a single-phase project. As a result, it was divided into two phases in 2017.

The project length for PI 0009679 was reduced to 3.69 miles. It was designed, permitted, and constructed on acquired right-of-way at a total cost of \$64,197,640 of State and Local funds and opened to traffic in January 2023. Travel conditions in Phase I portion of the corridor since reopening are much improved and provide a stark contrast with the substandard conditions along the second and final phase of the project.

Status summaries provided below show the status of permitting for PI 0015280 as of February 23, 2024:

Air/Noise: Addendum underway. Plan to submit to GDOT in mid-March (waiting on Traffic info to be approved by GDOT).

Archaeology: Underway and plan to submit to GDOT in mid-March.

History: HRSR submitted to GDOT. Notification letter sent out February 22, 2024.

Ecology: Underway and plan to submit by mid-March or sooner.

Public Involvement: not required for Phase II; however, the county has posted a current layout for Phase II which will be sent to Hall County before February 26, 2024.

NEPA: FHWA approval of re-eval expected in September 2024.

Additional background information:

#### Air

- Air Assessment June 2013 PI 0009679 (begins ~700 feet south Thompson Mill Road)

- Addendum March 2014 PI 0009679 (begins ~1,700 feet south of Thompson Mill Road)
- Addendum II July 2015 PI 0009679 (begins ~1,700 feet south of Thompson Mill Road)
- Addendum III November 2016 to split PI 0009679 & PI 0015280
- Addendum IV November 2018 PI 0009679
  
- Noise
  - Noise screening assessment July 2013 PI 0009679
  - Addendum I April 2014 PI 0009679
  - Addendum II June 2015 PI 0009679
  - Addendum III November 2016 to split PI 0009679 & PI 0015280
  - Addendum IV November 2018 PI 0009679
  
- Archaeology
  - Phase I report December 2013 PI 0009679
  - Addendum April 2014 PI 0009679
  - Second Addendum November 2016 to split PI 0009679 & PI 0015280
  - Third Addendum March 2019 PI 0009679
  
- History
  - Historic Resources Survey Report April 2012 PI 0009679
  - Finding of No Historic Properties Affected April 2014 PI 0009769
  - Reevaluation December 2016 to split PI 0009679 & PI 0015280
  - Second Reevaluation January 2019 PI 0009679
  
- Ecology
  - Protected Aquatic Species Survey Report March 2012 PI 0009679
  - Ecology Resource Survey Report June 2012 PI 0009679
  - Practical Alternatives Report October 2013 PI 0009769
  - Protected Species Survey Report for *Symphotrichum georgianum* Georgia Aster May 2014 PI 0009679
  - Ecology Assessment of Effects Report May 2014 PI 0009769
  - Addendum I April 2015 PI 0009679
  - Memorandum I to Addendum I December 2016 to split PI 0009679 & PI 0015280
  - Addendum II February 2019 PI 0009679 noting design has not progressed for PI 0015280
  - Buffer Variance (BV-069-19-01) April 2019 PI 0009679
  - US Army Corps of Engineers Permit (SAS-2012-00652) September 2019 PI 0009679
  
- NEPA and Public Involvement
  - Logical Termini Justification February 2013 PI 0009679
  - Public Information Open House Response Letter March 2013 PI 0009679

- Draft Environmental Assessment December 2014 PI 0009679
- Public Hearing Open House Response Letter May 2015 PI 0009679
- Final Environmental Assessment/Finding of No Significant Impact May 2016 PI 0009679
- Environmental Reevaluation February 2017 for PI 0009769 ROW with no funding authorization for PI 0015280
- Environmental Reevaluation March 2019 for PI 0009679 Let with no funding authorization for PI 0015280
- Use on Construction Environmental Reevaluation prepared by GDOT September 2021 PI 0009679

Hall County is moving expeditiously toward conclusion of permitting requirements. With an anticipated announcement of MPDG awards, the County can move quickly to solicit construction bids. The County is not aware of any issues that would prevent it from rapidly entering into an Award Agreement, starting construction within or well in advance of the 18 month deadline.

**Technical and Financial Completeness Review:** Hall County follows the general provisions set forth in the Code of Federal Regulations to include 2 CFR Part 200 and 49 CFR Part 200. While 2 CFR Part 200 set uniform administrative requirements for federal awards to non-federal entities, capital projects utilize the guidance provided within 49 CFR Part 633, for public transportation. Hall County has sufficiently staffed their Grant’s Division with individuals who are certified in the Federal Requirements and Guidelines, which assist project management with the technical capacity and financial oversight of the project.

A Project Management Team will be created to provide project management and to ensure proper oversight for “Safely Connecting Communities in South Hall.” This team will consist of Hall County’s Grant Manager, members of Engineering, Public Works, and others as see fit by Hall County Administration. The team will be charged with ensuring overall compliance, such as procurement requirements, conflict of interest, management risk, safety, and adequate staffing for job responsibilities. Quality control will also be met to enhance the standards set by Hall County’s citizens and all partnering entities involved. During the implementation phase and throughout the project performance, the management team will confirm the budget can meet all anticipated costs plus any future contingencies. The budget must also be fully justifiable, and all expenses must be reasonable, allocable, and allowable by the sponsoring agency. A project schedule will also be provided and kept up to date. This allows the Project Management Team to accurately manage the budget and timeline of the project, while also ensuring all work has been completed on time. The Project Management Team will meet once a month at a minimum throughout the period of performance to discuss, analyze and ensure continuous management of the project. By Hall County setting forth a Project Management Team to oversee “Safely Connecting Communities in South Hall,” we can establish compliance and keep the project on track while not exceeding the budget.

Hall County processes grant agreements by having the Chairman of the Board of Commissioners sign as a legal signatory for items presented and approved by the Board of Commissioners at a public voting hearing held prior to signing. This is a two-step process to gain full approval by the Board for accepting and legally committing to a grant agreement. All reimbursement claims submitted to the sponsoring agency are strongly analyzed to ensure grant compliance with local, state, and federal reporting requirements have been met. Hall County contracts with an external audit firm on an annual basis to perform a Single Audit. Hall County successfully processed over \$8.5 million in federal grant expenditures in fiscal year 2023 alone, per the Schedule of Expenditures of Federal Awards (SEFA) for 2023. Based on FY2023 audit, almost 78% of Hall County's investments lie with capital assets, net any related outstanding debt used to acquire those assets. These assets are marked restricted and not available for future spending. The additional portion of the county's net position 22% are marked temporary restricted, and marked on how they must be used. From fiscal year 2022 to 2023 Hall County reflected a positive net position increase of over \$17 million. This change in net position is an indicator of Hall County's financial stability and positive financial health. Hall County's Annual Comprehensive Financial Report is made available at [www.hallcounty.org](http://www.hallcounty.org).

ID	Task Name	Duration	Start	Finish	Predecessors	2024				2025				2026				2027				2028				2029				2030				2031			
						Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4				
1	<b>Spout Springs Road Phase 2</b>	<b>1819 days</b>	<b>Tue 10/1/24</b>	<b>Fri 9/19/31</b>																																	
2	Final Design Complete	1 day	Tue 10/15/24	Tue 10/15/24																																	
3	Completion of Environmental Permitting	523 days	Wed 10/16/24	Fri 10/16/26																																	
4	Right-of-way Acquisition	783 days	Wed 10/16/24	Fri 10/15/27																																	
5	Permitting	120 days	Mon 5/3/27	Fri 10/15/27	4FS-120 days																																
6	Authorization to Bid	60 days	Mon 10/18/27	Fri 1/7/28	4																																
7	Contractor Solicitation (Bidding)	5 mons	Mon 1/10/28	Fri 5/26/28	6																																
8	Construction contract award	0 days	Fri 7/28/28	Fri 7/28/28	7FS+45 days																																
9	<b>Construction</b>	<b>780 days</b>	<b>Mon 9/11/28</b>	<b>Fri 9/5/31</b>	<b>8FS+30 days</b>																																
10	Mobilization	30 days	Mon 9/11/28	Fri 10/20/28																																	
11	Clearing & Grubbing	120 days	Mon 10/23/28	Fri 4/6/29	10																																
12	Utility Relocations	180 days	Mon 1/15/29	Fri 9/21/29	11FS-60 days																																
13	Excavation and Grading	180 days	Mon 7/2/29	Fri 3/8/30	12FS-60 days																																
14	Culvert Extensions	120 days	Mon 12/17/29	Fri 5/31/30	13FS-60 days																																
15	Medians, Curbs, Curb Ramps and Pavement	180 days	Mon 3/11/30	Fri 11/15/30	14FS-60 days																																
16	Traffic Signal	60 days	Mon 8/26/30	Fri 11/15/30	15FS-60 days																																
17	Sidewalks	120 days	Mon 8/26/30	Fri 2/7/31	15FS-60 days																																
18	Striping and Signage	60 days	Mon 10/7/30	Fri 12/27/30	15FS-30 days																																
19	Landscaping	90 days	Mon 11/18/30	Fri 3/21/31	17FS-60 days																																
20	Project Closeout	120 days	Mon 3/24/31	Fri 9/5/31	19																																

Project: Spout Springs Road - Pha  
Date: Tue 2/27/24

Task		Project Summary		Manual Task		Start-only		Deadline	
Split		Inactive Task		Duration-only		Finish-only		Progress	
Milestone		Inactive Milestone		Manual Summary Rollup		External Tasks		Manual Progress	
Summary		Inactive Summary		Manual Summary		External Milestone			

## “Safely Connecting Communities in South Hall”

### Project Requirements: Statutory Selection Requirements

#### 23 U.S.C. 173 Rural

1. This project will generate regional economic, mobility, and safety benefits. Currently, use of the right-of-way is limited to only passenger vehicles and trucks. With the improvements brought forth by this project accessibility for pedestrian, cycling, micromobility, and disabled user groups in the community will substantially increase. It will facilitate increased use of the County’s existing mobility program and accommodate future mass transit. Median installations and intersection realignments will improve roadway safety and efficiency throughout. The new sidewalks will reduce conflicts between pedestrians and motorists.
2. This project will be cost effective as a comprehensive benefit-cost analysis reveals the financial implication of the project. With an estimated cost of \$77,514,602, the project promises substantial benefits, totaling \$136,686,099 and discounted benefits of \$79,719,445. These findings highlight a favorable outcome, with a benefit-to-cost ratio of 1.20, emphasizing the project’s potential to yield significant advantages relative to its costs. The project’s multi-modal improvements align with USDOT Merit guidelines, addressing safety concerns, enhancing transit access, and improving overall quality of life.
3. The project contributes to (7) national goals described under 23 U.S.C.§ 150, Federal-aid highway program.
  - a. *Safety* – Analysis was conducted based on crash data obtained from GDOT over a span of ten years (2012-2022) then used correlating data to highlight attributes for severity, time of day, contributing factors, and location. The data was used to find the appropriate Crash Modification Factors that corresponded to the scope of work. It was found that by installing median barriers it improved safety by decreasing the potential for serious crashes or incidents and reduced the risk of loss to property.
  - b. *Infrastructure Condition* – Majority of the project’s elements will have a longer lifespan than the 30-year analysis period and therefore will continue to benefit Hall County and Spout Springs Road after the year 2050.



- c. *Congestion Reduction* – After extensive analysis it was found that on average a reduction of 3 minutes and 48 seconds through a 2.5-mile corridor of traffic congestion would be saved per motorist. After applying the annual 2.6% growth rate to the year 2050 projection it was found that there was still a time savings of 1.2% per motor vehicle. A reduction in travel time has environmental, quality of life and economic benefits through time savings and emissions reduction.
- d. *System Reliability* – “Safely Connecting Communities in South Hall” aims to enhance a critical thoroughfare in Hall County, facilitating vital connections between Interstates 85 and 985, and offering an alternative route to State Routes 347 and 53. The proposed upgrades will transform a two-lane roadway into a four-lane roadway with a raised median, provide ADA-compliant pedestrian facilities, and a truck/bus turnaround. The project also will utilize noise mitigation strategies, safe routes to and from school, updated culverts to enhance flood resilience, and increased roadway safety and efficiency.
- e. *Freight Movement and Economic Vitality* – This project will facilitate increased use of the County’s existing mobility-on-demand program and accommodate future mass transit.
- f. *Environmental Sustainability* – Current congestion in this area has caused individuals to seek alternate routes that are longer in distance. The avoidance behavior has provided motorists with the satisfaction of a more consistent movement along a less stressful route. While this may be a benefit to the motorists it has caused an increase in transportation-related air pollution and emissions of greenhouse gases. The project will dramatically decrease congestion by improving traffic flow and assisting to eliminate bypass trips by motorists. This will reduce total vehicle miles traveled along a daily commuter route.
- g. *Reduced Project Delivery Delays* – “Safely Connecting Communities in South Hall” has begun the early stages of the right-of-way acquisitions. As this project was originally designed as one prior to being split into two phases all necessary permits were received. Due to lack of funding the project was split into two phases and phase 1 has been completed. Phase II permits will need to be re-submitted and updated. All permitting is scheduled to be complete by September 2024 then Hall County can move directly into the construction phase. The county is not aware of any issues that would prevent them from entering into an award agreement and starting construction within or well in advance of the 18-month deadline.

4. “Safely Connecting Communities in South Hall” is based on the results of preliminary engineering activities that have been completed.
  - a. *Environmental Assessments* – Status summaries are provided below to show the status of permitting for PI 0015280.
    - i. Air/Noise: Addendum underway. Plan to submit to GDOT in mid-March (waiting on Traffic info to be approved by GDOT).
    - ii. Archaeology: Underway and plan to submit to GDOT in mid-March.
    - iii. History: HRSR submitted to GDOT. Notification letter sent out February 22, 2024.
    - iv. Ecology: Underway and plan to submit by mid-March or sooner.
    - v. Public Involvement: not required for Phase II; however, the county has posted a current layout for Phase II which will be sent to Hall County.
    - vi. NEPA: FHWA approval of re-eval expected in September 2024.
  - b. *Topographic Surveys* – A detailed field survey with a database was developed for the project 10 years ago. The survey and database have recently been updated and was approved by GDOT in April 2024.
  - c. *Metes and Bounds Surveys* – The project area property lines and existing right-of-way for Spout Springs Road were included in the detailed field survey that was approved by GDOT in April 2024.
  - d. *Geotechnical Investigations* – Geotechnical Investigations were completed for the project 10 years ago. GDOT has accepted and approved the soil surveys for the project. There will be additional work performed in 2024-2025 during the final planning phase for culverts and walls to be constructed.
  - e. *Hydraulic Analysis* – Within the project area there are two creeks located. Both creeks have been studied and certified as “no-rise” conditions. The design for both culverts remain the same as the original design presented ten years ago, however FEMA has issued a new study for both area creeks which has changed the flood elevations. STV has provided an addendum to GDOT/Hall County for the original studies and determined that the new construction is still at a “no-rise” condition. This addendum was submitted in March 2024.
  - f. *Utility Engineering* – United Consulting, as a sub to STV, provided a Subsurface Utility investigation report and submitted their findings to GDOT. This was approved in November 2023. GDOT provides coordination with utility owners to determine the required utility line relocations, the associated cost, and who is financially responsible for the relocation of utility.

- g.** *Traffic Studies* – A traffic study was conducted 10 years ago for this project. GDOT did not require a new full study to be performed, however STV was required to collect new traffic volumes for the project. With the revised data, the report was able to project traffic volume on opening day and 20 years plus to determine the lane requirements and intersection treatment for providing a safe transportation facility. The traffic study was approved by GDOT in April 2024.
- h.** *Financial Plans* - As part of Hall County Board of Commissioners’ application to the FY2025 - 2026 Multimodal Project Discretionary Grant Opportunity we are proud to provide a cost share of \$15,502,920.56, 20% of the total project cost. This funding has been provided through Hall County’s Special Purpose Local Option Sales Tax (SPLOST). This program was enacted by Georgia legislators in 1985 to provide capital-investing funding for infrastructure. County tax of 1% is charged on items subject to the state sales tax for capital projects. As Hall County continues to grow, an additional sales tax program has been proposed to address specific transportation needs throughout the county. This program is titled Transportation Special Purpose Local Option Sales Tax (TSPLOST). This is an additional 1% county sales tax to assist with transportation needs only. Hall County’s TSPLOST program will be voted on by its citizens in the Fall of 2024. While Hall County welcomes tourists to enjoy its beautiful landscape, the cost of roadway maintenance can consume local citizens. With SPLOST and TSPLOST programs, local citizens share a portion of the cost with our visitors, which mitigates high millage rates.

  - i.** Georgia Department of Transportation, GDOT, has continued to partner with Hall County Board of Commissioners to improve mobility needs across the county. Construction of Phase I was financially sponsored by GDOT. With assistance of \$62,011,681 in federal funding, this project is ideal to reflect how federal, state, and local entities can contribute to addressing a serious issue affecting its citizens.
- i.** *Revenue Estimates* – Hall County Board of Commissioners will utilize the revenue provided through the Hall County’s Special Purpose Local Option Sales Tax (SPLOST) with potential additional funding provided from the Transportation Special Purpose Local Option Sales Tax (TSPLOST) program to be voted on by citizens in the Fall of 2024.
- j.** *Hazardous Materials Assessments – Not Applicable*
- k.** *General Estimates of the Types of Quantities of Materials* - The Georgia Department of Transportation (GDOT) has prepared a revised cost estimated on October 5, 2023. The estimate includes right-of-way acquisition, land and

improvements, valuation and legal services, relocations, demolition, administrative cost, and construction expenses. Construction details are outlined by material within sections to include roadway, pavement, drainage, temporary erosion control, permanent erosion control, signing, pavement marking, signals, and walls.

- I. *Other Work Needed To Establish Parameters For The Final Design* – Not Applicable
5. This project is reasonably expected to begin construction no later than 18 months after the date of obligation of funds for the project. Spout Springs Road Phase II final design is scheduled to be completed by October 2024. All permitting and right-of-way acquisitions are to be completed by October 2027, leaving construction to go out to bid in the Fall of 2027. This would place our construction contract being awarded in early 2028, with construction being completed by March 2031.



May 3, 2024

U.S. Department of Transportation  
FY 2025-2026 Multimodal Project Discretionary Grant Opportunity (MPDG)  
Rural Surface Transportation Grant Program  
Funding Opportunity Number: RSTGP-25-26-RURAL

Dear U.S. Department of Transportation,

Re: "Safely Connecting Communities in South Hall" - Letter of Support

On behalf of The City of Flowery Branch, please accept this letter of support to Hall County Board of Commissioners in their application for "Safely Connecting Communities in South Hall."

Flowery Branch is a small to mid-sized city in South Hall County, Georgia. Many of our residents rely on Spout Springs Road daily, and the completion of Phase I of the Spout Springs Road widening project has greatly improved safety and our daily commutes.

I am writing in support of the funding request because the completion of Phase II Spout Springs Road widening project will provide our community with improved lanes, greater road access management, turn lanes, improved safety, and bicycle and pedestrian facilities where Phase I left off. It's very important to our community as this is a vital artery connecting our rapidly growing city with much of South Hall County.

If you require more information about the City of Flowery Branch or my support for the project, please contact me or anyone from the city at the address in the footer below.

Thank you for your consideration,

Oliver McClellan  
City Councilman  
City of Flowery Branch, Georgia



**GREATER HALL**  
CHAMBER OF COMMERCE

230 E.E. Butler Parkway  
Post Office Box 374  
Gainesville, Georgia 30503

May 3, 2024

U.S. Department of Transportation  
FY 2025-2026 Multimodal Project Discretionary Grant Opportunity (MPDG)  
Rural Surface Transportation Grant Program  
Fundy Opportunity Number: RSTGP-25-26-RURAL

Dear U.S. Department of Transportation,

Re: "Safely Connecting Communities in South Hall Georgia"-Letter of Support

On behalf of the Greater Hall Chamber of Commerce, please accept this letter of support to Hall County Board of Commissioners in their application for "Safely Connecting Communities in South Hall."

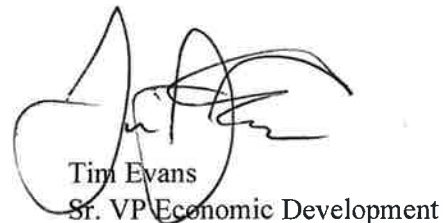
The Greater Hall Chamber is a business organization in Gainesville/Hall County Georgia with 2,500 business members.

Transportation is important to the community and this project will improve the safety, mobility, community connectivity and quality of life to our local citizens and tourists.

Thank you for this consideration,



Kathryn L. Dunlap  
President/CEO



Tim Evans  
Sr. VP Economic Development

770.532.6206  
Fax 770.535.8419

[www.greaterhallchamber.com](http://www.greaterhallchamber.com)

"FROM ISLANDS TO HIGHLANDS...  
WE'VE GOT IT ALL!"

CITY OF  
**GAINESVILLE**

**HALL AREA TRANSIT**

May 3, 2024

U.S. Department of Transportation  
FY 2025-2026 Multimodal Project Discretionary Grant Opportunity (MPDG)  
Rural Surface Transportation Grant Program  
Funding Opportunity Number: RSTGP-25-26-RURAL

Re: "Safely Connecting Communities in South Hall"- Letter of Support

Dear U.S. Department of Transportation,

On behalf of Gainesville-Hall County Community Services, please accept this letter of support to Hall County Board of Commissioners in their application for "Safely Connecting Communities in South Hall."

The Gainesville-Hall County Community Service Center (CSC) is a jointly funded human service agency of the City of Gainesville and Hall County. Since 1973, the Community Service Center has coordinated and/or delivered several services designed to ameliorate specific problems and enhance the quality of life of individuals, families and communities. Today, the agency's resources are directed toward senior health and well-being, family financial management and public transportation. The Community Service Center assesses present and future human service needs and identifies internal and external resources to best address those needs to restore wellness to the community.

Phase I of the Spout Springs Road widening project was completed in 2023 and provided the area population with improved lanes, greater road access management, turn lanes, improved safety, and bicycle and pedestrian facilities. Phase II of this project is located along Spouts Springs Road from Union Circle Road to South of SR 347/Friendship Road. This 2.51mile section will widen from a two-lane undivided roadway to a much needed four-lane divided roadway with a 20-foot raised median and sidewalks. The impact of this project is significant and will make our community stronger and safer for future generations.

If you require more information about the organization I represent, please contact me via phone at 770-503-3340, email [pmoss@gainesvillega.gov](mailto:pmoss@gainesvillega.gov) or website at [www.gainesvillega.gov](http://www.gainesvillega.gov).

Thank you in advance for your consideration.

Sincerely,

*Phillippa Lewis Moss*

Phillippa Lewis Moss  
Director, Gainesville-Hall County Community Services  
General Manager, Hall Area Transit

United States Senate  
WASHINGTON, DC 20510

May 2, 2024

The Honorable Pete Buttigieg  
Secretary of Transportation  
US Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Buttigieg:

I am pleased to write this letter encouraging the full and fair consideration of the application from the Hall County, Georgia Board of Supervisors for 2025 Department of Transportation Multimodal Project Grant Program funding.

If awarded, this funding will be used to widen a 2.5 mile section of Spout Springs Road in Hall County from a two-lane undivided highway to a four-lane divided roadway with a median and sidewalks. When complete, this expansion of Spout Springs Road will help improve safety, congestion, accessibility in the surrounding community.

I encourage your full and fair consideration of this application, consistent with all agency rules and regulations. If you have any questions, please contact Tyler Hofmann-Reardon at (202) 224-3643 or [tyler\\_hofmann-reardon@warnock.senate.gov](mailto:tyler_hofmann-reardon@warnock.senate.gov).

Sincerely,



Reverend Raphael Warnock  
United States Senator