Prior to making a public comment, please fill out the form available on the table in the hallway to help ensure that your information is correctly entered into the minutes. Once you have spoken, please hand your form to the staff in front of the podium for the Clerk.

TENTATIVE AGENDA

UNIFIED GOVERNMENT OF ATHENS-CLARKE COUNTY, GEORGIA

TUESDAY, MARCH 5, 2024, **6:00 P.M.**

CITY HALL

If business has not concluded by 8:15 p.m., there will be a 15-minute break.

A. Roll call

B. Approve Minutes of meetings of Tuesday, February 6; Tuesday, February 13; Tuesday, February 20; and non-voting meetings of Tuesday, February 13, and Tuesday, February 20, 2024.

C. Written communications

D. Public input. If you wish to address the Mayor and Commission on any item listed below on the consent agenda, please go to the podium and state your name and address. RULES OF THE COMMISSION STATE THAT MEMBERS OF THE PUBLIC MAY SPEAK ONCE DURING THE FOLLOWING PORTION OF THE AGENDA FOR UP TO THREE MINUTES WITH A 30 SECOND REMINDER AT TWO AND A HALF MINUTES.

E. Consent agenda. Items under this section have been discussed at prior public meetings and will be presented for consideration as a single item. Only one vote will be taken.

1. ADOPT: Amendment to the Joint Development Authority of the Unified Government of Athens-Clarke County, Georgia and the City of Winterville (The “Authority) activating resolution to create staggered member terms

2. APPROVE: Merlin Drive sewer repair project - Award of contract

3. APPROVE: Lease agreement with Smoker’s Den for retail use of 289 College Avenue

4. APPROVE: Athens Justice & Memory project’s down payment assistance program

5. APPROVE: Acceptance of Local Road Safety Plan

6. APPROVE: Athens-Clarke County Transit Department Public Transit Agency Safety Plan (PTASP) 2024 update

7. APPROVE: North Chase Street TAP grant concept approval and preliminary engineering and design services contract amendment

8. APPROVE: Government Operations Committee report: Inclusive Facilities

9. APPROVE: Revision to ACCGov Facility Naming & Renaming Policy No. COM-002 to include ACCGov owned bridges and roadway intersections

F. Public hearing and deliberation on a recommendation from the Athens-Clarke County Planning Commission. The proposed recommendations will be disposed of by the receipt of public input, the close of public input, and the consideration by the Commission. PLEASE REFER TO ATTACHMENT A FOR TIME LIMITS FOR PRESENTATIONS.

10. Request of David and Ruth Darden for special use in C-O (Commercial-Office) on 0.21 acres known as 585 Prince Avenue. Proposed use is residential-single family. Type II District 4

Planning Commission recommendation: Approval (unanimous)

G. Public input. If you wish to address the Mayor and Commission on any other item (#11-15) listed below on this agenda, please go to the podium and state your name and address. Comments on items not listed on this agenda will be received upon the completion of all other business. RULES OF THE COMMISSION STATE MEMBERS OF THE PUBLIC MAY SPEAK ONCE DURING THE FOLLOWING PORTION OF THE AGENDA FOR UP TO THREE MINUTES WITH A 30 SECOND REMINDER AT TWO AND A HALF MINUTES.

H. Old business

11. ARPA Boys & Girls Club of Athens contract amendment

12. Approval of the ARPA Salvation Army contract

13. Intergovernmental agreement to provide grant funding for the North Athens Downtown Development project

14. Revised EMS MOU with Piedmont Athens Regional Medical Center. **Staff requests this item be held.**

I. New business – Consider under suspension of Rules

15. Public safety equipment and services enhancement for the Athens-Clarke County Police Department (ACCPD)

J. Public input. If you wish to address the Mayor and Commission on any item other than those listed on this agenda, please go to the podium and state your name and address. RULES OF THE COMMISSION STATE THAT MEMBERS OF THE PUBLIC MAY SPEAK **ONCE** DURING THE FOLLOWING PORTION OF THE AGENDA FOR UP TO THREE MINUTES WITH A 30 SECOND REMINDER AT TWO AND A HALF MINUTES.

K. Receive report from Mayor

L. Receive report from Manager

16. Contract awards in excess of $10,000 for month of January 2024

M. Receive report from Auditor

N. Receive report from Attorney

O. Receive input from Commissioners

P. Enter into executive session for an attorney/client conference to discuss threatened or pending litigation

Q. Adjourn

A qualified interpreter for the hearing impaired is available upon request at least 10 days in advance of this meeting. Please call (706) 613-3031 (TDD {706} 613-3115) to request an interpreter or for more information.

Wireless access will be available for general use shortly before, during, and shortly after each Mayor and Commission meeting. Connect to ACC_Guest.

Free parking deck vouchers for members of the public attending the monthly Regular Voting Meetings, Work Sessions, and Agenda Setting Meetings of the Mayor and Commission held at City Hall are available on the 2nd floor of City Hall.

ATTACHMENT A

PROCEDURE FOR PUBLIC INPUT ON ZONING RELATED PUBLIC HEARINGS.

All persons supporting and opposing a proposed rezoning may take either one of two different opportunities to address the Mayor and Commission at the final public hearing on the proposed rezoning, as follows:

1.a. Proponents shall first present their ten (10) minute argument in support of the proposed rezoning, and opponents shall then present their ten (10) minute argument in opposition to the proposed rezoning.

b. Neither side will be required to use all of its ten (10) minute argument period.

c. Either side may allocate its ten (10) minute argument period among any number of speakers, provided that the presentation by all speakers for each side shall not exceed ten (10) minutes per side.

d. All persons wishing to speak longer than three (3) minutes during one side's ten (10) minute argument period must register their intent to do so with the Clerk of Commission not later than the time that the meeting of the Mayor and Commission at which the final public hearing on the proposed rezoning is to be conducted is first called to order.

e. In the event that all persons wishing to speak longer than three (3) minutes as a part of one side's ten (10) minute argument are not able to agree how that side's ten (10) minute argument period shall be allocated, they shall inform the Mayor of their disagreement before either side begins its 10-minute argument, in which event the Mayor shall decide and announce the manner in which that side's ten (10) minute argument period shall be allocated. Any Commissioner dissatisfied with the Mayor's allocation of that side's ten (10) minute argument shall have the right to appeal the Mayor's allocation decision to the Commission before either side begins its ten (10) minute argument.

2. After the supporters and opponents of the proposed rezoning have concluded their ten (10) minute arguments, any person who has not yet spoken either for or against the proposed rezoning shall be allowed to address the Mayor and Commission concerning the proposed rezoning for no longer than three (3) minutes per person.

RESOLUTION OF THE COMMISSION OF THE UNIFIED GOVERNMENT OF ATHENS-CLARKE COUNTY, GEORGIA AND THE MAYOR AND COUNCIL OF THE CITY OF WINTERVILLE TO AMEND THE RESOLUTION CREATING THE "JOINT DEVELOPMENT AUTHORITY OF THE UNIFIED GOVERNMENT OF ATHENS-CLARKE COUNTY, GEORGIA AND THE CITY OF WINTERVILLE" TO CREATE STAGGERED MEMBER TERMS; AND RELATED MATTERS

WHEREAS, pursuant to O.C.G.A. Section 36-62-5.1(d), the resolutions creating and activating joint authorities may be amended by appropriate concurrent resolutions of the participating governing bodies; and

WHEREAS, this Resolution is being presented for adoption by the Commission of the Unified Government of Athens-Clarke County, Georgia and the Mayor and Council of the City of Winterville, for the purpose of amending the Resolution creating the "Joint Development Authority of the Unified Government of Athens-Clarke County, Georgia and the City of Winterville" (the "Activating Resolution") to create staggered member terms.

NOW, THEREFORE, BE IT RESOLVED that:

SECTION 1.

Subsection (c) of Section 2 of the Activation Resolution is deleted in its entirety and a new Subsection (c) is adopted to read as follows:

"(c) The members initially appointed by the Unified Government of Athens-Clarke County, Georgia shall be appointed for a term expiring on April 30, 2024. At the expiration of the current terms of office of the four (4) members appointed by the Unified Government of Athens-Clarke County, Georgia, the Unified Government of Athens-Clarke County, Georgia shall appoint two (2) members to serve for a term of two (2) years and two (2) members to serve for a term of four (4) years. Thereafter, their successors shall be appointed for terms of four (4) years.

The members initially appointed by the City of Winterville shall be appointed for a term expiring on April 30, 2024. At the expiration of the current terms of office of the three (3) members appointed by the City of Winterville, the City of Winterville shall appoint one (1) member to serve for a term of two (2) years and two (2) members to serve for a term of four (4) years. Thereafter, their successors shall be appointed for terms of four (4) years.

The foregoing notwithstanding, the term of any member appointed by any Participating Jurisdiction, who at the time of appointment was a member of the governing authority of such appointing Participating Jurisdiction, shall end when such member is no longer a member of the governing authority of such Participating Jurisdiction."

SECTION 2.

A copy of this Resolution shall be filed with the Secretary of State of Georgia.

SECTION 3.

This Resolution may be executed by the Participating Jurisdictions in multiple counterparts, but the same shall be considered one document.

SECTION 4.

This Resolution shall become effective on the date of its adoption by the last of the governing bodies of the Participating Jurisdictions to adopt the same.

[the remainder of this page left intentionally blank – signatures begin on next page]

Passed and Adopted by the Commission of the Unified Government of Athens-Clarke County, Georgia, this ___ day of ____, 2024.

_____
Mayor
the Unified Government of
Athens-Clarke County,
Georgia

ATTEST:

_____
Clerk, Commission of Athens-Clarke County, Georgia

APPROVED AS TO FORM:

_____
the Unified Government of Athens-Clarke County, Georgia Attorney

[signatures continued on next page]

Passed and Adopted by the Mayor and Council of the City of Winterville, this 13th day of February 2024

Mayor
City of Winterville

ATTEST:

City Clerk
City of Winterville

APPROVED AS TO FORM:

City Attorney
City of Winterville

[signatures continued on next page]

CLERK'S CERTIFICATE

I, the undersigned Clerk of the Commission of Athens-Clarke County, Georgia, keeper of the records and seal thereof, hereby certify that the foregoing is a true and correct copy of a resolution adopted by the Commission of the Unified Government of Athens-Clarke County, Georgia creating and activating the "Joint Development Authority of the Unified Government of Athens-Clarke County, Georgia and City of Winterville", and containing provisions relating to the members and directors of said Authority, in a public meeting assembled on ____ ____, 2024, an original of which resolution has been entered in the official records of the Unified Government of Athens-Clarke County, Georgia under my supervision and is in my official possession, custody and control.

_____

Clerk of Commission of Athens-Clarke County, Georgia

[SEAL]

CLERK'S CERTIFICATE

I, the undersigned City Clerk of the City of Winterville, keeper of the records and seal thereof, hereby certify that the foregoing is a true and correct copy of a resolution adopted by the Mayor and Council of the City of Winterville creating and activating the "Joint Development Authority of the Unified Government of Athens-Clarke County, Georgia and City of Winterville", and containing provisions relating to the members and directors of said Authority, in a public meeting assembled on Feb. 13, 2024, an original of which resolution has been entered in the official records of the City of Winterville, under my supervision and is in my official possession, custody and control.

Wendy L. Bond
City Clerk of the City of Winterville

[SEAL]

THE UNIFIED GOVERNMENT OF ATHENS-CLARKE COUNTY
COMMISSION AGENDA ITEM

SUBJECT: Amendment to the Joint Development Authority of the Unified Government of Athens-Clarke County, Georgia and the City of Winterville (The "Authority) Activating Resolution to Create Staggered Member Terms

DATE: January 29, 2024

EXECUTIVE SUMMARY:
The proposed action seeks to amend the activating resolution to create staggered terms for the Joint Development Authority Board members, which avoids a potential and sudden drain of institutional knowledge if there were to be 100% Board turnover at one time.

BUDGET INFORMATION: N/A

REVENUES:

EXPENSES:
ANNUAL:
CAPITAL:
OTHER:

FUNDING SOURCE:

COMMISSION ACTION REQUESTED ON: March 5, 2024

PURPOSE:
To request the Mayor & Commission adopt the amended activation resolution of the Joint Development Authority of the Unified Government of Athens-Clarke County, Georgia and the City of Winterville, revising subsection (c) of Section 2 to create staggered JDA member terms (**Attachment #2**).

HISTORY:

1. On April 27, 2020, The JDA was created by the Mayor and Commission and activated by adoption of a resolution by both the Unified Government Mayor and Commission and the City of Winterville City Council (Attachment #1)

2. On May 11, 2020, The Georgia Secretary of State certified the resolution creating the JDA.

FACTS & ISSUES:

1. Five of the seven JDA Members' four-year terms will expire on April 30, 2024. The terms of two JDA Members, ACCGov Mayor Kelly Girtz and City of Winterville Mayor Dodd Ferrelle, will expire when they leave office.

2. Organizational knowledge and experience will be negatively impacted by the simultaneous term expiration of five of seven JDA Directors.

3. Creating staggered terms with an amendment to the activation resolution (**Attachment #2**) will help retain the core of organizational knowledge and continuity within the JDA Board over time, enhancing sustainability of the JDA and governance of the Turntable Revolving Loan Fund.

4. ACCGov Economic Development Department staff serve as borrowed staff to the JDA, which has no employees.

5. The JDA was originally formed during the COVID-19 pandemic, and developed a Turntable Revolving Loan Fund that was seeded with $1 Million in General Fund dollars that were lent to small businesses with physical locations in Athens-Clarke County through an emergency loan program to assist small businesses negatively impacted by COVID-19.

6. Additionally, the JDA administered a $1.1 million small business emergency grant program funded through federal CARES Act funding that was targeted to assist small businesses with a physical location in Athens-Clarke County that were negatively impacted by COVID-19.

7. The JDA is in the process of launching a new small business loan program, using funds that have been repaid to the Turntable Revolving Loan Fund by local businesses that took emergency loans.

OPTIONS:

1.The Mayor & Commission adopt the amended activation resolution (**Attachment 2**) of the Joint Development Authority of the Unified Government of Athens-Clarke County, Georgia and the City of Winterville, revising subsection (c) of Section 2 to create staggered JDA member terms.

2.The Mayor and Commission do not adopt the amendment to the JDA enabling resolution.

3.Mayor and Commission defined option

DEPARTMENT RECOMMENDED ACTION: Option #1

DEPARTMENT: Economic Development
Prepared by: Myung Cogan

Ilka McConnell — January 29, 2024
Date:

ADMINISTRATIVE COMMENTS:

ADMINISTRATIVE RECOMMENDATION: Option #1

Manager — February 14, 2024
Date:

ATTACHMENTS:

Attachment #1: Original JDA GA Sec of State Filing & Activation Resolution
Attachment #2: Proposed Amended JDA Activation Resolution

Attachment #1

RESOLUTION OF THE COMMISSION OF THE UNIFIED GOVERNMENT OF ATHENS-CLARKE COUNTY, GEORGIA AND THE MAYOR AND COUNCIL OF THE CITY OF WINTERVILLE CREATING AND ACTIVATING THE "JOINT DEVELOPMENT AUTHORITY OF THE UNIFIED GOVERNMENT OF ATHENS-CLARKE COUNTY, GEORGIA AND CITY OF WINTERVILLE"; PROVIDING FOR THE MEMBERSHIP OF THE AUTHORITY; APPOINTING INITIAL MEMBERS OF THE AUTHORITY; PROVIDING FOR THE MEMBERS' TERMS OF OFFICE; AND RELATED MATTERS

WHEREAS, O.C.G.A. Section 36-62-5.1 authorizes one or more counties and one or more municipalities, by concurrent resolutions of their respective local governing bodies, to create and activate a joint development authority; and

WHEREAS, this Resolution is being presented for adoption by the Commission of the Unified Government of Athens-Clarke County, Georgia and the Mayor and Council of the City of Winterville, and shall become effective when adopted by each of such governing bodies.

NOW, THEREFORE, BE IT RESOLVED, that:

Section 1. **CREATION OF JOINT DEVELOPMENT AUTHORITY**. It is hereby declared that there is a need for a joint development authority to function in the unincorporated and incorporated areas of the Unified Government of Athens-Clarke County, Georgia and the City of Winterville, which are herein called "**Participating Jurisdictions**." Pursuant to the provisions of O.C.G.A. Section 36-62-5.1, such joint development authority is hereby created and activated. Such joint development authority shall be known as the "Joint Development Authority of the Unified Government of Athens-Clarke County, Georgia and the City of Winterville" (the "**Authority**"). The Authority shall transact business pursuant to, and exercise the powers provided by, the provisions of, the Development Authorities Law, codified in the Official Code of Georgia Annotated Title 36, Chapter 62, as the same now exists and as it may be hereafter amended.

Section 2. **MEMBERS**.

(a) The number of members of the Authority shall consist of (7) members.

(b) Four (4) members shall be appointed by the Unified Government of Athens-Clarke County, Georgia. Three (3) members shall be appointed by the City of Winterville.

(c) The members initially appointed by the Unified Government of Athens-Clarke County, Georgia shall be appointed for a term expiring on April 30, 2024. The members initially appointed by the City of Winterville shall be appointed for a term expiring on April 30, 2024. Thereafter, their successors shall be appointed for terms of four (4) years. The foregoing notwithstanding, the term of any member appointed by any Participating Jurisdiction, who at the time of appointment was a member of the governing authority of such appointing Participating Jurisdiction, shall end when such member is no longer a member of the governing authority of such Participating Jurisdiction.

(d) If, at the end of the term of any member of the Authority, a successor to such member has not been appointed, the member whose term of office has expired shall continue to hold office until his or her successor is appointed, which appointment shall be for the balance of the term being filled.

(e) The residency requirements for the members of the Authority are that each member must be a taxpayer residing in the Participating Jurisdiction that appointed such member.

(f) The members of the Authority shall constitute its board of directors.

Section 3. OFFICERS. The directors shall elect officers in accordance with the Development Authorities Law.

Section 4. FILING WITH SECRETARY OF STATE. A copy of this Resolution shall be filed with the Secretary of State of Georgia.

Section 5. COUNTERPARTS. This Resolution may be executed by the Participating Jurisdictions in multiple counterparts, but the same shall be considered one document.

Section 6. EFFECTIVE DATE. This Resolution shall become effective on the date of its adoption by the last of the governing bodies of the Participating Jurisdictions to adopt the same.

[the remainder of this page left intentionally blank – signatures begin on next page]

Passed and Adopted by the Commission of the Unified Government of Athens-Clarke County, Georgia, this ___ day of ____, 2020.

_____
Mayor
the Unified Government of
Athens-Clarke County,
Georgia

ATTEST:

_____
Clerk, Commission of Athens-Clarke County, Georgia

APPROVED AS TO FORM:

_____
the Unified Government of Athens-Clarke County, Georgia Attorney

[signatures continued on next page]

Passed and Adopted by the Mayor and Council of the City of Winterville, this ___ day of ____, 2020

_____
Mayor
City of Winterville

ATTEST:

_____
City Clerk
City of Winterville

APPROVED AS TO FORM:

_____
City Attorney
City of Winterville

[signatures continued on next page]

CLERK'S CERTIFICATE

I, the undersigned Clerk of the Commission of Athens-Clarke County, Georgia, keeper of the records and seal thereof, hereby certify that the foregoing is a true and correct copy of a resolution adopted by the Commission of the Unified Government of Athens-Clarke County, Georgia creating and activating the "Joint Development Authority of the Unified Government of Athens-Clarke County, Georgia and City of Winterville", and containing provisions relating to the members and directors of said Authority, in a public meeting assembled on ____ ____, 2020, an original of which resolution has been entered in the official records of the Unified Government of Athens-Clarke County, Georgia under my supervision and is in my official possession, custody and control.

_____
Clerk of Commission of Athens-Clarke County, Georgia

[SEAL]

CLERK'S CERTIFICATE

I, the undersigned City Clerk of the City of Winterville, keeper of the records and seal thereof, hereby certify that the foregoing is a true and correct copy of a resolution adopted by the Mayor and Council of the City of Winterville creating and activating the "Joint Development Authority of the Unified Government of Athens-Clarke County, Georgia and City of Winterville", and containing provisions relating to the members and directors of said Authority, in a public meeting assembled on ____ ____, 2020, an original of which resolution has been entered in the official records of the City of Winterville, under my supervision and is in my official possession, custody and control.

_____
City Clerk of the City of Winterville

[SEAL]

Attachment #2

RESOLUTION OF THE COMMISSION OF THE UNIFIED GOVERNMENT OF ATHENS-CLARKE COUNTY, GEORGIA AND THE MAYOR AND COUNCIL OF THE CITY OF WINTERVILLE TO AMEND THE RESOLUTION CREATING THE "JOINT DEVELOPMENT AUTHORITY OF THE UNIFIED GOVERNMENT OF ATHENS-CLARKE COUNTY, GEORGIA AND THE CITY OF WINTERVILLE" TO CREATE STAGGERED MEMBER TERMS; AND RELATED MATTERS

WHEREAS, pursuant to O.C.G.A. Section 36-62-5.1(d), the resolutions creating and activating joint authorities may be amended by appropriate concurrent resolutions of the participating governing bodies; and

WHEREAS, this Resolution is being presented for adoption by the Commission of the Unified Government of Athens-Clarke County, Georgia and the Mayor and Council of the City of Winterville, for the purpose of amending the Resolution creating the "Joint Development Authority of the Unified Government of Athens-Clarke County, Georgia and the City of Winterville" (the "Activating Resolution") to create staggered member terms.

NOW, THEREFORE, BE IT RESOLVED that:

SECTION 1.

Subsection (c) of Section 2 of the Activation Resolution is deleted in its entirety and a new Subsection (c) is adopted to read as follows:

"(c) The members initially appointed by the Unified Government of Athens-Clarke County, Georgia shall be appointed for a term expiring on April 30, 2024. At the expiration of the current terms of office of the four (4) members appointed by the Unified Government of Athens-Clarke County, Georgia, the Unified Government of Athens-Clarke County, Georgia shall appoint two (2) members to serve for a term of two (2) years and two (2) members to serve for a term of four (4) years. Thereafter, their successors shall be appointed for terms of four (4) years.

The members initially appointed by the City of Winterville shall be appointed for a term expiring on April 30, 2024. At the expiration of the current terms of office of the three (3) members appointed by the City of Winterville, the City of Winterville shall appoint one (1) member to serve for a term of two (2) years and two (2) members to serve for a term of four (4) years. Thereafter, their successors shall be appointed for terms of four (4) years.

The foregoing notwithstanding, the term of any member appointed by any Participating Jurisdiction, who at the time of appointment was a member of the governing authority of such appointing Participating Jurisdiction, shall end when such member is no longer a member of the governing authority of such Participating Jurisdiction."

SECTION 2.

A copy of this Resolution shall be filed with the Secretary of State of Georgia.

SECTION 3.

This Resolution may be executed by the Participating Jurisdictions in multiple counterparts, but the same shall be considered one document.

SECTION 4.

This Resolution shall become effective on the date of its adoption by the last of the governing bodies of the Participating Jurisdictions to adopt the same.

[the remainder of this page left intentionally blank – signatures begin on next page]

Passed and Adopted by the Commission of the Unified Government of Athens-Clarke County, Georgia, this ___ day of ____, 2024.

_____
Mayor
the Unified Government of
Athens-Clarke County,
Georgia

ATTEST:

_____
Clerk, Commission of Athens-Clarke County, Georgia

APPROVED AS TO FORM:

_____
the Unified Government of Athens-Clarke County, Georgia Attorney

[signatures continued on next page]

Passed and Adopted by the Mayor and Council of the City of Winterville, this ___ day of ____, 2024

_____
Mayor
City of Winterville

ATTEST:

_____
City Clerk
City of Winterville

APPROVED AS TO FORM:

_____
City Attorney
City of Winterville

[signatures continued on next page]

CLERK'S CERTIFICATE

I, the undersigned Clerk of the Commission of Athens-Clarke County, Georgia, keeper of the records and seal thereof, hereby certify that the foregoing is a true and correct copy of a resolution adopted by the Commission of the Unified Government of Athens-Clarke County, Georgia creating and activating the "Joint Development Authority of the Unified Government of Athens-Clarke County, Georgia and City of Winterville", and containing provisions relating to the members and directors of said Authority, in a public meeting assembled on ____ ____, 2024, an original of which resolution has been entered in the official records of the Unified Government of Athens-Clarke County, Georgia under my supervision and is in my official possession, custody and control.

_____

Clerk of Commission of Athens-Clarke County, Georgia

[SEAL]

CLERK'S CERTIFICATE

I, the undersigned City Clerk of the City of Winterville, keeper of the records and seal thereof, hereby certify that the foregoing is a true and correct copy of a resolution adopted by the Mayor and Council of the City of Winterville creating and activating the "Joint Development Authority of the Unified Government of Athens-Clarke County, Georgia and City of Winterville", and containing provisions relating to the members and directors of said Authority, in a public meeting assembled on ____ ____, 2024, an original of which resolution has been entered in the official records of the City of Winterville, under my supervision and is in my official possession, custody and control.

_____

City Clerk of the City of Winterville

[SEAL]

THE UNIFIED GOVERNMENT OF ATHENS-CLARKE COUNTY
COMMISSION AGENDA ITEM

SUBJECT: Merlin Drive Sewer Repair Project - Award of Contract

DATE: January 30, 2024

EXECUTIVE SUMMARY:

The Merlin Drive Project will repair, rehabilitate, replace and re-align a segment of the existing sanitary sewer in poor condition. A new route will be re-aligned away from permanent structures and an aerial crossing will be replaced. This will improve flow for the residents of the area.

BUDGET INFORMATION:

CAPITAL REVENUE:	$25,214,583	Evaluate & Rehabilitate Sewer Lines
CAPITAL EXPENSES:	$ 9,833,023	E&R Sewer Line Designated Projects
	$14,734,569	Expenditures & Encumbrances
	$ 646,991	Available for Merlin Drive project

FUNDING SOURCE: Water & Sewer Enterprise Fund

COMMISSION ACTION REQUESTED ON: March 5, 2024

PURPOSE:

To request Mayor & Commission:

a. Authorize an appropriation of $646,991 for the Merlin Drive Sewer Repair Project;

b. Award a unit price construction contract to the apparent low bidder, Site Engineering, Inc., for $588,174;

c. Authorize staff to approve project change orders that do not collectively exceed the overall appropriation of $646,991; and

d. Authorize the Mayor and appropriate staff to execute all related contract documents.

HISTORY:

1. On April 18, 2018, Public Utilities Department (PUD) staff identified the top ten troubled segments in the ACCGov sanitary sewer system.
2. On August 4, 2020, the Mayor & Commission (M&C) approved the updated 2020 SDP Infrastructure and Capital Improvement Elements, which included Prioritized Sewer Rehabilitation and Replacement which includes the top ten troubled segments.

3. On December 7, 2021, Public Utilities Department (PUD) staff identified the segment of sewer at Merlin Drive to be in poor condition and a greater priority than the remaining segments on the top ten troubled segments list.
4. On April 11, 2022, PUD issued a Notice to Proceed (NTP) to Armentrout, Matheny, & Thurmond LLC (AMT) to design Sewer Line Improvements for this segment of sanitary sewer.
5. On June 6, 2023, the M&C approved the preliminary construction plans for this project and authorized staff to solicit bids for construction.

FACTS & ISSUES:

1. This project is included in the 2020 SDP as project 3-318, "Prioritized Sewer Rehabilitation and Replacement."
2. PUD staff identified the highest priority problem sewer lines in the sanitary sewer system that require a) extraordinary maintenance to maintain flow and service and b) are in poor condition, thus needing rehabilitation, replacement or realignment. The Top Ten Troubled segments are listed in priority order:
    - Memorial Park Sewer Replacement – Closing Out
    - Atlanta Hwy @ Ultimate Dr – Completed
    - Atlanta Hwy @ Timothy Rd – Completed
    - Laurel Springs Dr & Lake Meeler Subdivision Sewer Realignment – In bid phase
    - Firewood St & Langford Ct Sewer Rehabilitation
    - Gail Dr & Laurel Dr Sewer Rehabilitation
    - Gatewood Cir & Lake Vista Way Sewer Rehabilitation – In design
    - Knottingham Dr Sewer Rehabilitation
    - Oakland Way Sewer Rehabilitation
    - Olympic Dr @ the Loop Sewer Rehabilitation
3. With five of the Top Ten problem segments completed, in design, or actively under construction, PUD staff began identifying the next problem sewer lines to prioritize.
4. The sanitary sewer system that serves the Merlin Drive area is one of these newly identified problem sewer lines. The sewer shed is approximately 95 acres and includes Village at Oak Grove, Merlin Drive Subdivision, Kings Circle Subdivision, and several residential and commercial parcels along Lavender Road and Jefferson Road. (Attachment #1)
5. The existing sewer line that extends from Merlin Drive to Roberts Road is in poor condition and has caused multiple maintenance problems over the last several years. The line

currently follows an unnamed tributary of Turkey Creek and crosses the tributary with an aerial crossing. The line is situated underneath several residents' homes, making this line extremely difficult to access for maintenance. Additionally, the aerial crossing is in poor condition, and has deflected such that a portion of the aerial crossing has reversed grade.

6. Staff worked with PUD's on-call design engineer, AMT, to evaluate different rehabilitation options. Due to the condition of the aerial crossing, replacement was determined to be necessary. Additionally, due to the location of the pipe underneath residents' homes, replacement of the pipe in the same trench was determined to be impossible. A new sewer main route was designed in order to position the line away from permanent structures so that it will be accessible for maintenance in the future. This realignment also serves to improve flow by reducing the number of sharp turns in the line.
7. Due to the poor condition of the aerial crossing and the risk of a sewer main failure over state waters, the Merlin Drive segment was identified by PUD staff as a higher priority than the remaining lines on the Top Ten troubled segments list. It has therefore been elevated to the top sewer segment for prioritized rehabilitation and replacement.
8. Due to the complexity of the project, PUD staff identified the need to prequalify contractors that have demonstrated ability to perform the specialty work required. Four contractors responded to the Request for Proposal/Qualifications (RFPQ) and all four were deemed qualified based on personnel, experience, equipment and qualifications.
9. Individual permanent easements and temporary construction easements are required to accommodate the realigned project construction. The new alignment is also anticipated to encroach into the EPD 25-foot state water buffer, requiring Georgia EPD concurrence.
10. Construction Plans for the subject project are available for review in the PUD Administration Office located at 124 E. Hancock Avenue.
11. The estimated project cost for the Merlin Drive Sewer repair is $1.1 million.
12. Bids were received on February 1, 2024, from three of the four prequalified contractors for the necessary labor, equipment and materials to accomplish the referenced project. A tabulation of the bids received is as follows:

Cleary Construction	$1,227,990
RDJE, Inc.	$ 961,770
Site Engineering, Inc.	$ 588,174

13. Site Engineering, Inc**.** is the apparent low bidder.
14. The requested authorization is $646,991 which includes a 10% contingency of $58,817 for unforeseen conditions.
15. PUD requests authorization to approve project change orders that do not collectively exceed the overall appropriation of $646,991 including any deductive change orders.

16. Anticipated Project Schedule:

M&C Approval of Preliminary Plan	May 2023
Completion of Final Design	May 2023
Easement Acquisition Completion	August 2023
Permitting Completion	February 2024
Bid Phase	February 2024
Project Start	March 2024
Project Completion	August 2024

17. This recommendation supports the following ACCGov Strategic Plan Goal & Strategy:
    - Built and Natural Infrastructure Goal, Strategy C: *Provide adequate funding for maintenance of existing and newly constructed infrastructure*.

OPTIONS:

1. Mayor & Commission:
    a. Authorize and appropriation of $646,991 for the Merlin Drive Sewer Repair Project;
    b. Award a unit price construction contract to the apparent low bidder, Site Engineering, Inc. for $588,174;
    c. Authorize staff to approve project change orders that do not collectively exceed the overall appropriation of $646,991; and
    d. Authorize the Mayor and appropriate staff to execute all related contract documents.
2. Mayor & Commission deny the request.
3. Mayor & Commission defined option.

DEPARTMENT RECOMMENDED ACTION: Option 1 a, b, c and d

DEPARTMENT: Public Utilities
Prepared by: Hollis Terry IV

January 31, 2024

Hollis Terry IV

Hollis Terry IV Date:

ADMINISTRATIVE COMMENTS:

ADMINISTRATIVE RECOMMENDATION: Option #1 a, b, c, & d



Manager

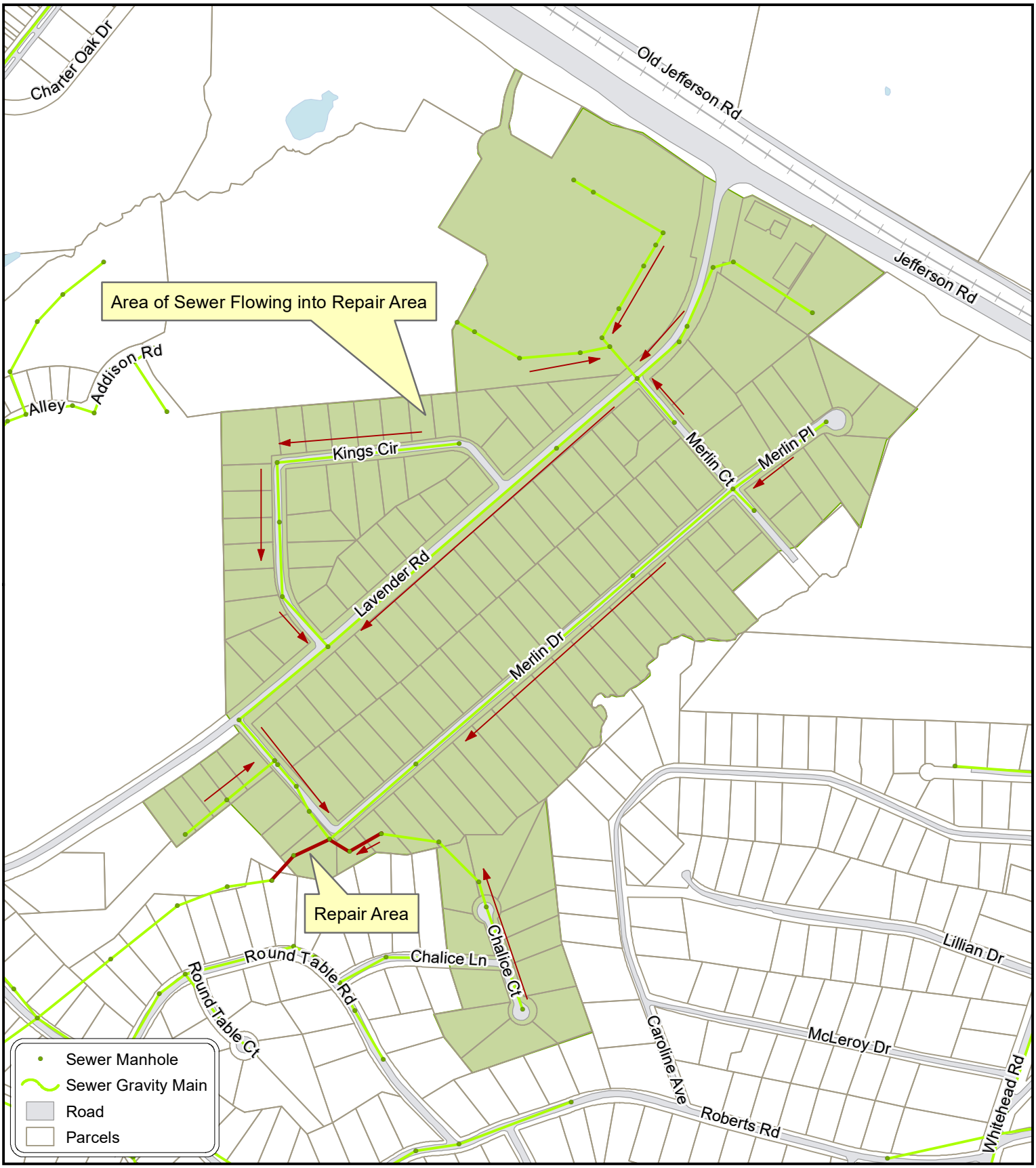
February 14, 2024
Date:

ATTACHMENTS:

Attachment #1 - Map

Merlin Drive Sewer Repair

Attachment #1



The Unified Government of Athens-Clarke County
Department of Public Utilities
124 E Hancock Ave. Athens Ga, 30601

Reference Scale: 1:5,423

Tuesday, March 14, 2023

THE UNIFIED GOVERNMENT OF ATHENS-CLARKE COUNTY
COMMISSION AGENDA ITEM

SUBJECT: Lease Agreement with Smoker's Den for Retail Use of 289 College Avenue

DATE: January 23, 2024

EXECUTIVE SUMMARY:

The Mayor and Commission are being asked to consider a two-year lease extension with the Smoker's Den for retail space located in the College Avenue Parking Deck. This business has occupied the space since 1997. The annual lease rate is proposed to increase to $21,450/year as established by a recent appraisal.

BUDGET INFORMATION:

REVENUES: $21,450 annually

EXPENSES: N/A
ANNUAL:
CAPITAL:
OTHER:

FUNDING SOURCE: N/A

COMMISSION ACTION REQUESTED ON: March 5, 2024

PURPOSE:

To request that the Mayor and Commission:

a. Approve the lease agreement shown in **Attachment #1** with Smoker's Den for continued retail use of the property located at 289 College Avenue; and
b. Authorize the Mayor and appropriate staff to execute all necessary documents.

HISTORY:

1. On February 16, 1995, the Unified Government of Athens-Clarke County (ACCGov) entered into a 15-year lease agreement with MBO, Inc., later known as Athens Management Associates, Inc., for the retail space in the then newly completed College Avenue Parking Deck. The retail space was subdivided into three storefronts. The storefront on the corner of College Avenue and E. Washington Street, addressed 289 College Avenue, was then sublet to Modern Age Inc.

2. In October 1997, Modern Age Inc., now operating as Smoker's Den, opened their business at 289 College Avenue following the interior build-out of their space.

3. In February 2010, following the expiration of the lease with Athens Management Associates, Inc., the ACCGov Police Department Downtown Sub-Station and the Downtown Athens

Parking System offices were relocated into two of the storefronts. Smoker's Den remained in the third storefront at 289 College Avenue.

4. From February 2010 to February 2014, Smoker's Den maintained a month-to-month tenancy in good standing with ACCGOV at 289 College Avenue.

5. On February 4, 2014, the Mayor and Commission (M&C) approved a two-year lease agreement with Modern Age, Inc. (doing business as Smoker's Den), with optional one-year renewals for up to three additional years and a monthly rent of $1,500.

6. On March 5, 2019, the M&C approved two-year lease agreement with Modern Age, Inc. (doing business as Smoker's Den), with optional one-year renewals for up to three additional years and a monthly rent of $1,500.

7. On June 2, 2020, the M&C adopted the Unified Leasing Policy. This policy establishes the lease pricing of for-profit entities as either being the fair market rates established by a 3rd party State Certified General Appraiser, or using rates negotiated by the Manager when below market terms are in the best interests of ACCGov's economic and workforce development objectives.

8. On June 6, 2023, the M&C approved the FY24 Annual Operating and Capital Budget. This budget included $235,000 for a comprehensive ACCGov space allocation assessment and minor interim renovations. The RFP for the space allocation assessment will be released before the end of this calendar year.

9. On July 10, 2023, the Central Services Department engaged a 3rd party appraiser (Odom Real Estate Appraisal) to assess the fair market rate for 289 College Avenue.

10. On August 16, 2023, Central Services received the final appraisal of 289 College Avenue, which valued the fair market rent at $22 per square foot per year, which amounts to $1,787.50 monthly or $21,450 per year.

11. On December 5, 2023, the M&C approved the staff recommendation to designate Economic Development, Housing & Community Development, and the Inclusion Office as occupants for the newly renovated Costa Building.

12. On January 2, 2024, Central Services mailed the Smoker's Den to offer a lease renewal for two years at the market rate of $21,450 per year; subject to M&C approval.

13. On January 5, 2024, the Smoker's Den notified Central Services that they would like to pursue a lease renewal for the space at 289 College Avenue.

14. On January 23, 2024, the RFP for the Space Allocation Assessment was released.

15. On February 28, 2024, the lease agreement for 289 College Avenue will expire and the tenant will continue on a month-to-month basis without a lease.

FACTS & ISSUES:

1. Smoker's Den leases from ACCGOV approximately 975 square feet of retail space located in the College Avenue Parking Deck for the purpose of merchandising cigars, cigar cutters, lighters, humidors, and other tobacco related products, accessories, and apparel. This is the only for-profit entity to which ACCGov leases facility space. This lease, which is in good standing, expires February 28, 2024.

2. Smoker's Den has been in business at this location for over 26 years. Entering into a new lease agreement will provide stability for this downtown business while protecting ACCGOV's ownership interests in the property.

3. As stipulated in the Unified Leasing Policy, the lease for 289 College Avenue will increase to the fair market rate of $21,450 per year.

4. ACCGov is encountering severe challenges with facility space allocation as a result of the growth in staffing and delays and costs associated with developing a SPLOST-funded Judicial Center and subsequent renovation of the current Courthouse. Over the past five years, ACCGov has added approximately 91 positions without a corresponding increase in facility space. At this time, remote working and higher than normal vacancy rates are the only factors alleviating ACCGov's space allocation challenges. It is for these reasons that ACCGov is implementing a number of unusual measures to address overcrowding, including:
   a) Splitting offices;
   b) Adding office space to former common areas such as meeting rooms, storage areas, and breakrooms;
   c) Increasing some cubicles and offices to double occupancy;
   d) Temporarily eliminating office space for the Economic Development Department;
   e) Redeploying Old Fire Station #2 for use by ACCGov staff; and,
   f) Designating portions of the Costa Building for use by ACCGov staff.

5. Additional space deficits are anticipated to emerge as ACCGov conducts the comprehensive Space Allocation Assessment in 2024. Because of this uncertainty, staff recommend and the Smoker's Den has agreed to a lease renewal for a two year term, plus an additional few months to bring the lease in line with the ACCGov fiscal year. A two year term has intentionally been recommended so as to align with the timing of the Space Allocation Assessment.

6. The responses to the Space Allocation Assessment RFP are due by February 29, 2024. The Mayor and Commission will be presented with a recommended award at the May 7, 2024 Voting Session. Once the contracting and procurement is completed, the study is anticipated to take 12-18 months to complete. Once the Space Allocation Assessment is completed, ACCGov will have a better understanding of its current and emerging space needs, as well as

strategies to address them. At this time, staff will return to the M&C with recommendations on a lease extension for 289 College Avenue, should the tenant wish to renew the lease.

7. This recommendation supports the following ACCGov Strategic Plan Goal & Strategy:
   - Goal Area 2: Identify and Close Gaps in Partnership with the Community, Strategy E: *Support diverse, innovative, and creative economy.*

OPTIONS:

1. Mayor and Commission:
   a. Approve the lease agreement shown in **Attachment #1** with Smoker's Den for continued retail use of the property located at 289 College Avenue, and
   b. Authorize the Mayor and appropriate staff to execute all necessary documents.
2. Mayor and Commission do not approve the lease agreement with Smoker's Den.
3. Mayor and Commission defined option.

DEPARTMENT RECOMMENDED ACTION: Option #1 a & b

DEPARTMENT: Central Services
Prepared by: Andrew Saunders



Andrew Saunders — 1/23/2024
Central Services Director — Date

ADMINISTRATIVE COMMENTS:

ADMINISTRATIVE RECOMMENDATION:



Manager — February 15, 2024
Date

ATTACHMENTS:
Attachment #1 – Lease Renewal for 289 College Avenue

STATE OF GEORGIA
COUNTY OF ATHENS-CLARKE

LEASE AGREEMENT

THIS LEASE AGREEMENT (hereinafter this "Lease"), made and entered into this _____ day of _____, 2024, between **THE UNIFIED GOVERNMENT OF ATHENS-CLARKE COUNTY, GEORGIA**, a political subdivision of the State of Georgia and a body corporate and politic, hereafter referred to as, "ACCGov" and **MODERN AGE, INC.**, hereafter referred to as "Lessee."

WITNESSETH:

That for and in consideration of the covenants, conditions, and agreements hereafter set forth, ACCGov and the Lessee do hereby agree as follows:

1. Premises. ACCGov does hereby lease to the Lessee certain realty located at 289 College Avenue, Athens, Georgia.

2. Term.
   a. The Initial Term of this Lease shall be from the date of execution through June 30, 2025 (the "Initial Term")
   b. Following the initial term, this Lease may be renewed for one (1) additional one (1) year period (each a "Renewal Term" and collectively the "Renewal Terms") under the same terms and conditions set out in this Lease.
   c. Not less than sixty (60) days prior to the termination date for either the Initial Term or any subsequent Renewal Term, the parties will confer to determine if this Lease is to be renewed and to make supplemental agreement or modification for that purpose, as necessary. If this Lease is not renewed in writing by mutual agreement, the Lease shall expire at the end of the then-current term.
   d. This Lease may be terminated by either party with no cause, by providing ninety (90) days written notice to the other party.
   e. At the termination of this Lease, Lessee shall surrender the Premises in as good a state as they were in at the time of execution of this Lease with normal wear and tear excepted.

3. Rent. The parties here to convent and agree that the Lessee qualified for a reduced rental rate based on three year income projections, and thus the rent for the leased Premises shall consist of One Thousand six hundred fifty ($1,650) per month.

   Rent is due by the 7th of each month. Payments may be made to the ACCGov Finance Department located at 375 Satula Avenue, Athens, GA 30601.

Permitted Use.

a. ACCGov and Lessee agree that said Premises shall be used by the Lessee for the sole purpose of merchandising cigars, cigar cutters, humidors, and other tobacco related products, accessories, and apparel.
b. The Lessee shall not permit to be carried on said Premises any trade or occupation that shall be unlawful or that may constitute a nuisance, and the Lessee shall not permit the performance of any act that will make void or voidable or increase the rate of insurance on said Premises. Failure on behalf of the Lessee to abide by the laws of the State of Georgia and ordinances of Athens-Clarke County shall result in this Lease being voided immediately requiring the Lessee to leave the Premises upon notice by ACCGov.
c. In the event that during the Initial Term or Renewal Terms of this Lease, the Lessee abandons the Premises, ACCGov may take immediate possession of the Premises. The Lessee further agrees to turn over the Premises at the expiration or termination of this Lease free of all claims of lien of every nature whatsoever. The Lessee shall not have the right to assign this Lease or sublet the Premises, except for the use of the property for temporary purposes within the purview of this Lease, such purposes to include functions such as weddings, receptions, and other such similar social functions as well as a meeting place for civic and community groups.

5. Operating Hours. Operating hours for the Lessee shall be Monday-Wednesday (10 am-9 pm), Thursday-Friday (10 am-2:30 am), Saturday (12 pm-2:30 am), and Sunday (1 pm-9 pm). These hours may be subject to change depending on use, demand, and staffing of the facility. The Lessee agrees to notify ACCGov of any permanent changes in regular operating hours.

6. Lessee Insurance Requirements.
   a. The Lessee shall, at its own expense, provide and maintain during the entire performance of this contract, at least the kinds and minimum amounts of insurance specified below. The insurer shall be in good standing within the state of Georgia through the Insurance Commissioner's Office and must be rated "A" or better, with AM Best Company.
   b. The Lessee shall provide to Athens Clarke County a Certificate of Insurance evidencing the required kinds and amounts of insurance. The minimum kinds and amounts of insurance shall be in accordance with the most recent practices set by the ACCGov Safety and Risk Division, as provided in the example below, but subject to the requirements at time of contract execution:
      i. Workers' Compensation – Lessees are required to comply with applicable Federal and Georgia State workers' compensation statutes. Policies covering Workers' Compensation liability shall provide coverage of statutory benefits and employers liability of at least $1,000,000 each accident; at least $1,000,000 each employee for disease and $1,000,000 policy limit for disease.

ii. General Liability - Aggregate $2,000,000.00, each occurrence $1,000,000.00 Damage to Premises $1,000,000.00, Medical expense (any one person) $10,000.00, Personal and Advertising injury $1,000,000.00.

iii. Automobile Liability – Automobile liability insurance shall-be-written on the comprehensive form of policy – Combined single limit of at least $1,000,000 to include Hired Autos and Non-owned Autos. The policy shall provide for bodily injury and property damage liability covering the operation of all automobiles used in connection with this Lease.

iv. Excess/Umbrella Liability - Aggregate $1,000,000.00 Each Occurrence $1,000,000.00. Underlying policies to excess coverage shall be General Liability and Auto. Lessee shall provide proof of underlying policies.

c. Lessee shall provide an additional insured endorsement and a primary and noncontributory endorsement naming The Unified Government of Athens Clarke County. Lessee shall not permit any act to be carried on in said Premises which will void the insurance on the said Premises. Lessee shall, upon execution of this Lease and upon any renewal of any insurance coverage required by this Lease, furnish certificates of insurance to ACCGov. Lessee shall give ACCGov thirty (30) days' advance notice of any material modification, termination, suspension, expiration or relinquishment of such coverage, except when suspension or termination is due to failure to pay a premium, in which case copies of all notices of pending or actual cancellation by the insurer shall be immediately forwarded to ACCGov.

d. The Certificate of Insurance evidencing required insurance shall contain an endorsement to the effect that any cancellation or any material change adversely affecting The Unified Government of Athens Clarke County's interest shall not be effective until 60 days after the insurer or the Lessee gives written notice to the Purchasing Administrator.

e. The Certificate of Insurance shall reference the Lease as evidencing this requirement.

f. The Lessee shall insert the substance of this requirement, including this paragraph, in subcontracts under the contract that require work on The Unified Government of Athens-Clarke County property and shall require subcontractors to provide and maintain a copy of all subcontractors' proofs of required insurance, and shall make copies available to the Purchasing Administrator upon request."

g. The following persons or entities are to be listed on the Lessee's general liability policy of insurance as additional insureds:

i. Unified Government of Athens-Clarke County, Georgia

7. Indemnification.

To the extent allowed by applicable law, the Lessee hereby waives, releases, relinquishes, discharges and agrees to indemnify, protect and save harmless ACCGov, its officers and employees, from any and all claims, demands, liabilities, losses, costs or expenses, including attorneys' fees, for any loss or damage for bodily injury, property damages and attorneys' fees related thereto caused by, growing out of, or otherwise happening in connection with

this Lease, and due to any act or omission on the part of the Lessee, its agents, employees, subcontractors, or others working at the direction or on behalf of the Lessee. Lessee's obligation to indemnify ACCGov shall survive the expiration or termination of this Lease by either Party for any reason.

8. Utilities. Lessee shall be responsible, at Lessee's sole cost and expense, for all costs of electricity, water, sewer, gas, telephone, stormwater, solid waste, security alarm systems, computer networks, and custodial services.

9. Maintenance.
   a. ACCGov shall be responsible, at ACCGov's sole cost and expense, to provide maintenance as described below, using the levels of service and set schedules consistent with other ACCGov facilities. ACCGov is responsible for maintaining:
      i. All structural portions of the Premises, including foundations, walls, and roofs.
      ii. Exterior paint.
      iii. Limited pest control of termites and fire ant and wasp nest/mounds located outside of the structure.
   b. Lessee shall be responsible, at Lessee's sole cost and expense, for:
      i. All maintenance, operational costs, and upkeep of the premises, building and grounds.
      ii. All other pest control services and/or remediation, including, but not limited to, bedbugs, rodents, and other insects.
      iii. Pressure washing.
      iv. Damage resulting from abuse, vandalism, or neglect.
   c. Lessee shall ensure that vendors, guests, invitees, employees, customers, and/or visitors shall be prohibited from damaging the Premises, Lessee shall be responsible for all necessary repairs within ten (10) days unless additional time is granted at the sole discretion of ACCGov.
   d. Facility modifications by the Lessee are only allowed with the prior authorization by ACCGov, at its sole discretion. Any interior modification must be minimal and in keeping with the original design, including wall penetrations for hanging pictures or mounting historical objects. Lessee accepts sole responsibility for these costs. Lessee shall ensure that all contracts with third parties will inform said third parties that adhesive contact paper and wallpaper are not to be used on walls, cabinets, or other surfaces. Any modifications or improvements integrated into the building (carpeting, wallpaper, historic fixtures, etc.) shall transfer ownership to ACCGov at the end of this Lease. This provision does not pertain to furniture provided by the Lessee.
   e. Lessee agrees to report any structural damage to the Central Services Department, Facilities Management Division, immediately upon finding the damage.
   f. ACCGov agrees that if the Premises should be destroyed by fire or other casualty or damaged so as to become untenable, Lessee's duties under this Lease shall cease unless or until the Premises are restored to tenantable conditions. Lessee acknowledges that

ACCGov has no duty to rebuild the Premises, to make other facilities available to Lessee, or to make any division or distribution of any portion of the insurance proceeds available to Lessee.

10. Americans with Disabilities Act.
    a. ACCGov shall be responsible for compliance with the Americans with Disabilities Act ("ADA") by providing for **exterior** access to the Premises.
    b. Except as noted above, the Lessee shall be responsible for all areas of compliance with the ADA **inside** the Premises, including making all of Lessee's programs and/or services accessible to the hearing and sight impaired.

11. Noise. Lessee shall comply with ACCGov's local noise ordinance.
    a. Failure to do so, as demonstrated by the issuance of a written warning by a law enforcement officer or code enforcement officer, will result in a fine of $1,000 being due from the Lessee.
    b. Failure to do so, as demonstrated by the issuance of a citation by a law enforcement officer or code enforcement officer, may result in immediate termination of the Lease Agreement.

12. Notice to Parties.
    All notices required or permitted to be given under this Lease shall be in writing and deemed given when either (a) hand delivered by the sender and properly address to the attention of the responsible person of the receiving Party as listed below; (b) deposited in the United States mail, properly addressed, with sufficient postage affixed, via first class mail, return receipt requested; or, (c) mailed via Federal Express, UPS, or similar national overnight courier service with delivery charges prepaid. All notices shall be addressed as follows:

ACCGov	Lessee
Central Services Department ATTN: Andrew Saunders P.O. Box 1868 Athens, Georgia 30603-1868 andrew.saunders@accgov.com	Modern Age, Inc. (dba Smoker's Den) ATTN: Peter Thorne 289 College Avenue Athens, Georgia 30601 modernagetobacco@gmail.com

With a copy to:
Unified Government of Athens-Clarke County
ATTN: Blaine Williams
301 College Avenue, Suite 303
Athens, Georgia 30601
blaine.williams@accgov.com

13. Discrimination.
Lessee agrees that it will not discriminate against any employee, ACCGov employee, applicant, customer, or any other person based on race, color, sex, sexual orientation, gender identity, religion, national origin, citizenship, age, disability, or pregnancy. Lessee agrees to abide by and be bound by Chapter 6-21 of the Code of Athens-Clarke County, Georgia, regarding Unlawful Discrimination and agrees to ensure that any and all subcontractors operating pursuant to this Agreement also agree to abide by and be bound by Chapter 6-21 of the Code of Athens-Clarke County, Georgia.

14. Special Stipulations. Lessee understands and agrees that:
   a. Pets will not be permitted inside the facility, excepting service animals otherwise legally allowed.
   b. Lessee will follow the requirements of the Athens-Clarke County Solid Waste Program, including all associated policies and ordinances.
   c. Interior space heaters and/or any other kind of portable electric heaters are not permitted.
   d. Wipes, including "flushable wipes," are not permitted in the bathrooms. Costs of sewer repairs caused by flushing these items may be passed on to Lessee.
   e. Paper towels, feminine products, toilet cleaning wand tops, and other like products are not to be flushed down toilets even if the manufacturer claims they are flushable. These products shall be disposed of in a trashcan only. Costs of sewer repairs caused by the flushing of these items may be passed on to Lessee.
   f. Lessee shall place signs near all sinks and toilets identifying what items can be sent through the plumbing system.
   g. No illegal drugs or weapons shall be allowed on Premises;
   h. Lessee shall place signs in or on recycling receptacles identifying which items may be recycled.
   i. Lessee shall report insect infestations to ACCGov immediately as roaches, bed bugs, and other insects can quickly multiply and spread to other rooms or parts of the facility.
   j. Lessee shall implement other security measures as directed by ACCGov.

15. Additional Provisions.
   a. TERMINATION WITHOUT CAUSE: ACCGov reserves the right to terminate the contract at any time without cause, in whole or in part, by providing a written notice to Lessee at least ninety (90) advance written notice. The Lessee will not be relieved of any outstanding responsibilities or unfinished obligations under this Lease that were incurred prior to termination.
   b. FAILURE TO PERFORM: Should the Lessee fail to perform properly the covenants as herein agreed, or should Lessee sublet said Premises without written consent of ACCGov, or assign this Lease in violation of this Lease, or otherwise violate any of the terms of this Lease, then ACCGov may, at its option, terminate this Lease, cancel the same, and take

immediate possession of Premises, without waiving any rights that may have accrued at the time of the cancellations, or any claim for damages for breach of this Lease on the part of the Lessee.

c. REPORTING DISPUTES: Lessee will report any contract disputes and/or problems to the Director, both verbally and in writing, within forty-eight (48) hours of their occurrence.
d. INDEPENDENT CONTRACTOR: Lessee will not be an employee of ACCGov, but shall be an independent contractor. Nothing in this Lease shall be construed as authority for Lessee to make commitments that shall bind ACCGov or to otherwise act on behalf of the ACCGov, except as ACCGov may expressly authorize in writing.
e. SAFETY: Lessee shall ensure that visitors, contractors, and staff are limited in their respective access to the Premises so as not to pose a security or safety risk. Any use or occupancy of the Premises must be in constant compliance with calculated fire assembly loads. Lessee shall take every precaution at all times for the protection of persons and property, including ACCGov's employees and property and its own. The Lessee shall be responsible for initiating, maintaining, and supervising all safety precautions and programs in connection with this Lease.
f. RIGHT TO INSPECTION: ACCGov retains the right to inspect the Premises and grounds at any time to determine that all the covenants of this Lease are being complied with, and further shall receive prior notice of any structural changes, improvements, or modifications planned by Lessee, and shall have the right of approval and disapproval of any such changes. ACCGov shall review any and all plans for any structural changes, modifications, or improvements, and shall have the right to perform periodic inspections to ensure compliance with all applicable building codes. To assist ACCGov in determining Lessee's compliance with the terms of this Lease, Lessee agrees to submit such reasonable reports to ACCGov of renovations and repairs made, structural changes made, and other data reasonably requested by ACCGov. The Lessee agrees that Premises will be kept and will remain in well-maintained condition throughout this Lease period and upon the surrender of the Premises to ACCGov upon the expiration or termination of this Lease.
g. TITLE: Notwithstanding anything to the contrary herein, this Lease shall not create or vest any estate or title in the Lease to the Premises, and the relationship created hereby is that of landlord and tenant. The rights and remedies of the parties, except otherwise stated, shall be governed by the laws of the State of Georgia.
h. ENTIRE AGREEMENT: This written Lease constitutes the entire and exclusive agreement of the parties hereto and any and all negotiations, representations, promises, covenants, and warranties made by any party prior to or contemporaneous with the signing hereof is merged and is unenforceable unless expressly set forth herein above. AMENDMENTS: This Lease may not be modified or amended except by mutual agreement in writing signed by the Parties hereto. Any modification or amendment hereof, to be effective must be reduced to writing and executed by all parties with the same degree of formality as this writing.
i. VENUE & JURISDICTION: This Lease shall be governed by the laws of the State of Georgia. The proper venue for any disputes arising under this Lease shall be the Superior Court of

Athens-Clarke County, Georgia, or if federal jurisdiction is applicable, the United States District Court for the Middle District of Georgia, Athens Division.

IN WITNESS WHEREOF, the parties have executed this lease agreement on the day and year first above written.

ACCGOV
THE UNIFIED GOVERNMENT OF COUNTY, GEORGIA

By: _____
Kelly Girtz, Mayor

Attest: _____
Clerk of Commission (SEAL)

LESSEE
MODERN AGE, INC (dba SMOKER's DEN)

By: _____
Signature

Title: _____

Printed Name: _____

_____
Attest

Printed Name: _____
Title: Corporate Secretary

THE UNIFIED GOVERNMENT OF ATHENS-CLARKE COUNTY
COMMISSION AGENDA ITEM

SUBJECT: Athens Justice & Memory Project's Down Payment Assistance Program

DATE: January 31, 2024

EXECUTIVE SUMMARY:

Staff is implementing affordable housing recommendations made by the Athens Justice & Memory Project to the Mayor and Commission. Down payment assistance is a key strategy identified in the Affordable Housing Investment Strategy and will support prospective homebuyers. Staff recommends an award of $718,400 to First American Bank & Trust to implement their HOME (Helping Overcome Mortgage Encumbrance) Down Payment Assistance Program. Funding recommendations follow a competitive RFP process, including review of four applications received.

BUDGET INFORMATION:

REVENUES:	$ 1,250,000	ARPA Allocation for Athens Justice & Memory Project (AJMP) Affordable Housing Preservation Activities
	$ 531,600	Awarded to Historic Athens (formerly Athens-Clarke County Heritage Foundation) for their "Equitable Home Preservation Initiative" to preserve historic homes for low-income homeowners through comprehensive weatherization and climate-conscious rehabilitation.
	$ 718,400	Remaining Athens Justice & Memory Project's Affordable Housing Preservation Funds Remaining.
EXPENSES:	$ 718,400	Proposed award to First American Bank & Trust for their HOME (Helping Overcome Mortgage Encumbrance) Down Payment Assistance Program that is designed to support prospective homeowners who face financial barriers.
	$ 0	Total Athens Justice & Memory Project's Affordable Housing Preservation Funds Remaining.

FUNDING SOURCE: American Rescue Plan Act (ARPA) State and Local Fiscal Recovery Funds

COMMISSION ACTION REQUESTED ON: March 5, 2024

To request that the Mayor and Commission:

a. Approve staff's recommendation to award $718,400 in ARPA AJMP funding to First American Bank & Trust to implement their HOME (Helping Overcome Mortgage Encumbrance) Down Payment Assistance Program that is designed to support prospective homeowners who face financial barriers (**Attachment #1)**; and

b. Authorize the Mayor and appropriate ACCGov staff to execute all related documents.

HISTORY:

1. On January 30, 2020, the World Health Organization declared the outbreak a Public Health Emergency of International Concern.

2. On June 9, 2020, Mayor Girtz drafted the charge for an Athens Justice and Memory Project: Linnentown.

3. On June 25, 2020, the Athens Justice and Memory Project (AJMP) was appointed by Mayor Girtz. The members appointed to this advisory board were:

   - Hattie Thomas Whitehead (Linnentown community member);
   - Bobby Crook (Linnentown community member);
   - Geneva Johnson Blasingame (Linnentown community member);
   - Freddie Brown Jackson (Linnentown community member);
   - Christine Davis Johnson (Linnentown community member);
   - Dr. Jennifer Rice;
   - Charlene Marsh;
   - Commissioner Mike Hamby; and
   - Commissioner Mariah Parker

4. On September 2, 2020, the first public meeting of the AJMP was held virtually.

5. On February 2, 2021, Mayor Kelly Girtz signed a proclamation with an apology in recognition of Athenians displaced by urban renewal projects.

6. On February 16, 2021, the M&C unanimously approved a resolution in support of recognition and redress for Linnentown, its descendants, and Athens-Clarke County Black communities harmed by urban renewal. One of the most important details within the resolution is the following:

   Direct the Linnentown Justice and Memory Committee to determine the total amount of intergenerational wealth lost to urban renewal and, under the Committee's advisement, shall, for as long as the Committee exists under its charge, make annual budgetary recommendations to the Mayor and Commission for operational and capital projects to provide equitable redress, including but not limited to affordable housing, economic development, telecommunication services, public transportation, and public art as redress for past harms caused by urban renewal and to foster future reinvestment in historically underfunded and impoverished neighborhoods in Athens-Clarke County.

7. On February 22, 2021, the AJMP gathered outside of City Hall to hear the reading of a Linnentown proclamation by Mayor Kelly Girtz, as well as hear from other speakers of the AJMP Committee and first descendants of the Linnentown Project.

8. On March 11, 2021, the American Rescue Plan Act of 2021 (ARPA) was signed into law. The $1.9 trillion package is intended to combat the COVID-19 pandemic by stabilizing state and local government operations, households, and small businesses.

9. In mid-March 2021, ACCGov was granted $57.6 million of ARPA Coronavirus State and Local Fiscal Recovery Funds (CSLFRF) funding to allocate across defined categories by virtue of being both a city and a county.

10. On January 6, 2022, the Department of the Treasury released the Final Guidance for ARPA SLRF.

11. On March 1, 2022, the Mayor and Commission approved a budget allocating ARPA State and Local Recovery Funds to various programs including a budget of $11,000,000 for Affordable Housing. This action included a strategic planning process, followed by an RFP, and the associated timeline. The M&C also designated the existing Georgia Initiative for Community Housing (GICH) Committee as the advisory committee for the affordable housing allocation.

12. On April 15, 2022, ACCGov released a Request for Proposals (RFP) for the Housing Affordability Investment Strategy. This plan will serve as the strategic plan that will inform future investments to promote affordable housing.

13. On April 20, 2022, Dr. Jerry Shannon presented an overview of a research report related to the assessment of financial losses of urban renewal in Linnentown to the AJMP at their regularly scheduled meeting.

14. On August 2, 2022, M&C approved HR&A Advisors to develop the Housing Affordability Investment Strategy.

15. On October 11, 2022, at a regularly scheduled M&C work session, Dr. Jerry Shannon presented an overview of the research report on the assessment of financial losses of urban renewal in Linnentown. Hattie Whitehead, Chair of the AJMP, also shared a presentation related to the economic loss recommendations from the AJMP.

16. On October 26, 2022, the AJMP voted unanimously to accept the economic losses report prepared by Dr. Jerry Shannon and to formally recommend to the Mayor and Commission:

    - $1.25M be allocated to affordable housing preservation via home rehabilitation and down payment assistance; and
    - $1.25M be allocated for the buildout of the Athens-Clarke County Center for Racial Justice and Black Futures.

17. On December 6, 2022 the M&C accepted by unanimous vote the recommendation from the AJMP to designate $1.25M to affordable housing preservation via home repairs and down payment assistance. The M&C directed staff to draw from the ARPA contingency fund and group with the existing ARPA Affordable Housing bucket.

18. On December 13, 2022, the M&C approved a substitute motion to partially fund six Phase I Affordable Housing Projects for a total of $6.1M, using the remaining $5M from the Affordable Housing bucket, plus $1M from the ARPA Contingency fund.

19. During the March 16, 2023 AJMP committee meeting, staff presented a timeline for the Preservation of Affordable Housing activities. Committee members highlighted the importance of these activities to benefit lower-income residents.

20. During the April 20, 2023 AJMP committee meeting, staff presented the Preservation of Affordable Housing RFP Concept. Committee was supportive of the concept and provided some recommendations (e.g., requiring recipients to conduct community outreach to ensure eligible residents were aware of funding)**.**

21. On June 6, 2023, the M&C voted to approve the RFP concept for affordable housing preservation based on recommendations made by the Athens Justice & Memory Project.

22. On June 12, 2023, staff released an RFP for ARPA AJMP Preservation of Affordable Housing Projects focused on homeowner-occupied repair and rehabilitation projects and/or down payment assistance programs.

23. Between June 12, 2023 and August 11, 2023, ACCGov staff offered TA assistance including a webinar on June 29, 2023 outlining key RFP elements for potential subrecipients.

24. On August 16, 2023, staff released an Addendum to the RFP to provide updates to the insurance and liability requirements for subrecipients of this RFP.

25. On September 1, 2023 at 4:00 p.m., the RFP closed. Staff received only one proposal from Historic Athens requesting $602,000 in ARPA AJMP Affordable Housing funding for a new home rehabilitation program named “Equitable Home Preservation Initiative”.

26. Between September 4-26, 2023, the RFP review team reviewed and evaluated the single proposal received. During a review meeting on September 22, 2022, staff identified areas of the proposal that required clarification before being able to finalize funding recommendations.

27. On September 25, 2023, staff emailed Historic Athens a request to clarify details pertaining to their proposed budget, staffing plan and timeline.

28. On September 29, 2023, Historic Athens provided the information requested by staff (History #27) and the revised budget received reduced the request to $531,400.

29. On October 2, 2023, the RFP review team reconvened to review the additional information provided by Historic Athens (History #28).

30. On November 7, 2023, the M&C voted to approve staff recommendation to award $531,600 to the Athens-Clarke Heritage Foundation (dba Historic Athens) for their Equitable Home

Preservation Initiative. The M&C also voted to approve staff recommendation to re-release and RFP for down payment assistance.

31. On December 4, 2023, staff re-released the RFP for Athens Justice & Memory Project Preservation of Affordable Housing Projects via Down Payment Assistance.

32. Between December 11, 2023 and January 5, 2024, ACCGov staff offered TA assistance including a webinar on December 11, 2023 outlining key RFP elements for potential subrecipients.

33. On January 9, 2024, staff released an Addendum to the RFP to provide clarifications on common questions received and answered during technical assistance period.

34. On January 16, 2024 at 11:00 a.m., the RFP closed. Staff received four proposals from: East Athens Development Corporation, Evergreen Investment Realty Group, First American Bank, and Nedra Sells in partnership with About Face International. Each organization requested the maximum available $718,400 in ARPA AJMP Affordable Housing funding for a down payment assistance program.

35. Between January 17-31, 2024, the RFP review team comprised of staff from HCD, GIO and the Inclusion Office reviewed and evaluated the proposals received. During a review meeting on January 29, 2024 the team discussed the strengths and weaknesses of each proposal to finalize its recommendation to award First American Bank & Trust for their HOME (Helping Overcome Mortgage Encumbrance) Down Payment Assistance Program that is designed to support prospective homeowners who face financial barriers.

36. On February 6, 2024, the contract between ACCGov and Historic Athens for their Equitable Home Preservation Initiative was fully executed.

FACTS & ISSUES:

1. There are four general eligible uses for SLFRF funds by cities and counties:
    a. Replace lost public sector revenue, using this funding to provide government services up to the amount of revenue lost due to the pandemic;
    b. Respond to the far-reaching public health and negative economic impacts of the pandemic by supporting the health of communities and helping households, small businesses, impacted industries, nonprofits, and the public sector recover from economic impacts;
    c. Provide premium pay for essential workers;
    d. Invest in water, sewer, and broadband infrastructure, making necessary investments to improve access to clean drinking water, to support vital wastewater and stormwater infrastructure, and to expand affordable access to broadband internet; and
    e. SLFRF funds may be used for administration of SLFRF programs and projects including costs to support effective management and oversight, compliance with legal and regulatory requirements, and accounting and reporting of SLFRF funds.

2. The U.S. Treasury Department requires that ARPA SLRF funds be obligated by December 31, 2024, and spent by December 31, 2026.

3. The M&C were presented with staff recommendations on how to allocate the remainder of the SLRF. At the March 1, 2022 voting meeting, the M&C approved a Commission-Defined Option to allocate funds differently than was initially proposed (History #11). A summary of proposed, final, and current allocations is as follows:

Category	**Proposed Allocation**	**Final M&C Allocation**	**Current Allocation as of 12/31/23** (inc. additional projects approved after initial allocation)
Revenue Replacement/Budget Balancing	$11.0M	$3.4M	$4.4M
Youth Development	$5.6M	$7.0M	$7.5M
Affordable Housing	$5.6M	$11.0M	$15.0M
Homelessness	$5.6M	$5.0M	$10.1M
Business and Workforce Development	$5.6M	$4.0M	$3.8M
Behavioral Health	$0M	$4.0M	$4.0M
Non-Profit Capacity Building	$0M	$250K	$250k
Future Needs/Contingency	$5.6M	$4.6M	$5K
All Others			$10.2M
Administration	$0.9M	$0.9M	$2.4M
Total	**$39.9M**	**39.9M**	**$57.6M**

4. Due to the long lead time required for affordable housing construction and due to funding shortfalls in the North Downtown Athens Redevelopment Project, all other funds in the ARPA Affordable Housing Bucket have been allocated. Projects currently funded by this bucket are:
   a. Phase 1 Affordable Housing Projects ($6.1M)
      i. New construction of affordable housing – 3 projects
      ii. Repair and weatherization of home-owner occupied units – 3 projects
   b. North Downtown Athens Redevelopment Project ($7.5M)
   c. Housing Affordability Investment Strategy Consultant ($161k)

5. The Attorney's Office engaged a third-party consultant to assist with the interpretation of how ACCGov can use State and Local Fiscal Recovery Funds (SLFRF) or otherwise referred to as ARPA funding. Specifically, the third-party consultant has weighed-in on how ACCGov may provide funding as it relates to this topic. The consultant has advised the following:

   "SLFRF funds may be used to finance programs, services or capital expenditures that assist communities or classes of individuals in addressing the impacts they experienced due to COVID-19. While these communities or individuals may have suffered discrimination in housing policies and practices in the past, that history of discrimination, by itself, does not clear the SLFRF eligibility threshold. It is those communities or individuals demonstrated

COVID-19 related impacts that justifies using SLFRF funds to provide necessary assistance."

"SLFRF funds cannot be used to pay any debt moral or otherwise (judgements, etc.)."

6. Pursuant to federal guidelines any program would have to be available to all citizens—regardless of race or whether they were descendants of former Linnentown residents—that meet the established eligibility criteria required to obtain "long-term housing security" assistance

7. Federal guidelines do allow for the prioritization of eligible applicants that are part of underserved populations. The U.S. Department of the Treasury defines this as: "populations sharing a particular characteristic, as well as geographic communities, that have been have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life (31 CFR Part 35)."

8. As part of the Affordable Housing Investment Plan, HR&A Advisors identified the following as key challenges faced by residents trying to access and sustain homeownership:
   a. ACC's homeownership has decreased over the last 5 years (17% less than state- and nation-wide rates);
   b. There is inequitable access to mortgages, particularly among local Black/African-American households,
   c. Nearly half of Athens' low-income homeowners pay more than 30% of their income on housing costs and are thus vulnerable to rising maintenance costs and property taxes; and
   d. There are not enough good quality move-in ready homes.

9. As part of the list of potential strategies to address ACC's affordable housing challenges, HR&A suggested both down payment assistance and owner-occupied repair/rehabilitation programs as tools to support current and prospective low- and moderate-income homeowners.

10. The RFP for AJMP Preservation of Affordable Housing Projects aimed to preserve affordable housing via home repairs and down payment assistance and was aligned to help address findings from the Affordable Housing Investment Plan. It also builds upon existing ARPA-funded affordable housing projects, and other local programs currently funded through CDBG and HOME.

11. The original RFP for AJMP down payment assistance funding did not receive a single proposal. At the time, staff believed that an absence of DPA applications was a reflection of lack of local non-profit capacity to apply and/or implement DPA programs that are larger

than what they are currently implementing. There were no specific mentions of insurance/liability requirements being a barrier to apply to DPA portion of the RFP.

12. To help ensure enough quality applications were submitted for the AJMP down payment assistance funding, HCD and ARPA staff implemented the following for the re-release of the RFP:
    a. Only non-profits were eligible for the original DPA RFP. The eligibility requirements on the re-release DPA RFP would be expanded to include for-profit entities with a non-profit partner/collaborator.
    b. Staff also enhanced outreach efforts to potentially eligible entities, including:
        - Emailing RFP to HCD's expansive ListServ of local nonprofits
        - Posting RFP on the HCD and ARPA websites, as well as the ACCGov bids page
        - Hosting a webinar to explain RFP details, answer questions for interested parties
        - Offering technical assistance for 4 weeks leading up to the RFP due date
        - Individual outreach to key local entities to ensure they're aware of RFP
        - Leveraging relationships with Athens Chamber of Commerce, the Black Chamber of Commerce, and other such groups to disseminate RFP details with their member
        - Continuing to communicate with the Athens Justice & Memory Project team to share the RFP within their network (including churches, businesses, etc.) and to identify additional outreach strategies and use their network to share upcoming RFP opportunities.
    c. Staff also provided ample technical assistance to interested for-profit and non-profit entities between December 11, 2024 and January 5, 2024, via:
        - Webinar on December 11, 2024, which was open to all interested parties, recorded and posted on ACCGov websites;
        - Phone calls, virtual and in-person meetings with parties who had clarifying questions related to the RFP.
        - Release of an Addendum to the RFP to provide clarifications on common questions received and answered during technical assistance period (January 9. 2024).

13. Of the four proposals received, staff recommends fully funding the proposal submitted by First American Bank & Trust (FABT) with $718,400 of ARPA AJMP funding. In an effort to maximize impact of available down payment assistance funds, staff recommends only funding one agency (vs. splitting the award among various applicants).

14. FABT proposes creating a new program titled HOME (Helping Overcome Mortgage Encumbrance) Down Payment Assistance Program. It is designed to support enable more low to moderate income individuals and families, to become homeowners, thus fostering community stability and promoting economic diversity.

15. Through this program, FABT will offer up to $25,000 in down payment assistance (or 10% of home sale price, whichever is lowest) to at least 35 qualified new homeowners. This is assuming the average home price is $250,000 during the proposed program period beginning first quarter of CY 2024 (pending length of contracting process) through December 2026.
    a. The down payment assistance will be offered via 0% interest second or third mortgage loans. These loans will be structured to be repayable (on a prorated basis) if the homebuyer sells the home within 20 years, with funds redirected to a new homebuyer at that time.
    b. FABT will allow and encourage layering with other sources of down payment assistance, such as the Department of Community Affairs Georgia Dream program (in fact, FABT is already an approved lender with the DCA), the Federal Home Loan Bank's down payment assistance program, etc. The Bank believes layering may be needed to broaden the pool of qualified buyers based upon the relatively high median home value in Athens ($304,397 according to Zillow.com).
    c. FABT will use a note and security deed to document the Down Payment Assistance, and will enter these loans into its loan servicing system for a required period of 20 years. The bank will be able to send out periodic statements informing client of where they stand in the 20-year forgiveness spectrum.
    d. Pending a couple of months of receiving applications, FABT believes the down payment % may need to be increased to accommodate a more realistic value of homes that will be available to purchase. Staff agrees with this possibility, and will work with Attorney's Office to ensure the contract language is adequate.

16. FABT's Helping Overcome Mortgage Encumbrance Down Payment Assistance Program will partner with the Athens Land Trust to offer the required HUD-certified homeowner education as part of the application process. FABT has set aside $10,000 of the requested ARPA budget toward this purpose and have pledge to contribute an additional $6,500 of cash or in-kind support toward this line item.

17. FABT will work directly with community stakeholders—including the Athens Justice and Memory Committee—to strategically target "underserved populations, including those with a maximum of 80% AMI in Qualified Census Tracts (QCT) or a maximum of 65% AMI outside of QCTs." However, they have asked flexibility with the AMI limits within QCTs should there not be enough qualified applicants that submit applications for the program within the first few months. Staff agrees with this request, and will work with Attorney's Office to ensure the contract language is adequate.

18. Because First American Bank & Trust is already a full-service mortgage lender, applicants seeking the AJMP down payment assistance will be able to make one application that they will use to approve the borrower for their primary mortgage, the AJMP down payment

assistance and any other down payment assistance they are able to provide. FABT shared that once the resident completes the Homebuyer Education course and has a house under contract, they can typically close a loan in less than 30 days. Highlights of the application process include:

a. All interested applicants will be asked to complete a HUD certified home buyers education program with the Athens Land Trust. During the process, the clients will document their two-year income history, a two-month asset history, and a soft credit report will be pulled. Athens Land Trust will help educate interested applicants, validate AMI income requirements, and continue counseling for individuals who may not be eligible for ARPA AJMP assistance at that time.
b. After completing the counseling, FABT Loan officers will meet with and/or communicate with the applicants to determine their housing budget and prequalify the applicants who meet the income and credit requirements of the primary mortgage. FABT will also identify additional DPA programs, provide a short least of qualified Realtors (if homebuyer does not have one yet).
c. FABT mortgage processors will gather any additional documentation needed to underwrite and approve the loan requests and will engage with their selected appraiser and real estate law partners to order appraisals and title reports needed to finalize credit approvals once eligible applicants have a home under contract, and they have cleared their initial contract due diligence (home inspection, etc.)
d. Once the loans are fully approved, FABT will request from ACCGov the AJMP funds as well as any other down payment assistance funds available and schedule the purchase loan closing.

19. Of the four proposals received, FABT allotted the most funding toward direct down payment assistance (98.6%) and will provide at least $29,9000 of in-kind support toward the program (e.g., credit reports, education, marketing/outreach costs, and administration of program). Their budget proposal is:

Item	ARPA $ Request	Non-ARPA Support	Cash or In-Kind	Total	Notes from Proposal
Direct Program Costs (99.99% of ARPA request)					
Credit Reports	$1		$7,400	$7,401	74 x $100.00 (74 apps/37 loans @$200K)
Education	$10,000		$6,500	$16,500	Awarded funds for ALT, as non-profit partner for the education. 140 total participants (33+ 2hr classes) x $250

Marketing/Outreach			$3,000	$3,000	
Down Payment Assistance	$708,398			$708,398	
Indirect Program Costs (<.01% of ARPA Request)					
Administration	$1		$13,000	$13,001	UW = 185 x 1 hr x $48/hr + Ongoing Admin = $50/hr x 4hrs x 21 months
TOTAL	**$718,400**		**$29,900**	**$748,300**	

20. In addition to their response to the ARPA AJMP down payment assistance RFP, FABT also submitted a separate but related "Proposal for Bank Balance of Down Payment Funds" that would leverage the awarded funds to *also* support their existing H.O.P.E. Loans (Harnessing Opportunities for Paydown Empowerment) program in partnership with The Ark (**Attachment #2**). Specifically, they are proposing to:
    a. Have ACCGov deposit the entirety of the awarded funds ($718,400) in a dedicated bank account at FABT, from which FABT would withdraw the necessary funding to provide the down payment assistance described in their base proposal (Fact & Issues #14-19).
    b. Instead of paying ACCGov interest on the funds, FABT proposes using the "rate" paid on those funds (3% annualized) to contribute to the H.O.P.E. loans program. Per p. 2 of **Attachment #2**, this would result in a cumulative contribution of at approximately $26,565 by December 31, 2024.
    c. FABT would provide the necessary reporting to ACCGov to track the use of the "contribution" to the H.O.P.E. program.

21. HCD staff determined that FABT's "add-on" proposal (described in Fact & Issue #20) would necessitate an advance payment of ARPA funds that exceeds the actual, immediate cash requirements for the bank to implement the down payment assistance program. HCD staff does *not* recommend M&C to approve this "add-on" proposal given that such a request is not allowable per 2 CFR 200.305(b)(1): "Advance payments to a non-Federal entity must be limited to the minimum amounts needed and be timed to be in accordance with the actual, immediate cash requirements of the non-Federal entity in carrying out the purpose of the approved program or project. The timing and amount of advance payments must be as close as is administratively feasible to the actual disbursements by the non-Federal entity for direct program or project costs and the proportionate share of any allowable indirect costs."

22. First American Bank & Trust has experience in achieving projects of a similar nature by partnering with the JDA of Athens-Clarke County to provide operational support in the form of loan servicing and reporting for the Revolving Loan Fund that was created during COVID

to provide low interest loans to local businesses in need. Additionally, the Bank has consistently worked with Athens Land Trust to provide permanent financing to individuals/families in affordable housing. First American has also partnered with a local non-profit (The Ark - Commonwealth Athens) to provide H.O.P.E. Loans (Harnessing Opportunities for Paydown Empowerment) for individuals that are in high interest loans (title and payday) in order to refinance into affordable, low interest loans. Part of the program is for the applicants to go through basic financial literacy training.

23. Additionally, FABT is currently in the process of applying to be designated as a Community Development Financial Institution (CDFI) via the US Department of Treasury. If successful, the Bank will have access to federal funding to support programs similar to this down payment assistance program.

24. This recommendation meets the following ACCGov Strategic Plan Goals, Strategies, and/or initiatives:
    a. Strategy 1A, Initiative 1: Continue supporting the Athens Justice and Memory Project
    b. Strategy 4A: Support home ownership by increasing opportunities for low income and middle-income people to own a home and help people retain and remain in homes.
    c. Strategy 4E: Improve equitable housing opportunities in identified disinvested or underinvested areas.

    It is also aligned with the Affordable Housing Investment Strategy (AHIS) accepted by M&C on October 3, 2023:
    a. Recommendation 3: Expand Access to Homeownership and Support Existing Homeowners

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OPTIONS:

1. Mayor and Commission:
    a. Approve staff's recommendation to award $718,400 in ARPA AJMP funding to First American Bank & Trust to implement their HOME (Helping Overcome Mortgage Encumbrance) Down Payment Assistance Program that is designed to support prospective homeowners who face financial barriers. (Attachment #1);

    b. Authorize the Mayor and appropriate ACCGov staff to execute all related documents.

2. Mayor and Commission:
    a. Do not approve the ARPA-funded Athens Justice & Memory Project Preservation of Affordable Housing via down payment assistance as proposed;

3. Mayor and Commission defined option.

DEPARTMENT RECOMMENDED ACTION: Option #1 a & b

DEPARTMENT: Housing & Community Development
Prepared by: Alejandra Calva (HCD) and Cameron McGlothen (IO)

Roderick Wallace

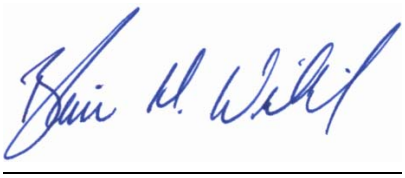
1/31/2024

Roderick Wallace
HCD Director

Date

ADMINISTRATIVE COMMENTS:

ADMINISTRATIVE RECOMMENDATION:



February 14, 2024

Manager

Date:

ATTACHMENTS:

Attachment #1 – ARPA AJMP Affordable Housing Preservation Down Payment Assistance Proposal Summaries
Attachment #2 – First American Bank & Trust "Add-on" Proposal related to H.O.P.E. Program

Attachment #1

Athens-Clarke County Housing & Community Development Department
Athens Justice & Memory Project Preservation of Affordable Housing Projects

AJMP Preservation of Affordable Housing Projects Budget: $1,250,000
Award to Historic Athens for homeowner occupied rehabilitation program (11/7/23) ... $ 531,600
Remaining AJMP Preservation of Affordable Housing Projects Budget: ..... $ 718,400

I. Recommended Activities:

1. First American bank & Trust ..... $ 718,400
   The HOME (Helping Overcome Mortgage Encumbrance) Down Payment Assistance Program is the organizations commitment support prospective homeowners who face financial barriers in accumulating the necessary down payment to purchase their first home.

Remaining AJMP Preservation of Affordable Housing Projects Budget: ..... $ 0

Summary of Recommended Proposal

Agency Name: First American Bank & Trust	**Evaluation Score:** 83.8 (out of 140)
ARPA Funding Requested: $718,400	**Funding Recommendation:** $718,400 (100% available)

First American Bank & Trust (FABT) proposes to create a new program titled HOME (Helping Overcome Mortgage Encumbrance) Down Payment Assistance Program. The project's primary objective is to enable more low to moderate income individuals and families, to become homeowners, thus fostering community stability and promoting economic diversity. FABT will work directly with community stakeholders to strategically target "underserved populations, including those with a maximum of 80% AMI in Qualified Census Tracts (QCT) or a maximum of 65% AMI outside of QCTs".

Specifically, FABT proposes to:

- Provide up to $25,000 in down payment assistance (or 10% of home sale price, whichever is lowest) to at least 35 qualified new homeowners (assuming the average home price is $250,000 during the proposed program period through December 2026). These will be 0% interest second or third mortgage loans structured to be repayable (on a prorated basis) if the homebuyer sells the home within 20 years, with funds redirected to a new homebuyer at the time.
    - FABT will allow and encourage layering with other sources of down payment assistance, such as the Department of Community Affairs Georgia Dream program (in fact, FABT is already an approved lender with the DCA), the Federal Home Loan Bank's down payment assistance program, etc.
- Partner with the Athens Land Trust to offer the required HUD-certified homeowner education as part of the application process.

First American Bank & Trust has experience in achieving projects of a similar nature by partnering with the JDA of Athens-Clarke County to provide operational support in the form of loan servicing and reporting for the Revolving Loan Fund that was created during COVID to provide low interest loans to local businesses in need. Additionally, the Bank has consistently worked with Athens Land Trust to provide permanent financing to individuals/families in affordable housing. First American has also

teamed up with a local non-profit (The Ark - Commonwealth Athens) to provide H.O.P.E. Loans (Harnessing Opportunities for Paydown Empowerment) for individuals that are in high interest loans (title and payday) in order to refinance into affordable, low interest loans. Part of the H.O.P.E. program is for the applicants to go through basic financial literacy training.

Staff recommends funding this proposal because: (a) as a financial institution, FABT has the knowledge, experience and capacity to manage a down payment program; (b) as a long-time partner with Athens Land Trust and The Ark, FABT has shown its commitment to improving lives of ACC residents *and* an ability to establish fruitful relationships with local nonprofits; (c) as an approved lender for DCA's Georgia Dream program, FABT has capacity to help residents layer down payment assistance programs; (c) 99% of the requested funding is allocated toward direct down payment assistance, with FABT providing cash or in-kind support to cover most of the program administration, credit reports and outreach/marketing costs; (d) the risk to ACCGov in selecting this proposal is very low.

Proposed Program Budget					
Item	**ARPA $ Request**	**Non-ARPA Support**	**Cash or In-Kind**	**Total**	**Notes from Proposal**
Direct Program Costs (99.99% of ARPA request)					
Credit Reports	$1		$7,400	$7,401	74 x $100.00 (74 apps/37 loans @$200K)
Education	$10,000		$6,500	$16,500	Awarded funds for ALT, as non-profit partner for the education. 140 total participants (33+ 2hr classes) x $250
Marketing/Outreach			$3,000	$3,000	
Down Payment Assistance	$708,398			$708,398	
Indirect Program Costs (<.01% of ARPA Request)					
Administration	$1		$13,000	$13,001	UW = 185 x 1 hr x $48/hr + Ongoing Admin = $50/hr x 4hrs x 21 months
TOTAL	**$718,400**		**$29,900**	**$748,300**	

II. Proposals received, but not recommended for funding:

1. East Athens Development Corporation..... Request of $718,393
2. Nedra Sells & Associates, LLC..... Request of $732,830
3. Evergreen Investment Realty Corporation..... Request of $718,400

(see next page for proposal summaries)

Proposal Summary: East Athens Development Corporation

Agency Name: East Athens Development Corp.	**Evaluation Score:** 77.4 (out of 140)
ARPA Funding Requested: $718,393	**Funding Recommendation:** $0

The East Athens Development Corporation (EADC) proposes to create the EADC Pathway to Homeownership Down Payment Assistance Project. This project would offer forgivable second (or third) mortgage loans up to $25,000 to cover a portion of the down payment or closing costs along with HUD approved housing counseling. It would also provide financial literacy workshops and support including setting up IDA accounts. EADC would conduct intensive outreach and marketing to identify potential DPA applicants by collaborating with partner organizations.

Through the EADC Pathway to Homeownership Down Payment Assistance Project, EADC would address three major concerns confronting Athens-Clarke County's lower and moderate income families desiring to purchase a home: 1) lack of funds for down payment and or closing costs although they have sufficient income to qualify for a mortgage, 2) credit worthiness issues, and 3) historical inequities driven by discrimination in lending practices. The proposed is a 3-year program that prioritizes support for families with 80% AMI or less and located within the Qualified Census Tracts 301 and 302 to become homeowners through down payment assistance.

Proposed Program Budget		
Item	**ARPA Request Amount**	**Cash or In-Kind Support**
Direct Costs		
Outreach & Marketing Materials	$12,400.00	
Client Management System (CMS)	$3,960	
Credit Report Pulls	$1,750	
Office Supplies	$500	
Course Supplies/Workbook	$1,500	
Locked File Cabinet	$1,000	
Scanner	$1,000	
Financial Literacy Classes		$10,176
Project Director	$38,400	
Program Coordinator	$126,562.50	
Homebuyer Consultant	$12,800	
Second Mortgage Down Payment Assistance + Closing Cost	$450,000	
Indirect Costs		
Administration	$68,520.50	$38,406.50
Executive Director	$12,187.50	$4,062.50
Program Assistant	$51,200	
School of Social Work Intern		$34,344
Insurance	$5,133	
TOTAL	**$718,393**	**$88,582.50**

Proposal Summary: Nedra Sells & Associates, LLC

Agency Name: Nedra Sells & Associates, LLC	**Evaluation Score:** 61.7 (out of 140)
ARPA Funding Requested: $732,830	**Funding Recommendation:** $0

Nedra Sells & Associates, LLC is a local for-profit licensed residential realtor active since 2017. In partnership with the Athens-based non-profit About Face International Corporation and with support from Supreme Lending, they propose to create the Athens Dream Down Payment Assistance Program. This program seeks to utilize the $718,400 in available funding to empower lower-income households within the specified Neighborhood Revitalization Strategy Areas and Qualified Census Tracts.

Specifically, through the Athens Dream Down Payment Assistance program, Nedra Sells & Associates LLC would provide homeowner education, and up to $25,000 in forgivable (on a prorated basis) down payment assistance to at least 22 qualified new homeowners during the proposed program period through December 2026.

Nedra Sells & Associates, LLC is a licensed realtor on staff this organization has experience assisting potential homebuyers at every stage of the real estate process. Nedra Sells & Associates LLC has a proactive approach to developing programs to support homebuyers facing challenges, including bad credit or a lack of understanding about the home buying process. For example, they currently offer educational programs for first-time homebuyers to assist them in repairing credit, and achieving financial readiness for homeownership.

Proposed Program Budget		
Item	**ARPA Request Amount**	**Cash or In-Kind Support**
Down Payment Assistance	$560,430	$
Equipment/Supplies (e.g., supplies, bank fees, credit reports, etc.)	$14,050	$
Professional Services (workshop facilitator, lender consultant)	$0	$14,430
Administration (program staff)	$114,840	$
Facility (rent, phone, internet, etc.)	$11,340	$
Insurance (as required for award)	$4,170	$
Professional Fees (accounting, webmaster, legal)	$10,500	$
Other (Marketing, Travel, etc.)*	$17,500	$
TOTAL	**$732,830**	**$14,430**

* Note: there were some inconsistencies related to the budget throughout the application and lack of clarity that would help staff determine if costs may be deemed “direct” or “indirect”; if selected for award, staff would need to work closely with the entity to clarify and finalize the contract budget.

Proposal Summary: Evergreen Investment Realty Corporation

Agency Name: Evergreen Investment Realty Corp.	**Evaluation Score:** 48.5 (out of 140)
ARPA Funding Requested: $718,400	**Funding Recommendation:** $0

Evergreen Investment Realty Corporation is a for-profit real estate services company based in Duluth, Ga. In partnership with the Gravity Foundation (also based in Atlanta), they propose to create the AAA Down-payment Assistance program. This program seeks to serve Athens-Clarke County residents by providing a means to access down payment assistance program that eases eligible residents through an affordable primary home purchase program. The AAA DAP program would complete the entire home purchase, lender approval, and down payment assistance funding process within a 28- 52-day timeline. Through applicant vetting, co-partnership with local non-profit agencies and counselors seeking to improve the credit, personal finance, education, and residency hurdles common during many Down Payment Assistance programs prior to even receiving the applicant's initial application.

Specifically, through the AAA Down-payment Assistance program, Evergreen Investments would provide homeowner education, and up to $25,000 in down payment assistance to at least 20 qualified new homeowners during the proposed program period through December 2026.

Proposed Program Budget		
Item	**ARPA Request Amount**	**Cash or In-Kind Support**
Direct Costs		
Loan Officer	$62,100	$0
Associated fees (loan origination, closing, attorney fees, etc.).	$29,500	$0
Down Payment Assistance	$455,068	$0
Outreach Coordinator	$32,292	$0
Indirect Costs		
Insurance	$5,600	$0
Administration	$71,480	$0
TOTAL	**$718,400**	**$0**

###

First American Bank & Trust
Proposal for Bank Balance of Down Payment Funds

Due to the substantial "in-kind" contributions to the proposal First American Bank & Trust (Bank) submitted in response to the Unified Government of Athens-Clarke County Request for Proposals (RFP) for Athens Justice & Memory Project Preservation of Affordable Housing Projects via Down Payment Assistance, First American Bank & Trust debated having a requirement that the ARPA funds targeted towards this program be deposited at the Bank. However, we did not want our proposal to be rejected due to the requirement.

We believe the down payment assistance program will be a valuable resource for first time homebuyers that currently qualify based upon their income, credit, etc. However, we also believe there to be a significant opportunity to assist many individuals who are "trapped" in high interest debt with very few resources to climb out of that debt. We have provided some general information regarding these loans and a program (H.O.P.E.) that we have partnered with The Ark (Common Wealth Athens) to provide a solution to this issue.

While we understand the ARPA funds under the RFP could not be used for a different program, we believe we have an idea that could use the "balance" of the ARPA funds and contribute money to expand the H.O.P.E program in lieu of paying interest on the funds. The "rate" paid on those funds would be 3% annualized and contributions would be made to the H.O.P.E. program quarterly and a statement would reflect those contributions and would be reported back to ACC on a quarterly basis. While the balance of the ARPA funds will continue to decline and hopefully be fully spent by 12/31/26, the contributions made to the H.O.P.E. program would stay in the program, continuing to provide assistance to individuals, many of whom would benefit from the down payment assistance program but for their credit and other financials negatively impacted by predatory lending (title loans, payday loans, etc.).

The obvious negative to this idea is that ACC would not earn "interest" on the funds held in a bank account. However, a comparable (probably higher due to the 3% rate) amount of money would be targeted towards individuals in the community that need it most. Because they have to pay back the funds; albeit, at a very low rate and they are required to take financial literacy classes, this idea provides a "multiplier impact" where the funds that are repaid are redeployed to other individuals in need, AND the individuals receiving the H.O.P.E loans have more knowledge on basic budgeting that can be handed down to future generations. Finally, this assistance would break a barrier to home ownership.

Following is a table that shows the contributions to the H.O.P.E. program under this proposal. While the current payback success rate is 95%, we're assuming it's 0% for this example. At 95% the program would be able to assist and exponential number of individuals.

	2Q24	3Q24	4Q24	1Q25	2Q25	3Q25	4Q25	1Q26	2Q26	3Q26	4Q26
Beginning Balance	$718,400	$644,000	$579,600	$515,200	$450,800	$386,400	$322,000	$257,600	$193,200	$128,800	$64,400
Down Payment Funds Spent	$64,400	$64,400	$64,400	$64,400	$64,400	$64,400	$64,400	$64,400	$64,400	$64,400	$64,400
Education Funds Allocated	$10,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Ending Balance	$644,000	$579,600	$515,200	$450,800	$386,400	$322,000	$257,600	$193,200	$128,800	$64,400	$0
FABT Contributes to HOPE Program	$4,830	$4,347	$3,864	$3,381	$2,898	$2,415	$1,932	$1,449	$966	$483	$0
Cumulative Contribution to HOPE	$4,830	$9,177	$13,041	$16,422	$19,320	$21,735	$23,667	$25,116	$26,082	$26,565	$26,565
Average HOPE Loan Amount	$1,000	3.5%	50.0%								
Cummulative # of HOPE Loans	**27**	(Assumes a 0% success rate - currently success rate of payback is 95%)									

Harnessing Opportunities for Paydown and Empowerment (H.O.P.E.)

Determination of Need: Millions of Americans use small-dollar loan products to meet the credit needs of their families.

- Research from the FDIC indicates that 20 percent of U.S. households reported that their income varied “somewhat” or “a lot” from month-to-month
- According to research from the Federal Reserve, 37 percent of U.S. adults in 2019 would borrow, sell something, or not be able to pay if faced with a hypothetical $400 expense.
- Additionally, 1-in-5 U.S. adults reported using alternative financial services, including small-dollar loans, through providers other than traditional banks and credit unions.

Unfortunately, small dollar loans through providers other than traditional banks and credit unions come at a higher rate of interest, less favorable terms and potentially created an endless cycle of debt preventing the borrowers from achieving financial independence and access to the traditional banking system.

Program Name: Harnessing Opportunities for Paydown and Empowerment (H.O.P.E.)

First American Bank & Trust in partnership with Common Wealth Athens is providing H.O.P.E. to Athens area residents struggling with high interest debt who would otherwise be denied credit or would receive it on less favorable terms.

H.O.P.E. will be evaluated on an annual basis to ensure the objective of the program is being met and to determine if any tweaks to the program may be warranted.

Objective: To provide low-interest loans to individuals struggling with high interest debt (especially from sources like title loans, credit cards, or other high-cost lending) and to those affected by low credit scores do to lack of credit or negative items on credit report. The program will also provide low-interest loans to individuals with documented unexpected expenses such as car repairs, house repairs, medical bills, etc. in an effort to provide an affordable lending alternative to procuring predatory loans for such expenses.

Key Features

Eligibility: The program would be open to low income individuals who can demonstrate a need for assistance. As part of the program, borrowers are required to participate in free credit counseling to help them manage their finances, understand the cost of borrowing, and avoid future high-interest debt. Additionally, borrowers are required to have their payment automatically debited from their checking/savings account. No bankruptcy in the past 2 years. Limited to Oconee, Madison, Oglethorpe and Clarke counties. 3+ month employment history or 1+ year benefit history. Maximum Debt-to-Income to qualify is 50%.

Interest Rates: Interest rates would be set at Prime -5.00%. This would make it easier for borrowers to manage their payments and would save them money compared to their current high-interest debt.

Loan Fees: There are no loan fees associated with H.O.P.E.

Loan Terms: Loans would be offered for up to 12 month terms. This would spread out payments and make them more manageable for borrowers.

Installment Payments: Instead of requiring the full repayment at once, borrowers would make regular installment payments. This makes repayment more manageable and helps borrowers build a history of timely payments, which can improve their credit scores.

No Prepayment Penalties: Borrowers would be encouraged to pay off their loans early if they are able to do so, without any prepayment penalties.

Loan Size: The loan size would be tailored to the individual's needs and ability to repay, with a cap to prevent over-indebtedness. The minimum loan size is $500 and the maximum loan size is $1,500.

Application Process: The application process would be straightforward and transparent, with clear explanations of all terms and fees. The goal of H.O.P.E. is for loans to be processed within 24 hours of the receipt of the application.

Outcome: By offering low-interest, long-term loans, the H.O.P.E. program would provide a lifeline to individuals trapped in high-interest debt as well as a basis for establishing credit history where a low credit score has previously been a barrier. Not only would this help them manage their current debt, but it would also give them the tools and knowledge to avoid such debt in the future.

THE UNIFIED GOVERNMENT OF ATHENS-CLARKE COUNTY
COMMISSION AGENDA ITEM

SUBJECT: Local Road Safety Plan

DATE: ~~January 25, 2024~~ February 27, 2024

EXECUTIVE SUMMARY:

The proposed action would ~~adopt~~ accept ACCGov's first Local Road Safety Plan (LRSP). A LRSP provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads. The development process and content are tailored to local issues and needs. The process results in a prioritized list of issues, risks, actions, and improvements that can be used to reduce fatalities and serious injuries on local roads.

BUDGET INFORMATION:

REVENUES: N/A

EXPENSES: N/A

FUNDING SOURCE: N/A

COMMISSION ACTION REQUESTED ON: March 5, 2024

PURPOSE:

To request that the Mayor and Commission ~~adopt~~ accept the Local Road Safety Plan aimed to provide a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads, as shown in **Attachment #1**.

HISTORY:

1. In May 2001, Transportation & Public Works (T&PW), cooperatively with SPLOST staff began working on a Bicycle Master Plan that focused on developing a 20-year implementation plan by incorporating a three-mile radius from the downtown area and the University of Georgia.

2. On November 21, 2001, Mayor and Commission (M&C) approved the Athens-Clarke County Bicycle Master Plan and authorized staff to develop an implementation plan for the first year's projects.

3. On December 4, 2012, the M&C adopted ACCGov's first Complete Streets Policy.

4. On December 1, 2015, Mayor Denson assigned the Legislative Review Committee (LRC) to review strategies to expand sidewalk and pedestrian infrastructure.

5. Between March 2017 and August 2018, T&PW staff, Toole Design Group, and the Bike and Pedestrian Master Plan Committee developed a Bicycle and Pedestrian Master Plan, branded Athens in Motion (AiM), which sets as a short-term task to develop a Vision Zero Action Plan in partnership with Georgia Department of Transportation (GDOT), Georgia Department of Public Safety, Clarke Central School District (CCSD), the University of Georgia (UGA) and all other ACCGov Departments.

6. On October 2, 2018, M&C accepted the Bicycle and Pedestrian Master Plan, branded "Athens in Motion Plan" and formed the Athens in Motion Commission (AiMC).

7. On April 12, 2022, the AiMC Chair presented to the M&C in a regularly scheduled Work Session the proposed updated Complete Streets Policy Presentation.

8. On June 7, 2022, M&C voted to adopt the Complete Streets Policy. A Complete Street framework:
    a. Shifts the status quo of street design from being car-centric to being designed for all users.
    b. Makes roads better and safer for all users and all modes of transportation.
    c. Can be applied to both urban and rural environments – context is key.
    d. Creates more livable, sustainable, and equitable communities.

9. On June 28, 2022, AiMC voted to support the proposed Vision Zero Resolution.

10. On August 2, 2022, M&C adopted a Vision Zero Resolution to help guide the development of ACCGov's Action Plan aligned with USDOT Safe Streets for All (SS4A) Program and funding.

11. On September 6, 2022, M&C voted to approve the submission of a Safe Streets and Roads for All Action Planning Grant.

12. On September 8, 2022, T&PW submitted the Envision a Safe Athens Proposal to fund the development of a Safety Action Plan.

13. Throughout 2022, T&PW staff attended a series of virtual Local Road Safety Plan workshops with GDOT to learn more about the process of developing a Local Road Safety Plan. GDOT hosted this in partnership with FHWA.

14. On September 12, 2022, T&PW staff attended the Georgia Local Road Safety Plan Workshop in Macon, GA hosted by GDOT in partnership with FHWA.

15. On January 31, 2023, the Envision a Safe Athens Proposal for the Notice of Funding Opportunity (NOFO) FY22 Safe Streets and Roads for All Action Plan was selected for award (see Facts & Issues No. 14).

16. On July 13, 2023, the SS4A Grant Memorandum of Agreement between ACCGov and Federal Highway Administration (FHWA) was executed.

17. On October 2, 2023, M&C voted to accept the SS4A award.

FACTS & ISSUES:

1. A local road safety plan (LRSP) provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads. The LRSP development process and content are tailored to local issues and needs.

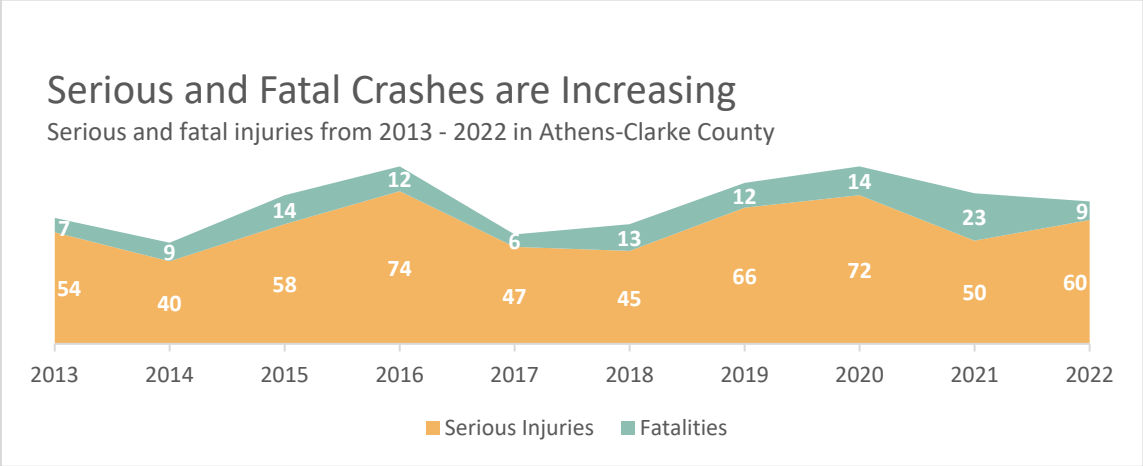
2. T&PW staff believe the Local Road Safety Plan is aligned with a number of Master Plans, initiatives, policies, and goals of ACCGov, including:
    a. SS4A Safety Action Plan
    b. 2018 Athens in Motion Plan
    c. Complete Streets Policy
    d. Vision Zero Resolution
    e. M&C FY23-25 Strategic Plan

3. The Vision Zero Network, a national network of cities committed to eliminating traffic fatalities by a set date, identifies a number of key elements that sets Vision Zero apart from traditional road safety efforts.

    a. Traffic deaths are preventable. Zero is upheld as the only acceptable number of traffic fatalities and the word "accident" is eliminated from the traffic safety vocabulary. Serious and fatal crashes are preventable; they are not accidents and they are not inevitable.
    b. In the Vision Zero framework, individuals and their behaviors are not the primary problem. Human behaviors must be accounted for within the transportation system from planning through design, construction and maintenance – to identify and correct roads which have no safe crossings or that set up conflicts between high-speed motor vehicles and pedestrians and bicyclists.
    c. Road safety is a public health issue. While traditional approaches to transportation safety have prioritized reducing or preventing collisions, Vision Zero focuses on preventing injuries and fatalities. Engineers are challenged to eliminate the circumstances in which a human body may be exposed to crash forces it cannot survive.
    d. The Safe System approach is holistic. Roadway design is a part of the issue, but so are land use and development decisions, school siting choices, housing policies, and a host of factors that affect our transportation options and choices.
    e. Data drives decisions. Vision Zero demands a relentless focus on eliminating fatalities and serious injuries first, utilizing historic and predictive crash data to do so.
    f. Social equity is a key goal and component of Vision Zero. Traffic crashes disproportionately affect vulnerable populations, particularly among those who do

not have access to a motor vehicle and who are more likely to be dependent on walking, biking, and transit. Communities of concern must be meaningfully engaged in addressing the safety, personal security, accessibility, and larger cultural and societal issues around road safety and community development.

4. The Athens-Clarke County community experiences a preventable loss of life due to traffic crashes, with an average of 13 people killed per year and an average of 56 seriously injured per year over the last 10 years.



5. During 2021, the Athens-Clarke County community ended the year with the highest recorded number of fatalities in a single year with a combined loss of life of 23 people with 5 pedestrian, 1 cyclist, and 17 vehicular fatalities. 2021 also ended with 50 serious injuries including 6 pedestrians, 2 cyclists, and 42 vehicular related crashes.

6. Nationwide, most traffic-related deaths and serious injuries stem from outdated road and intersection designs, poor driver and pedestrian behavior, limited sight lines, and increasing traffic. This is likely the case in Athens-Clarke County.

7. 75% of fatal and serious injuries in Athens-Clarke County occurred at intersections.

8. Crashes on Athens-Clarke County's streets necessitate a comprehensive and systemic approach to street planning, design, policy, enforcement, legal processes, education and communication in order to provide the most powerful solution to solve the problem.

9. Many Vision Zero initiatives, including eliminating fatalities and serious injuries, are geared towards lowering speeds due to the higher rate of fatal crashes at higher speeds. Multiple studies have shown that the chance of pedestrian survival when hit by a car traveling 20 mph is approximately 95% while the chance of survival when struck by a car traveling 40 mph is 95% (see **Attachment #2** – 2018 Athens-in-Motion Plan –Pg. 41).

10. Athens in Motion, ACCGov's active transportation master plan, emphasizes safety for all roadway users and promotes a focus through its action items on reducing single occupancy vehicle rides and encouraging walking, bicycling, transit, and carsharing or carpooling.

11. When the Vision Zero Resolution passed, Athens-Clarke County committed to a goal of a 50% reduction in deaths and serious injuries that are a result of crashes on public streets by 2032 and a goal of zero deaths and serious injuries that are a result of crashes on public streets by 2037.

12. To maintain consistency across planning efforts, the Local Road Safety Plan references the following plans throughout the process:
    a. Athens in Motion Plan
    b. Oconee Rivers Greenway Network Plan
    c. MACORTS Long Range Transportation Plan

13. ACCGov's 2022 adoption of a Vision Zero Resolution necessitates the creation of a safety action plan in order to plan out how the community will reach zero fatalities and serious injuries from crashes.

14. The purpose of SS4A grant is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micro-mobility users, and commercial vehicle operators.

15. ACCGov owns and maintains the backbone of transportation infrastructure in Athens-Clarke County including:
    a. 626 centerline miles (1270 lane-miles) of public roadways, including collectors, arterials, and local streets.
    b. 234.5 miles of 5-foot sidewalks. While most have good accessibility with ramps, some lack ramps and have substandard geometry.
    c. 47 miles of bike lanes. Many of these bike lanes are substandard.
    d. 13.4 miles of recreational trails.
    e. 41 bridges from the National Bridge Inventory System, including 15 bridge culverts. Most of the bridges in the inventory lack proper shoulder width and/or pedestrian and bicycle facility.

16. If this agenda is approved, T&PW staff will initiate working groups (as shown in **Attachment # 1: 05-Emphasis Areas**) to focus on individual high-priority strategies within the Local Road Safety Plan. These strategies and their working groups include:
    - Intersection Safety
        - Traffic Engineering (Traffic Engineer, Signs & Markings, Signal Systems Engineer, Studies division)

    - Transportation & Public Works Administration (Assistant Director, Bike, Ped & Safety Coordinator, Vision Zero Planner)
    - GDOT Safety Team
    - ACC Police Department (Crime & Intelligence Analyst, GIS Team)
- Reducing Distracted Driving
    - Public Information Office
    - Athens in Motion
    - TPW Admin
    - TPW - Traffic Engineering
    - ACC PD
- Pedestrian and Cyclist Safety
    - Traffic Engineering (Traffic Engineer, Signs & Markings, Signal Systems Engineer, Studies division)
    - Transportation & Public Works Administration (Assistant Director, Bike, Ped & Safety Coordinator, Vision Zero Planner)
    - GDOT Safety Team
    - Landscape Management
    - Transit
    - Athens in Motion
    - Bike Athens
- Reducing Impaired Driving
    - UGA Fontaine Center
    - Transportation & Public Works Administration (Assistant Director, Bike, Ped & Safety Coordinator, Vision Zero Planner)
    - GDOT Safety Team
    - Transit
    - Athens in Motion

Working groups will include ACCGov staff as well as external stakeholders including GDOT staff, UGA staff, transportation and safety-related advocacy group members, and the general public. Staff anticipates each of these four working groups to be operational by Fall of 2024.

17. This recommendation supports the following ACCGov Strategic Plan Goals & Strategies:
    - Safely Move Around Athens Goal, Strategy E: *Enhance Safety for all modes of transportation*
    - Built and Natural Infrastructure Goal, Strategy C: *Adequate funding for maintenance of existing and newly constructed infrastructure*

OPTIONS:

1. Mayor and Commission ~~adopt~~ accept the Local Road Safety Plan to provide a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads, as shown in **Attachment #1.**

2. Mayor and Commission do not ~~adopt~~ accept the Local Road Safety to provide a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads, as shown in **Attachment #1.**

3. Mayor and Commission defined option.

DEPARTMENT RECOMMENDED ACTION: Option #1

DEPARTMENT: Transportation & Public Works
Prepared by: Tim Griffeth, Traffic Engineer
Daniel Sizemore, Bicycle and Pedestrian Safety Coordinator



Rani Katreeb, P.E.
Interim Director

January 29, 2024
Date:

ADMINISTRATIVE COMMENTS:

ADMINISTRATIVE RECOMMENDATION: Option #1



Manager

February 14, 2024
Date:

ATTACHMENTS:

Attachment #1: Local Road Safety Plan
Attachment #2: Collision Speed and Survival Percentage – 2018 AIM Plan, Pg. 41

ATHENS-CLARKE COUNTY

LOCAL ROAD SAFETY PLAN

2024

TABLE OF CONTENTS

01
Acknowledgements Page 3

02
Community Description Page 4

03
Introduction Page 6

04
Data Analysis & Summary Page 16

05
Emphasis Areas Page 22

06
Evaluation & Implementation Page 26

APPENDIX A
Strategies for Future Consideration Page 29

01 ACKNOWLEDGEMENTS

Athens-Clarke County Department of Transportation & Public Works (TPW) employees and partners were instrumental in the development, review, and refinement of this Local Road Safety Plan and would like to express appreciation to the supporting staff and partners for their participation and contributions.

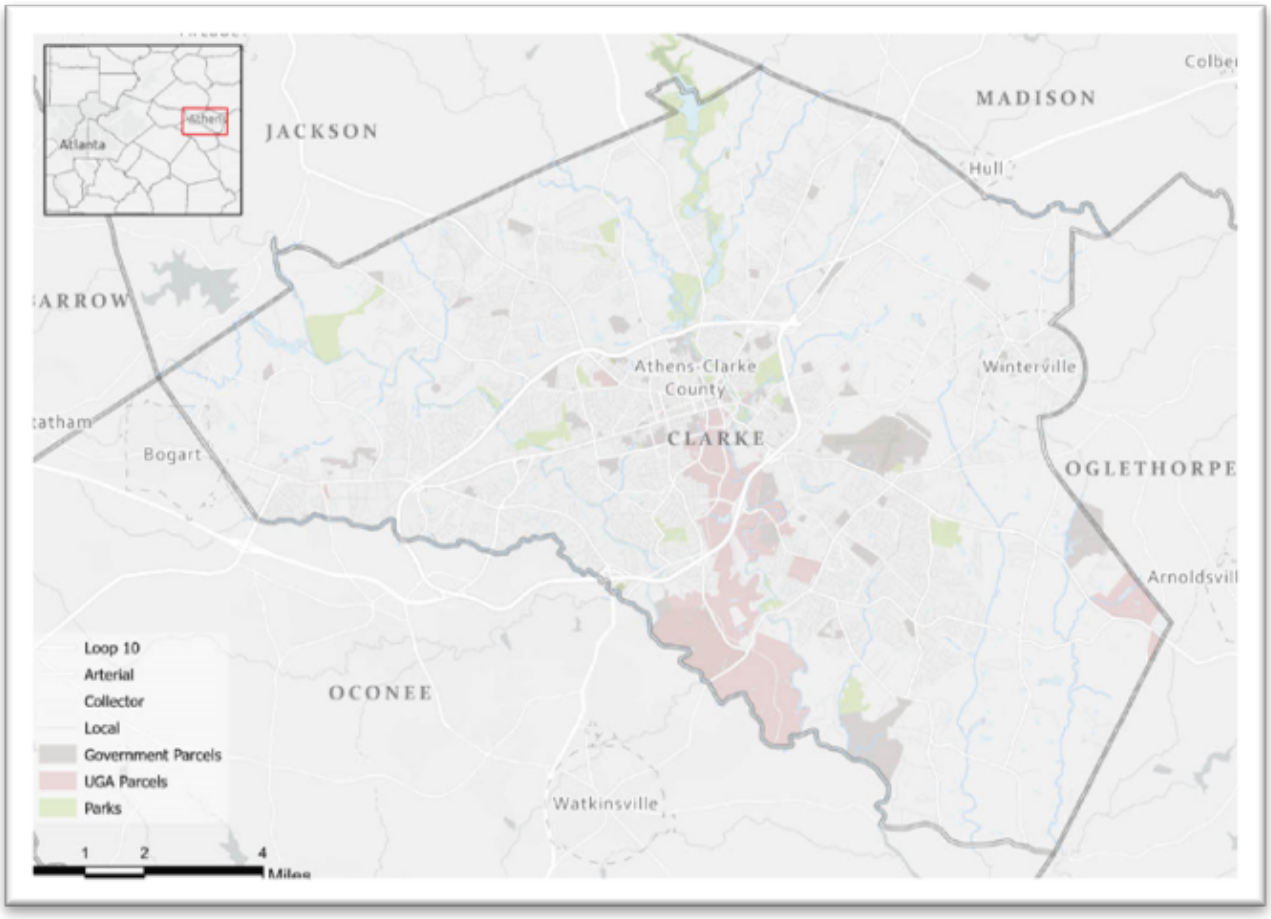
Athens-Clarke County Staff
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Rani Katreeb, Assistant Director of TPW
Daniel Sizemore, Bicycle, Pedestrian, and Safety Coordinator
Shirelle Hallum, Vision Zero Planner
Katie Goodrum, Vision Zero Planner
Jimmy Rowan, Transportation Systems Engineer
Tim Griffeth, Traffic Engineer
Jerry Saulters, Chief of Police
Jay Butt, Traffic Homicide/Crash Reconstruction Unit Commander
John Rogeberg, Planning
Cecile Riker, Public Information Office
Joseph D'Angelo, Chief Data Officer

Community Organizations
Athens in Motion Commission
Athens Wellbeing Project
Athens Aging Network
Bike Athens
Georgia Bikes
Envision Athens
Clarke County School District
Athens Housing Authority
University of Georgia
UGA Transit
UGA Fontaine Center
UGA Disability Resource Center
Northeast Georgia Regional Commission

Georgia Department of Transportation
Ron Knezevich
Kelli Roberts

Federal Highway Administration
Hillary Isebrands

02 COMMUNITY DESCRIPTION



Athens-Clarke County is a thriving 122-square-mile regional area located approximately 65 miles northeast of Atlanta, Georgia. Home to the University of Georgia (UGA), it is a cultural hub teeming with an array of iconic historical destinations, unique art institutions, and picturesque outdoor recreation areas. Although Clarke County is the smallest in land mass of Georgia's 159 counties, it is home to over 128,000 residents, making it the 19th largest in terms of population. Downtown Athens is the walkable commercial core of the community. With the adjacent UGA main campus, it serves as a nexus of active transportation. The Athens-Clarke County Unified Government (ACCGov) continuously invests in active transportation infrastructure.



12 people are killed each year in traffic crashes, with pedestrians and bicyclists comprising about 30%

Athens is a diverse community with significant variation in income, education, housing, and stage of life - including long-time residents, college students, young professionals, and a workforce encompassing a variety of industries. The municipality is committed to ensuring a high quality of life for current and future generations, and that includes providing a transportation system that allows for safe, efficient movement of people to destinations near and far.

Athens is a quintessential medium-sized US community with a predominantly suburban land use pattern, several large campus-style developments (University, medical centers), a reviving downtown, and relatively high rates of poverty. The county also has the unfortunate distinction of having one of the worst records for traffic safety in the state of Georgia. Between 2013-2022, an average of 12 people were killed each year in traffic crashes, with pedestrians and bicyclists comprising about 30% of these crashes. In 2023, 20 people died on our roads.

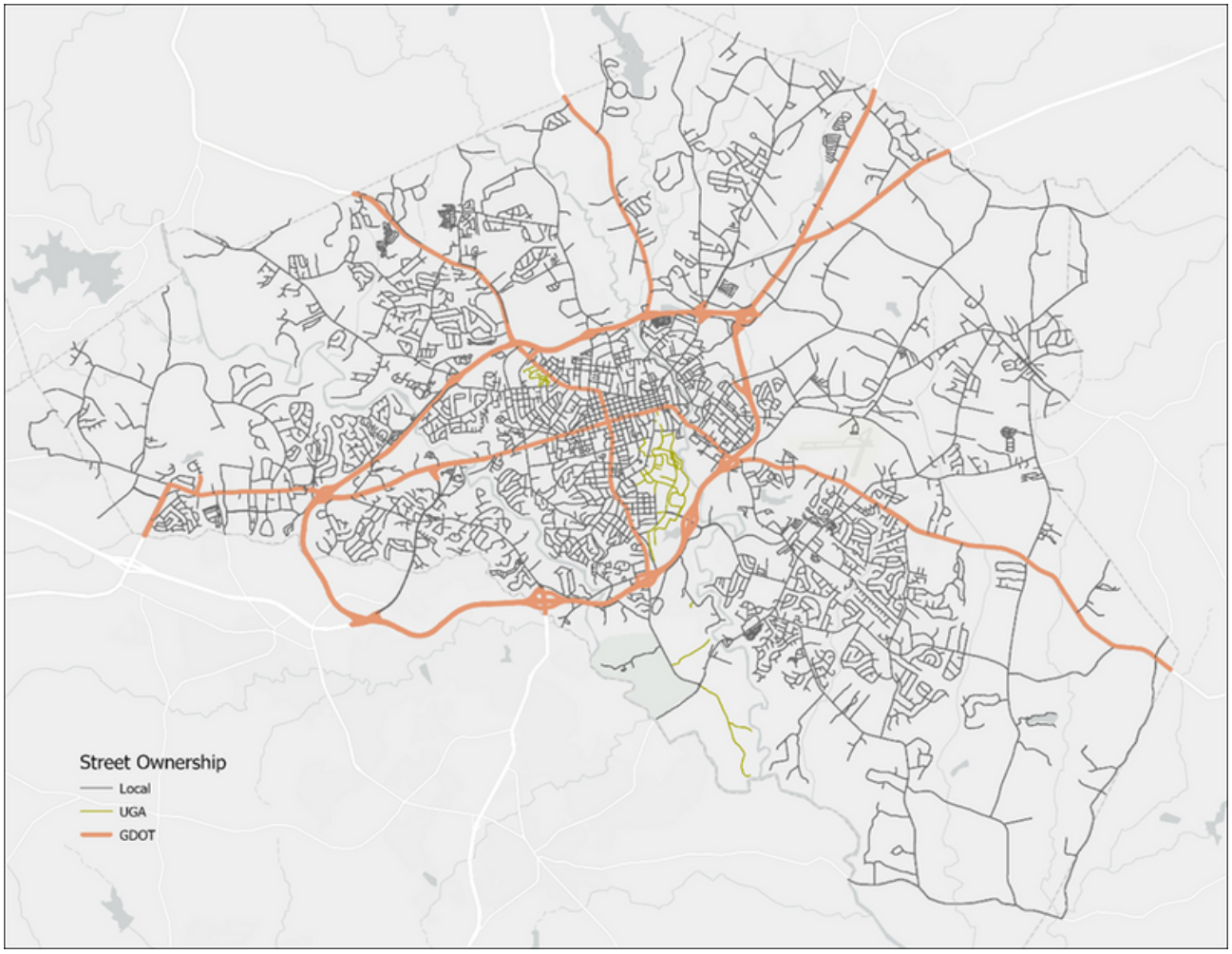
The municipality is shifting its approach to high crash locations towards a proactive and systematic elimination of roadway design features that contribute to crashes in the community, based on the available data. This Safe Systems Approach will particularly focus on speed management, traffic calming, and safer conditions for walking and biking along and across busier roads in the community. This approach is rooted in equity, focusing on areas that have suffered from underinvestment and bear a disproportionate burden of crashes.

03 INTRODUCTION

Athens-Clarke County is committed to creating safe streets for all roadway users. As part of an ongoing effort to make safety improvements, the Local Road Safety Plan was developed with input from several safety partners. Implementation of the plan will improve transportation safety for the county, its people, and its visitors.

Traffic-related fatalities and serious injuries are on the rise nationally and within Athens-Clarke County. In Athens, the number of fatal crashes increased 186% from 2013 to 2023, while the state of Georgia saw a 67% increase in fatal crashes during the same timeframe. This plan tells the story of transportation safety needs and outlines strategies to address those needs in our county.

Athens-Clarke County Streets by Ownership



APPROACH

This plan recommends three independent methods for identifying future infrastructure, procedural, and process improvements. Specifically, it recommends balancing systemic, systematic, and "hot spot" improvements.

Systemic improvements are prevention measures implemented to address roadway segments with similar characteristics as those with higher crash rates.

Systematic (or system-wide) improvements are prevention measures that are applied to the entire roadway network within ACC, regardless of the crash data. These include measures to reduce speeds and calm traffic.

Finally, hot spots are specific locations that have a high frequency of crashes or were identified by stakeholders as concerns. The Safe Systems transportation approach recognizes that responsible road user behavior is necessary, but human error is also inevitable. The approach seeks to create a safer transportation system through a combination of safer speeds, safer vehicles, and safer roadways.



INTENT OF THE PLAN

The intent of this plan is not just to implement engineering solutions. It is intended to outline a holistic, Safe Systems Approach to roadway safety that also addresses enforcement, education, encouragement, emergency response, and equity, with the intent to:

- Achieve a reduction in severe crashes
- Increase awareness of road safety and risks through education and enforcement
- Develop lasting partnerships for addressing road safety
- Develop support for grant funding applications to address road safety
- Prioritize needed road safety investments
- Evaluate existing and develop new processes within the county to identify shortcomings and improve the safety of our transportation system.





01 — Enforcement

Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.



02 — Education & Encouragement

Teach community members about walking, biking, and traffic safely as well as create interest and excitement surrounding active transportation. These activities teach pedestrian, bicycle and traffic safety, as well as the benefits of active transport and why certain engineering design choices are safer.



03 — Engineering

Engineering strategies create safer infrastructure. Examples include slowing down traffic, creating safer crossings or making sure school routes are well-lit. These measures can be major interventions or low-cost easy fixes, like painting curbs and crosswalks or adding signs.



04 — Emergency Response

Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.



05 — Equity

We will work toward equity goals by ensuring that every person, no matter his or her background or situation, has the opportunity to safely walk, bike, or roll to their destinations.

VISION, MISSION, & GOALS

Vision Statement:
Our vision is a transportation system that ensures zero deaths and serious injuries on all ACCGov roadways and recreational paths, because everyone deserves to travel safely.

Mission Statement:
Athens-Clarke County is committed to maintaining a high quality of life for current and future generations of people traveling through the community, providing safe access to opportunity for all. ACCGov strives to utilize a data driven, zero-death strategy to protect its most vulnerable users, regardless of age, race, ability, income, or mode of transportation.

Goals:

- Reduce fatal and serious injuries on local roads by 50% from 74 in 2021 to 37 in 2026, with an eventual goal of eliminating fatal and serious injuries by 2032.
- Provide active transportation links to important destinations.
- Identify common features of dangerous intersections and street segments and implement system-wide countermeasures.

PROCESS

Over the course of 2022, staff members from TPW attended a series of Local Road Safety Plan workshops and compiled crash data. TPW shared this data with community stakeholders in 2023 and developed a series of solutions for each problem area. The remainder of this report is a comprehensive examination of crash data and the specific strategies ACCGov plans to employ to reduce serious injuries and fatalities on local roads.

EXISTING EFFORTS

Athens in Motion

The Athens in Motion Commission (AiMC) is responsible for development, implementation, and modification of the Athens in Motion Bike and Pedestrian Master Plan for a safe and connected network of bicycle and pedestrian facilities throughout Athens-Clarke County. The AiMC is advisory in nature and is charged with recommending projects, policies, and initiatives to the Mayor and Commission. Between March 2017 and August 2018, ACCGov staff, on-call consultants, and a resident-led Bike and Pedestrian Master Plan Committee developed the master plan, branded Athens in Motion (AiM). The Mayor and Commission (M&C) formally accepted this plan on October 2, 2018. The plan included the overarching goals of Connectivity, Equity, More Users, Education, and Implementation to create a vision for a more bikeable and walkable community.

ACC Police Department

The Athens-Clarke County Police Department is playing a pivotal role in bolstering local road safety efforts through its proactive and community-oriented approach. The Department supports the goal of reducing or eliminating severe traffic crashes through education and awareness, preventive patrol, and active enforcement of traffic laws. By making traffic safety educational material available to the public and taking other preventative approaches to traffic enforcement, they aim to increase voluntary compliance with traffic laws. The Department also seeks to reduce traffic crashes by using highly-visible, uniform, and selective enforcement of traffic laws, compiling and reviewing statistical data on traffic collisions and other traffic enforcement activities, comparing data on crashes/collisions and enforcement activities, implementation of selective enforcement techniques and procedures, and the employment of a specialized Traffic Enforcement Unit. Their commitment to reducing accidents and ensuring the well-being of residents has made them an indispensable force in enhancing road safety within the Athens-Clarke County area.

Fontaine Center

The Fontaine Center at The University of Georgia Health Center is committed to promoting an environment that supports the safety of students on campus and in the community. Through various initiatives and programs, The Fontaine Center provides comprehensive alcohol & other substance misuse prevention, early intervention and recovery support services, as well as relationship & sexual violence prevention & 24 hour advocacy services. Using a multi-faceted approach, The Fontaine Center collaborates with various campus organizations and community partners to create a supportive network to reduce negative consequences related to substance use.

Intersection Improvement Program

In October 2017, the Transportation & Public Works (TPW) team launched a comprehensive Intersection Evaluation Program to identify and prioritize intersection improvement projects. The goals are to improve responsiveness to changing traffic patterns for safety and operational needs, ensure fair prioritization of necessary roadway improvements, and coordinate intersection enhancements with local programs. The evaluation process took into account crucial factors such as crash severity, normalized crash rates per million vehicle miles traveled, and Level of Service. Additionally, it considered the Current and Future Volume to Capacity Ratios to assess capacity against current and projected volumes. Furthermore, the program prioritized intersections listed in the Metropolitan Transportation Plan, intersections within the primary network of the Bike/Ped Master Plan (Active Transportation), and locations in redevelopment target areas, which received higher scores based on their Economic Impact.

Residential Traffic Management Program

The purpose of the Residential Traffic Management Program is to reduce crashes, traffic volumes, and/or speeds, thereby improving pedestrian safety and creating more pleasant residential areas for the citizens of Athens-Clarke County. Neighborhood traffic concerns generally relate to excessive speed, pedestrian and bicycle safety, crashes, and general quality of life issues. This program recognizes the uniqueness of neighborhoods and that the critical issues and concerns vary from case to case. Based on this diversity, this program considers a wide range of potential

solutions to address specific concerns of a neighborhood. The recommended neighborhood solutions are based on the existing volumes, speeds, and geometrics for the roadway. The Residential Traffic Management Program strives to utilize all types of traffic calming devices to address neighborhood concerns. Funding is based on a prioritization framework that takes into account vulnerable populations, number of vehicles, and speeding.

Roadway Safety Audits

The Roadway Safety Audit (RSA) Team evaluates designated locations for existing or potential safety concerns. This team includes individuals with expertise in traffic safety, road engineering, project management, city planning, public transit, and public safety. Potential projects are identified by the Vision Zero Planner via a comprehensive safety analysis based on crash data and other safety concerns.

For each safety audit, the RSA team performs a field review of the project site to gain insight into existing road conditions and to identify additional areas of safety concern. Members collect observations and the Vision Zero Planner compiles a comprehensive report for each site.

Safe Routes to Schools Audits

Safe Routes to Schools audits are a subset of Roadway Safety Audits that include enhanced community engagement efforts. These safety audits include meeting with school staff and parents to identify student walking and cycling routes and an extra layer of public involvement.

Sidewalk Gap Program

This Athens in Motion program endeavors to identify, prioritize, and fill sidewalk gaps to ensure that Athens is a pedestrian friendly environment. Sidewalk Gaps are identified as a maximum of 5,000 square feet and fall within areas of existing ROW.

Speed Management

The Speed Management Toolkit will contain guidelines and best practices for the design of streets and roadways that support safe multimodal travel. The anticipated users include planning and design practitioners, elected officials, developers, advocates, and public works departments. This manual is intended to provide the designer with both recommended and required design criteria. Designers are encouraged to select design criteria that provide a balance between the design vehicles, other users of the facility, and the context of the surrounding environment. This toolkit is currently in development.

UGA Ride Smart

UGA Ride Smart, in partnership with Lyft, offers discounted rides to students through a nightly rideshare program. Rides are offered to or from any destination throughout the greater Athens-Clarke County community as long as the transportation originates or ends within the main UGA Athens Campus, Health Sciences Campus, Veterinary Complex, or one block north of the Arch in downtown Athens.

Vision Zero Initiative

One of the short-term tasks identified in the AiM Master Plan was to develop a Vision Zero Action Plan in partnership with Georgia Department of Transportation (GDOT), Georgia Department of Public Safety, Clarke Central School District (CCSD), UGA and all other ACCGov Departments.

A Vision Zero Action Plan should identify priorities for roadway safety, as well as provide transparency and accountability for the public. While the end product is important, the process of developing the Plan is also critical, as it should align stakeholders, including agency staff and elected and community leaders, who should be deeply involved in the process and feel ownership over the Plan's development and commitments.

- Plans should center a Safe System approach and evolve beyond the traditional E's of roadway safety (engineering, education, enforcement, etc.), including reducing the need for police-led traffic stops.

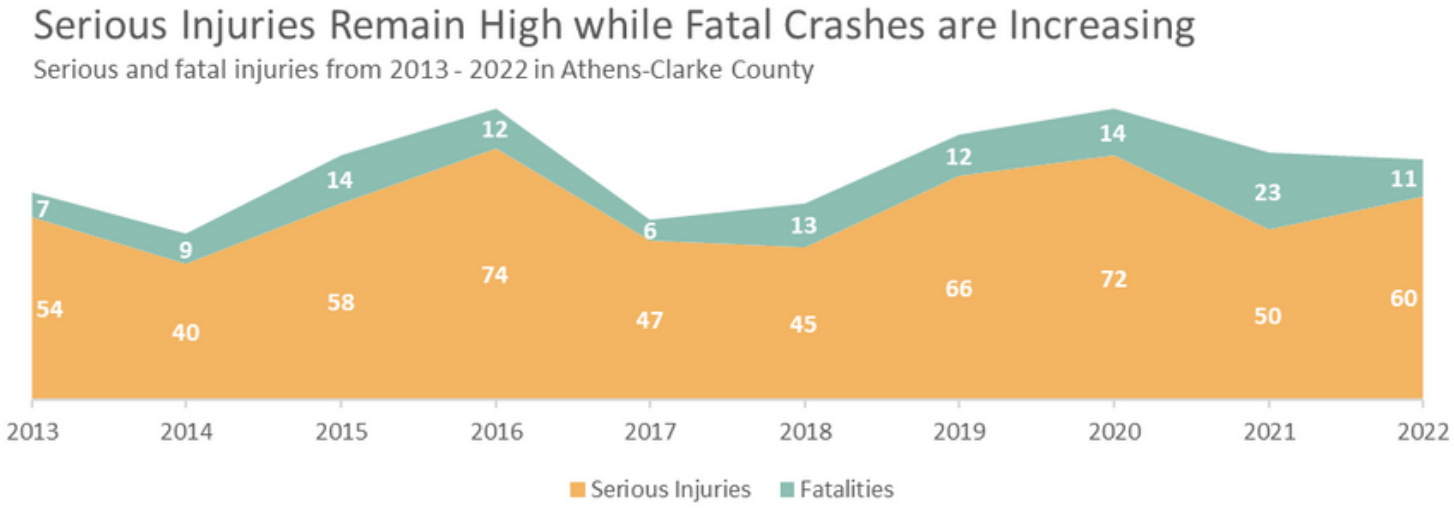
Vision Zero Action Plans should lay out actionable, measurable strategies, emphasizing design and policy solutions, including designing Complete Streets and lowering speeds for safety. Each strategy should identify the lead agency responsible, along with supporting/partner agencies, a projected timeline, and budget needs.

Two necessary prerequisites to writing the Vision Zero Action Plan have been completed. In June of 2022, M&C approved allocating funds for a Vision Zero Safety Specialist position, which was officially filled in September 2022. On August 2, 2022, M&C formally adopted Athens-Clarke County's Vision Zero Resolution. This resolution was a commitment by Athens-Clarke County to join other leading cities around the nation and globe in their commitment to eliminate traffic deaths and serious injuries on our streets. Implicit in this was a commitment to provide adequate funding and staffing levels for its implementation and to carefully consider the successes and challenges in other cities implementing Vision Zero policies. Work on the Vision Zero Action Plan began in 2024, funded by the S1 million FHWA Safe Streets and Roads for All (SS4A) grant program.

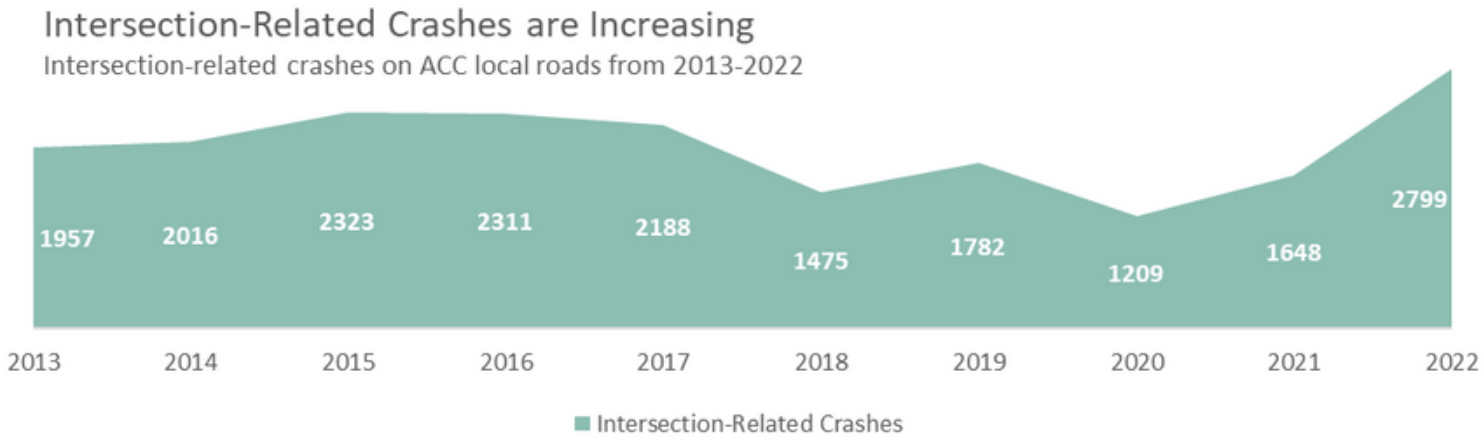


04 DATA ANALYSIS & SUMMARY

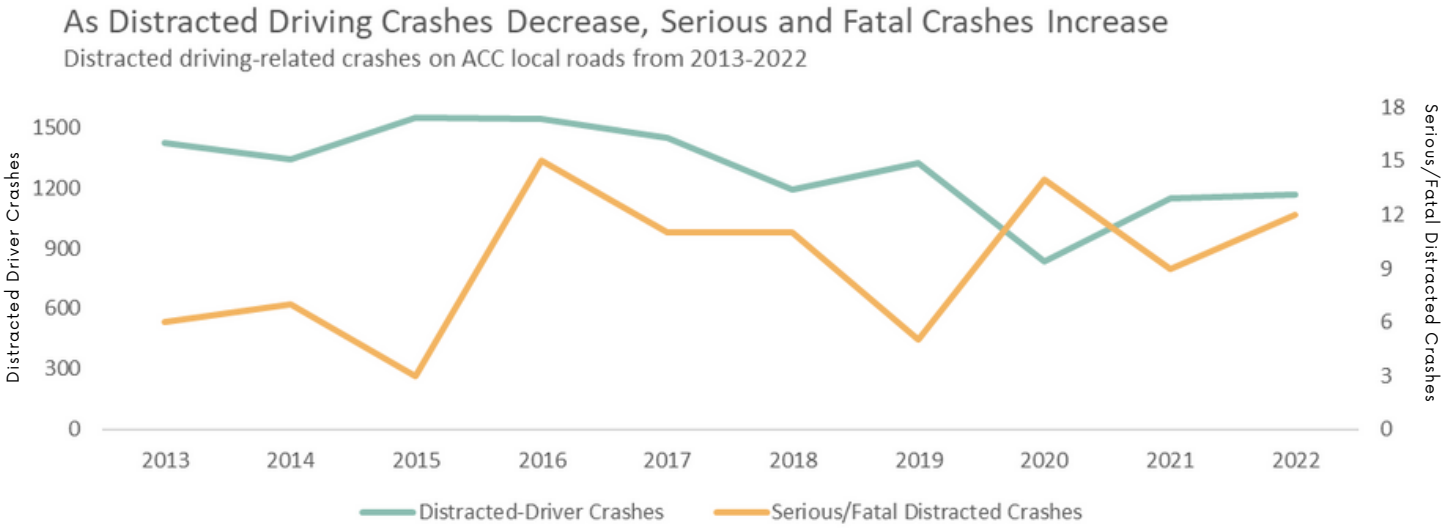
Between January 1, 2013 and December 31, 2022, there were 52,077 crashes in Athens-Clarke County, with 32,043 occurring on locally maintained roads. Of the 52,077 crashes, 1.32% resulted in a fatality (119) or serious injury (566); 390 of these serious and fatal crashes occurred on locally owned roads. During the same time period, there were 3.76 million traffic crashes in the State of Georgia, with 1.72% resulting in serious or fatal injury.



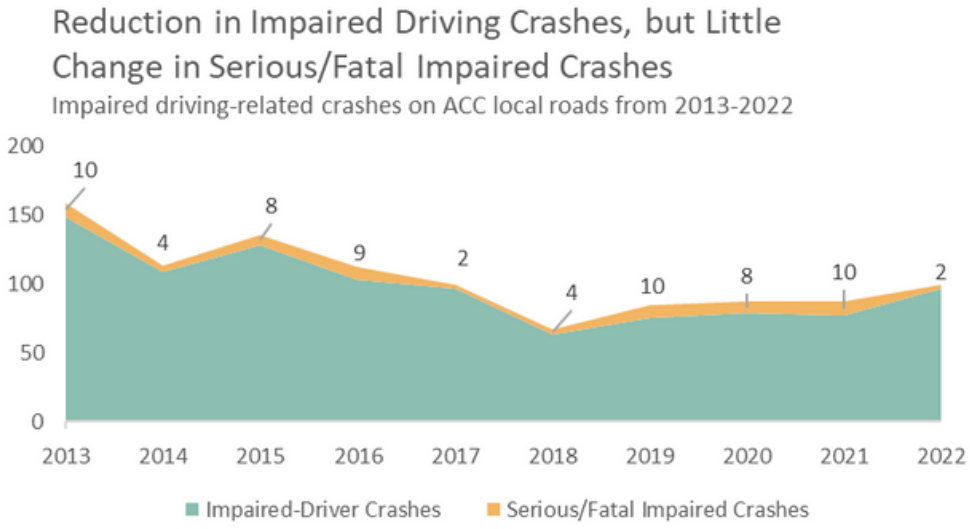
About 62% (19,708) of the crashes on locally owned roads occurred at or near intersections. Of these, 196 resulted in serious injury and 40 in a fatality.



About 40% (12,970) of crashes on local roads involved distracted driving (both suspected and confirmed). Of these, 83 resulted in serious injury and 10 in a fatality. Of the 603,948 drivers involved in a crash on Georgia roadways in 2020, 2% were confirmed to be distracted and another 45% were suspected of distraction.[1]

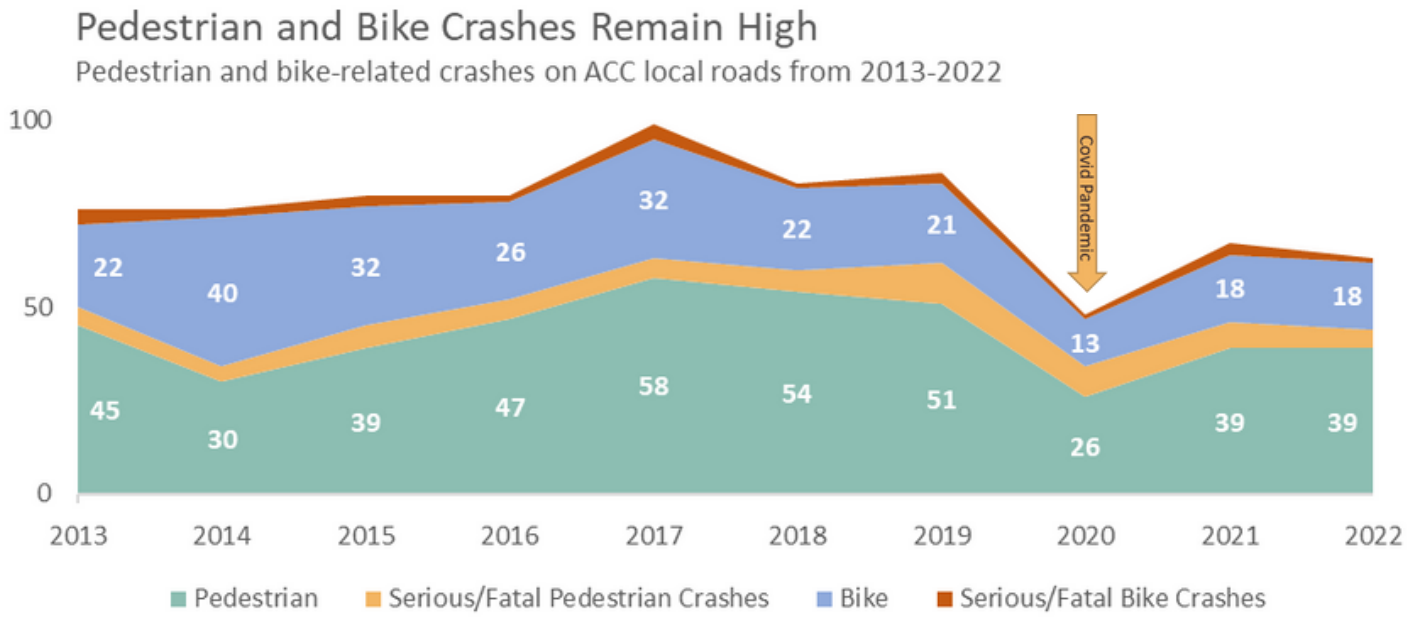


Over the ten-year period between 2013 and 2022, there were 977 crashes involving impaired driving. Of these, 41 resulted in serious injury and 26 in a fatality. More information is needed to know if the drop in impaired driving is due to a true change in driving behavior, perhaps impacted by ride-share services such as Uber and Lyft (which came to Athens in 2014 and 2016, respectively). While the total number of impaired crashes have decreased, the number of fatal and serious injuries from crashes involving impaired driving have remained unchanged. The unchanged numbers of Serious/Fatal Impaired crashes could be attributed to the most dangerous drivers having a higher confidence level in their abilities to drive safely.



[1] "Georgia Traffic Safety Facts: Traffic Safety During the COVID-19 Public Health Emergency."

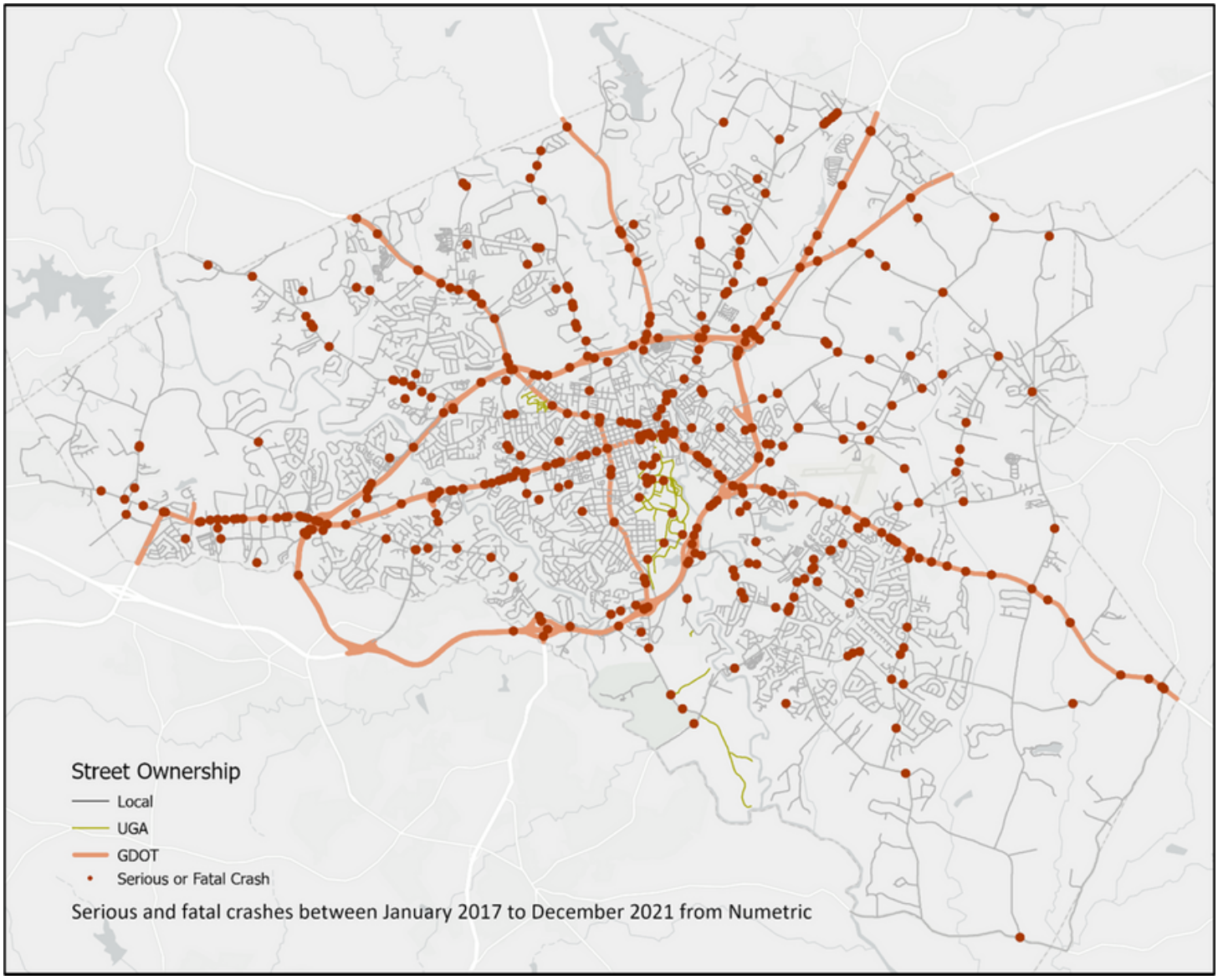
Pedestrian and cyclist crashes constitute only 2% of total crashes on local roads, yet about 22% of fatal and serious injuries. Between 2013-2022 there were 428 crashes involving a pedestrian and 244 involving a cyclist. These crashes resulted in 14 pedestrians and 4 cyclists being fatally injured and 48 pedestrians and 20 cyclists with serious injuries. Minor crashes involving pedestrians and cyclists are severely underreported, so it is harder to determine the true impact of these crashes. Additionally, there was a noticeable decrease of pedestrian- and bicyclist-related crashes in 2020. This coincides with a reduction of all crashes on local roads, and could attributed to a decreased volume of cars on the roads.



SEVERE CRASH LOCATIONS

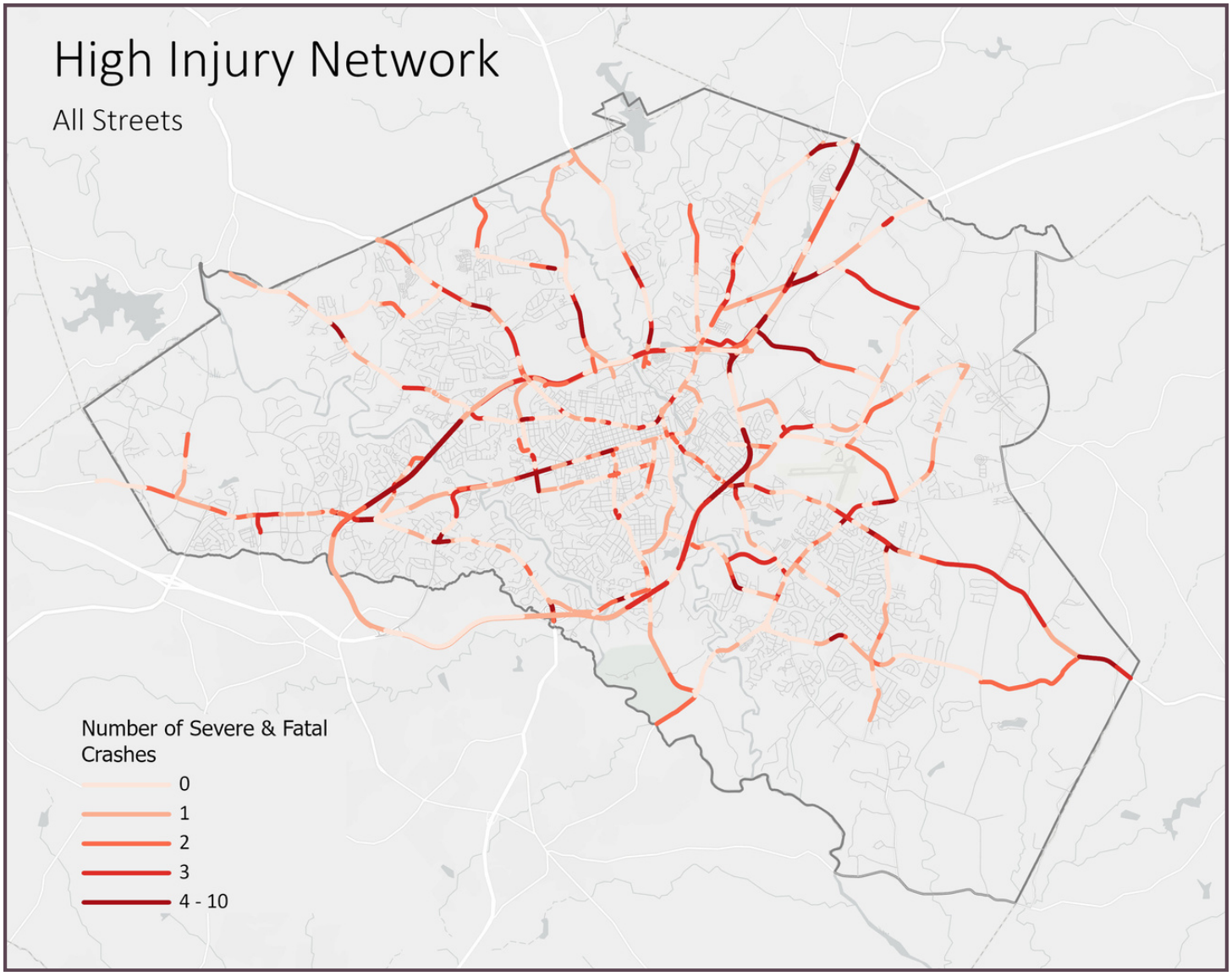
A more recent data timeframe (2017-2021) is used to determine locations of concern. 2022 data was not available at the time of analysis, so 2017-2021 was the five-year period that was used. There were 204 fatal or serious crashes between January 1, 2017 and December 31, 2021 on local roads.

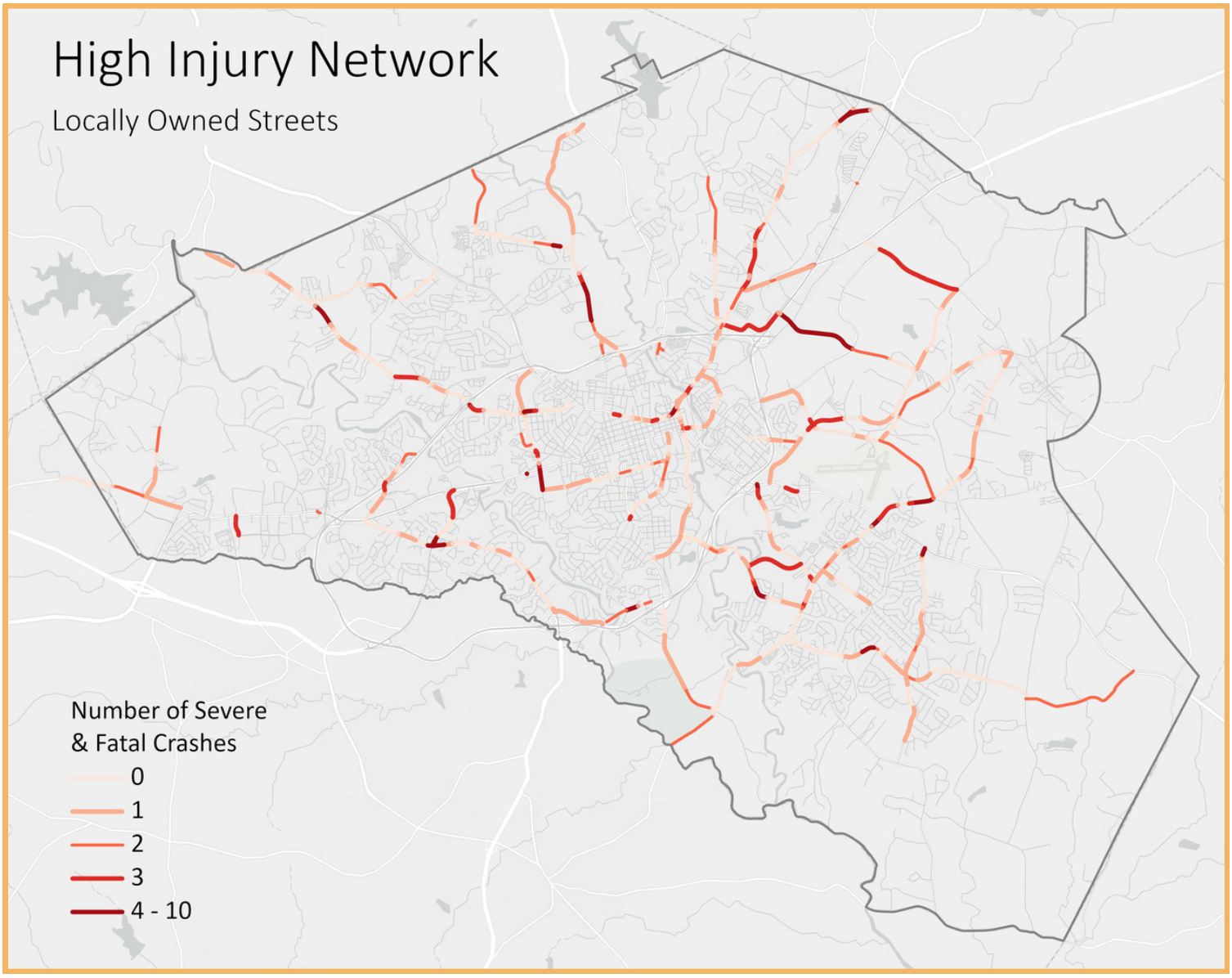
Fatal and Serious Crashes 2017- 2021



HIGH INJURY NETWORK

While fatal and severe crashes are spread across the County, as demonstrated below, there are several spots with more frequent and severe crashes than the rest of the county. The maps below demonstrates the High Injury Network for Athens. The first shows all streets and the second calls out only those that are locally owned. High Injury Networks (HINs) are one of many tools for local agencies to begin addressing traffic fatalities and serious injuries. HINs identify stretches of roadways where the highest concentrations of collisions resulting in fatal or serious injuries occur on the transportation network.





Locally owned roads with the most severe and fatal crashes include:

- Timothy Rd
- Epps Bridge Pkwy
- Barnett Shoals Rd
- Newton Bridge Rd
- Athena Dr
- Macon Hwy
- Gaines School Rd
- Alps Rd
- W Broad St
- Vincent Dr
- Old Lexington Rd
- Tallassee Rd
- Cherokee Rd
- Whit Davis Rd
- Oglethorpe Ave
- Ila Rd
- College Station Rd
- E Dougherty St
- Hull Rd
- Collins Industrial Blvd
- North Ave
- Hawthorne Ave
- Spring Valley Rd
- Barnett Shoals Rd
- College Station Rd
- Prince Ave
- New Jimmie Daniel Rd
- Mitchell Bridge Rd
- S Lumpkin St
- Indian Hills Dr
- Winterville Rd
- W Dougherty St
- E Broad St
- Research Dr
- Voyles Rd
- Nellie B Ave

05 EMPHASIS AREAS

An iterative process with staff and community members identified four emphasis areas - Intersection Crashes, Distracted Driving, Impaired Driving, and Pedestrian and Bicyclist-Related Crashes. Goals and working groups were identified for each area.

INTERSECTION CRASHES

Approximately one-third of all traffic fatalities and roughly 75% of all traffic crashes in Georgia occur at or adjacent to intersections. Between 2013-2022, there were 19,708 crashes at or near intersections on ACC's local roads. Of these, 196 resulted in serious injury and 40 in a fatality.

Goal for Intersection Crashes:

- Reduce intersection crashes by 10% by December 2025.

Intersection Working Group Team Members

- Traffic Engineering (Traffic Engineer, Signs & Markings, Signal Systems Engineer, Studies Division)
- Transportation & Public Works Administration (Assistant Director, Bike, Ped & Safety Coordinator, Vision Zero Planner)
- GDOT Safety Team
- ACC Police Department (Crime & Intelligence Analyst, GIS Team)

DISTRACTED DRIVING

Distracted driving is any activity that diverts attention from driving, including phone usage, eating and drinking, talking to people in the vehicle, fiddling with the stereo — anything that takes a driver's attention away from the task of safe driving. Texting is an especially dangerous distraction. Sending or reading a text takes eyes off the road for five seconds. At 55 mph, that can be compared to driving the length of a football field with eyes closed. Any non-driving activity is a potential distraction and increases the risk of crashing.

Many drivers consider distractions such as eating or drinking or talking on cell phones to be important and common activities, and they are unlikely to give them up. Moreover, studies indicate that drivers themselves are poor judges of the performance decrements that result from distracting activities.[2] The 2015 National Survey on Distracted Driving Attitudes and Behaviors found that a large portion of drivers do not believe that their driving performance is affected by cell phone use, and that over half of drivers who talk on the phone while driving believe that their driving is the same while using cell phones.[3]

Using a cell phone while driving creates enormous potential for deaths and injuries on U.S. roads. In 2020, 3,142 people in the U.S. were killed in motor vehicle crashes involving distracted drivers. Additionally, there were 12,970 crashes involving distracted driving (both suspected and confirmed) on local roads. Of these, 83 resulted in serious injury and 10 in a fatality. In the United States, 9% of fatal crashes were reported as distraction-affected crashes, [4] whereas in Clarke County, 16.13% of fatal crashes were related to distracted driving. In 2022, the Athens Police Department performed 14,802 traffic stops related to distracted driving.[5] Of these stops, 2,765 resulted in a citation being issued.

Goal for Distracted Driving:

- Increase enforcement of Hands-Free Georgia laws by 10% by December 2025.
- Reduce distracted-driver crashes by 10% by December 2025.

Distracted Driving Working Group Team Members

- Public Information Office
- Athens in Motion Commission
- TPW Admin
- TPW Traffic Engineering
- ACC PD

IMPAIRED DRIVING

Alcohol, marijuana, and other drugs can impair the ability to drive because they slow coordination, judgment, and reaction times. Every day, about 32 people in the United States die in drunk-driving crashes — that's one person every 45 minutes. In 2020, 11,654 people died in alcohol-impaired driving traffic deaths — a 14% increase from 2019.

[2] Horrey, Lesch, and Garabet, "Assessing the Awareness of Performance Decrements in Distracted Drivers."
[3] Schroeder, Wilbur, and Pena, "National Survey on Distracted Driving Attitudes and Behaviors - 2015."
[4] "Traffic Safety Facts Research Note: Distracted Driving 2019."
[5] Athens-Clarke County Police Department

Four basic strategies are used to reduce impaired-driving crashes and driving under the influence.[6]

- Deterrence: enact, publicize, enforce, and adjudicate laws prohibiting impaired driving so people choose not to drive impaired
- Prevention: reduce drinking and drug use and keep impaired drivers from driving, while making it easier to get to and from bars without a car
- Communications and outreach: inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable
- Alcohol and drug treatment: reduce alcohol and drug dependency or addiction

Goal for Impaired Driving:

- Reduce the number of impaired driving crashes by 30% by December 2025.

Impaired Driving Working Group Team Members

- ACC PD
- UGA Fontaine Center
- Transportation & Public Works Administration (Assistant Director, Bike, Ped & Safety Coordinator, Vision Zero Planner)
- GDOT Safety Team
- Mothers Against Drunk Driving (MADD)
- ACCGov Transit
- Athens in Motion Commission

Pedestrian & Bicyclist-Related Crashes

Any crash involving a pedestrian or bicyclist is classified as a pedestrian or bicyclist-related crash. Pedestrian and bicyclist crashes constitute a small portion of total crashes on local roads, yet about 22% of fatal and serious injuries. Between 2013-2022 there were 428 crashes involving a pedestrian and 244 involving a cyclist. These crashes resulted in 14 pedestrians and four cyclists being fatally injured and 48 pedestrians and 20 cyclists with serious injuries. Minor crashes involving pedestrians and bicyclists are severely underreported, so it is harder to determine the true impact of these crashes.

[6]Countermeasures that Work: https://www.nhtsa.gov/book/countermeasures/alcohol-and-drug-impaired-driving/countermeasures

Goal for Pedestrian-Related Crashes:

- Reduce pedestrian-related crashes on local roads by 10% by December 2025.
- Reduce bicyclist-related crashes on local roads by 10% by December 2025.

Pedestrian & Cyclist Working Group Team Members

- Traffic Engineering (Traffic Engineer, Signs & Markings, Signal Systems Engineer, Studies division)
- Transportation & Public Works Administration (Assistant Director, Bike, Ped & Safety Coordinator, Vision Zero Planner)
- GDOT Safety Team
- Landscape Management
- Transit
- Athens in Motion Commission
- Bike Athens

OVERALL GOALS

- Create well-defined guidelines and methodology for future safety projects including a Speed Management Toolkit and Residential Traffic Management Program.
- Compile a comprehensive inventory of existing safety features on local roads by the end of 2024.
- Develop support for grant funding applications to address road safety.
- Prioritize needed road safety investments.
- Evaluate existing and develop new processes within our department to identify shortcomings and improve the safety of our transportation system.
- Perform at least three Road Safety Audits on High-Injury roads per year.

06 EVALUATION & IMPLEMENTATION

The strategies below implement the goals in each of the Emphasis Areas. They are largely drawn from the USDOT Federal Highway Administration's Proven Safety Countermeasures, which includes evidence of efficacy. The working groups identified in the previous section will oversee the implementation of this plan. The ACCGov Department of Transportation and Public Works will be the accountable party for progress on the plan goals. Goals in each Emphasis Area will be evaluated on a yearly basis. The Local Road Safety Plan should be revised every five years.

INTERSECTION CRASHES

Strategy	Evidence
Update the intersection improvement program priority list based on 2018 – 2022 data. Deploy a package of low-cost countermeasures.	Countermeasures such as enhanced signing and pavement markings reduce nighttime crashes, fatal and injury crashes at rural intersections, and fatal and injury crashes at 2-lane by 2-lane intersections.
Implement three quick build intersection treatments with follow-up evaluation.	If traffic circle, mini roundabout, or roundabout are implemented, this should result in similar safety benefits as roundabouts.
Identify non-stop controlled intersections with high crash rates.	Identifying low-cost countermeasures that could be deployed at all high crash intersections could result in a new program and allow ACC to apply for funding.
New process for intersection improvement that includes roundabout feasibility study (ICE) required for intersection capital improvements	Two-Way Stop-Controlled Intersection to a Roundabout: 82% reduction in fatal and injury crashes. Signalized Intersection to a Roundabout: 78% reduction in fatal and injury crashes

DISTRACTED DRIVING

Strategy	Evidence
Identify stretches of road with frequent side swipe or run off the road crashes that might benefit from rumble strips	Shoulder Rumble Strips: 13-51% reduction in single vehicle, run-off-road fatal and injury crashes on two-lane rural roads. Center Line Rumble Strips: 44-64% reduction in head-on fatal and injury crashes on two-lane rural roads.[7]
Coordinate with PD to increase cell-phone ticketing during UGA move-in.	High visibility enforcement demonstrated to be effective by several high-quality evaluations with consistent results.[8]

PEDESTRIAN AND BICYCLIST-RELATED CRASHES

Strategy	Evidence
Leading Pedestrian Intervals at all lights in downtown core	58.7% reduction in pedestrian crashes is expected for this countermeasure. [8]
No right on red at all lights in downtown core	3% reduction in ALL crashes, no data for pedestrian only crashes. [8]
Raised pavement markers on all delineated bike lanes	
Develop and implement bike rack subsidy pilot program	
Increase pedestrian lighting	Intersection lighting can reduce pedestrian crashes up to 42%[9]
Install high visibility crosswalks at areas with high pedestrian demand	High-visibility crosswalks can reduce pedestrian injury crashes up to 40%. [9] Adding refuge island results in a further 56% reduction in pedestrian crashes.
Ensure first-mile/last-mile connectivity by installing sidewalks and bike lanes near transit stops	Roads with sidewalks have an 88% reduction in pedestrian crashes. [9]

[7] https://highways.dot.gov/safety/proven-safety-countermeasures/longitudinal-rumble-strips-and-stripes-two-lane-roads
[8] https://highways.dot.gov/safety/proven-safety-countermeasures

PEDESTRIAN AND BICYCLIST-RELATED CRASHES

Strategy	Evidence
Reduce speeding with automated enforcement cameras in school zones.	Increased enforcement leads to a 23% reduction in pedestrian crashes, 54% reduction in all crashes, and 47% reduction in injury crashes.[9]
Reduce illegal parking/stopping in bike lanes with increased or automated enforcement	

IMPAIRED DRIVING

Strategy	Evidence
Expand after hours bus transit services.	Promising, and likely to be effective [10]
Limiting alcohol promotions that can be offered.	Promising, and likely to be effective [10]

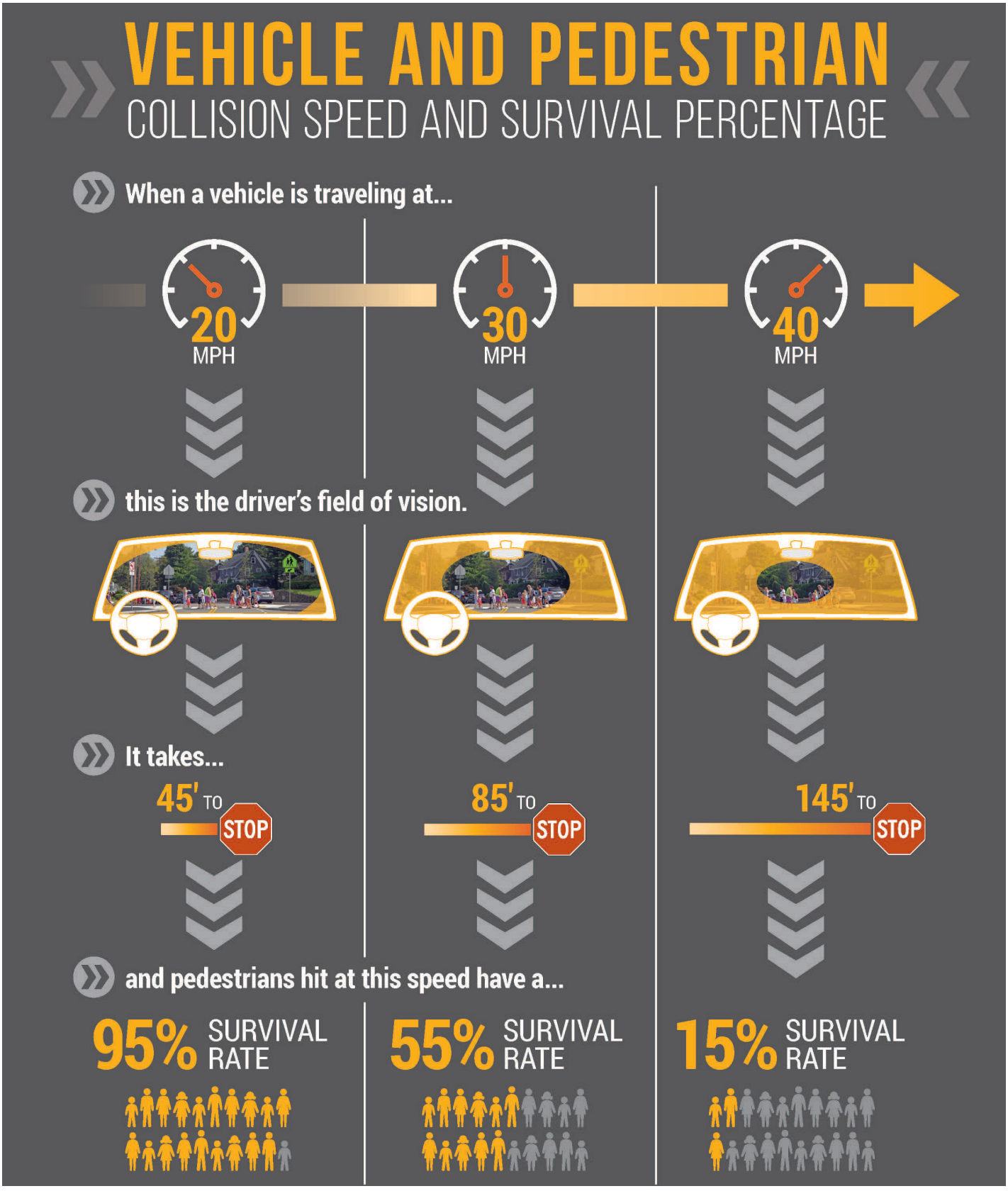
[9] Elvik, R. and Vaa, T. Handbook of Road Safety Measures. Oxford, United Kingdom, Elsevier, (2004).
[10] Chen, L., C. Chen, and R. Ewing. The Relative Effectiveness of Pedestrian Safety Countermeasures at Urban Intersections - Lessons from a New York City Experience. (2012).

APPENDIX: STRATEGIES FOR FUTURE CONSIDERATION

Strategy	Efficacy Research	Emphasis Area
Require bars to complete bystander intervention training to obtain their liquor licenses.		Impaired driving
Free vouchers for uber/lyft that bars can provide to inebriated customers.	Promising, and likely to be effective	Impaired driving
Coordinate with Police to document where impaired drivers are coming from and driving to, in order to create an origin destination map that can inform after-hours Transit services.		Impaired driving
Administrative License Revocation or Suspension (ALR/ALS)	Determined to be effective	Impaired driving
Open Container laws	Promising, and likely to be effective	Impaired driving
Publicized Sobriety Checkpoints	Determined to be effective	Impaired driving
High-Visibility Saturation Patrols	Determined to be effective	Impaired driving
DWI Courts	Proven for reducing recidivism	Impaired driving
Alcohol Problem Assessment and Treatment	Determined to be effective	Impaired driving
Alcohol Screening and Brief intervention	Determined to be effective	Impaired driving
Increase documentation regarding when, where, and who is involved in impaired driving tickets and crashes.		Impaired driving
Social Marketing campaign	Limited or no high-quality evaluation evidence	Distracted Driving

Strategy	Efficacy Research	Emphasis Area
Youth education initiative	Limited or no high-quality evaluation evidence	Distracted Driving
Post hands-free Georgia signs	Limited or no high-quality evaluation evidence	Distracted Driving
ADA Compliance Assessment of all sidewalks in ACC		Pedestrian & Cyclist Crashes
Create a sidewalk gap program	Roads with sidewalks have an 88% reduction in pedestrian crashes	Pedestrian & Cyclist Crashes
Coordinate with Planning to ensure zoning aligns with safety improvements and explore the possibility of impact fees to create bike/ped infrastructure		Pedestrian & Cyclist Crashes
Create a comprehensive list of roads that might be suitable for future road diets – five year plan for road diets. During repaving planning, assess which roads would benefit from road diets	4-Lane to 3-Lane, Road Diet Conversions result in 19-47% reduction in total crashes.	Pedestrian & Cyclist Crashes
Public website for reporting transportation issues		Pedestrian & Cyclist Crashes
Coordinate with school system to build student behavioral capabilities to use the free bus system.		Pedestrian & Cyclist Crashes
Increase frequency of mowing in areas without sidewalks, but with high pedestrian volumes	Providing a paved shoulder results in 71% reduction in pedestrian crashes, frequent mowing may have similar effects.	Pedestrian & Cyclist Crashes

Figure 3-1: *Speed/Impact Crash on Pedestrians*



THE UNIFIED GOVERNMENT OF ATHENS-CLARKE COUNTY
COMMISSION AGENDA ITEM

SUBJECT: Approval of Athens-Clarke County Transit Department Public Transit Agency Safety Plan (PTASP) 2024 update

DATE: February 5, 2024

EXECUTIVE SUMMARY:

This item requests ACCGov Mayor and Commission approve and adopt the 2024 Public Transportation Agency Safety Plan (PTASP) update. Updates to the 2024 PTASP include increased focus on Transit worker assaults; utilizing Safety Management Systems (SMS) to protect Transit workers from assaults; and mitigation of infectious diseases and respiratory hazards. The 2024 PTASP update utilizes safety targets established by GDOT in conjunction with input from ACCGov Transit for the overall goal of improving public transportation employee and community safety.

BUDGET INFORMATION:

REVENUES: Not Applicable

EXPENSES:

ANNUAL:	Not Applicable
CAPITAL:	Not Applicable
OTHER:	Not Applicable

FUNDING SOURCE:

COMMISSION ACTION REQUESTED ON: March 5, 2024

PURPOSE:

To request of the Mayor and Commission:

a. Approve and authorize the submission of the ACCGov Transit Department's Public Transit Agency Safety Plan 2024 Updates (**Attachment # 1**) to the Georgia Department of Transportation (GDOT) and Federal Transit Administration (FTA) for final approval; and

b. Authorize the Mayor and appropriate staff to execute the resulting Public Transit Agency Safety plan document.

HISTORY:

1. On July 19, 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans

which include the processes and procedures to implement Safety Management Systems (SMS).

2. On July 19, 2019, the PTASP Final Rule became effective and transit systems nationwide were given until July 20, 2020 to develop and implement a PTASP.

3. In August of 2019, the GDOT Office of Intermodal Programs offered to help develop a PTASP template that would meet FTA requirements for all "Small Urban" transit systems in the state.

4. In January 2020, ACCGov Transit Department staff met with GDOT, in coordination with the other small urban transit systems from across Georgia; to develop a FTA-compliant state-wide PTASP template incorporating local agency needs. ACCGov Transit subsequently worked with GDOT staff to customize the PTASP template for the needs, and requirements specific to Athens-Clarke County.

5. On April 22, 2020, FTA published a Notice of Enforcement Discretion effectively extending the PTASP compliance deadline from July 20, 2020 to December 31, 2020.

6. On May 21, 2020, ACCGov Transit Department staff received the customized FTA compliant draft PTASP from GDOT. On July 7, 2020, Mayor and Commission approved ACCGov Transit Department's Public Transit Agency Safety Plan update as required by the Federal Transportation Administration (FTA) to maintain compliance with FTA 49 CFR Part 673. There have since been updates in calendar year 2021 and 2022.

7. Approval of the 2023 PTASP was delayed due to addition of Safety Metrics in Table 2 – "Safety Risk Likelihood" (page 10).

Likelihood	Specific Item	Fleet / Inventory	Frequency
A Frequent	Likely to occur frequently in the life of an item	Continuously experienced	26 or more events in a year
B Probable	Will occur often in the life of an item	Will occur frequently in the system	13 to 25 events in a year
C Occasional	Likely to occur sometime in the life of an item	Will occur several times	6 to 12 events in one year, or less than 24 events in 5 years
D Remote	Unlikely but possible to occur in the life of an item	Unlikely, but can be expected to occur	1 to 5 events in one year or less than 10 events in 10 years
E Improbable	Unlikely to occur but possible	Unlikely to occur, but possible	1 event in 25 years
F Eliminated	Incapable of occurrence. This level is used when potential hazards are identified and later eliminated.		

FACTS & ISSUES:

1. ACCGov is a sub-recipient of Federal Transit Administration (FTA) 5307 Urbanized Area (UZA) Formula Operating and Capital assistance funding, and FTA 5339 Bus/Bus Facilities Capital funds.

2. Adopting, and enacting the Safety Management System (SMS) program included in the PTASP document is a regulatory requirement for all public transportation system operators which receive FTA 5307 funding, or FTA 5339 Capital funds.

3. ACCGov Transit staff, in collaboration with Georgia Department of Transportation (GDOT), have developed the update to the PTASP to include: updated safety performance targets, establish safety program review board, and establish safety and training programs as required by the PTASP 2024 update.

4. The PTASP must be reviewed and updated on an annual basis to ensure metrics established are being meet, and are relevant to the safety and training mandates set forth by FTA and GDOT.

5. Updates included in the PTASP 2024 include:
    - Required actions regarding assaults on Transit Workers;
    - Using SMS to protect Transit Workers from assaults; and
    - Mitigate infectious disease and respiratory hazards.

6. Recommendations included in the PTASP 2024 update establishes a SMS to move ACCGov Transit closer to the Mayor and Commission Strategic Plan Goal 5: "Safely Move around Athens".

OPTIONS:

1. Mayor and Commission:
    a. Approve and authorize the submission of the ACCGov Transit Department's Public Transit Agency Safety Plan 2024 Updates (**Attachment # 1**) to the Georgia Department of Transportation (GDOT) and Federal Transit Administration (FTA) for final approval; and
    b. Authorize the Mayor and appropriate staff to execute the resulting PTASP 2024 document;

2. Mayor and Commission decline to approve the Public Transit Agency Safety plan document that is a Federal Mandated requirement for 5307 recipients that receive federal funding.

3. Mayor and Commission defined option.

DEPARTMENT RECOMMENDED ACTION: Option #1 a & b

DEPARTMENT: Transit
Prepared by: Victor Pope



Victor Pope — February 5, 2024
Date:

ADMINISTRATIVE COMMENTS:

ADMINISTRATIVE RECOMMENDATION: Option #1 a & b



Manager — February 14, 2024
Date:

ATTACHMENTS:

Attachment #1 : ACCGov Transit Public Transportation Agency Safety Plan 2024 Update

Attachment #1

ATHENS-CLARKE COUNTY TRANSIT DEPARTMENT

SAFETY PLAN

MARCH 2024

TRANSIT

AUTHORIZATIONS

Moving Ahead for Progress in the 21st Century (MAP-21) and the Fixing America's Surface Transportation Act (FAST) granted the Federal Transit Administration (FTA) the authority to establish and enforce a comprehensive framework to oversee the safety of transit bus systems throughout the United States. On July 19, 2018, the FTA promulgated its final rule 49 CFR. Part 673 - Public Transportation Agency Safety Plan (PTASP) which requires recipients of FTA Chapter 5307 funds to develop and implement a safety plan based on Safety Management Systems (SMS) principles and methods.

Athens-Clarke County Transit Department (ACCTD) establishes this Safety Plan as our agency's commitment to system safety and the principles of SMS. The objectives of our plan are to:

- Increase the safety of transit systems by proactively identifying, assessing, and controlling risks;
- Continually improve safety performance;
- Improve the commitment of transit leadership to safety; and
- Foster a culture of safety awareness and responsiveness.

ACCTD is committed to implementing a systematic and comprehensive safety program. Leadership will visibly demonstrate its commitment to safety by monitoring hazards, enforcing, and supporting safety programs, and promoting an open and transparent environment to discuss and address safety issues.

This Safety Plan was developed by the Georgia Department of Transportation (GDOT), and ACCTD has adopted it to comply with FTA Part 673 requirements. The Athens-Clarke County Commission, Transit Director, and Chief Safety Officer have reviewed and approved this Safety Plan and assure that its contents meet the requirements of Regulation 49 CFR Part 673 through the establishment of a comprehensive SMS framework.

To ensure that the necessary processes are in place to accomplish both enhanced safety at the local level and the goals of the National Public Transportation Safety Plan (NPTSP), ACCTD has adopted this PTASP and the tenets of SMS including a Safety Management Policy (SMP) and the processes for Safety Risk Management (SRM), Safety Assurance (SA), and Safety Promotion (SP), per 49 USC 5329(d)(1)(A). While safety has always been a primary function at ACCTD, this document lays out a process to fully implement an SMS over the next several years that complies with the PTASP final rule, as amended.

Additionally, FTA recently released a Notice of Proposed Rulemaking (NPRM) with proposed revisions to the NPTSP to address the new requirements in the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA) to further advance transit safety. The revision supersedes the one which FTA published in January 2017. It lays out a performance-based approach to reduce injuries and fatalities on transit systems under FTA's safety jurisdiction. If these changes are ratified, this plan will be updated to include safety training for maintenance staff as well as de-escalation training for all safety sensitive personnel. Three new Safety Performance Measures will be added for tracking including "Transit Worker Fatality Rate," "Assaults on Transit Workers," and "Rate of Assaults on Transit Workers." This plan will then be updated to include two new Safety Risk Reduction Program Measures which are "Assaults on Transit Workers" and "Rate of Assaults on Transit Workers, both of which are already reported by ACCTD[i] to the FTA through the National Transit Database (NTD).

Safety is a core business function of all public transportation providers and should be systematically applied to every aspect of service delivery. At ACCTD, all levels of management, administration and operations are responsible for the safety of their customers and themselves.

This Safety Plan will be distributed to all transit employees, will be reviewed, and updated annually.

• APPROVED BY	DATE
PAT HALE, ACCGOV INTERIM TRANSIT DIRECTOR	

REVISION RECORD				
REVISION #	**REVIEW DATE**	**REVIEWER**	**REVISION DATE**	**APPROVED BY**
1	10/17/22	RYAN SOLCHENBERGER	10/17/2022	RYAN SOLCHENBERGER
2	11/21/23		11/21/23	VICTOR POPE

TABLE OF CONTENTS

1. TRANSIT AGENCY INFORMATION 1

2. SAFETY MANAGEMENT 4
- 2.1 Safety Management Policy – 673.23(a) 4
- 2.2 Employee Safety Reporting – 673.23 (b) 4
- 2.3 Safety Management Policy Communication – 673.23(c) 5
- 2.4 Safety Responsibilities 5

3. SAFETY RISK MANAGEMENT (673.25) 8
- 3.1 Safety Risk Management Program 8
- 3.2 Safety Risk Identification 8
- 3.3 Safety Risks Assessment 9
- 3.4 Safety Risk Resolution 11
- 3.5 Safety Risk Tracking 11

4. SAFETY ASSURANCE – 673.27 (A) 13
- 4.1 Safety Performance Monitoring and Measurement – 673.27 (b) 13
- 4.2 Monitoring Operations and Maintenance Compliance – 673(b)(2) 13
- 4.3 Safety Performance Measures and Targets – 673.11(a)(3) 14

5. SAFETY PROMOTION 16
- 5.1 Safety Training 16
- 5.2 Safety Communication 17

6. ANNUAL UPDATE PROCESS 19

APPENDIX A: PTASP RELATIONSHIP TO OTHER FEDERAL LAWS & REGULATIONS 22

APPENDIX B: APPROVAL BY GOVERNING BODY 23

APPENDIX C: GDOT PLAN CERTIFICATION 24

TABLES

TABLE 1 – SAFETY RISK SEVERITY 10
TABLE 2 – SAFETY RISK LIKELIHOOD 10
TABLE 3 – SAFETY RISK INDEX 11
TABLE 4 – FY 2022 SAFETY PERFORMANCE MEASURES AND TARGETS 15

FIGURES

FIGURE 1 – ATHENS-CLARKE COUNTY TRANSIT SYSTEM MAP 3
FIGURE 2 – ATHENS-CLARKE COUNTY TRANSIT DEPARTMENT ORGANIZATION CHART 7

DEFINITIONS

Accident: An event that involves any of the following – loss of life; a report of a serious injury to a person; a collision of a public transit vehicle; an evacuation for life safety reasons at any location, at any time, whatever the cause.

Accountable Executive: A single, identifiable person who has ultimate responsibility for carrying out the Public Transportation Agency Safety Plan of a public transportation agency; responsibility for carrying out the Agency's Transit Asset Management Plan; and control or direction over the human and capital resources needed to develop and maintain both the Agency's Public Transportation Agency Safety Plan, in accordance with 49 USC § 5329(d), and the Agency's Transit Asset Management Plan in accordance with 49 USC § 5326.

Agency Leadership and Executive Management: Those members of agency leadership or executive management (other than an Accountable Executive, CSO, or SMS Executive) who have authorities or responsibilities for day-to-day implementation and operation of an agency's SMS.

Chief Safety Officer: Means an adequately trained individual who has responsibility for safety and reports directly to a transit agency's chief executive officer, general manager, president, or equivalent officer. A Chief Safety Officer may not serve in other operational or maintenance capacities, unless the Chief Safety Officer is employed by a transit agency that is a small public transportation provider as defined in this part, or a public transportation provider that does not operate a rail fixed guideway public transportation system.

Event: Means any accident, incident, or occurrence.

Fatality: A death or suicide confirmed within 30 days of a reported event. Does not include deaths in or on transit property that are a result of illness or other natural causes; a death due to, Collision (including suicides), Fire, Hazardous material spill, Acts of God, System, or personal security event (including suicides), and other safety events.

Hazard: A condition that has the potential to cause injury, illness, death, or property damage.

Hazard Likelihood: Probability of a hazard consequence to occur.

Hazard Severity: The effect/damaging result of a hazards consequence.

Incident: An event that involves any of the following – a personal injury that is not a serious injury; one or more injuries requiring medical transport; or damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency.

Investigation: The process of determining the causal and contributing factors of an accident, incident, or hazard, for the purpose of preventing recurrence and mitigating risk

Injury: Any damage or harm to persons that requires immediate medical attention away from the scene because of a reportable event. Agencies must report each person transported away from the scene for medical attention as an injury, whether or not the person appears to be injured.

Key staff: A group of staff or committees to support the Accountable Executive, CSO, or SMS Executive in developing, implementing, and operating the agency's SMS.

Major Mechanical Failures: Failures caused by vehicle malfunctions or subpar vehicle condition which requires that the vehicle be pulled from service.

National Public Transportation Safety Plan (NPTSP): The plan to improve the safety of all public transportation systems that receive Federal financial assistance under 49 USC Chapter 53.

Notice of Proposed Rulemaking (NPRM): A proposed new regulation or proposed changes to an existing regulation. A Federal agency is only allowed to issue regulations if authorized to do so by Congress, so the NPRM also provides the statutory authority under which the agency is proposing the regulation. The NPRM also explains the background and history of the issue that generated the regulation, and avenues for public participation.

Occurrence: An event without any personal injury in which any damage to facilities, equipment, rolling stock, or infrastructure does not disrupt the operations of a transit agency.

Passenger: A person, other than an operator, who is on board, boarding, or alighting from a vehicle on a public transportation system for the purpose of travel.

Performance target: A quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the Federal Transit Administration.

Reportable: An event occurring on transit right-of-way, in a transit revenue facility, in a transit maintenance facility, or involving a transit revenue vehicle, excluding occupational safety events occurring in administrative buildings.

Risk: An assessed probability and severity calculation to classify the overall potential consequences of a hazard.

Safety Assurance (SA): A list of defined safety performance indicators for reach priority risk and associated targets the Agency will use to determine if it is achieving the specified safety goals.

Safety Committee: A committee convened by a joint labor-management process comprised of an equal number of frontline employees (selected by a labor organization representing the plurality of the frontline workforce employed by the recipient or, if applicable, a contractor to the recipient, to the extent frontline employees are represented by labor organizations) and management

Safety Events: Include but are not limited to collisions, fires, hazardous material spills, slips, trips, falls, smoke, power failure, maintenance-related issues, or electric shock. To be reported as a major event, these events must **either** meet the fatality, evacuation, or property damage threshold **or** result in two or more injured persons. Other Safety Events that cause only one person to be immediately transported from the scene for medical attention, and that do not trigger any other reporting threshold, are reported on the Non-Major Monthly Summary Report form. The FTA includes Other Safety Events that occur in a transit maintenance facility and meet a reporting threshold but continues to exclude occupational safety events occurring in administrative buildings.

Safety Management Policy (SMP): A transit agency's documented commitment to safety, which defines the transit agency's safety objectives and the accountabilities and responsibilities of the agency's employees regarding safety.

Safety Management System (SMS): The formal, top-down, data-driven, organization-wide approach to managing safety risk and assuring the effectiveness of a transit agency's safety risk mitigation. SMS includes systematic procedures, practices, and policies for managing risks and hazards.

Safety Management System (SMS) Executive: A CSO or an equivalent.

Safety Objective: A general goal or desired outcome related to safety.

Safety Performance: An organization's safety effectiveness and efficiency, as defined by safety performance indicators and targets, measured against the organization's safety objectives.

Safety Performance Measure: An expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets.

Safety Performance Monitoring: Activities aimed at the quantification of an organization's safety effectiveness and efficiency during service delivery operations, through a combination of safety performance indicators and safety performance targets.

Safety Performance Target: A performance target related to safety management activities.

Safety Promotion (SP): A combination of training and communication of safety information to support SMS as applied to the transit agency's public transportation system.

Safety Risk: The assessed probability and severity of the potential consequence(s) of a hazard, using as reference the worst foreseeable, but credible, outcome.

Safety Risk Assessment: The formal activity whereby a transit agency determines SRM priorities by establishing the significance or value of its safety risks.

Safety Risk Management (SRM): A process within a transit agency's Safety Plan for identifying hazards, assessing the hazards, and mitigating safety risk.

Safety Risk Mitigation: The activities whereby a public transportation agency controls the probability or severity of the potential consequences of hazards.

Safety Risk Probability: The likelihood that a consequence might occur, taking as reference the worst foreseeable, but credible, condition.

Safety Risk Severity: The anticipated effects of a consequence, should the consequence materialize, taking as reference the worst foreseeable, but credible, condition.

Serious Injury: Any injury which:

- Requires hospitalization for more than 48 hours, commencing within seven days from
- the date that the injury was received;
- Results in a fracture of any bone (except simple fractures of fingers, toes, or nose);
- Causes severe hemorrhages, nerve, muscle, or tendon damage;
- Involves any internal organ; or
- Involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.

Small Public Transportation Provider: A recipient or subrecipient of Federal financial assistance under 49 USC 5307 that has one hundred (100) or fewer vehicles in peak revenue service and does not operate a rail fixed guideway public transportation system.

State: A State of the United States, the District of Columbia, or the Territories of Puerto Rico, the Northern Mariana Islands, Guam, American Samoa, and the Virgin Islands.

State of Good Repair: The condition in which a capital asset is able to operate at a full level of performance.

State Safety Oversight Agency: An agency established by a State that meets the requirements and performs the functions specified by 49 USC 5329(e) and the regulations set forth in 49 CFR part 674.

Transit Agency: An operator of a public transportation system.

Transit Asset Management (TAM) Plan: The strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation, as required by 49 USC 5326 and 49 CFR part 625.

Vehicle Revenue Miles (VRM): The miles that vehicles are scheduled to or actually travel while in revenue service. Vehicle revenue miles include layover/recovery time and exclude deadhead; operator training; vehicle maintenance testing; and school bus and charter services.

Acronyms:

ADA	Americans with Disabilities Act
BIL	Bipartisan Infrastructure Law
ACCTD	Athens-Clarke County Transit System
CAP	Corrective Action Plan
CEO	Chief Executive Officer
CSO	Chief Safety Officer
FAST	Fixing America's Surface Transportation Act
FTA	Federal Transit Administration
FY	Fiscal Year
GDOT	Georgia Department of Transportation
HR	Human Resources
KPI	Key Performance Indicator
MACORTS	Madison Athens-Clarke Oconee Regional Transportation Study
MAP-21	Moving Ahead for Progress in the 21st Century
MILSTD	Military Standard
MPO	Metropolitan Planning Organization
NPRM	Notice of Proposed Rulemaking
NPTSP	National Public Transportation Safety Plan
NTD	National Transit Database
NTSB	National Transportation Safety Board
PHA	Preliminary Hazard Assessment
PM	Preventative Maintenance
PPE	Personal Protective Equipment
PTASP	Public Transportation Agency Safety Plan
SMS	Safety Management System
SPT	Safety Performance Target
TAM	Transit Asset Management
UGA	University of Georgia
UPT	Unlinked Passenger Trip
USC	United States Code
VRM	Vehicle Revenue Mile

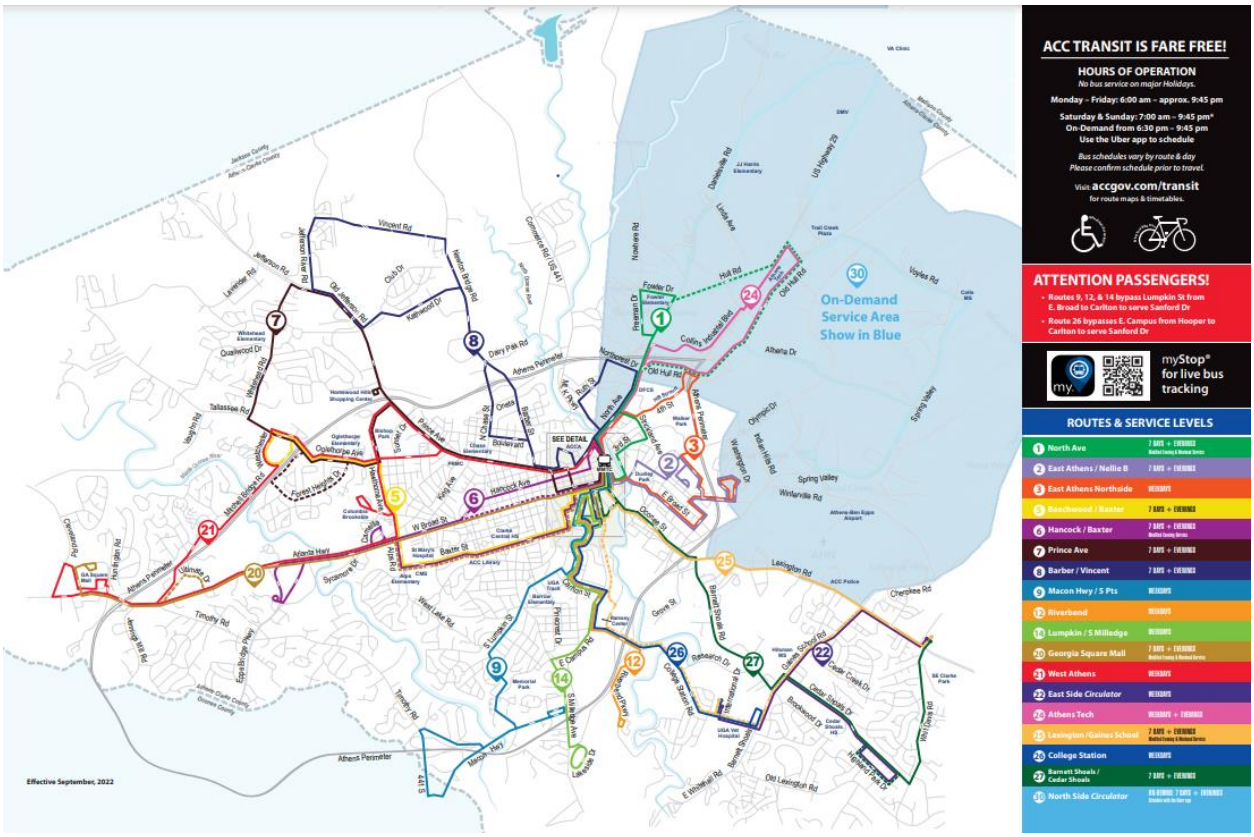
1. Transit Agency Information

Athens-Clarke County Transit System (ACCTD) serves the general population of Athens-Clarke County and coordinates with the University of Georgia (UGA) transit System. ACCTD operates 20 bus routes throughout the city and UGA campus. Service runs seven days a week, from 6:00 AM to 10:00 PM on weekdays and 7:00 AM to 10:00 PM on weekends, offering numerous connections with UGA Campus Transit. Routes serving the campus offer reduced levels of service during summer and other times when demand for university-based trips are reduced. ACCTD also operates a Park-and-Ride lot serviced by an express bus and Americans with Disabilities Act (ADA) compliant Paratransit service.

Transit Agency Name	Athens-Clarke County Transit System			
Transit Agency Address	775 East Broad Street Athens, GA 30601			
Accountable Executive (Name and Title)	Victor Pope, Interim Transit Director			
Chief Safety Officer (Name and Title)	Alexis Crayton, Transit Operations Administrator			
Mode(s) of Service Provided (e.g., Fixed Route, Demand Response, ADA Paratransit, etc.)	• Fixed Route, • Demand-Response ADA Paratransit		**List All FTA Funding Types** (e.g., 5307, 5310, 5311)	5307, 5339
Vehicles Operated in Maximum Service, by Mode	Fixed Route 22		ADA Paratransit 3	
Mode(s) of Service Contracted Out to Third Party Operators (TPOs)	Not Applicable			
Name of Third Party Operator (if applicable) and contact person	Not Applicable			
Does the agency provide transit services on behalf of another transit agency or entity?	Yes ☐	No ☒	**Description of Arrangement(s)**	Not Applicable

Name and Address of Transit Agency(ies) or Entity(ies) for Which Service Is Provided	Not Applicable	
Are any transit employees represented by a Labor Union? If so please describe.	Not Applicable	
No. of Fixed Bus Routes:	18	
Annual Vehicle Revenue Miles (VRM)	Fixed Route Bus VRM	Demand Response/Paratansit VRM
	773,984	31,677
Annual Unlinked Passenger Trips (UPT)	Fixed Route Bus UPT	Demand Response/Paratansit UPT
	1,045,880	3,552

Figure 1 – Athens-Clarke County Transit System Map



2. Safety Management

2.1 Safety Management Policy – 673.23(a)

ACCTD strives to provide safe and secure transportation for the public and our employees. Starting with the Transit Director, all ACCTD employees are accountable for creating and maintain a safe workplace and transit system. Each ACCTD employee is trained on the safe use of workplace equipment, tools, and personal protective equipment (PPE), as well as how to handle unexpected incidents they might encounter from day-to-day.

ACCTD is committed to:

- Supporting an organizational culture that prioritizes safety, including management responsiveness to reported safety concerns, encourages employees to report potentially unsafe workplace conditions and/or practices, and continual messaging and training so that safety awareness is top-of-mind.
- Integrating the management of safety as a primary responsibility of all managers and employees, including contractors;
- Defining and communicating safety expectations and accountabilities for all staff and how individual efforts contribute to the ACCTD safety plan;
- Establishing and implementing a safety program that emphasizes preventability, so all team members understand that safe practices can prevent unsafe conditions;
- Ensuring protections for any employee who discloses a safety concern through the employee safety reporting program;
- Complying with the expectations of legislative and regulatory requirements and standards;
- Ensuring all staff are PPE and trained in its use;
- Communicating the purpose and benefits of the Safety Management System (SMS) to all staff, managers, supervisors, and employees; This communication will specifically define the duties and responsibilities of each employee throughout the organization and all employees will receive appropriate information and SMS training;
- Establishing and measuring our safety performance against realistic and data-driven safety performance indicators and safety performance targets;
- Continually improving our safety performance with a focus on preventability, which ensures appropriate safety management actions are taken and are effective;
- Verify externally supplied systems and services to support our operations comply with ACCTD safety performance standards; and
- Verify that the strategies and guidelines to address infectious disease planning and response are consistent with the Centers for Disease Control and Prevention (CDC) and the Georgia Department of Public Health and local health authorities in order to minimize exposure to infectious diseases in accordance with 49 USC section 5329 (d)(1)(D).

This PTASP describes our safety efforts and programs, and through our thorough implementation of such efforts and programs we explicitly show our commitment to system safety based on SMS principles, as per 49 CFR Part 673.

2.2 Employee Safety Reporting – 673.23 (b)

Employees are required to embrace ACCTD's safety goals and objectives and are encouraged to report safety concerns, issues, or hazards. Executive management has established a safety reporting process for employees to voice their safety concerns without fear of retribution or blame. All frontline personnel will be responsible for utilizing this program, as necessary. Our employees (including contractors) have a duty to report any unsafe condition to their supervisor, manager, or the Chief Safety Officer. Unsafe conditions may include issues with policies, procedures, physical conditions, events, information about an issue, among others. All violations of agency safety rules or procedures (including regulatory requirements of the agency) may result in disciplinary action. No action will be taken against any employee who communicates a safety condition through our reporting program unless such disclosure indicates an illegal act, gross misconduct, or negligence, or a deliberate or willful disregard of our rules, policies, and procedures. Once actions to remediate a safety violation have been determined, they shall be communicated throughout the organization and carried out.

2.3 Safety Management Policy Communication – 673.23(c)

ACCTD staff are informed of their responsibilities related to safety and the requirements of our Safety Plan during onboarding. Communicating the purpose and benefits of this Safety Plan and SMS principles among executive and senior management, supervisors and frontline staff are the most important jobs of all our employees. All employees understand their respective safety roles and obligations and in identifying and assessing safety risks in the workplace and in agency operations. Fostering and reinforcing these obligations through regular agency-wide communications and programs are critical functions of senior management and the Chief Safety Officer, including but not limited to:

- Safety meetings;
- Operator meetings with supervisors and managers;
- Newsletters;
- Safety bulletins;
- Safety emails and text message alerts;
- Radio supervisor communication with operators;
- One-on-one communication between supervisors and frontline employees;
- Meetings with contractors;
- Committee meetings; and
- Safety campaigns.

2.4 Safety Responsibilities

The purpose of our Safety Plan is to maintain a formal safety program and establish a coordinated safety effort responsive to the needs of the operating, maintenance, and support departments. All personnel and contractors must work toward the common goal of preventing customer and employee accidents and incidents.

The following personnel provide leadership and management of ACCTD's Safety Plan:

Accountable Executive – Victor Pope Interim Transit Director, (current incumbent)

- Establishes and sets an organizational example for safety objectives and goals;
- Directs human resources;
- Manages agency finances;

- Oversees operations and maintenance programs;
- Promotes and communicates safety policy and programs;
- Participates in regular meetings with key staff to understand the status of safety programs and data; and
- Ultimately holds responsibility for all agency safety outcomes.

Chief Safety Officer (CSO) – Assistant Director (Victor Pope)

- Designated by the Transit Director to manage and implement the Safety Plan throughout the agency;
- Regularly reports to the Transit Director to provide status reports on ATS' safety program implementation;
- Manages the employee safety reporting program;
- Chairs safety meetings with operations and maintenance;
- Participates in formal safety-related meetings with the FTA and GDOT;
- Reports Safety Performance Measures/Targets to the Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS) Metropolitan Planning Organization (MPO);
- Develops and implements safety policies, procedures, and programs;
- Supervises and oversees work of assigned safety staff, conducts performance reviews with staff, and initiates appropriate actions related to such;
- Directs the hazard management process and provides notification of reportable accidents, incidents, and hazardous conditions;
- Investigates employee and vehicle accidents/incidents and injuries;
- Focuses on incident preventability to reduce accidents and injuries;
- Conducts inspections and research safety codes, standards, and regulations;
- Compiles and analyzes health and safety statistics; produces reports, records, documents, and manifests; accesses and updates database files;
- Coordinates staff safety meetings and attends meetings, conferences and group functions related to safety;
- Develops and conducts training sessions relating to safety issues;
- Identifies health and safety concerns, analyzes reports and information, develops programs for accident/injury prevention, and submits recommendations to reduce frequency of accidents;
- Develops departmental and organizational Key Performance Indicators (KPI); and
- Conducts risk identification, evaluation, control, funding, and administration.

The CSO has a direct line of reporting to the Transit Director.

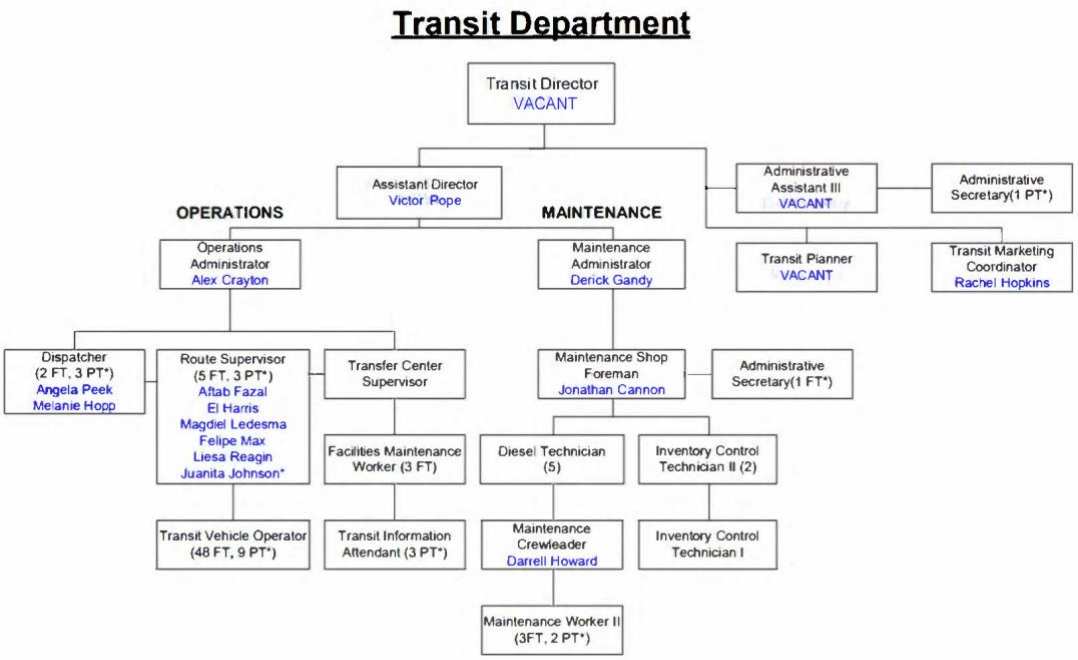
Other ACCTD staff who are responsible for implementation of ACCTD's safety plan:

- Transit Maintenance Administrator – This position reports to the CSO and is responsible for maintenance of the ACCTD buses, paratransit vehicles, and staff who work in the maintenance facility, as well as any visitors; and
- Operations Administrator – This position reports to the CSO and is responsible for the risk management, insurance, and safety oversight functions.

The applicable ACCTD Organization Chart, can be found in Figure 2.

Figure 2 – Athens-Clarke County Transit Department Organization Chart

(Maintenance, Operations, Administration)



3. Safety Risk Management (673.25)

3.1 Safety Risk Management Program

ACCTD develops plans and actions that emphasize the prevention of incidents. This Safety Plan and its programs must be effective in identifying and minimizing hazards in the operational environment. All operations must be viewed from a systems perspective in that the safety-critical functions of one group may impact those of one or more others. The emphasis on system safety is meant to clearly illustrate how individual actions may impact the entire transit system. As such, our hazard management program involves a multi-disciplinary review process that is directed by the CSO. There are three basic objectives:

- Hazard identification;
- Hazard assessment; and
- Hazard resolution.

3.2 Safety Risk Identification

Safety Risk identification is a core element of the Safety Plan that emphasizes preventing unsafe conditions from developing and quickly correcting any identified unsafe conditions. ACCTD's risk management program includes the following practices:

- Employee safety reporting;
- Driver, dispatcher, supervisory and maintenance performance information;
- Rules compliance checks;
- ADA compliance reviews;
- Asset conditions assessments;
- Camera and event recorder reviews;
- Environmental information;
- Safety observations;
- Driver protective barriers
- Pre- and post-trip inspections;
- Vehicle, facility, and equipment inspections;
- Internal safety investigations;
- Fitness for duty checks;
- Accident reports;
- Compliance programs;
- Safety Committee reviews;
- Public feedback/complaints
- Annual Crisis Prevention Training;
- KPI assessment;
- Tracking safety related incidents;
- Lighting in/adjacent to public transit facilities;
- Increased camera surveillance in/adjacent to a public transit facility; and
- Emergency telephone lines in/adjacent to public transit facilities.

ACCTD emphasizes the timely identification and correction of unsafe conditions, anticipated, and reconciled before serious accident, injury, or damage occurs. To ensure we provide as safe and reliable transportation services as possible, we have established a process by which hazards are identified, analyzed for potential impact on the operating system, and resolved in a manner acceptable to management and applicable regulatory agencies. All management, staff, contractors, and suppliers are required to comply with ACCTD's safety requirements.

Safety Risks which cannot be eliminated with design mitigations which include the implementation of safety warning devices are usually addressed by training, and/or written procedures to prevent mishaps. Most hazards are identified in the field, reported, entered in reports, and are addressed by the responsible departments through routine corrective measures that do not require special attention. In addition, the Safety and Risk Division of the Athens-Clarke County Unified Government conducts reviews of incidents to help identify risks.

Safety Risks can be identified through a host of sources ranging from daily experience (accidents, incidents, or safety concerns), gathered data, information submitted by patrons, to detailed analyses and assessments of existing conditions, among others. Once hazard causes, consequences, and likelihood of occurrence have been assessed, priorities for resolution can be established. The risks associated with hazards are accepted, minimized, controlled, or identified for future remedy. Safety efforts must, however, continue to ensure that the implementation of hazard remedies do not create new safety concerns.

3.3 Safety Risks Assessment

Safety Risks assessments shall include specific inputs, reviews, and comments from any department and personnel, as necessary. To categorize the severity of a hazard, the likely effects on passengers, employees, public, and equipment must be established. Hazard severity ratings are based on categories from Military Standard 882E (MILSTD-882E) and require system key agency stakeholders to make subjective determinations of the worst case that could be anticipated to result from design inadequacies, human error, component failure or malfunction. Hazard severity categories are defined to provide a qualitative measure of the worst credible mishap from resulting from personnel error, environmental conditions, design inadequacies, and procedural deficiencies for a system, subsystem or component failure or malfunction. **Table 1** below summarizes the hazard severity categories. It reflects the principle that not all hazards pose an equal amount of risk to personnel safety.

Table 1 – Safety Risk Severity

Characteristics				
Severity Level	**People**	**Equipment/Services**	**Financial**	**Reputational**
Catastrophic 1	Several deaths and/or numerous severe injuries (per event)	Total loss of equipment or system interruption, requiring months to repair	Estimated loss in excess of $5 million	Ongoing media coverage, irreparable reputational damage, government intervention (weeks-months)
Critical 2	Low number of deaths and/or severe injuries (per event)	Significant loss of equipment or system interruption, requiring weeks to repair	Estimated loss in the range of $500,000 to $5 million	Prolonged media campaign, serious reputational damage, sustained government involvement (days-weeks)
Major 3	Minor injury and possible serious injury (per event)	Some loss of equipment or system interruption, requiring 7 days or less to repair	Estimated loss in the range of $50,000 to $500,000	Adverse media coverage, reputational damage, government involvement
Marginal 4	Possible minor injury (per event)	Some loss of equipment, no system interruption, less than 24 hours to repair	Estimated loss in the range of $1000 to $49,999	Local media coverage and some reputational damage
Insignificant 5	No injury	Minor damage to equipment, no system interruption, no immediate repair necessary	Estimated loss is likely less than $1000	No adverse media or reputational damage

The likelihood that a hazard will occur during the planned life expectancy of a system element, subsystem, component, or daily operational function can be described subjectively in potential occurrences per unit time, event, population, items, or activity. A qualitative hazard likelihood may be derived from research, analysis, and evaluation of historical safety data or a similar system. The CSO, departmental managers, and/or a safety committee can assign a probability rating to a particular event or a specific hazard. Supporting rationale for assigning a hazard likelihood is documented in hazard analysis reports, memos, or minutes from meetings. The assessment of the probability of hazard occurrence will consider specific system operations based on the current system configuration. Hazard frequency levels to be considered are shown in **Table 2** below.

Table 2 – Safety Risk Likelihood

Likelihood	Specific Item	Fleet / Inventory	Frequency
A Frequent	Likely to occur frequently in the life of an item	Continuously experienced	26 or more events in a year
B Probable	Will occur often in the life of an item	Will occur frequently in the system	13 to 25 events in a year
C Occasional	Likely to occur sometime in the life of an item	Will occur several times	6 to 12 events in one year, or less than 24 events in 5 years
D Remote	Unlikely but possible to occur in the life of an item	Unlikely, but can be expected to occur	1 to 5 events in one year or less than 10 events in 10 years
E Improbable	Unlikely to occur but possible	Unlikely to occur, but possible	1 event in 25 years
F Eliminated	Incapable of occurrence. This level is used when potential hazards are identified and later eliminated.		

The Safety Risk Index (

Table 3) combines hazard categories, severity, and likelihood to constitute a chart to assist in the evaluation of specific hazards and their associated levels of risk.

Table 3 – Safety Risk Index

Hazard Categories					
Frequency	**1** Catastrophic	**2** Critical	**3** Major	**4** Marginal	**5** Insignificant
A Frequent	**1A**	**2A**	**3A**	**4A**	**5A**
B Probable	**1B**	**2B**	**3B**	**4B**	**5B**
C Occasional	**1C**	**2C**	**3C**	**4C**	**5C**
D Remote	**1D**	**2D**	**3D**	**4D**	**5D**
E Improbable	**1E**	**2E**	**3E**	**4E**	**5E**
F Eliminated	**1F**	**2F**	**3F**	**4F**	**5F**

Hazard Risk Index	Risk Decision Criteria
Unacceptable	Hazard must be mitigated
Undesirable	Requires acceptance from management
Acceptable with Review	Hazard may be accepted with management review
Acceptable	Risk level is acceptable
Eliminated	No hazard remains

3.4 Safety Risk Resolution

ACCTD will take appropriate corrective action after assessing potential risks. As per the process above, a risk may be eliminated by focusing on the preventability of safety incidents. The CSO and/or a safety committee may utilize accident/incident data over time to discuss the hazards of vehicle rear-endings and evaluate the type, severity and probability of these accidents, and mitigation measures to prevent these mishaps in the future. Such mitigations may include new standard operating procedures, policies, additional training requirements, public awareness campaigns, or even vehicle design changes.

This methodology may be applied for the analysis of risks of day-to-day operations as well as for preliminary hazard assessments (PHA) when designing new system infrastructure. During the safety certification process to develop system expansions, identified hazards can be addressed by designing system elements for minimum risk, and/or incorporating safety and warning devices.

3.5 Safety Risk Tracking

Complex safety risks may require the use of an incident tracking system which may consist of the following information:

- Assigned hazard number;

- Date hazard identified;
- Hazard title;
- Hazard description;
- Sources from which the hazard was identified;
- The element of operation affected by the hazard;
- Initial hazard classification;
- Current hazard classification; and
- Corrective Action Plan (CAP).

The safety risk tracking system is updated regularly until the hazard CAP has been closed out. All captured data is analyzed for trends to ensure future safety risks/hazards can be mitigated and/or eliminated.

4. Safety Assurance – 673.27 (a)

The purpose of Safety Assurance is to evaluate the overall effectiveness of the Safety Risk Management program. The ACCTD Transit Director and CSO are responsible for monitoring and evaluating day-to-day operations to ensure that:

- Emerging risks are identified;
- ACCTD is in compliance with regulations applicable to the safety plan; and
- The safety plan meets program goals.

Safety Assurance programs provide important feedback and data into the Safety Risk Management process and vice versa to promote safer operations. Through Safety Risk Management and Safety Assurance activities, ACCTD will evaluate the adequacy of procedures, processes, personnel performance, our data collected, and compliance with procedures and programs.

4.1 Safety Performance Monitoring and Measurement – 673.27 (b)

49 CFR Part 673.27 requires transit agencies to establish activities to:

- Monitor its system for compliance with, and sufficiency of, the agency's procedures for operations and maintenance;
- Monitor its operations to identify any safety risk mitigations that may be ineffective, inappropriate, or were not implemented as intended;
- Conduct investigations of safety events to identify causal factors; and
- Monitor information reported through any internal safety reporting programs.

4.2 Monitoring Operations and Maintenance Compliance – 673(b)(2)

The ACCTD Transit Director has final accountability for operating a safe transit system. Each employee is required to carry out specific system safety responsibilities in compliance with their job specifications, agency rules and regulations and this safety plan. Each department generates its own performance data used for the detection of trends or problems in operations and maintenance prior to the development of a major safety concern. The ACCTD Transit Director and CSO are responsible for ensuring compliance with the safety plan in several functional areas:

- Fleet operations;
- Road supervision;
- Fleet maintenance;
- Drug and Alcohol Program;
- TAM;
- Resource planning;
- Internal operations reviews;
- Accident/incident investigations and other means to determine causal factors;
- Contractor safety efforts;
- Data collection and analysis; and
- Security activities.

It is the task of the CSO to monitor and measure the safety performance of operations through data provided from the various departments and report to the Transit Director periodically. Using collected data and assessing trends, we develop minimum performance standards to meet agency safety targets and goals. From there, we may create KPI that show us whether or not we are achieving our safety targets and goals. Selected data is accumulated and analyzed for ongoing trending and performance measurement, including fatalities, injuries to passengers and/or personnel, system reliability, and other safety related events. This data comes from various sources including, but not limited to:

- Event reports;
- Observations of operations reports;
- Internal and external inspection, survey, and audit reports;
- Safety suggestions from employees and customers;
- Historical knowledge;
- Seasonal events and effects;
- Environmental considerations;
- New equipment or facility deployments;
- Fleet issues;
- Process reviews and audits;
- Training efforts; and
- Peer reviews.

Monitoring and measurement of our safety assurance program establishes a baseline which we can use to compare criteria and conditions at other specific points in time. Once a baseline is established through monitoring and measurement, data can be used as criteria in evaluating operations to reduce risk and overall safety objective/goal achievement. Ongoing monitoring is built into our operations, performed continually, and responsive to change. Ongoing monitoring includes regular management and supervisory activities, comparisons, reconciliations, and other routine actions.

4.3 Safety Performance Measures and Targets – 673.11(a)(3)

Among the various KPI that we use are the four performance measures that are required by the National Public Transportation Safety Plan (NPTSP): Fatalities, Injuries, Safety Events and System Reliability, as defined below:

- Fatalities – Total number of reportable[1] fatalities and rate per total vehicle revenue miles (VRM), by mode;
- Injuries – Total number of reportable injuries and rate per total VRM by mode;
- Safety Events – Total number of reportable events and rate per total VRM, by mode; and
- System Reliability – Mean (or average) distance between major mechanical failures (MDBF) by mode.

These safety performance measures are based on data submitted to the National Transit Database (NTD). Our annual performance targets for these measures for FY 2024 are as below on **Table 4.** These safety performance targets will be shared with MACORTS to aid in the planning

[1] The thresholds for "reportable" fatalities, injuries, and events are defined in the NTD Safety and Security Reporting Manual.

process. ATS will coordinate with the GDOT and MACORTS in the selection of State and MPO safety performance targets as requested.

Table 4 – FY 2024 Safety Performance Measures and Targets[2]

MB/DO (per 100,000 VRM)							
Mode - MB	**Fatalities**	**Rate of Fatalities**	**Injuries**	**Rate of Injuries**	**Safety Events**	**Rate of Safety Events**	**Mean Distance Between Mechanical Failure**
2020 Actual	0	0.00	0	0.00	1	0.13	15,980
2021 Actual	0	0.00	0	0.00	0	0.00	18,050
2022 Actual	0	0.00	0	0.00	0	0.00	24,187
Average	0.00	0.00	0	0.00	0	0.04	19,405
2024 SPT (MB)	0	0.00	0	0	1	0.04	19,405

DR/DO (per 100,000 VRM)							
Mode - DR	**Fatalities**	**Rate of Fatalities**	**Injuries**	**Rate of Injuries**	**Safety Events**	**Rate of Safety Events**	**System Reliability**
2020 Actual	0	0.00	0	0.00	0	0.00	36,748
2021 Actual	0	0.00	0	0.00	0	0.00	36,873
2022 Actual	0	0.00	0	0.00	0	0.00	31,677
Average	0	0.00	0	0.00	0	0.00	35,099
2024 SPT (DR)	0	0.00	0	0.00	0	0.00	35,099

*rate = events per 100,000 vehicle revenue miles / **System Reliability = miles between major mechanical failures

[2] NTD data from May S&S Time Series – May 2023-230907, downloaded October 5, 2023

5. Safety Promotion

Safety promotion fosters a positive safety culture and improves safety performance by increasing safety awareness through training and communication. Appropriate training for all employees regardless of their position within the agency provides knowledge for a successful safety program. Through communication of lessons learned and safety performance data, employees are made aware of safety priorities and concerns as they relate to their individual job tasks and the entire organization.

5.1 Safety Training

All new and existing employees undergo Safety Plan familiarization training. Employees at all levels of the agency need to understand 1) what the Safety Plan is, 2) how it supports the agency's mission, and 3) what their specific individual Safety Plan responsibilities are. This core element of our comprehensive safety training program applies to all ATS employees directly responsible for safety, including:

- Transit Director and CSO;
- Bus operators;
- Dispatchers;
- Maintenance technicians; and
- Managers and supervisors.

Our safety training programs include, but are not limited to, the following:

- New Hire Orientation
    - Drug and Alcohol-Free Workplace;
    - Worker's Compensation and Safety & Risk Accident/Injury Procedures;
    - Class C Operator Fuel Site Training for Georgia Environmental Protection Division
- ACC/ACCTD Cell Phone Policy (revised);
- MGR-004 Safe Driving Policy 2010/Hands-Free Law Acknowledgement;
- Athens Transit Policy and Procedure Handbook;
    - Health and Safety;
    - Pre-Trip;
    - Proper Use of Vehicle;
    - Communications;
    - Operator Requirements for Disabled Passengers;
    - Safety;
    - Emergencies;
    - Severe and Inclement Weather;
    - Passenger Injuries Report;
    - Breakdowns;
    - Service Reports;
    - Preventable Accidents;
    - Disciplinary Action for Preventable Accidents;
    - Violations Subject to Immediate Discharge;
    - Accident Review-ACC
- Bus Operator Training Agenda;

    - Drug and Alcohol Policy;
    - Manual Lift Operations;
    - Proper Wheelchair Security;
    - Defensive Driving;
    - Supervised Behind the Wheel Coaching;
    - Accident Procedures Test;
    - Conflict Resolution and Deescalating
- Safety, Security and Emergency Preparedness Protocols, including:
    - Serious Transit Vehicle Accident/Incident;
    - Transit Vehicle Fire;
    - Suspicious Item on Transit Vehicle;
    - Suspicious Item on or Near Transit Facility;
    - Dangerous Person(s) on Transit Vehicle;
    - Dangerous Person(s) on Transit Property;
    - Shooter or Hostage Situation on Transit Vehicle;
    - Community Evacuation;
    - Transit System Shutdown;
    - Pandemic Plan and implementation
- Inclement Weather Service Plan Route;
- Maintenance Department Plan Policies & Procedures;
    - Reporting Body Damage Procedures;
    - Vehicle Accident & on the Job Injury Procedures;
    - Cold Weather Procedures;
    - Preventative Maintenance (PM) Inspection Procedures;
    - Bus PM Schedule;
    - Demand Response PM Procedures;
    - Service Vehicle Fleet PM Procedures;
    - RTA and Fuelmaster Fueling Procedures;
    - Daily Maintenance Opening Procedures;
    - Daily Maintenance Closing Procedures;
    - Drivers Pre-Trip/Post-Trip Inspection Procedures;
    - Brake Inspection & Safety Inspection Procedures;
    - Road Call Procedures;
    - Safety Body Fluids and Blood Clean Up
- Material Safety Data Sheet; and
- Monthly Mandatory Safety Meetings for Every Operator.

ACCTD has developed job specifications for all job classifications which require certain skills training in order for personnel to perform job functions safely. For certain positions this will include initial as well as refresher training. ATS maintains records of all employees upon hire and manages their progress through training, annual recertification and retraining if required.

5.2 Safety Communication

All employees, from the Transit Director to frontline personnel, shall communicate the virtues and requirements of our Safety Plan and program elements. Safety communication activities ensure that all employees and contractors are aware of the following goals and responsibilities:

- The observance of all agency standard operating procedures, policies, and plans;

- The need to systematically identify safety hazards, mitigate risk and reduce fatalities and injuries resulting from transit operations;
- The need to reduce the injury incidence rate by minimizing exposure to unsafe conditions and reducing hazardous employee behavior;
- Providing safe and efficient transit services by ensuring that all vehicles, equipment, and facilities are regularly inspected, maintained, and serviced as needed; and
- Achieving 100 percent of scheduled routine inspections, preventative and regular maintenance work is completed on time, and essential repairs addressed in a designated time.

Further, ACCTD encourage employees and contractors to be mindful of their safety responsibilities, and review various safety issues, recommendations, policies, etc. by various means which include but are not limited to:

- Employee Safety Reporting;
- Safety meetings;
- Operator meetings with supervisors and managers;
- Newsletters;
- Safety bulletins and memos to all staff;
- Safety emails;
- Text message alerts;
- Radio supervisor communication with operators;
- One-on-one communication between supervisors and frontline employees;
- Meetings with contractors;
- Committee meetings; and
- Safety campaigns.

A positive safety culture focuses on finding and correcting systemic issues rather than finding someone or something to blame. A positive safety culture flourishes in an environment of trust, encouraging error-reporting and discouraging covering up mistakes. The need to address behavior that is malicious or recklessly negligent must be balanced with the need for a just culture that is not excessively punitive. A positive safety culture goes beyond simply adhering to procedures. It is demonstrated when employees carry out their duties correctly, with alertness, full knowledge, sound judgment, and a sense of accountability.

6. Annual Update Process

The CSO will review and update this Safety Plan annually. The updated version of the Plan will be signed by the Transit Director and approved by the Athens-Clarke County Commission. The newly authorized version will be reissued to all transit personnel for their perusal and comprehension. Athens-Clarke County Transit Department will maintain all documents that are related to the implementation of this Safety Plan and results from SMS processes and activities. These documents will be made available upon request by the FTA or other related federal entity. All such documents will be maintained for a minimum of three years after they are created.

The annual ASP review will follow the update activities and schedule provided below.

Table 5 – Annual Review/Update Timeline

Task	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
Review Agency Operations	→	→	→								
Review SMS Documentation • ***Safety Policy;*** • ***Risk Management;*** • ***Safety Assurance; and*** • ***Safety Promotion*.**				→	→	→	→	→	→		
Review Previous Targets and Set or Continue Targets				→	→						
Report Targets to National Transit Database (NTD), MPO					→						
Make Any Necessary Adjustments to PTASP									→	→	
Update Version No., Adopt & Certify Plan Compliance											★

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Appendix A: PTASP Relationship to Other Federal Laws & Regulations

1. Public Transportation Safety Program Rule - 49 USC § 5329

The Public Transportation Safety Program Rule establishes substantive and procedural rules for FTA's administration of the Public Transportation Safety Program authorized by 49 USC § 5329. The rule establishes FTA's SMS approach to the development and implementation of the Safety Program. Further, it sets rules of practice for the FTA's enforcement authority and describes the contents of a National Public Transportation Safety Plan.

National Public Transportation Safety Plan (NPTSP) - section 5329(b)

Through the NPTSP, the FTA has adopted the principles and methods of SMS as the basis for enhancing the safety of public transportation in the United States. The NPTSP is a policy document, communications tool, and a repository of standards, guidance, best practices, tolls, technical assistance, and other resources.

This Safety Plan was written in accordance with the Public Transportation Safety Program Rule and the NPTSP.

2. Public Transportation Agency Safety Plan (PTASP) Rule - 49 CFR Part 673

The Federal Transit Administration (FTA) published a final rule for PTASP as authorized by the Moving Ahead for Progress in the 21st Century Act (MAP–21). This final rule requires States and certain operators of public transportation systems that receive Federal financial assistance under Urbanized Area Formula Program (49 USC § 5307) to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). Transit operators must certify they have a safety plan, meeting the requirements of the rule, in place by July 20, 2020.

3. Transit Asset Management (TAM) Rule - 49 CFR Part 625

The PTASP final rule applies to only Section 5307 recipients and sub-recipients, and the TAM rule applies to all operators of public transit. However, the two plans can support one another by providing useful data for agency use and NTD reporting. Pursuant to 49 CFR. Part 625, condition assessments were performed as part of safety risk management and safety assurance activities. The results of TAM condition assessments, and subsequent SMS analysis can help prioritize a transit agency's TAM Plan elements. Condition assessments help identify potential safety issues, which could undergo a safety risk assessment as part of safety risk management. Further, TAM data and analysis can also be used for performance monitoring and measurement as part of safety assurance. Results of safety risk assessments and safety performance monitoring and measurement can guide the prioritization of an asset for repair or replacement.

4. National Transit Database (NTD) Rule 49 USC 5335(a)

Transit agency's receiving funding from the Urbanized Area Formula Program (5307) or Rural Formula Program (5311) are required to submit data to the NTD in uniform categories. Agencies submit reports to NTD each fiscal year. The PTASP rule and NTD reporting rule are related, as both rules require agencies to track data based on the same data points; fatalities, injuries, and safety events per total revenue vehicle mile by mode, with the additional requirement of mean distance between major mechanical failures.

Appendix B: Approval by Governing Body

I hereby certify on behalf of the Athens Transit Department that on March 5, 2024, the Athens-Clarke County Commission approved the enclosed Agency Safety Plan in accordance with 49 CFR 673.11(a)(1).

Signature of Authorized Official: _____

Printed Name/ Title: Kelly Girtz, Mayor Unified Government of Athens-Clarke County

Date: March 5, 2024

Appendix C: GDOT Plan Certification

THE UNIFIED GOVERNMENT OF ATHENS-CLARKE COUNTY
COMMISSION AGENDA ITEM

SUBJECT: N. Chase Street TAP Grant Concept Approval and Preliminary Engineering and Design Services Contract Amendment

DATE: January 31, 2024

EXECUTIVE SUMMARY:

The proposed action would accept the North Chase Street Project Concept Report, authorize the project to move into preliminary design phase, approve a contract amendment with the prime engineering consultant, Alfred Benesch & Company, and authorize the Mayor and appropriate staff to execute all related project documents including CSXT agreements.

BUDGET INFORMATION:

REVENUES:	$2,800,000	TAP Grant Award (Design Phase)
	$17,633,000	SPLOST 2011, Project #26 (All Tiers)
EXPENSES:	$13,919,560	Encumbered or Expenses
	$4,983,440	Designated Funds (Current and Future Tiers)
	$1,530,000	Total Available for N. Chase Street Engineering & Design Phase

FUNDING SOURCE: Georgia Department of Transportation, 2019 TAP Grant
SPLOST 2011, Project No. 26 (Intersections)

COMMISSION ACTION REQUESTED ON: March 5, 2024

PURPOSE:

To request the Mayor and Commission:

a. Approve the TSPLOST 2011, Project No. 26, Road & Bridge Improvements, Project Concept for the North Chase Street Corridor, from Oneta Street to Barber Street, as shown on **Attachment #1**;

b. Authorize staff to advance the North Chase Street Corridor Concept as generally shown on **Attachment #1** to the Preliminary Design Phase following the Georgia Department of Transportation (GDOT) Plan Development Process for State Funded Projects;

c. Approve an amendment to Multi-Phase Master Contract to provide Preliminary Engineering & Design Services on North Chase Street Corridor Improvement Project in the amount of $1,500,000, for a total new cost not to exceed $2,500,000, and a time extension up to December 31, 2027, to Alfred Benesch & Company; and

d. Authorize the Mayor to execute a Preliminary Engineering (PE) Agreement with CSX Transportation, Inc. (CSXT), and other related documents necessary to facilitate CSXT coordination and oversight of the project with an estimated cost of $30,000; and

e. Authorize the Mayor and appropriate staff to execute any and all other project-related documents, including but not limited to future agreements with GDOT to address landscaping, lighting, maintenance, and permitting.

HISTORY:

1. On February 1, 2005, the Mayor and Commission (M&C) adopted the "Guidelines for Three-lane Conversions" which states that whenever a four-lane roadway is resurfaced, staff should evaluate the current striping with consideration given to converting the roadway into a three-lane section.

2. On November 2, 2010, Athens-Clarke County voters approved the SPLOST 2011 Program Referendum. This referendum included the Road and Bridge Improvements and Replacement Program (Project #26).

3. On May 5, 2015, M&C approved a list of roadways and associated maintenance activities recommended for inclusion in the FY16 Pavement Maintenance Project. As part of the FY16 Project, North Chase Street was initially identified for resurfacing.

4. On July 22, 2015, Transportation & Public Works (T&PW) staff held a public forum to solicit comments on the possible lane configuration modifications to North Chase Street between Rowe Road and Newton Bridge Road in accordance with the four-lane conversion policy adopted in 2005.

5. On September 1, 2015, M&C approved shifting the North Chase Street segment from FY16 to the FY17 Pavement Maintenance Project through a Commission Defined Option to allow staff time to conduct an analysis of the entire road from Prince Avenue to Newton Bridge Road for possible lane reconfigurations and increased bicycle and pedestrian markings.

6. On March 8, 2016, T&PW staff presented possible lane reconfigurations to M&C at a scheduled Work Session.

7. On April 11, 2016, T&PW staff hosted a public forum to solicit comments on the proposed lane reconfigurations and bicycle and pedestrian marking improvements.

8. On May 3, 2016, M&C approved the FY17 Pavement Maintenance Project and Commission Defined Option to include implementation of lane reconfigurations along North Chase Street between Boulevard and Newton Bridge Road.

9. On June 7, 2016, M&C adopted a resolution defining the May 3, 2016 Commission Defined Option.

10. On June 8, 2017, asphalt resurfacing activities were completed on North Chase Street. Temporary pavement markings were installed immediately thereafter according to the approved lane configuration, and staff began observing delays and safety issues.

11. On July 26, 2017, T&PW staff hosted a public forum to discuss the N. Chase Street reconfigurations.

12. On August 1, 2017, M&C approved temporary reconfiguration of N. Chase Street to prior conditions pending completion of a corridor study.

13. On August 7, 2017, N. Chase Street was reconfigured to prior conditions.

14. On August 8, 2017, T&PW issued a Notice to Proceed to Toole Design Group to begin a Chase Street Corridor Study.

15. On October 5, 2017, T&PW hosted a public forum to discuss the N. Chase Street corridor.

16. On January 17, 2018, T&PW hosted a public forum to discuss preliminary alternatives for the N. Chase Street corridor.

17. On June 12, 2018, T&PW staff presented the Chase Street Corridor Study to M&C at a scheduled Work Session.

18. On September 4, 2018, M&C accepted the Chase Street Corridor Plan and approved the current lane configurations on Chase Street between Boulevard and Newton Bridge Road.

19. On October 2, 2018, M&C adopted the Intersection Improvement Program Ranking Matrix, which identified the intersection of Chase Street at SR10 Inner Loop as the number two highest ranking intersection in need of improvement.

20. On October 2, 2018, M&C accepted the Bicycle and Pedestrian Master Plan, branded Athens in Motion Plan, which identifies the Barber Street Multi-Use Path as a Tier 1 improvement for both a pedestrian and bicycle connection.

21. On June 4, 2019, M&C approved the application for 2020 GDOT Transportation Alternatives Program (TAP) funds for the N. Chase Street Corridor Improvements Project.

22. On October 28, 2019, GDOT announced that ACCGov had been awarded the TAP Grant in the amount of $1,000,000 ($800,000 in federal funds with a $200,000 local ACC match) for the preliminary design phase of the N. Chase Street Corridor Improvements project.

23. On March 4, 2020, the Federal Highway Administration authorized the TAP funding for the N. Chase Street Corridor Project.

24. On May 13, 2020 a Project Framework Agreement for the N. Chase Street Corridor Improvement Project was executed between GDOT and ACCGov.

25. On July 9, 2020, T&PW issued a Request for Qualifications (RFQ) for preliminary engineering and design services of the N. Chase Street Corridor Improvement Project. A multi-departmental evaluation team was created to review submitted proposals.

26. On October 20, 2020, the evaluation team completed review of the finalists' submittals and determined Alfred Benesch & Company to be the top rated and selected firm.

27. On November 16, 2020, the 2011 SPLOST Citizens Oversight Committee convened, and while the committee did not have a quorum present, the attending members unanimously confirmed that the Project Concept for N. Chase Street, is consistent with the Initial Project Statement of SPLOST 2011, Project 26 Road & Bridge Improvements Project.

28. On December 1, 2020, M&C approved the designation of Alfred Benesch and Company as the most qualified firm to enter negotiation for the preliminary design of N. Chase Street Corridor Improvement Project, and awarded a Multi-Phase Scope Specific Master Contract to provide Preliminary Engineering & Design Services for a cost not to exceed $1,000,000, matching the authorized U.S. Department funding and local match of $800,000 and $200,000 respectively (History #22).

29. On March 9, 2021, the Mayor signed a Multi-Phase Project Specific Contract with Alfred Benesch & Company to provide Preliminary Engineering & Design Services for the North Chase Street TAP Grant Project.

30. Between March 24, 2021, and December 6, 2023, five separate task orders have been issued to the Benesch totalling $998,396.25 under the authorized Limited Scope Multi-Phase Master Contract with Alfred Benesch and Company (History #28).

31. On March 9, 2022, the U.S. Department of Transportation/FHWA authorized additional $317,600 in federal funding in addition to the already authorized federal funding in the amount of $800,000 for the Preliminary Engineering phase of the N Chase St TAP project, bringing the total authorized amount to $1,117,600 with a required local match of $279,400. With this authorization, the total available for Preliminary Engineering Phase is $1,397,000.

32. Between February 27, 2023 and March 29, 2023, T&PW staff, in coordination with Public Information Office staff, advertised a public information and survey on ACCGov website (https://accgov.com/chase) to gather input regarding the Chase Street project concept. The survey received 179 responses.

33. On March 16, 2023, staff held a public meeting at the Bobby Snipes Water Resource Center where attendees had the opportunity to interact with a scaled drawing to see how different sized vehicles navigate roundabouts. Thirteen people attended the Open House including District 2 Commissioner Melissa Link.

34. On April 5, 2023, GDOT approved the N Chase St Project Concept Report authorizing the project to move forward into Preliminary Engineering Phase following GDOT's Locally Administered Projects Process (**Attachment #2**).

35. On May 23, 2023, GDOT's Office of Program Delivery conducted a GDOT Federal Compliance meeting and review with T&PW Point in Charge staff and determined that all required documents for federally funded projects are complete and in the possession of the Local Public Agency, Athens-Clarke County, and as required by law (**Attachment #3**).

36. On January 16, 2024, the U.S. Department of Transportation/FHWA authorized $1,682,400 in additional to the already authorized federal funding in the amount of $1,117,600 for the Preliminary Engineering phase of the N Chase St TAP project. Currently, the authorized federal share is in the amount of $2,800,000, and it requires a local match of $700,000.

FACTS & ISSUES:

1. The Georgia Department of Transportation (GDOT), in partnership with the Federal Highway Administration, facilitate the Transportation Alternatives Program (TAP). This program provides an opportunity for local governments to pursue non-traditional transportation related activities such as pedestrian facilities, bicycle facilities, and pedestrian streetscape projects with the goal of improving the quality of life for citizens across the State of Georgia.

2. The goal of the Chase Street Corridor Plan is to recommend multimodal changes that provide low-stress, safe and comfortable facilities for all users.

3. The N. Chase Street Corridor Improvement Project includes the following elements of the Chase Street Corridor Improvements, as shown in **Attachment #1**:
    - Construction of ADA-accessible sidewalks on west side of Chase Street between Newton Bridge Road and Oneta Street. The sidewalk would connect pedestrian traffic between Newton Bridge Road to Chase Street Elementary School and beyond.
    - Construction of a 10-ft multi-use path on the east side of Chase Street between Newton Bridge Road and Oneta Street providing a safe option for bicyclists.
    - Construction of a single-lane roundabout at the intersection of Chase Street and Oneta Street. This roundabout would be designed to accommodate all turning movements from the heavy truck traffic. This roundabout provides an indirect left turn onto Rowe Road via a u-turn at Oneta Street and a right turn onto Rowe Road.

- Construction of a single-lane roundabout interchange at the Chase Street and SR10 Loop interchange. These roundabouts would also be designed to accommodate the heavy truck traffic while improving both the safety and operations of the interchange.
- Pedestrian improvements at the Chase Street and Barber Street / Newton Bridge Parkway intersection to connect the Chase Street sidewalks to the planned Barber Street multi-use path.
- Conversion of the westbound Rowe Road approach to a right-in / right-out movement with truck aprons to both calm vehicular traffic and to accommodate larger truck traffic. Currently, southbound Chase Street left turning traffic can queue vehicles into the interchange creating safety and operational constraints. The conversion of Rowe Road would eliminate this conflict, and left turning traffic would have access to roundabouts to the north and south facilitating any necessary left turns via a combination of a right turn and a U-turn.

4. All Federally Funded and Locally Administered Projects (LAP) must follow the GDOT Plan Development Process (PDP) and must be in compliance with GDOT's Design Policies and Manuals, including American Association of State Highway and Transportation (AASHTO) Green Book, Roadside Design Guide, Highway Capacity Manual, and GDOT Standard Specifications and Standards & Details, and GDOT Design Policy Manual.

5. The Multi-Phase, Project-Specific contract (Master Contract) with a Cost Plus Fixed Fee compensation method is consistent with the GDOT Procurement Manual (GPM), Ver.1 (6-0-2016), and the GDOT Negotiation Manual for Engineering and Design Related Consultant Services, and as required on Federally Funded and Locally Administered Projects, and as follows:

   "Multiphase, Project-Specific contracts is for Project-Specific contracts except that the work is divided into phases such as survey, environmental, design, and right-of-way. Individual phases are negotiated (via task orders) and the work authorized, by phase. Future phases will typically be negotiated and authorized later in the contract term.

   Multiphase, Project-Specific contracts incorporate the task order concept for a specific project. The Consultant's contract is based on a general scope of work with a maximum dollar value and specifies the expertise needed for the project. Task orders are expected to authorize phases of the project where detailed tasks and deliverables are identified." GDOT Negotiation Manual V 01.1 (1-2-2020) - Chapter 6.

   "Cost plus fixed fee is a cost reimbursement payment method that provides for payment to the prime and subconsultant a negotiated fee that is fixed at the inception of the contract, together with all allowable incurred cost. Each individual consultant's fixed fee shall not vary with the actual cost in the performance of the work by the prime and/or subconsultants."

"The Maximum Allowable Compensation dollar amount will be established as an estimate of the total cost for the purpose of obligating funds and establishing a ceiling that the Consultant shall not exceed." GDOT Negotiation Manual V 01.1 (1-2-2020) - Chapter 8.

6. T&PW and ACCGov Purchasing Division advertised, received multiple statement of qualifications, completed a qualification base scoring and selection, and found Alfred Benesch & Company to be the most qualified firm, following GDOT's procurement process and policies.

7. Preliminary Design services for this project will include, but is not limited to:
   - Project Management: (On-going)
     - Coordination and Communication with GDOT and ACCGov
     - Quality Control / Quality Assurance
     - Progress Reports & Meetings with sub-contractors
     - Billing & Accounting systems approved by GDOT.
   - Preparation of a GDOT Concept report: (Complete – History #34 & **Attachment #2**) including a concept layout, traffic engineering study, performing environmental studies, database preparation, Environmental Site Assessment (ESA), and creation of conceptual project cost estimates for the Chase Street Corridor Improvements.
   - Public Outreach: including stakeholder meetings and a public information open house (Planned for spring 2024).
   - Preparation of Preliminary Construction Plans (In-progress)
   - Preparation of Final Construction plans (Pending)
   - ROW and easement plans and acquisitions (Pending)

8. The prime design consultant on the project, Benesch, has been making progress and meeting major milestones following GDOT's Plans Development Process for federally and state funded projects.

9. The conceptual estimated cost of the North Chase Street Corridor Improvements is approximately $15,606,521 including all project phases and is shown below:

Phase/Activity	Federal Share (80%)	Local Share (20%)	Total
Preliminary Engineering	$1,600,000	$400,000	$2,000,000
Permitting & Mitigation	$127,512	$31,878	$159,390
ROW	$1,484,800	$371,200	$1,856,000
Utilities (& CSX)	$1,600,000	$400,000	$2,000,000
Construction	$7,672,905	$1,918,226	$9,591,131
Totals	$12,485,217	$3,121,304	$15,606,521

10. The initial TAP Grant award in the amount of $800,000 with local match of $200,000 and totaling $1,000,000, limited staff to only seek approval of a Multi-Phase Limited Scope Master Contract with a not to exceed amount of $1,000,000.

11. Staff estimates that the total Preliminary Engineering & Design Phase activities are estimated to reach up to $2,500,000. With additional authorization from U.S. Department of Transportation (History #31 & #36) totaling $2,800,000 in federal funds, with required $700,000 in local match funds, an amendment to the design contract with Benesch is needed to increase the not-to-exceed amount by $1,500,000 while the scope of the project and the expected activities under the Master Contract remain unchanged.

12. The current expiration date on the Preliminary Engineering & Design Contract with Alfred Benesch & Company is December 10, 2024. The amendment to the Master Contract proposed includes a time extension to the contract, totaling 1,095 days (36 months), and setting the new expiration date to December 10, 2027. This date will allow the consultant to continue preliminary engineering & design work before and after ROW acquisition phase and around the bidding phase of the project (see F&1 #16).

13. GDOT has explained that in most cases, projects that successfully move through design phase are also awarded subsequent construction grant funds. In the case of North Chase Street, this would be an expectation of another $12,485,217 in federal funds requiring $3,121,304 local match.

14. T&PW staff recommend allocating a total of $2,921,304 from available program funding to meet the required local match for ROW, utilities relocation, and construction anticipated through 2027:

Program Funding	Expensed on N. Chase TAP Project – Concept Design	Encumbered/Earmarked for N. Chase TAP Project
SPLOST 2011, Project # 26 Roadway & Bridge Improvement Program – Sub-Project: Intersections	$200,000	$2,226,485
TSPLSOT 2023, Project #25 Bicycle & Pedestrian Improvements (future sub-project N. Chase St.)	$0	$694,819
Sub Total (20% Local Match)	$200,000	$2,921,304
Total Local 20% Match for the Project		$3,121,304

15. To facilitate oversight from CSX Transportation, Inc. (CSXT), a Preliminary Engineering (PE) Agreement must be executed by the Unified Government of Athens-Clarke County (ACCGov). Expenses under this agreement qualify for reimbursement at 80% from GDOT TAP Program. The agreement stipulates the following:

- CSXT will review and approve engineering plans, specifications, drawings, agreements, and other related documents.
- CSXT will prepare cost estimates for CSXT's work in connection with the project.
- CSXT will review construction cost estimates, site surveys, assessments, studies, agreements, and related construction documents.
- ACCGov agrees to reimburse CSXT for their expenses estimated at $30,000 (accounted for in the Utility Cost Estimate F&I #9).

16. If M&C approve the project concept and the Master Contract Amendment for the preliminary engineering and design services contract, staff will begin the contract amendment execution process and will continue to negotiate subsequent phases of the project. The conceptual timeline for the project:

Main Task	Begin	End	Duration (Months)
Preliminary Engineering & Design	March 2024	September 2025	18
ROW acquisition	September 2025	August 2026	12
Final Design	September 2026	February 2027	6
Bid & Award	March 2027	July 2027	5
Construction	August 2027	September 2029	26

17. This recommendation supports the following ACCGov Strategic Plan Goals & Strategies:

- Safely Move Around Athens Goal, Strategy E: *Enhance Safety for all modes of transportation*
- Built and Natural Infrastructure Goal, Strategy C: *Adequate funding for maintenance of existing and newly constructed infrastructure*

OPTIONS:

1. Mayor and Commission:
   a. Approve the TSPLOST 2011, Project No.26, Road & Bridge Improvements, Project Concept for the North Chase Street Corridor, from Oneta Street to Barber Street, as shown on **Attachment #1**;

   b. Authorize staff to advance the North Chase Street Corridor Concept as generally shown on **Attachment #1** to the Preliminary Design Phase following the Georgia Department of Transportation (GDOT) Plan Development Process for State Funded Projects;

   c. Approve an Amendment to Multi-Phase Master Contract to provide Preliminary Engineering & Design Services on N. Chase Street Corridor Improvement Project in the amount of $1,500,000, for a total new cost not to exceed $2,500,000, and a time extension up to December 31, 2027, to Alfred Benesch & Company;

   d. Authorize the Mayor to execute a Preliminary Engineering (PE) Agreement with CSX Transportation, Inc. (CSXT), and other related documents necessary to facilitate CSXT coordination and oversight of the project with an estimated cost of $30,000; and

e. Authorize the Mayor and appropriate staff to execute any and all other project related documents, including but not limited to future agreements with GDOT to address landscaping, lighting, maintenance, and permitting.

2. Mayor and Commission do not approve the North Chase Street Corridor Improvement Project Concept and subsequent actions.

3. Mayor and Commission defined option.

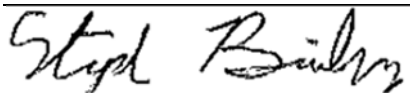
DEPARTMENT RECOMMENDED ACTION: Option 1a, b, c, d, and e.

DEPARTMENT: Transportation & Public Works
Prepared by: Rani Katreeb, Interim Director



Rani Katreeb, P.E.
Interim Director

January 31, 2024
Date:



Stephen Bailey, SPLOST Interim Capital Projects Director

January 31,2024
Date:

ADMINISTRATIVE COMMENTS:

ADMINISTRATIVE RECOMMENDATION: Option #1 a, b, c, d, & e

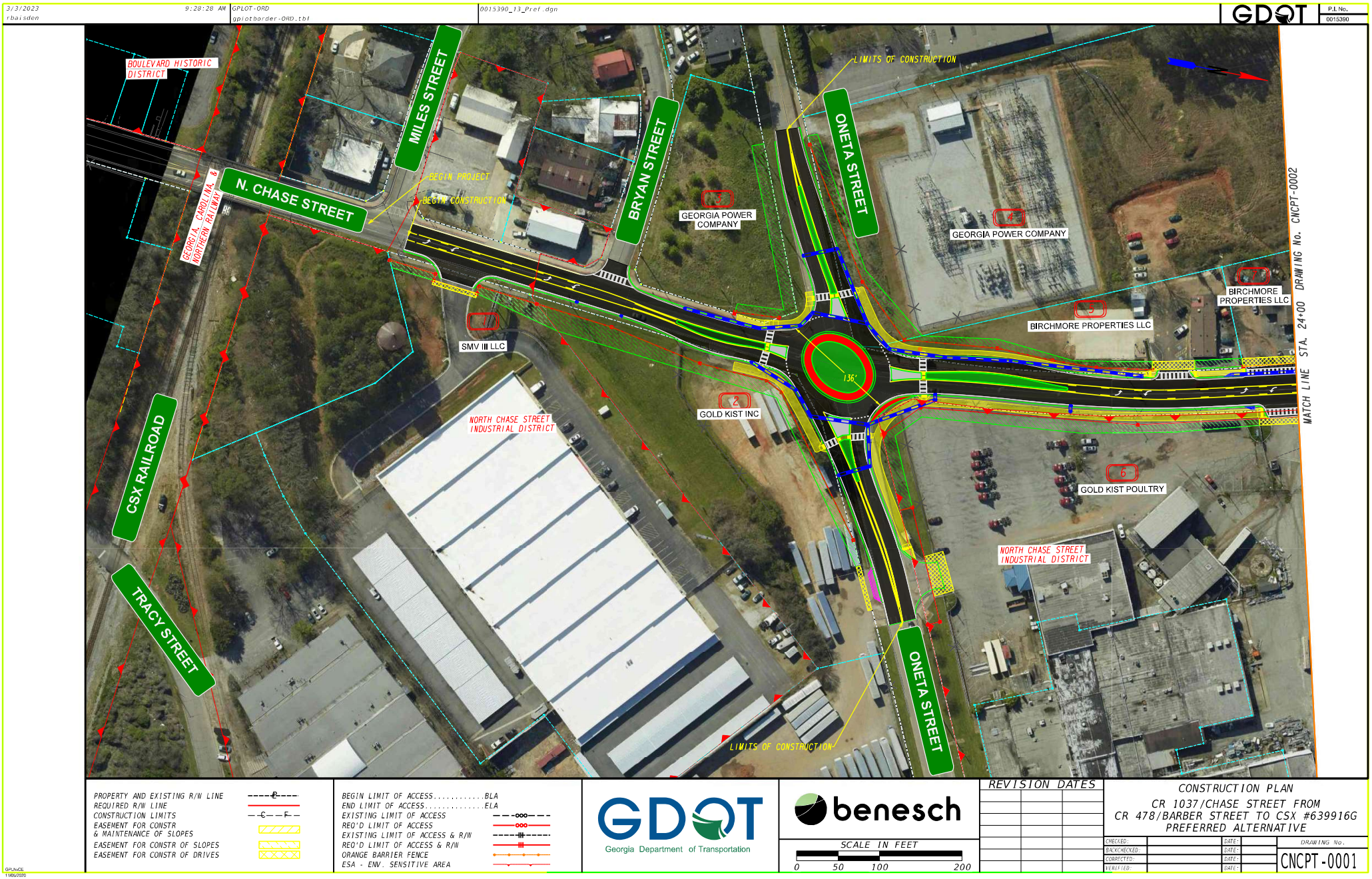


Manager

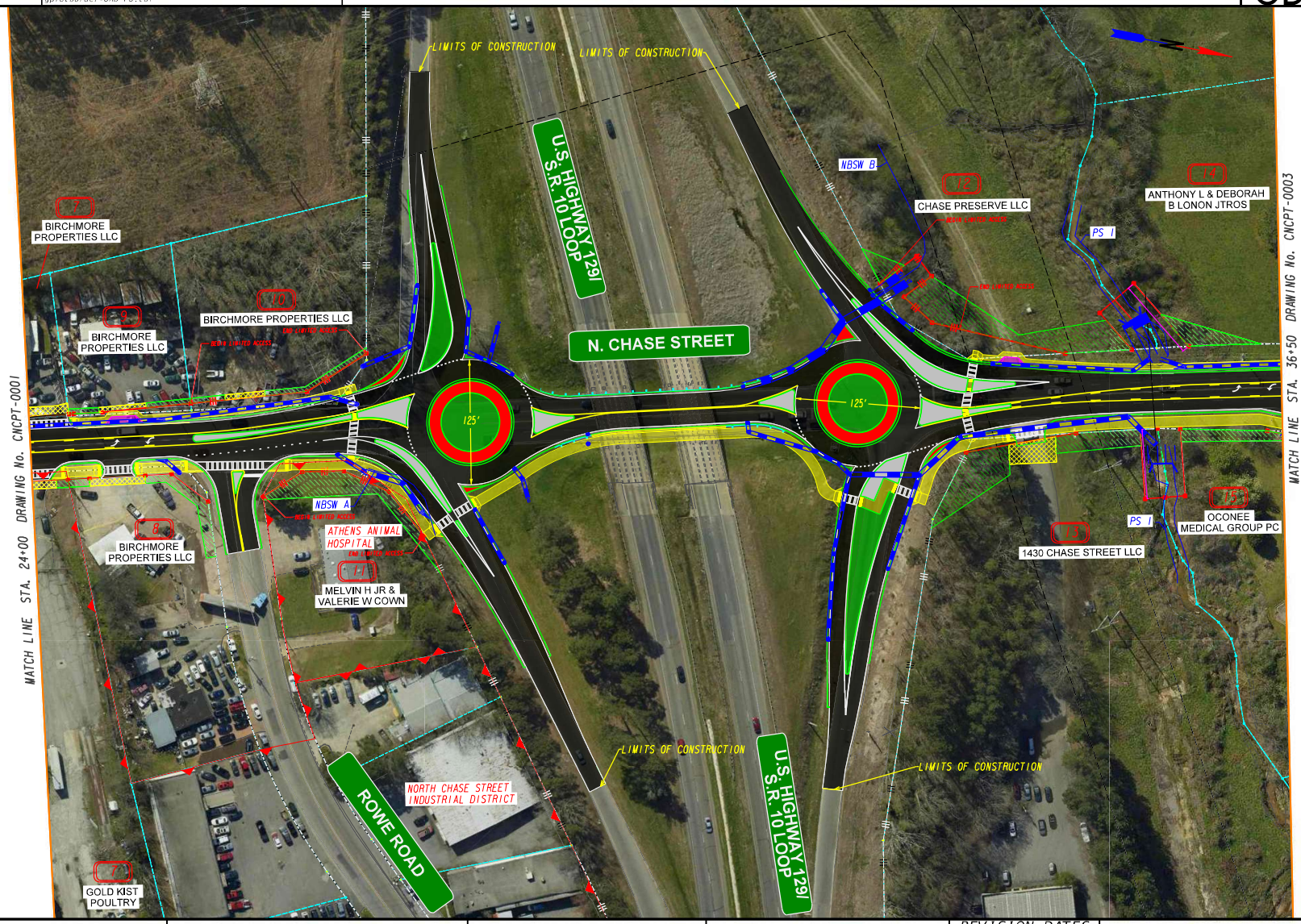
February 14, 2024
Date:

ATTACHMENTS:
Attachment #1: N. Chase St. TAP Corridor Improvement Project Concept
Attachment #2: N. Chase St TAP Corridor GDOT Concept Report
Attachment #3: Post-Concept GDPT Audit Report

Attachment #1



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PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

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REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA

GDOT Georgia Department of Transportation

benesch

SCALE IN FEET
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REVISION DATES

CONSTRUCTION PLAN
CR 1037/CHASE STREET FROM CR 478/BARBER STREET TO CSX #639916G
PREFERRED ALTERNATIVE

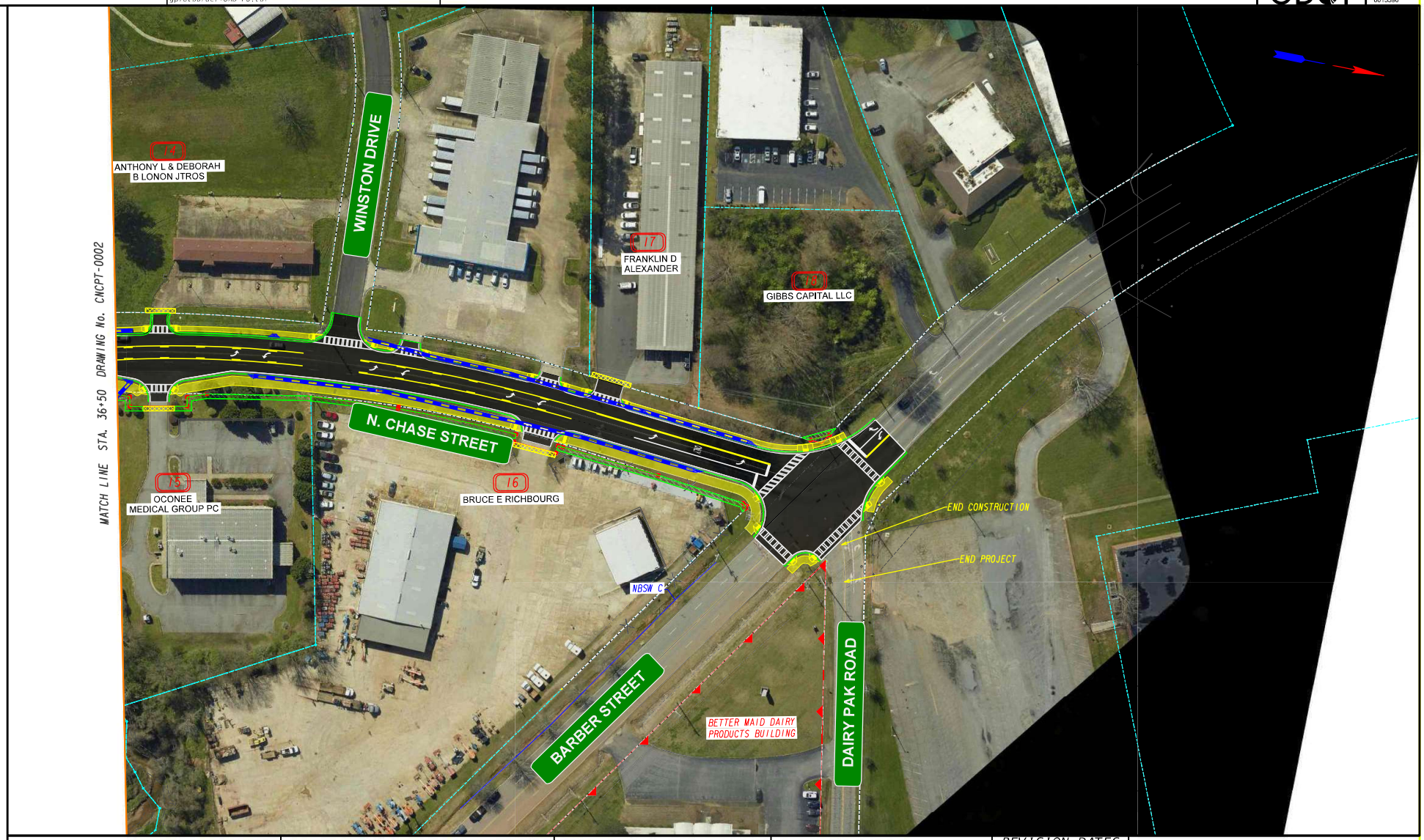
CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No. CNCPT-0002

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PROPERTY AND EXISTING R/W LINE
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CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

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EXISTING LIMIT OF ACCESS & R/W
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA

GDOT Georgia Department of Transportation

benesch

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REVISION DATES

CONSTRUCTION PLAN
CR 1037/CHASE STREET FROM CR 478/BARBER STREET TO CSX #639916G
PREFERRED ALTERNATIVE

CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No. CNCPT-0003

GPLOTCE 1/30/2020

Attachment #2

Georgia Department of Transportation

Interoffice Memo
Office of Design Policy & Support

DATE: **4/5/2023**

FILE: P.I.# 0015390
Clarke County / GDOT District 1 - Gainesville
CR 1037/CHASE STREET FM CR 478/BARBER STREET TO CSX #639916G - Sidewalk & Improvements; Intersection/Operational Improvements including roundabouts

FROM: Dave Peters for R. Christopher Rudd, PE, State Design Policy Engineer

TO: SEE DISTRIBUTION

SUBJECT: **APPROVED CONCEPT REPORT**

Attached is the approved Concept Report for the above subject project.

Attachment

Distribution:
Hiral Patel, Director of Engineering
Joe Carpenter, Director of P3
Albert Shelby, Director of Program Delivery
Clement Solomon, Director, Division of Intermodal
Darryl VanMeter, Assistant Director of P3/State Innovative Delivery Administrator
Matthew Markham, Deputy Director of Planning
Kim Nesbitt, Program Delivery Administrator
Bobby Hilliard, Program Control Administrator
Eric Duff, State Environmental Administrator
Donn Digamon, State Bridge Engineer
Alan Davis, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Erik Rohde, State Project Review Engineer
Patrick Allen, State Materials Engineer
Nick Fields, State Utilities Administrator
Eric Conklin, State Transportation Data Administrator
Attn: Systems & Classification Branch
Lee Howell, Statewide Location Bureau Chief
Kelvin Mullins, District 1 District Engineer
SueAnne Decker, District 1 Preconstruction Engineer
Yulonda Pride-Foster, District 1 Utilities Manager
Michael Lawing, Project Manager

Project Concept Report

Template version: 2021.12.22

Project Type:	Sidewalks & Intersections	P.I. Number:	0015390
GDOT District:	1	County:	Clarke
Federal Route Number:	N/A	State Route Number:	N/A
Project Number:	N/A		

This project adds sidewalks and a side path along Chase Street in Athens, Clarke County, GA from the CSX Crossing #639916G south of Miles Street to Barber Street/Newton Bridge Road. Intersection and operational improvements (roundabouts) are included at the intersections of Oneta Street and the SR 10 Loop/US 129 Interchange.

Submitted for approval: **Report updated 3-21-2023 to address review comments

Erik Hammarlund, Alfred Benesch & Company	1/12/23 Date
Rani Katreeb, Athens-Clarke County Unified Government	01-18-2023 Date
State Program Delivery Administrator	1/26/2023 Date
GDOT Project Manager	1/19/23 Date

Recommendation for approval: * Recommendations on file - KLP

* Eric Duff State Environmental Administrator	1-27-2023 Date
* Oladimeji Onabanjo For State Traffic Engineer	2-9-2023 Date
* Joshua Taylor For Project Review Engineer	2-13-2023 Date
* Marcela Coll For State Utilities Engineer	2-8-2023 Date
* SueAnne Decker For District Engineer	2-14-2023 Date
* Donn Digamon State Bridge Engineer	2-26-2023 Date

* Albert Shelby, Director of Program Delivery, recommended for approval on 1-27-2023

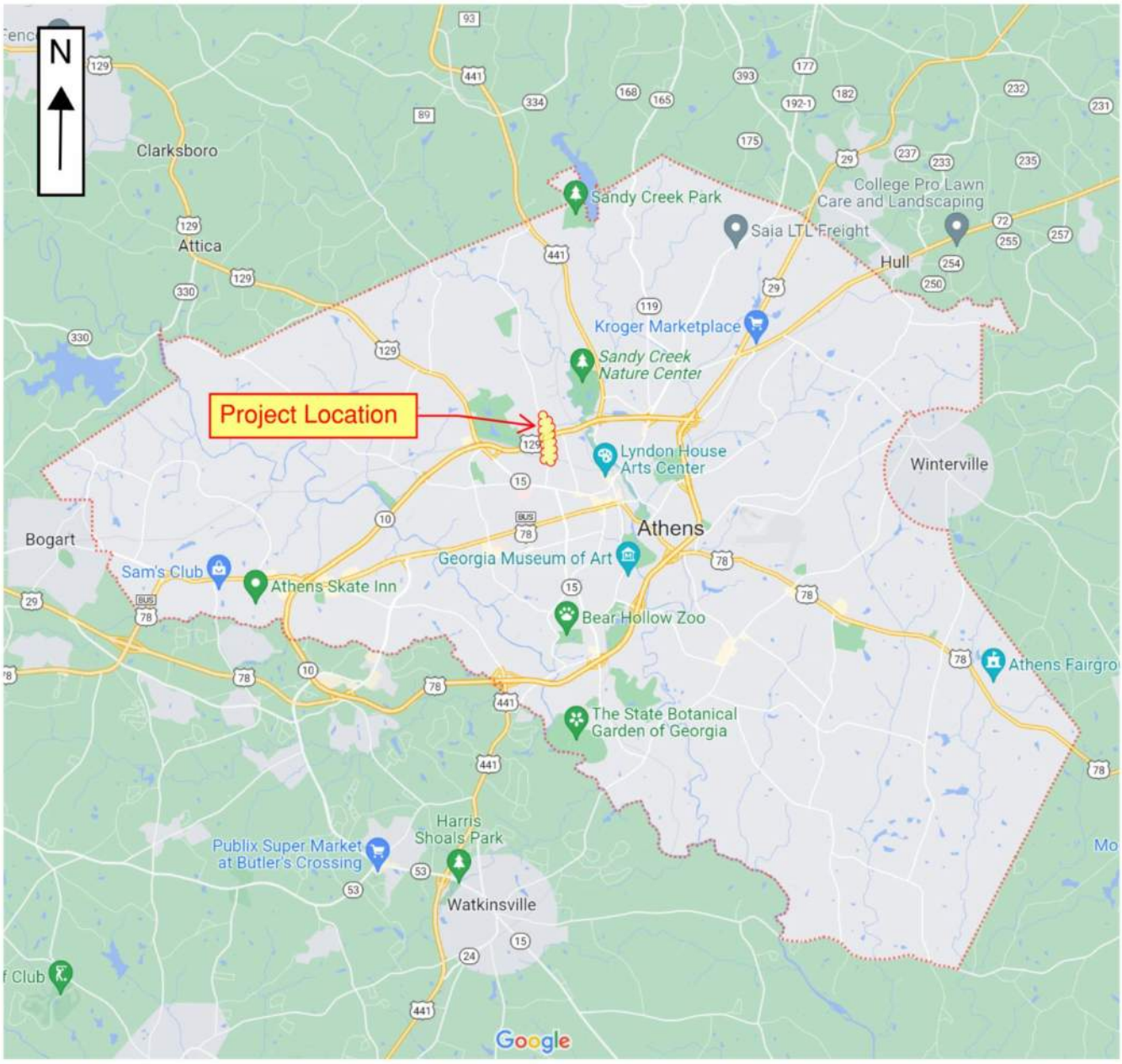
* Alan Hood, Air Safety Data Program Manager, recommended for approval on 2-6-2023

☒ MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).

☐ Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

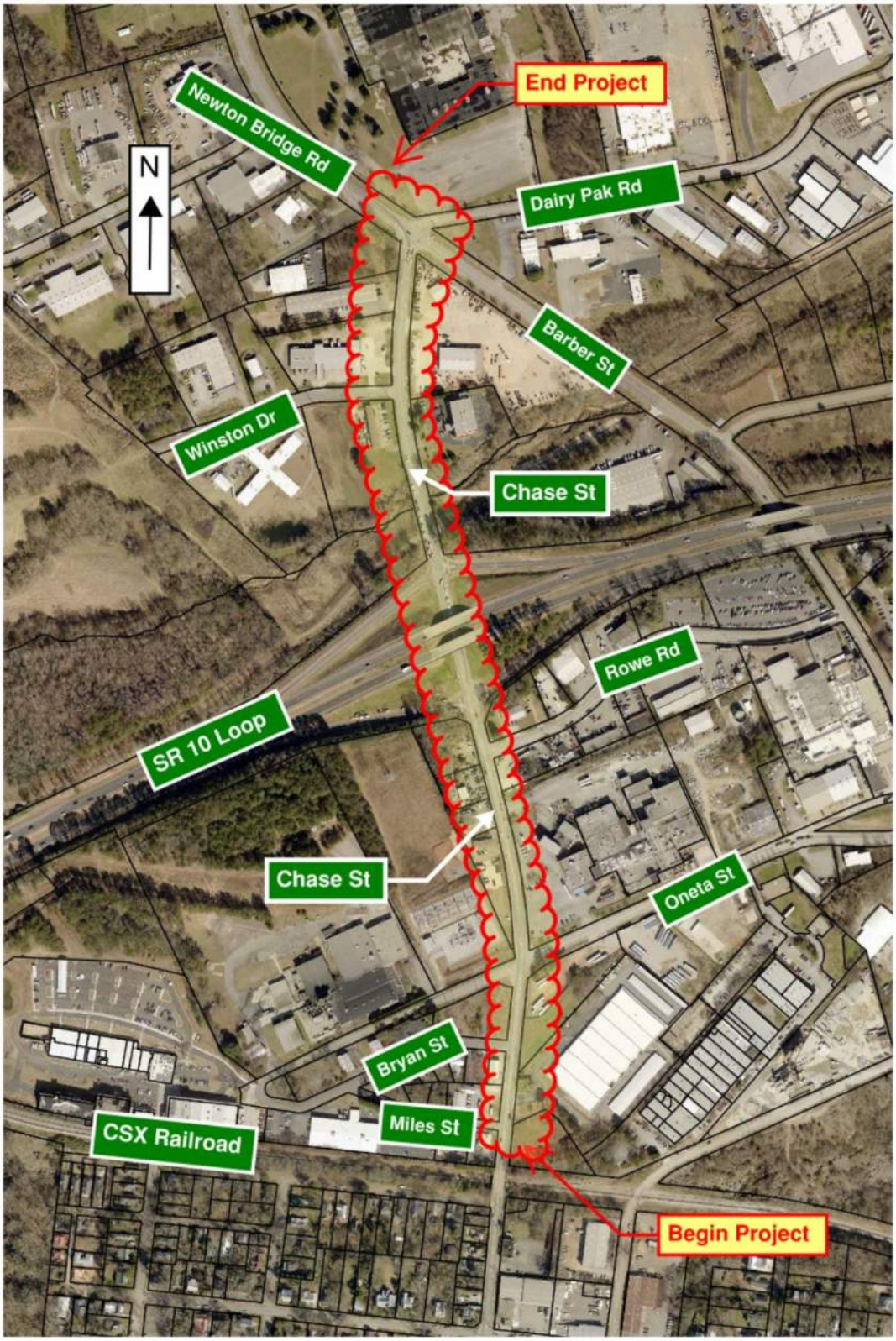
* Matt Markham *for* Division of Planning	2-12-2023 Date

PROJECT LOCATION MAP



PI 0015390 - CR 1037/CHASE STREET FM CR 478/BARBER STREET TO CSX #639916G

(Not to Scale)
Location Map for PI 0015390, CR 1037/Chase Street from North of CSX Crossing #639916G to CR 478/Barber Street



PI 0015390 - CR 1037/CHASE STREET FM CR 478/BARBER STREET TO CSX #639916G

(Not to Scale)

Location Map for PI 0015390, CR 1037/Chase Street from North of CSX Crossing #639916G to CR 478/Barber Street

PLANNING AND BACKGROUND

Prepared By: Athens-Clarke Unified Government **Date Completed:** *9/27/2021*

Project Justification Statement:

The proposed project is intended to provide connected multimodal facilities for enhanced access, mobility, and comfort of all users along Chase Street. The Chase Street corridor is a critical north-south connector in Athens, GA between areas north of the Perimeter (SR 10 Loop) and areas inside the Perimeter (Athens Downtown, University of Georgia, Piedmont Athens Regional Hospital). The corridor does not currently provide infrastructure for pedestrians and bicycles. The existing sidewalk lacks connectivity, ADA infrastructure, and pedestrian crossings at intersections. This project was identified within the Athens Clarke County Unified Government's Bicycle and Pedestrian Master Plan and further detailed in the Chase Street Corridor Study.

The following specific corridor and intersection issues will be addressed by this project:

1) The existing SR 10 Loop Interchange experiences long delays and queues. Specifically, the Inner Loop Intersection operates at a LOS F for both the AM and PM peak hours. Proposed roundabouts for the interchange will improve the level of service and enhance traffic calming.
2) The intersection geometry and operational efficiency of the Interchange Inner Loop Intersection is further complicated by the close proximity of the adjacent intersection of Rowe Road. Rowe Road is located approximately 200 feet south of the Inner Loop and is side-street stop controlled. It allows full movement and has a high truck percentage as it provides direct connectivity to an industry that is one of Athens largest employers. Proposed improvements include Restricting Rowe Road to a RIRO movement to mitigate conflict points.
3) Oneta Street is a side street that provides critical access for industrial, commercial, and residential properties. Vehicular speeds along Chase Street through this intersection are not controlled and frequently exceed the posted speed of 30 mph. The proposed roundabout will improve level of service and enhance traffic calming.
4) The Chase Street corridor lacks multimodal infrastructure. Most of the corridor is not accessible on foot or by bicycle as the corridor lack shoulders, sidewalks, ADA ramps, and crosswalks. The proposed sidewalks and sidepath will provide the infrastructure needed for a multimodal corridor.

This project was reviewed during public outreach events as part of the Bicycle and Pedestrian Master Plan Update. The project is supported by Athens In Motion (AIM) and the Athens Community. The Project was also reviewed with local stakeholders including Pilgrims Pride which is one of the area's largest employers located along Chase Street between Oneta Street and Rowe Road. Not only will this project provide needed bicycle and pedestrian infrastructure, but it will also improve the overall level of service (LOS) for the corridor which currently experiences peak hour congestion at the SR 10 Loop Interchange.

Existing conditions:

The location of this project is along Chase Street in Athens-Clarke County, GA from the CSX Crossing #639916G to CR 478/Newton Bridge Road/Barber Street.

Chase Street is a minor arterial with a posted speed of 30 mph near Oneta Street and a posted speed of 40 mph at the SR 10 Loop Interchange. The roadway is an undivided, four-lane facility from Newton Bridge Road/Barber Street to Rowe Road and a three-lane facility divided by a two-way left-turn lane (TWLTL) south of Rowe Road. Chase Street provides sidewalks (1,200 LF) along the western side of the road south of the SR10 Loop Interchange to Oneta Street.

Newton Bridge Road is a minor arterial with a posted speed limit of 45 MPH. The roadway is an undivided, four-lane facility with minimal turn-lanes present. Newton Bridge Road transitions to Barber Street west of Chase Street.

Barber Street forms a 62-degree skew angle with the intersection of Chase Street. Barber Street is a major collector with a posted speed limit of 45 MPH. The roadway is an undivided, four-lane facility west of SR 10 (Athens Loop) and an undivided, two-lane facility east of SR 10 (Athens Loop).

Dairy Pak Road is a local roadway. The roadway is an undivided, two-lane facility with no posted speed limit. Dairy Pak Road transitions to Chase Street south of Newton Bridge Road/Barber Street.

The intersection of Newton Bridge Road, Barber Street, Chase Street and Dairy Pak Road is traffic signal controlled and does not provide any pedestrian facilities or crossings.

SR 10 (Athens Loop) is a principal arterial. The SR 10 Loop Interchange at Chase Street consists of a conventional diamond interchange geometry with SR 10 crossing over Chase Street with separate bridges (eastbound/westbound). The eastbound and westbound exit ramps are two-lane (one-way) facilities while the entrance ramps are one-lane (one-way) facilities. The eastbound entrance/exit ramps are controlled by a traffic signal and the westbound entrance/exit ramps are stop-controlled.

Oneta Street is local roadway. The roadway is an undivided, two-lane facility with minimal turn-lanes present and a posted speed limit of 25 mph. Oneta Street is side-road stop-controlled and intersects Chase Street at a 65-degree skew angle. Oneta Street is an urban section with curb and gutter and does not have sidewalks.

Winston Drive is a local roadway. The roadway is an undivided, two-lane facility with no posted speed limit. Winston Drive is side-road stop-controlled and intersects Chase Street at 90-degrees. Winston Drive is an urban section with curb and gutter and does not have sidewalks.

Rowe Road is a local roadway. The roadway is an undivided, two-lane facility with minimal turn-lanes present and no posted speed limit. Rowe Road is side-road stop-controlled and intersects Chase Street at 90-degrees. Rowe Road is an urban section with curb and gutter but does not have sidewalks.

Miles Street is a local roadway. The roadway is an undivided, two-lane facility with no posted speed limit. Miles Street is side-road stop-controlled and intersects Chase Street at 90-degrees. Miles Street is an urban section with curb and gutter but does not have sidewalks.

Bryan Street is a local roadway. The roadway is an undivided, two-lane facility with no posted speed limit. Bryan Street is side-road stop-controlled and intersects Chase Street at 90-degrees. Bryan Street is an urban section with curb and gutter but does not have sidewalks.

GA Power has a large substation located in the northwest quadrant of the Oneta Intersection. There is also a power transmission line crossing Chase Street just north of the SR 10 Loop Interchange.

Other projects in the area:

- PI 0013954 – SR 15 ALT/CR 1228 from Sunset Drive to South of Pulaski Street – This project proposes the upgrade of seven signalized intersections and the installation of five midblock crossings. The project corridor is south of PI 0015390 and includes the intersection of Chase Street and SR 15 ALT. This project is in the final design phase. Let date is September 22, 2023. Conflicts with this project are not anticipated.
- Athens-Clarke County – Prince Avenue Bicycle Lane Pilot Project from Milledge Road to Pulaski Street – This first phase of this pilot project has been construction. Further construction and evaluation will occur. Conflicts with this project are not anticipated.
- Athens-Clarke County – Barber Street Separated Bicycle Facility from Newton Bridge Road to Prince – This project is in the preliminary engineering phase. Conflicts with this project are no anticipated.

MPO: *Athens* **TIP #:** N/A
Congressional District(s): *10*

Federal Oversight: ☐ **PoDI** ☒ **Exempt** ☐ **State Funded** ☐ **Other**

Projected Traffic (AADT):

Chase (South of Miles Street)
24 HR T: 5 % Current Year (2021): 13,500 Open Year (2028): 16,825 Design Year (2048): 18,525

Chase (North of Rowe Road)
24 HR T: 6 % Current Year (2021): 15,800 Open Year (2028): 19,675 Design Year (2048): 21,525

Chase (North of Eastbound Entrance/Exit Ramps)
24 HR T: 8 % Current Year (2021): 13,800 Open Year (2028): 18,175 Design Year (2048): 19,775

Chase (South of Oconee Medical)
24 HR T: 7 % Current Year (2021): 13,350 Open Year (2028): 18,450 Design Year (2048): 20,000

Chase (South of Newton Bridge Road/Barber Street)
24 HR T: 11.5 % Current Year (2021): 13,000 Open Year (2028): 18,050 Design Year (2048): 19,600

Oneta (East of Chase)
24 HR T: N/A Current Year (2021): 1,850 Open Year (2028): 2,150 Design Year (2048): 2,350

Oneta (West of Chase)
24 HR T: N/A Current Year (2021): 400 Open Year (2028): 700 Design Year (2048): 750

Newton Bridge Road
24 HR T: 9 % Current Year (2021): 14,750 Open Year (2028): 20,200 Design Year (2048): 22,000

Traffic data source: Field Counts
Traffic Projections Performed by: Kimley-Horn
Date approved by the GDOT Office of Planning: *1/18/2022*

AASHTO Functional Classification (Mainline): Minor Arterial
AASHTO Context Classification (Mainline): Urban
AASHTO Project Type (Mainline): Construction on existing roads
Is the project located on an NHS roadway? ☒ No ☐ Yes

Complete Streets - Bicycle, Pedestrian, and/or Transit Standards Warrants:

Warrants met: ☐ None ☒ Bicycle ☒ Pedestrian ☒ Transit

- Standard Bicycle Warrants 1, 2, and 3 are met. This project corridor was identified in the Athens-In-Motion (AIM) Bicycle and Pedestrian Master Plan as a Tier 2 Priority.
- Standard Pedestrian Warrants 1, 2, and 4 are met. This project is located close to industry, businesses, schools, housing, restaurants, and transit stops.
- Standard Transit Warrants 1 and 2 are met. This project area is serviced by the Athens-Clarke County Transit Department. This corridor is designated as Bus Route 8 and provides for 3 bus stops within the project limits.

Is this a 3R (Resurfacing, Restoration, & Rehabilitation) Project? ☒ No ☐ Yes

Pavement Evaluation and Recommendations

Initial Pavement Evaluation Summary Report Required? ☒ No ☐ Yes

Feasible Pavement Alternatives: ☒ HMA ☐ PCC ☐ HMA & PCC

Chase Street is included in the Athens-Clarke Unified Government Pavement Maintenance Program. The road was resurfaced in 2017 and received a crack sealing application in 2021. ACC inspections dated July 2019 indicated that the road was in very good to good condition. (Attachment 9)

Is the project located on a Special Roadway or Network? ☒ No ☐ Yes

Do the limits of the project include one or more signalized intersections? ☐ No ☒ Yes

There are existing signals at the intersections of Chase Street and Barber Street/Newton Bridge Road and the westbound SR 10 Loop Ramps.

Is Federal Aviation Administration coordination anticipated? ☒ No ☐ Yes

PI 0013590 is located approximately 3.5 miles from the Athens-Ben Epps Airport however no improvements are anticipated that will exceed 200' above roadway.

DESIGN AND STRUCTURAL

Description of the proposed project:

The Chase Street Project is located on the north side of Athens, GA. The project begins just north of the bridge over CSX Railroad and continues north for approximately 3,400 linear feet to the intersection of Newton Bridge Road, Dairy Pak Road, and Barber Street. Major intersections within the project are located at Oneta Street, Rowe Road, and the SR10 Loop interchange. There is one large culvert crossing over a tributary to the North Oconee River. Proposed improvements are intended to fit within the current road and ROW footprint with minimal widening to mitigate property impacts and environmental impacts. Initial concepts and design opportunities have been identified to include sidewalks, sidepaths, roundabouts, lighting, landscaping, signage, and pavement markings to encourage traffic calming and enhance mobility and efficiency for all users.

Major Structures:

Structure	Existing	Proposed
059-0054-0	Chase Street Bridge over CSX Railroad.	No proposed improvements to bridge. Roadway improvements will begin approximately 400' north of the bridge. Existing asphalt pavement overlay will begin approximately 200' north of the bridge.
059-0007-0 059-0008-0	US 129 / SR 10 Loop Bridge Over Chase (Westbound) US 129 / SR 10 Loop Bridge Over Chase (Eastbound)	No proposed improvements to structure. Pavement overlay, striping, curb and gutter, sidewalks and guardrail/barrier are proposed along roadway under bridge.
Double Barrel Culvert	Approximately 90' Length, 84" x 102" Elliptical Double Barrel CMP	Proposed improvements will include extension of the culvert, slope stabilization, inlet and outlet protection, headwall and wingwalls.

Mainline Design Features:

Chase Street	**Functional Classification:** *Minor Arterial*		
Feature	**Existing**	***Policy**	**Proposed**
Typical Section:			
- Number of Through Lanes	2 & 4		2
- **Lane Width(s) (-ft)**	**10-11 ft**	**11-12 ft**	**11' – 19'-6"**
- **Median Width (-ft) & Type**	**N/A**	**N/A**	**3' – 27'-6" Splitter Island**
- **Border Area Width (-ft)**	**Varies**	**10-16 ft**	**7'-6" to 17 ft**
- **Cross Slope (%)**	**Varies**	**2%**	**2%**
- **Outside Shoulder Slope (%)**	**Varies**	**2%**	**2%**
Sidewalks (-ft)	**0 - 7 ft**	**5 ft**	**5 – 10 ft**
- Auxiliary Lanes (# LTL, RTL or TWLTL / -ft width)	TWLTL/10-11 ft		TWLTL/11 -14 ft
- **Bike Accommodations**	**N/A**	**N/A**	10 ft Shared-Use Path
- Posted Speed (mph)	30 to 40 mph		35 mph
Design Speed (mph)	30 to 40 mph	**35 mph**	**35 mph**
Minimum Horizontal Curve Radius (-ft)	**N/A**	**371 ft**	*371 ft*
Maximum Superelevation Rate (%)	**Unknown**	**4%**	*4%*
Maximum Grade (%)	**7.5%**	**8%**	*7.5%*
Access Control	**By Permit**	**By Permit**	**By Permit**
Design Vehicle	Unknown		WB-62
Check Vehicle	Unknown		OSOW (85' Lowboy)
Pavement Type	HMA		HMA

**According to current GDOT Design Policy if applicable*

Oneta Street	**Functional Classification:** *Local Road and Street*		
Feature	**Existing**	***Policy**	**Proposed**
Typical Section:			
- Number of Through Lanes	2		2
- **Lane Width(s) (-ft)**	**11 ft**	**10-12 ft**	**Approaches: 14 - 21 ft (Circulatory Roadway: Varies 18-6 to 20 ft)**
- **Median Width (-ft) & Type**	**N/A**	**N/A**	**0' to 24'-9" Splitter Island**
- **Border Area Width (-ft)**	**Varies**	**10-16 ft**	**10 – 17 ft**
- **Cross Slope (%)**	**Varies**	**2%**	**2%**
- **Outside Shoulder Slope (%)**	**Varies**	**2%**	**2%**
- **Sidewalks (-ft)**	**0**	**10 ft**	**10 ft**
- Auxiliary Lanes (# LTL, RTL or TWLTL / -ft width)	**LTL/ 11-ft**		**N/A**
- **Bike Accommodations**	**N/A**	**N/A**	**N/A**
Posted Speed (mph)	25 mph		25 mph
Design Speed (mph)	25 mph	**25 mph**	**25 mph**
Minimum Horizontal Curve Radius (-ft)	**N/A**	**154 ft**	*154 ft*
Maximum Superelevation Rate (%)	**Unknown**	**4%**	*4%*
Maximum Grade (%)	**4.5%**	**11%**	*4.5%*
Access Control	**By Permit**	**By Permit**	**By Permit**
Design Vehicle	Unknown		WB-62
Check Vehicle	Unknown		OSOW
Pavement Type	HMA		HMA

**According to current GDOT Design Policy if applicable*

US/129 SR 10 Ramps	**Functional Classification:** *Principal Arterial*		
Feature	**Existing**	***Policy**	**Proposed**
Typical Section:			
- Number of Through Lanes	1-2		1-2
- **Lane Width(s) (-ft)**	**10 - 13 ft**	**12 ft**	**Approaches: 15 - 19 ft (Circulatory Roadway: 19 - 20 ft)**
- **Median Width (-ft) & Type**	**N/A**	**N/A**	**0' to 30'-6" Splitter Island**
- **Border Area Width (-ft)**	**Varies**	**10-16 ft**	**10 ft**
- **Cross Slope (%)**	**Varies**	**2%**	**2%**
- **Outside Shoulder Slope (%)**	**Varies**	**2%**	**2%**
- **Sidewalks (-ft)**	**N/A**	**N/A**	**N/A**
- Auxiliary Lanes (# LTL, RTL or TWLTL / -ft width)	LTL/12 ft		N/A
- **Bike Accommodations**	**N/A**	**N/A**	**N/A**
Posted Speed (mph)	N/A		N/A
Design Speed (mph)	45 mph	**45 mph**	**45 mph**
Minimum Horizontal Curve Radius (-ft)	**N/A**	**711 ft**	*711 ft*
Maximum Superelevation Rate (%)	**Unknown**	**4%**	*4%*
Maximum Grade (%)	**8%**	**8%**	*8%*
Access Control	**Full Control of Access**	**Full Contol of Access**	**Full Control of Access**
Design Vehicle	Unknown		WB-62
Check Vehicle	Unknown		OSOW (85' Lowboy)
Pavement Type	HMA		HMA

**According to current GDOT Design Policy if applicable*

Design Exceptions/Design Variances to FHWA or GDOT Controlling Criteria anticipated:

FHWA or GDOT Controlling Criteria	**No**	**Undetermined**	**Yes**	**DE or DV**	**Approval Date (if available)**
1. Design Speed	☒	☐	☐		
2. Design Loading Structural Capacity	☒	☐	☐		
3. Stopping Sight Distance	☒	☐	☐		
4. Horizontal Curve Radius	☒	☐	☐		
5. Maximum Grade	☒	☐	☐		
6. Vertical Clearance	☒	☐	☐		
7. Superelevation Rate	☒	☐	☐		
8. Lane Width	☒	☐	☐		
9. Cross Slope	☒	☐	☐		
10. Shoulder Width	☒	☐	☐		

Design Variances to GDOT Standard Criteria anticipated:

GDOT Standard Criteria	No	Undetermined	Yes	Approval Date (if applicable)
1. Access Control	☒	☐	☐	
2. Shoulder Width*	☐	☒	☐	
3. Intersection Sight Distance	☒	☐	☐	
4. Intersection Skew Angle**	☐	☒	☐	
5. Tangent Lengths on Reverse Curves	☒	☐	☐	
6. Lateral Offset to Obstruction***	☐	☒	☐	
7. Rumble Strips	☒	☐	☐	
8. Safety Edge	☒	☐	☐	
9. Median Usage	☒	☐	☐	
10. Roundabout Illumination Levels	☒	☐	☐	
11. Complete Streets Warrants	☒	☐	☐	
12. ADA Requirements in PROWAG	☒	☐	☐	
13. GDOT Construction Standards	☒	☐	☐	
14. GDOT Drainage Manual	☒	☐	☐	

*Shoulder width on the west side of Chase Street under the bridge is restricted by bridge columns. The existing shoulder width will be maintained to provide for 5' deflection behind guardrail. No sidewalk or sidepath improvements are proposed for the west side of road under bridge.

**Intersection Skew Angle may be needed for the intersection of Chase Street at Barber Street/Newton Bridge Road (61 degrees).

***Lateral Offset to Obstruction may be needed for utility installations that are existing in the clear zone.

All above items are existing conditions.

VE Study anticipated: ☒ No ☐ Yes ☐ Completed: *Date*

Lighting Proposed: ☐ No ☒ Yes Lighting will be required at the proposed roundabout locations.

Off-site Detours Anticipated: ☐ No ☒ Undetermined ☐ Yes

If yes: Roadway type to be closed: ☐ Local Road ☐ State Route
Detour Route selected: ☐ Local Road ☐ State Route
District Concurrence w/Detour Route: ☐ No/Pending ☐ Received
Detour Presented to Public: ☐ No ☐ Yes

Off-site detours may be considered for local side roads.

Transportation Management Plan [TMP] Required: ☐ No ☒ Yes
If Yes: Project classified as: ☒ Non-Significant ☐ Significant
TMP Components Anticipated: ☒ TTC ☐ TO ☐ PI

INTERCHANGES AND INTERSECTIONS

Interchanges/Major Intersections:
Chase Street an SR 10 Loop Eastbound/Westbound Ramps - The SR 10 Loop Interchange at Chase Street consists of a conventional diamond interchange geometry with SR 10 crossing over Chase Street with separate bridges (eastbound/westbound). The eastbound and westbound exit ramps are two-lane (one-way) facilities while the

entrance ramps are one-lane (one-way) facilities. The westbound entrance/exit ramps are controlled by a traffic signal and the eastbound entrance/exit ramps are stop-controlled.

Intersection Control Evaluation (ICE) Required: ☐ No ☒ Yes Approved ~~11/17/23~~ September 2022

Roundabout Concept Validation Required: ☐ No ☒ Yes ☒ Completed *1/5/2023*
Roundabout design checks are included in Appendix – Attachment 10. (Revised Design Checks Submitted to GDOT RAID 1/5/23 to include OSOW - 85' lowboy truck checks and approved via email 1/26/23).

UTILITY AND PROPERTY

Railroad Involvement: No railroad coordination anticipated. The proposed project start is north of CSX Crossing #639916G grade separation and will not impact the bridge structure or CSX right-of-way.

Utility Involvements:

1) Georgia Power - Distribution & Transmission
2) Atlanta Gas Light - Gas
3) AT&T - Telecommunications
4) Charter - Television
5) Comcast - Television
6) Parker FiberNet - Telecommunications
7) Crown Castle Networks – Telecommunications
8) Athens-Clarke County Public Utilities Department – Water & Sewer
9) Municipal Electric Authority of Georgia (MEAG) - Transmission

SUE Required: ☐ No ☒ Yes ☐ Undetermined

Public Interest Determination Policy and Procedure recommended: ☒ No ☐ Yes

Right-of-Way (ROW): Existing width: 50-80 ft. Proposed width: 50-80 ft.
Required Right-of-Way anticipated: ☐ None ☒ Yes ☐ Undetermined
Easements anticipated: ☐ None ☒ Temporary ☒ Permanent * ☐ Utility ☐ Other
* *Permanent easements include the right to place utilities.*

Anticipated total number of impacted parcels:		18
Displacements anticipated:	Businesses:	
	Residences:	
	Other:	
Total Displacements:		0

Location and Design approval: ☐ Not Required ☒ Required

Impacts to federally managed property anticipated: ☒ No ☐ Yes ☐ Undetermined

ENVIRONMENTAL & PERMITS

Anticipated Environmental Document: *NEPA ~ CE*

Level of Environmental Analysis:

☐ The environmental considerations noted below are based on preliminary desktop or screening level environmental analysis and are subject to revision after the completion of resource identification, delineation, and agency concurrence.

☒ The environmental considerations noted below are based on the completion of resource identification, delineation, and agency concurrence.

GDOT MS4 Permit Compliance – Is the project located in a GDOT MS4 area? ☐ No ☒ Yes
If yes, is the GDOT MS4 Permit anticipated to apply to all or part of this project? ☐ No ☒ Yes

Is ecology water quality mitigation anticipated? ☐ No ☒ Yes
Stream impacts are expected to be approximately 154 linear feet.

Will a Non-MS4 Detention Report be required during preliminary design? ☒ No ☐ Yes

Environmental Permits/Variances/Commitments/Coordination anticipated:

Permit/Variance/Commitment/ Coordination Anticipated	No	Yes	Remarks
1. U.S. Coast Guard Permit	☒	☐	
2. Forest Service/NPS	☒	☐	
3. CWA Section 404 Permit	☐	☒	Impacts to jurisdictional waters anticipated.
4. Tennessee Valley Authority Permit	☒	☐	
5. USACE Real Estate Outgrant	☒	☐	
6. Buffer Variance	☐	☒	Culvert inlet/outlet improvements may extend into buffer.
7. Coastal Zone Management Coordination	☒	☐	
8. NPDES	☐	☒	Land disturbance over 1 acre.
9. FEMA	☒	☐	
10. Cemetery Permit	☒	☐	
11. Other Permits	☒	☐	
12. Other Commitments	☒	☐	
13. Other Coordination	☒	☐	

Is a PAR required? ☒ No ☐ Yes

Environmental Comments and Information:
NEPA/GEPA: Environmental resource ID has been completed with agency concurrence as noted below.

Ecology: A field survey was conducted and identified one (1) jurisdictional water of the US. This perennial stream crosses through the project area via an existing double barrel culvert. Two (2) federally protected species were identified as potentially occurring within the proposed project area; the monarch butterfly, and the gray bat. The tricolored bat has been proposed endangered by the United States Fish and Wildlife Service; this species additionally has suitable habitat in the project area and will be addressed in forthcoming ecology reports. Two (2) state protected species were identified as potentially occurring within the project area; the Altamaha Shiner and the Georgia Aster. Special Provision 107.23 H will be required for impacts to protected species.

History: A review of existing information on previously identified historic properties revealed that one National Register listed property and one previously determined National Register-eligible property were identified within the proposed project's APE. The NRHP-listed property is the Boulevard Historic District, and the NRHP-eligible property

is the Georgia, Carolina & Northern Railway. Both properties are located immediately to the south just outside of the project limits.

A total of eight additional properties 50 years of age or older not identified in the DNR survey were identified within the proposed project's APE during the field survey. Of the eight properties that were surveyed, three (3) have been recommended eligible for inclusion in the National Register of Historic Places; The North Chase Street Industrial District (Resource 3), Athens Animal Hospital (Resource 6) and Better Maid Dairy Products Building (Resource 7.1).

Archeology: A search of Georgia's Natural, Archaeological, and Historic Resources Geographic Information System (GNAHRGIS) and the Georgia Archaeological Site File (GASF) revealed that five sites have been previously recorded within 1 km (0.62 mi) of the survey area. However, none of these identified sites are within the survey area and no additional archaeological resources were located within the project's area of potential effect. No signed concurrence from the State Historic Preservation Office is required.

Air Quality:

Is the project located in an Ozone Non-attainment area?	☒ No	☐ Yes
Is a Carbon Monoxide hotspot analysis required?	☐ No	☒ Yes

Noise Effects: Air and noise assessments will be completed as needed.

Public Involvement: Work completed prior to the Concept Report included the Chase Street Corridor Study which was completed in 2018 and utilized to apply for the TAP Grant. This study included multiple public outreach efforts and was supported by the Athens-In-motion (AIM) Committee and the ACC Mayor and Commission. Public outreach efforts included public meetings, workshops, and stakeholder meetings with businesses such as Pilgrim's Pride. Chase Street is one of several corridors in the immediate area that have been envisioned for improved muti-modal transportation.

Major stakeholders: Athens-Clarke Unified Government, Pilgrims Pride, local businesses, neighborhoods, traveling public.

CONSTRUCTION

Issues potentially affecting constructability/construction schedule:

- Staging of roundabouts under traffic.
- University of Georgia Home Football Schedule.

Early Completion Incentives recommended for consideration: ☒ No ☐ Yes

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Initial Concept Team Meeting: N/A

Concept Team Meeting: November 30, 2022. Meeting Minutes included in Appendix – Attachment 14b.

Other coordination to date: Public outreach completed during preparation of the Chase Street Corridor Study dated August 2018. Chase Street Corridor Study included in Appendix – Attachment 15a.

A coordination meeting was facilitated on 6/9/22 by the consultant team with ACC Staff and GDOT to review recent ACC leadership directives, adoption of complete streets policy (April 2022), and on-going adjacent project development. Meeting minutes included in Appendix - Attachment 14a.

Project Activity	Party Responsible for Performing Task(s)
Concept Development	Alfred Benesch & Company
Design	Alfred Benesch & Company
Right-of-Way Acquisition	GDOT/ACCGov
Utility Coordination (Preconstruction)	ACC/Gov
Utility Relocation (Construction)	Utility Owners
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, & Permits	Alfred Benesch & Company
Environmental Mitigation	ACCGov
Construction Inspection & Materials Testing	GDOT

Project Cost Estimate Summary and Funding Responsibilities:

	PE Activities		ROW[3]	Reimbursable Utilities[4]	CST[5]	Total Cost[6]
	PE Funding[1]	Section 404 Mitigation[2]				
Date of Estimate:	*10/18/2022*	*10/18/2022*	*9/23/2022*	*10/18/2022*	*3/1/2023*	
Proposed Funding Source(s):	Fed/Local	Fed/Local	TBD	TBD	Fed/Local	
Programmed Cost:	$1,000,000		N/A	N/A	N/A	$1,000,000
Estimated Cost:	$2,000,000	$159,390	$1,856,000	$2,000,000	$9,591,131	$15,606,521
Total Cost Difference:						$14,606,521

Note 1: Total PE estimated by Consultant Team (Benesch).
Note 2: Section 404 Mitigation Estimate prepared by Consultant Team (KHA) and submitted to GDOT on 10/18/22.
Note 3: ROW Estimate prepared by Consultant Team (CHB Acquisition Services) and submitted with Concept Report.
Note 4: Reimbursable Utilities Estimate prepared by Consultant Team (Platinum Geomatics) and submitted with Concept Report.
Note 5: CST Cost includes: Construction, Engineering and Inspection, Contingencies and Asphalt Fuel Price Adjustment.
Note 6: Programmed cost of $1,000,000 includes TAP Funding and 20% Local Match. Additional funding is anticipated through a combination of Local/State/Federal funds.

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative: Sidewalks along the west side of Chase Street and a sidepath along the east side of Chase Street. Roundabouts at Oneta Street, SR 10 Westbound Entrance/Exit Ramp, SR 10 Eastbound Entrance/Exit Ramp, and RIRO at Rowe Road.

Estimated Property Impacts:	18 Parcels	**Estimated Total Cost:**	$15,606,521
Estimated ROW Cost:	$1,856,000	**Estimated CST Time:**	24-30 Months

Rationale: This alternative provides the best combination and balance of mobility throughout the corridor. It establishes pedestrian and bicycle access while also providing measures for traffic calming. The three (3) roundabouts and RIRO improvement at Rowe Road will provide continuous movement for vehicles to access SR 10 Loop while reducing conflict points and enhancing safety. The addition of RRFB's will enhance pedestrian crossings at the roundabouts.

Operationally, the three (3) roundabouts and RIRO at Rowe Road are designed to work together. Specifically, the restricted RIRO movement at Rowe Road necessitates a U-turn movement at the Oneta Street (roundabout) intersection.

This alternative (roundabouts) provides a higher LOS and ICE Stage 2 score than the other alternative (traffic signals). This alternative was presented to the Athens-Clarke County Community through public outreach as part of the Chase Street Corridor Study in 2018 and has public support as the preferred alternative. This alternative was also used as the supporting documentation to secure the current TAP Grant Funding. The layout is consistent with the recently adopted ACC Complete Streets Policy and provides bicycle and pedestrian facilities consistent with the Athens-In-Motion (AIM) Bicycle and Pedestrian Master Plan. While the B/C ratio is higher for the traffic signal alternative, the traffic signals do not provide the desired traffic calming measures, they do not mitigate conflict points, and they result in an overall lower LOS.

The ICE Stage 2 score for the SR10 WB Ramps is 5.4.
The ICE Stage 2 score for the SR10 EB Ramps is 6.8.
The ICE Stage 2 score for the Oneta Street Intersection is 5.1.

The B/C Ratio is 8.62.

No-Build Alternative: No improvements along Chase Street

Estimated Property Impacts:	None	**Estimated Total Cost:**	$0
Estimated ROW Cost:	$0	**Estimated CST Time:**	None

Rationale: This corridor does not currently provide bicycle and pedestrian facilities. The SR 10 Loop Interchange only provides one traffic signal for the westbound entrance and exit ramps. The eastbound entrance/exit ramp intersection currently operates at a LOS F during both the AM and PM peak. The Oneta Street intersection currently operates at a LOS F during the PM peak. This alternative does not meet the needs of the ACC Community and the strategic initiatives outlined in the AIM Bicycle and Pedestrian Master Plan to enhance bicycle and pedestrian corridors.

Alternative 1: Sidewalks along the west side of Chase Street and a side path along the east side of Chase Street. Install traffic signals at Oneta Street, and SR 10 Eastbound Entrance/Exit Ramp. Update traffic signal at SR 10 Westbound Entrance/Exit Ramp. Install a RIRO or RCUT intersection at Rowe Road.

Estimated Property Impacts:	21 Parcels	**Estimated Total Cost:**	$10,549,258
Estimated ROW Cost:	$1,652,000	**Estimated CST Time:**	24-30 Months

Rationale: This alternative (traffic signals) also provides pedestrian and bicycle access throughout the corridor and traffic signals will provide some benefit for vehicle traffic. However, the roundabout (preferred) alternative provides for better LOS, traffic calming and mitigation of conflict points within the intersections.

The ICE Stage 2 analysis ranked traffic signals lower than roundabouts for the SR10 Loop interchange. And while the ICE Stage 2 score for a traffic signal is higher than a roundabout at the Oneta Street intersection, operationally it will not work with the two (2) roundabouts and RIRO movement at Rowe Road.

The traffic signal alternative does not meet the expectations for traffic calming as expressed by the ACC Community during public outreach for the 2018 Chase Street Study. Traffic signals are also not consistent with the TAP Grant submittal and funding.

The ICE Stage 2 score for the SR10 WB Ramps is 3.6.
The ICE Stage 2 score for the SR10 EB Ramps is 6.0.
The ICE Stage 2 score for the Oneta Street Intersection is 6.7.

The B/C Ratio is 29.05.

Comments:

1) A 5’ sidewalk was considered in place of the 10’ wide side path on the east side of Chase Street but that alternative would force bicyclists to share the road with vehicles. A side path has been identified as more desirable by the Athens Community & the Athens Clarke County Transportation & Public Works Department.

2) Two intersection alternatives were also considered for the Rowe Road intersection. An RCUT and a RIRO were both analyzed utilizing ICE. The RIRO Stage 2 score is 6.2 and the RCUT Stage 2 score is 3.6. The RIRO is preferred in combination with the roundabouts because of the proximity of the Rowe Road intersection to the SR 10 Loop Interchange and the functionality of the Oneta roundabout to allow for U-turn movements.

LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout – Preferred Alternative (Roundabouts)
2. Typical sections
3. Detailed Cost Estimates:
    a. Construction Cost Estimate
    b. Right-of-Way
    c. Environmental Mitigation
    d. Utilities
4. Concept Utility Report
5. Crash summaries and diagrams
6. Design Traffic diagrams
7. Capacity analysis summary
8. Summary of TE Study Executive Summary
9. ICE Report(s)
    a. Stage 1 and Stage 2 Ice Reports
    b. Approved ICE Waiver – Chase Street & Oneta Street
    c. Approved ICE Waiver – Chase Street & Barber Street
10. Roundabout Data – Design Checks
11. Culvert Inspection – ACC 2022 Culvert Inspection
12. MS4 Concept Report Summary and Drainage Map
13. Pavement Studies – ACC 2019 Pavement Condition Index (PCI)
14. Minutes of Meetings
    a. ACCGov Coordination Meeting – 6/9/22
    b. Concept Team Meeting – 11/30/22
15. Other items:
    a. Chase Street Corridor Study
    b. Concept Layout Alternative - Traffic Signals
    c. Concept Layout Alternative Typical Sections – Traffic Signals
    d. Construction Cost Estimate – Traffic Signal Alternative
    e. ROW Cost Estimate – Traffic Signal Alternative
    f. Local support letter

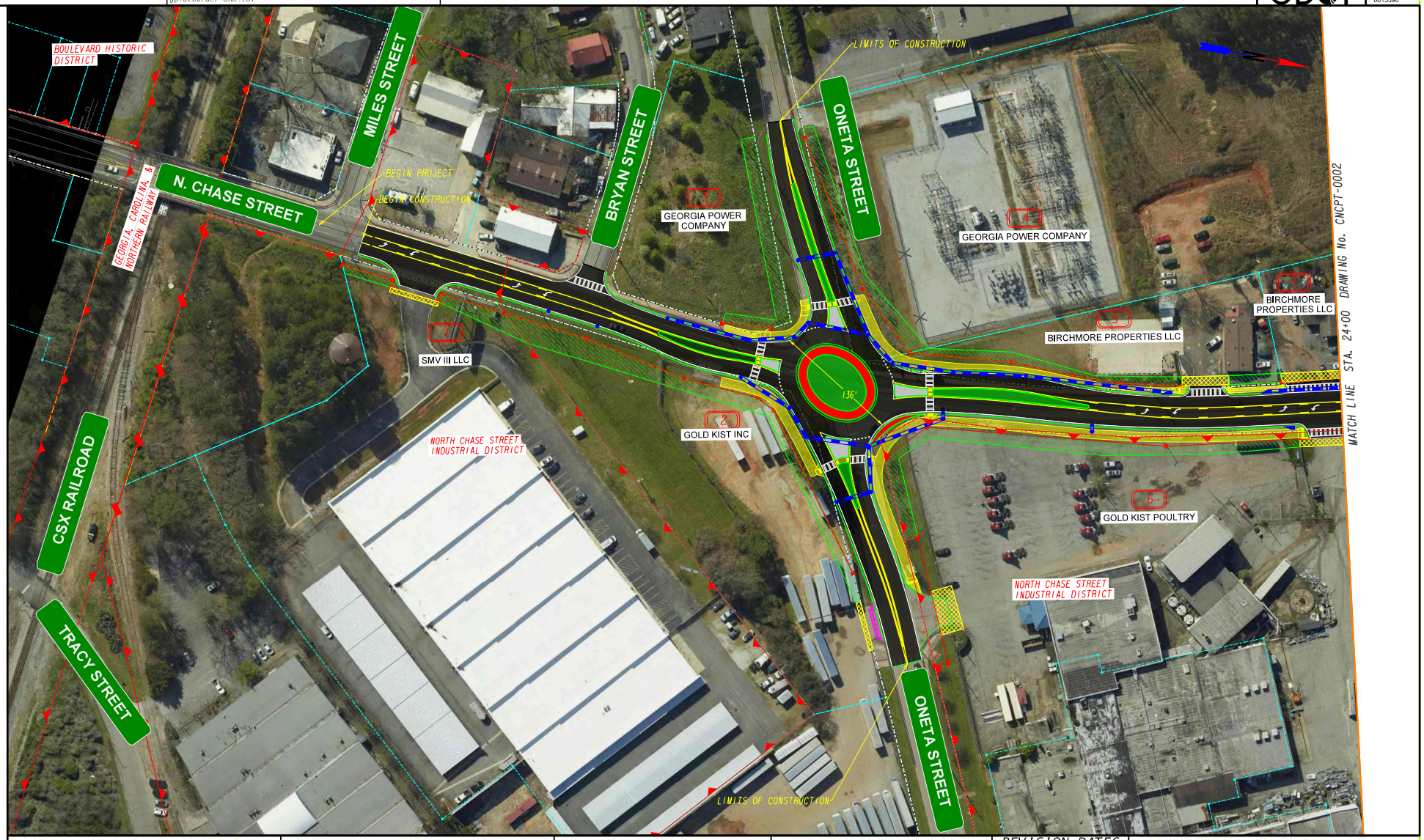
APPROVALS

Concur: Hiral Patel — Director of Engineering — 4/04/2023 — Date

Approve: Meg Pirkle AJH — Digitally signed by Andrew Heath DN: C=US, E=aheath@dot.ga.gov, O=Georgia DOT, OU=Chief Engineer Office, CN=Andrew Heath Date: 2023.04.05 14:12:55-04'00' — Chief Engineer — 4/5/2023 — Date

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PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
EXISTING LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS
EXISTING LIMIT OF ACCESS & R/W
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA

GDOT Georgia Department of Transportation

benesch

SCALE IN FEET
0 50 100 200

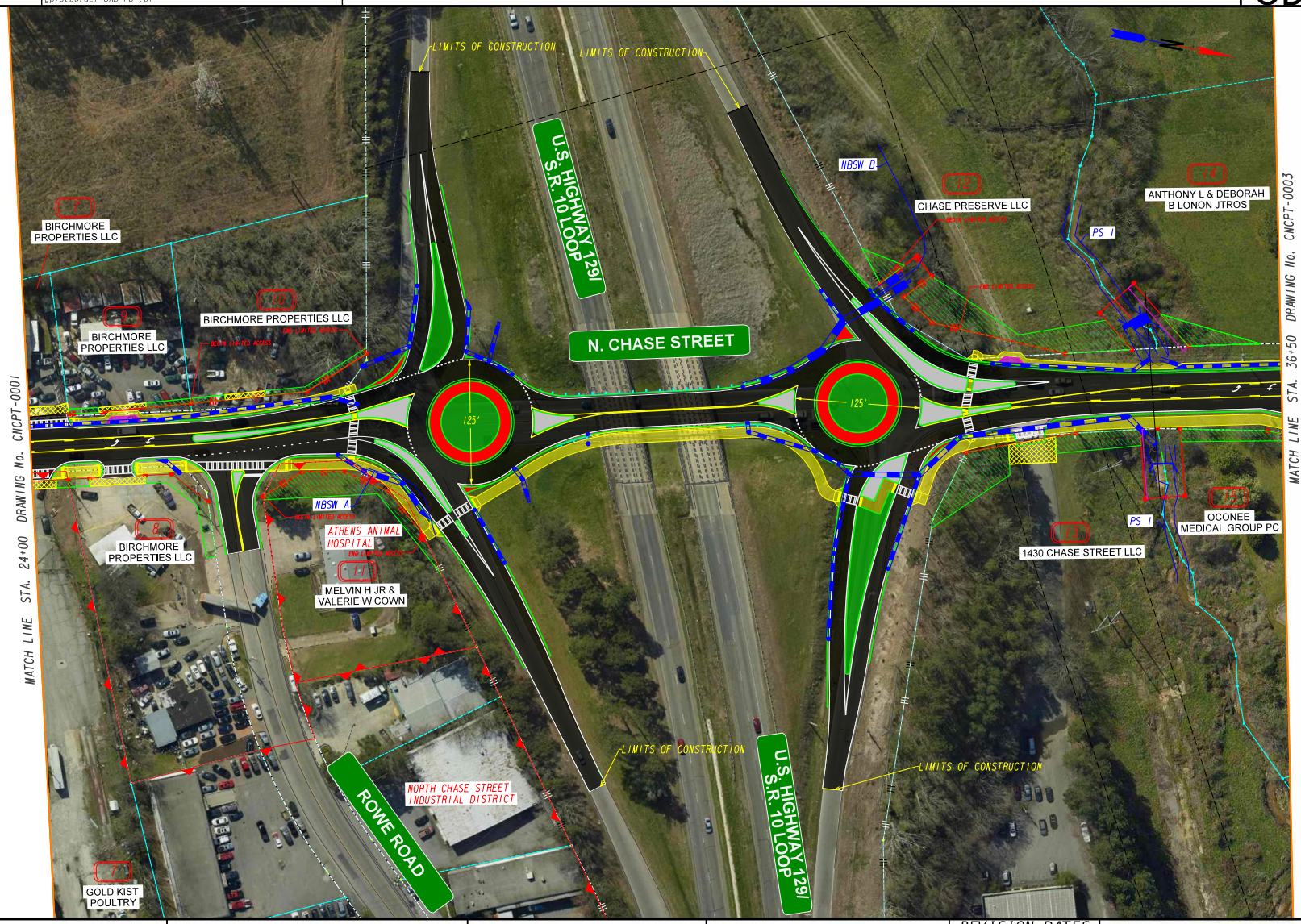
REVISION DATES

CONSTRUCTION PLAN
CR 1037/CHASE STREET FROM CR 478/BARBER STREET TO CSX #639916G
PREFERRED ALTERNATIVE

CHECKED:		DATE:	DRAWING No.:
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	CNCPT-0001
VERIFIED:		DATE:	

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PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
EXISTING LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS
EXISTING LIMIT OF ACCESS & R/W
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA

GDOT Georgia Department of Transportation

benesch

SCALE IN FEET
0 50 100 200

REVISION DATES

CONSTRUCTION PLAN
CR 1037/CHASE STREET FROM CR 478/BARBER STREET TO CSX #639916G
PREFERRED ALTERNATIVE

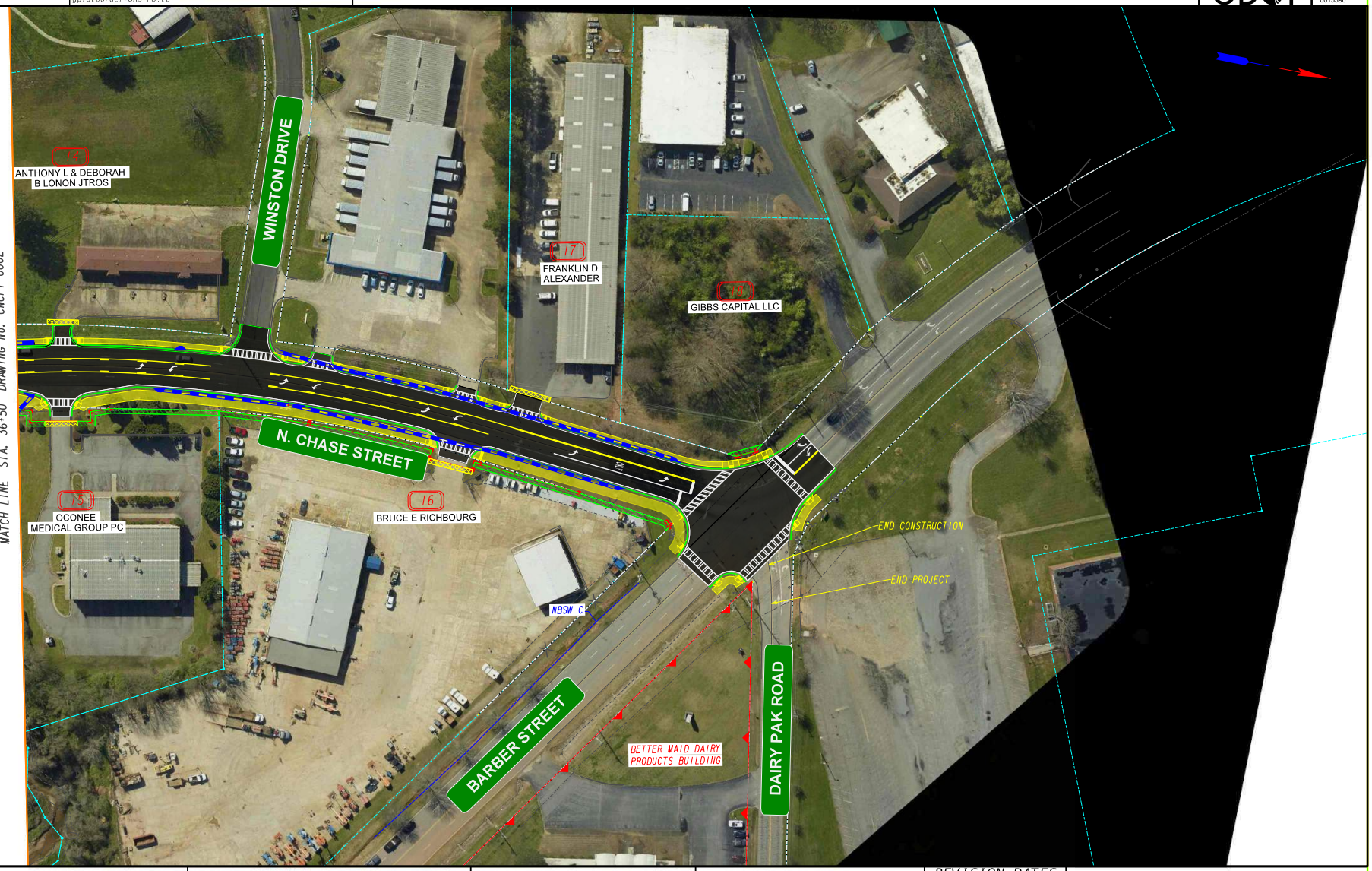
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DRAWING No.: CNCPT-0002

GPLOTCE 11/05/2020

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MATCH LINE STA. 36+50 DRAWING No. CNCPT-0002



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
EXISTING LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS
EXISTING LIMIT OF ACCESS & R/W
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA

GDOT Georgia Department of Transportation

benesch

SCALE IN FEET
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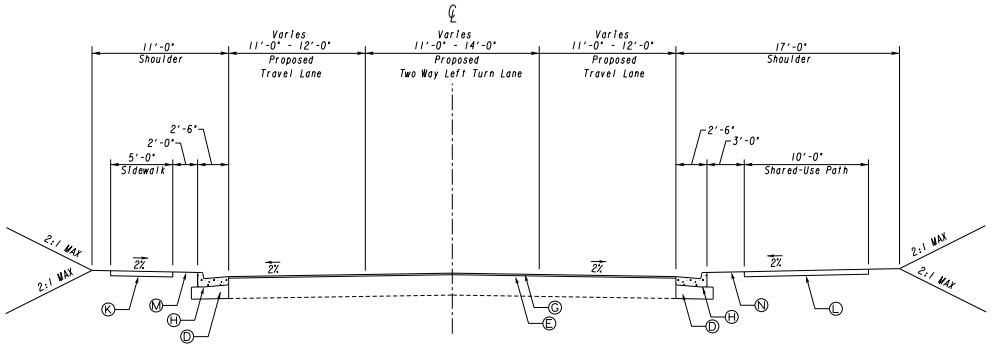
REVISION DATES

CONSTRUCTION PLAN
CR 1037/CHASE STREET FROM CR 478/BARBER STREET TO CSX #639916G
PREFERRED ALTERNATIVE

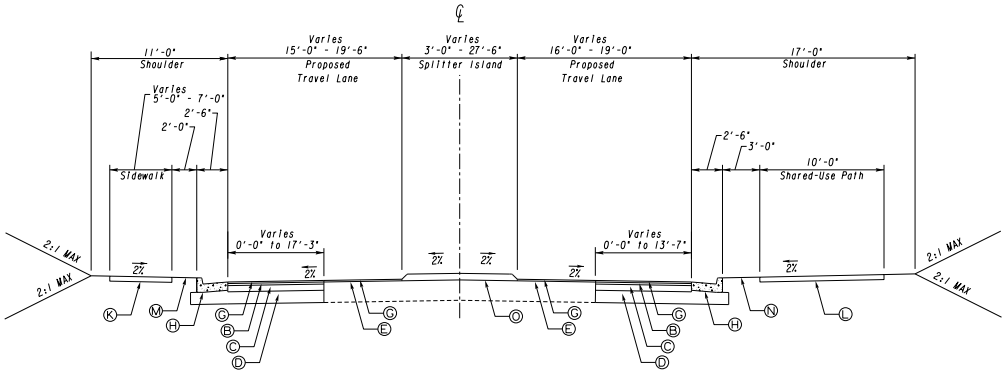
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CNCPT-0003

GPLOTCE 11/05/2020



TYPICAL SECTION NO. 1
N. CHASE STREET
With Two Way Left Turn Lane



TYPICAL SECTION NO. 2
N. CHASE STREET
With Splitter Island

•Note: Class B concrete widening should be used in areas where the widening is less than 5'

A: RECYCLED ASPH CONC. 12.5 mm SUPERPAVE, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME, 165 LBS./SY
B: RECYCLED ASPH CONC. 19 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, 220 LBS./SY
C: RECYCLED ASPH CONC. 25 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, 440 LBS./SY
D: GRADED AGGREGATE BASE COURSE, INCL MATL, 12"
E: MILL ASPH CONC PVMT, 1 1/2 IN DEPTH
F: PLAIN PC CONCRETE PAVEMENT, CL 3 CONC, 10" THICK WITH REINF. STAMPED COLORED
G: RECYCLED ASPH CONC. 12.5 mm SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME, 165 LBS./SY
H: CONCRETE CURB & GUTTER, 8"X30", TYPE 2, GA STD. 9032B
I: CONCRETE HEADER CURB, 6", TYPE 7, GA STD. 9032B
J: CONCRETE HEADER CURB, 4", TYPE 9, GA STD. 9032B
K: CONCRETE SIDEWALK, 4" THICK
L: CONCRETE SIDEWALK, 6" THICK
M: STAMPED CONCRETE
N: SOD
O: 7 1/2" CONCRETE MEDIAN
P: CONCRETE CURB & GUTTER, 8"X30", TYPE 7, GA STD. 9032B

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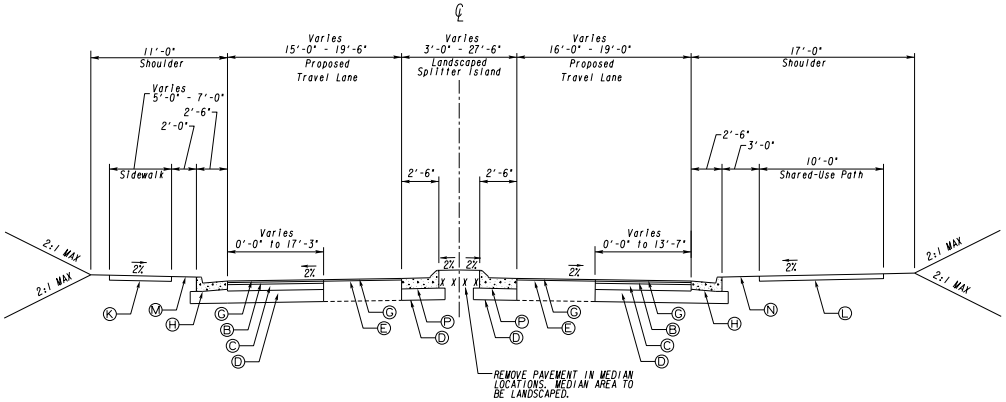
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REVISION DATES

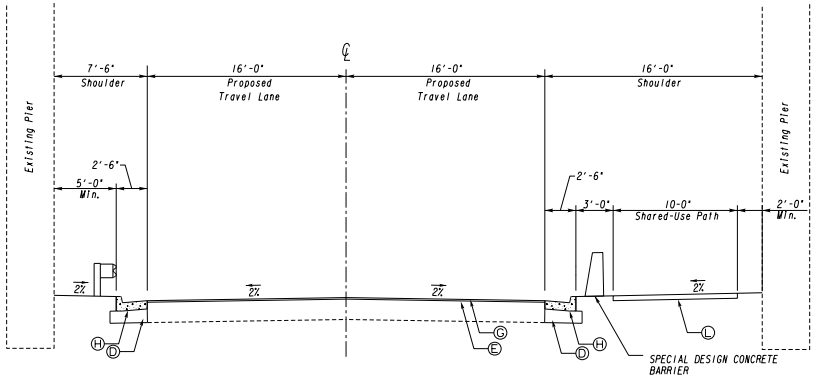
TYPICAL SECTIONS
CR 1037/CHASE STREET FROM
CR 478/BARBER STREET TO CSX #639916G
PREFERRED ALTERNATIVE

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TYPICAL SECTION NO. 3
N. CHASE STREET
With Landscaped Splitter Island



TYPICAL SECTION NO. 4
N. CHASE STREET
Underpass

•Note: Class B concrete widening should be used in areas where the widening is less than 5'

A: RECYCLED ASPH CONC. 12.5 mm SUPERPAVE, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME, 165 LBS./SY
B: RECYCLED ASPH CONC. 19 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, 220 LBS./SY
C: RECYCLED ASPH CONC. 25 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, 440 LBS./SY
D: GRADED AGGREGATE BASE COURSE, INCL MATL, 12"
E: MILL ASPH CONC PVMT, 1 1/2 IN DEPTH
F: PLAIN PC CONCRETE PAVEMENT, CL 3 CONC, 10" THICK WITH REINF. STAMPED COLORED
G: RECYCLED ASPH CONC. 12.5 mm SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME, 165 LBS./SY
H: CONCRETE CURB & GUTTER, 8"X30", TYPE 2, GA STD. 9032B
I: CONCRETE HEADER CURB, 6", TYPE 7, GA STD. 9032B
J: CONCRETE HEADER CURB, 4", TYPE 9, GA STD. 9032B
K: CONCRETE SIDEWALK, 4" THICK
L: CONCRETE SIDEWALK, 6" THICK
M: STAMPED CONCRETE
N: SOD
O: 7 1/2" CONCRETE MEDIAN
P: CONCRETE CURB & GUTTER, 8"X30", TYPE 7, GA STD. 9032B

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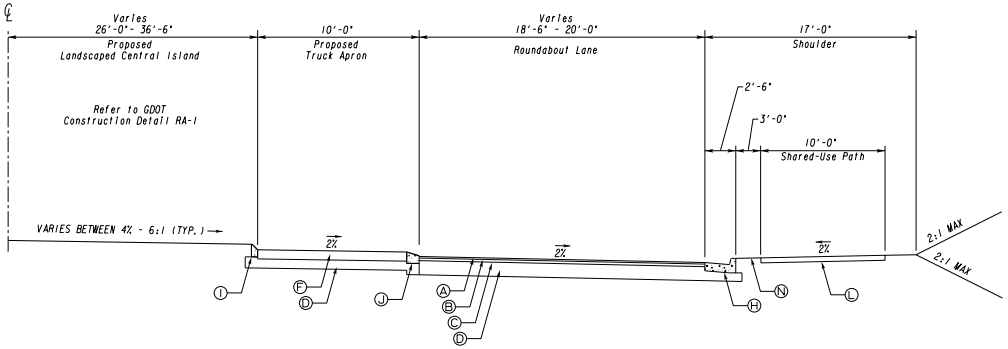
REVISION DATES

TYPICAL SECTIONS
CR 1037/CHASE STREET FROM
CR 478/BARBER STREET TO CSX #639916G
PREFERRED ALTERNATIVE

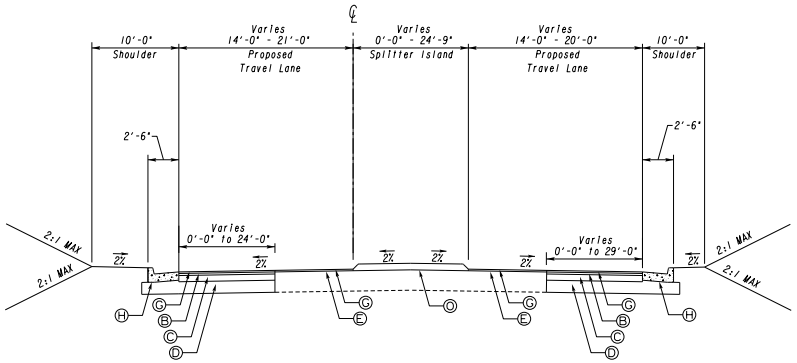
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TYPICAL SECTION NO. 5
N. CHASE STREET AND ONETA CENTRAL ISLAND



TYPICAL SECTION NO. 6
ONETA STREET

•Note: Class B concrete widening should be used in areas where the widening is less than 5'

A: RECYCLED ASPH CONC. 12.5 mm SUPERPAVE, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME, 165 LBS./SY
B: RECYCLED ASPH CONC. 19 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, 220 LBS./SY
C: RECYCLED ASPH CONC. 25 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, 440 LBS./SY
D: GRADED AGGREGATE BASE COURSE, INCL MATL, 12"
E: MILL ASPH CONC PVMT, 1 1/2 IN DEPTH
F: PLAIN PC CONCRETE PAVEMENT, CL 3 CONC, 10" THICK WITH RE/NF. STAMPED COLORED
G: RECYCLED ASPH CONC. 12.5 mm SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME, 165 LBS./SY
H: CONCRETE CURB & GUTTER, 8"X30", TYPE 2, GA STD. 9032B
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L: CONCRETE SIDEWALK, 6" THICK
M: STAMPED CONCRETE
N: SOD
O: 7 1/2' CONCRETE MEDIAN
P: CONCRETE CURB & GUTTER, 8"X30", TYPE 7, GA STD. 9032B

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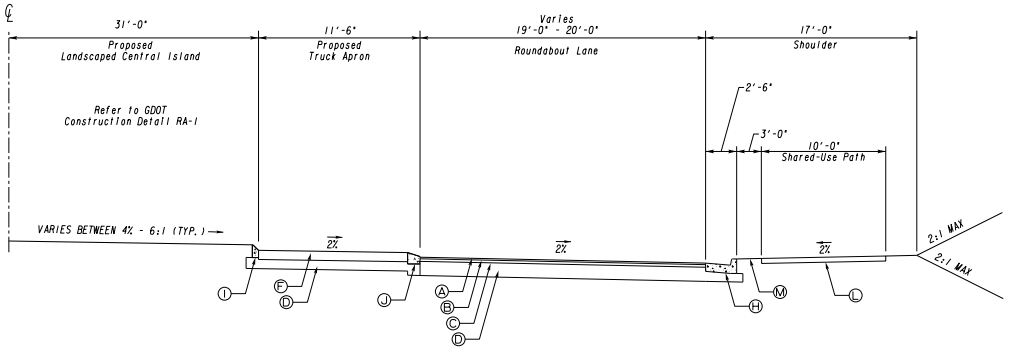
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REVISION DATES

TYPICAL SECTIONS
CR 1037/CHASE STREET FROM
CR 478/BARBER STREET TO CSX #639916G
PREFERRED ALTERNATIVE

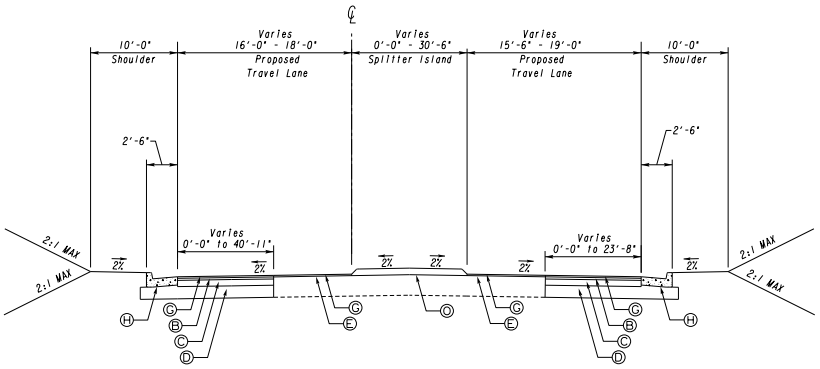
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11/05/2020



TYPICAL SECTION NO. 7

N. CHASE STREET AND SR 10 RAMPS CENTRAL ISLAND



TYPICAL SECTION NO. 8

US 129/SR 10 RAMPS

*Note: Class B concrete widening should be used in areas where the widening is less than 5'

A: RECYCLED ASPH CONC. 12.5 mm SUPERPAVE, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME, 165 LBS./SY
B: RECYCLED ASPH CONC. 19 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, 220 LBS./SY
C: RECYCLED ASPH CONC. 25 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, 440 LBS./SY
D: GRADED AGGREGATE BASE COURSE, INCL MATL, 12"
E: MILL ASPH CONC PVMT, 1 1/2 IN DEPTH
F: PLAIN PC CONCRETE PAVEMENT, CL 3 CONC, 10" THICK WITH RE/NF. STAMPED COLORED
G: RECYCLED ASPH CONC. 12.5 mm SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME, 165 LBS./SY
H: CONCRETE CURB & GUTTER, 8"X30", TYPE 2, GA STD. 9032B
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L: CONCRETE SIDEWALK, 6" THICK
M: STAMPED CONCRETE
N: SOD
O: 7 1/2" CONCRETE MEDIAN
P: CONCRETE CURB & GUTTER, 8"X30", TYPE 7, GA STD. 9032B

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REVISION DATES

TYPICAL SECTIONS
CR 1037/CHASE STREET FROM
CR 478/BARBER STREET TO CSX #639916G
PREFERRED ALTERNATIVE

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VERIFIED:		DATE:		

GPLOTCE
11/05/2020

Georgia Department of Transportation

Interoffice Memo

FILE

PI NUMBER	0015390	PROJECT DESCRIPTION	CR 1037/Chase Street FM CR 478/Barber Street to CSX #639916G
OFFICE	Program Delivery		
DATE	Wednesday, March 1, 2023		

From: Kimberly W. Nesbitt, State Program Delivery Administrator

To: Erik Rohde, P.E., State Project Review Engineer
via email Mailbox: CostEstimatesandUpdates@dot.ga.gov

Subject: **REVISIONS TO PROGRAMMED COSTS**

Project Manager:	Michael Lawing
Management Let Date:	
Management Right of Way Date:	

Cost Estimate Review Iteration

Date of Submittal #1	
Date of Submittal #2	
Date of Submittal #3	

Summary of Programmed Costs and Proposed Revised Costs:

Estimate Type	Cost Estimate Amounts (T-Pro Without Inflation)	Last Estimate Date	Revised Cost Estimate
CONSTRUCTION		n/a	$9,591,131.20
RIGHT OF WAY		n/a	$1,856,000.00
UTILITIES		n/a	$2,000,000.00

Explanation for Cost Change and Contingency Justification:

(Please note below if the unit prices presented in the construction cost estimate were reviewed or derived by professional estimators external to GDOT.)

This is the Initial Concept Cost Estimate.

Attachments:

AASHTOWare Report; Concept ROW Estimate; Concept Utility Estimate

Georgia Department of Transportation

Interoffice Memo

Design Phase Leader Validation of Final QC/QA for Construction Cost Estimate Used In This Revision to Programmed Costs:

Consultant Company or GDOT Design Office:	Alfred Benesch & Company
Printed Name:	Robert Baisden, PE
Title:	Roadway Design Lead
Signature:	Robert Baisden
Date:	3/1/2023

FOR PROJECTS WITH A LOCAL SPONSOR

If the project has a local sponsor, the project manager should ensure that the local authority completes the following validation indicating that it has reviewed the construction cost estimate and whether it is in concurrence with the construction costs presented.

Please select the appropriate validation below upon review of the cost estimate:

- ☐ I acknowledge that I have reviewed the project construction cost estimate and concur with the costs presented.
- ☐ I acknowledge that I have reviewed the project construction cost estimate but do not concur with the costs presented.

Please provide an explanation for non-concurrence.	
Local Authority Name and Title:	Rani Katreeb, Assistand Director - ACC Transportation & Public Works
Local Authority Signature:	
Date:	3/3/2023

Georgia Department of Transportation

Interoffice Memo

Cost Estimate Worksheet:

CONSTRUCTION COST ESTIMATE (Required base estimate entered from AASHTOWare Project Estimation and should not include E&I). →	**A**	$ 8,243,037.81
ENGINEERING AND INSPECTION (The default E&I percentage is 5.0%, but may be adjusted per project scope.) →	**D**	$ 412,151.89

Construction Cost	E&I Percentage	E&I Cost
B	C	D = B x C
$ 8,243,037.81	5%	$ 412,151.89

CONTINGENCY (Refer to the Risk and Contingencies Table included in GDOT Policy 3A-9 Cost Estimating Purpose) →	**I**	$ 865,518.97

Construction Cost	E&I Cost	Construction + E&I	Contingency Percentage	Contingency Cost
E	F	G = E + F	H	I = G x H
$ 8,243,037.81	$ 412,151.89	$ 8,655,189.70	10%	$ 865,518.97

ASPHALT FUEL PRICE ADJUSTMENT (Leave blank if not applicable) →	**Q**	$ 70,422.53

Date	Feb 2023
Regular Unleaded	$3.380/ GAL
Diesel	$4.686/ GAL
Liquid AC	$649.00/ TON

Current Asphalt Fuel Index Prices can be found at the link below:

http://www.dot.ga.gov/PS/Materials/AsphaltFuelIndex

		Tons	Percentage of Asphaltic Concrete	Tons of Asphaltic Concrete	Total Monthly Tonnage of Asphalt Cement (TMT)	Monthly Asphalt Cement Price month project let (APL)	Max. Cap	Monthly Asphalt Cement Price month placed (APM)	Price Adjustment (PA)
Liquid AC	Description	J	K	L = J x K	M = Sum of Columns L, T & W	N	O	P = (N x O)+N	Q = [((P - N) / N)] x M x N
	Leveling	100.00 TN	5.00%	5.00 TN	180.85 TN	$649.00/ TON	60%	$ 1,038.40	$ 70,422.53
	Patching								
	9.5 mm SP								
	12.5 OGFC								
	12.5 PEM								
	12.5 mm SP	1897.00 TN	5.00%	94.85 TN					
	19 mm SP	497.00 TN	5.00%	24.85 TN					
	25 mm SP	990.00 TN	5.00%	49.50 TN					
Bituminous Tack Coat		Tack Coat	GL/TN	Tons					
	Description	R	S	T = R/S					
	Tack Coat	1548.00 GL	232.8234 GL/TN	6.65 TN					
Bituminous Tack Coat (Surface Treatment)		SY	GL/SY	TN					
	Description	U	V	W = (U x V) / (232.8234 GL/TN)					
	Single Surface Treatment		0.20 Gl/SY						
	Double Surface Treatment		0.44 Gl/SY						
	Triple Surface Treatment		0.71 Gl/SY						

CONSTRUCTION TOTAL COST →	**X = A+D+I+Q**	$ 9,591,131.20
RIGHT OF WAY COST →	**Y**	$ 1,856,000.00
UTILITIES COST (Provided by Utility Office) →	**Z = Sum of Reimbursable Costs**	$ 2,000,000.00

Utility Owner	Reimbursable Cost	Utility Owner	Reimbursable Cost
GA Power Distribution	$ 800,000.00		
GA Power Transmission	$ 1,200,000.00		

Project Cost Estimate

Processed on: 3/1/2023 4:20:41 PM

Concept Name:	0015390	Cost Estimate Name:	0015390
Concept Description:	This project is located on N. Chase St in Athens, GA. B	Adhoc Pricing Total:	$398,000.00
Spec Year:	21	Typical Section Total:	$0.00
Item History:	BHP-ALL	Estimate Total:	$8,243,037.81
Cost Estimate Phase:	2-DE		

ITEMS FOR CONCEPT NAME 0015390

0100 - Roadway

Line Number	Item	Quantity	Units	Price	Description	Amount
0005	150-1000	1	LS	800,000.00	TRAFFIC CONTROL - - PI 0015390	$800,000.00
0245	153-1300	1	EA	102,167.75	FIELD ENGINEERS OFFICE TP 3	$102,167.75
0010	154-1000	1	LS	150,000.00	CONSTRUCTION VIBRATION MONITORING	$150,000.00
0250	156-0100	1	LS	15,000.00	GPS DATA COLLECTION AND SUBMITTAL	$15,000.00
0015	210-0100	1	LS	3,000,000.00	GRADING COMPLETE - - PI 0015390	$3,000,000.00
0065	441-0104	1222	SY	49.58	CONC SIDEWALK, 4 IN	$60,582.91
0265	441-0106	2967	SY	112.36	CONC SIDEWALK, 6 IN	$333,372.12
0070	441-0108	456	SY	115.00	CONC SIDEWALK, 8 IN	$52,440.00
0085	441-5008	565	LF	26.39	CONCRETE HEADER CURB, 6 IN, TP 7	$14,910.19
0090	441-5025	820	LF	23.89	CONCRETE HEADER CURB, 4 IN, TP 9	$19,592.14
0095	441-6222	9606	LF	25.34	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	$243,448.32
0340	441-6740	1443	LF	26.14	CONC CURB & GUTTER, 8 IN X 30 IN, TP 7	$37,722.55
0240	621-6002	135	LF	231.39	CONCRETE BARRIER, TP S-2	$31,237.65
0295	632-0003	4	EA	9,125.59	CHANGEABLE MESSAGE SIGN, PORTABLE, TYPE 3	$36,502.37
0110	634-1200	82	EA	178.58	RIGHT OF WAY MARKERS	$14,643.15
0335	641-1100	30	LF	139.25	GUARDRAIL, TP T	$4,177.36

0100 - Roadway

Line Number	Item	Quantity	Units	Price	Description	Amount
0115	641-1200	330	LF	27.80	GUARDRAIL, TP W	$9,174.15
0120	641-5001	2	EA	1,806.13	GUARDRAIL ANCHORAGE, TP 1	$3,612.25
0125	641-5015	2	EA	3,521.57	GUARDRAIL TERMINAL, TP 12A, 31 IN, TANGENT, ENERGY-ABSORBING	$7,043.14
0130	999-5200	16	SF	66.52	DETECTABLE WARNING SURFACE	$1,064.33
0100 Total						$4,936,690.38

0110 - Pavement

Line Number	Item	Quantity	Units	Price	Description	Amount
0020	310-1101	8354	TN	37.13	GR AGGR BASE CRS, INCL MATL	$310,206.24
0025	318-3000	250	TN	39.89	AGGR SURF CRS	$9,972.16
0030	402-1812	100	TN	136.29	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	$13,629.11
0035	402-3121	990	TN	121.41	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	$120,192.15
0040	402-3130	1663	TN	117.67	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	$195,689.67
0045	402-3190	497	TN	131.49	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2,INCL BITUM MATL & H LIME	$65,350.66
0050	402-4510	234	TN	148.69	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME	$34,792.88
0055	413-0750	1548	GL	1.38	TACK COAT	$2,134.51
0255	432-5010	18774	SY	3.62	MILL ASPH CONC PVMT, VARIABLE DEPTH	$67,975.77
0060	439-0022	882	SY	179.76	PLAIN PC CONC PVMT, CL 3 CONC, 10 INCH THK	$158,551.39
0260	441-0018	140	SY	94.88	DRIVEWAY CONCRETE, 8 IN TK	$13,282.51
0075	441-0754	850	SY	93.83	CONCRETE MEDIAN, 7 1/2 IN	$79,753.64
0080	441-4030	118	SY	89.26	CONC VALLEY GUTTER, 8 IN	$10,532.41
0100	446-1100	2500	LF	9.34	PVMT REINF FABRIC STRIPS, TP 2, 18 INCH WIDTH	$23,354.18
0105	500-9999	225	CY	294.94	CLASS B CONC, BASE OR PVMT WIDENING	$66,361.84
0110 Total						$1,171,779.12

0200 - Drainage

Line Number	Item	Quantity	Units	Price	Description	Amount
0150	207-0203	48	CY	109.47	FOUND BKFILL MATL, TP II	$5,254.56
0285	500-3002	62	CY	2,371.01	CLASS AA CONCRETE	$147,002.88
0290	511-1000	6941	LB	2.29	BAR REINF STEEL	$15,875.32
0155	550-4218	2	EA	1,211.51	FLARED END SECTION 18 IN, STORM DRAIN	$2,423.02
0160	550-4224	2	EA	1,325.87	FLARED END SECTION 24 IN, STORM DRAIN	$2,651.75
0165	550-4230	1	EA	1,557.99	FLARED END SECTION 30 IN, STORM DRAIN	$1,557.99
0135	550-5180	2504	LF	81.55	STORM DRAIN PIPE, 18 IN, CLASS III	$204,201.20
0270	550-5240	626	LF	107.31	STORM DRAIN PIPE, 24 IN, CLASS III	$67,176.06
0140	550-5300	32	LF	151.49	STORM DRAIN PIPE, 30 IN, CLASS III	$4,847.68
0145	550-5960	125	LF	497.26	STORM DRAIN PIPE, 96 IN, CLASS III	$62,157.50
0275	668-1100	39	EA	5,404.09	CATCH BASIN, GP 1	$210,759.49
0280	668-2100	8	EA	4,381.40	DROP INLET, GP 1	$35,051.21
0170	668-4300	9	EA	4,174.90	STORM SEWER MANHOLE, TP 1	$37,574.13
0175	668-4400	4	EA	5,367.59	STORM SEWER MANHOLE, TP 2	$21,470.37
0180	668-4411	10	LF	508.46	STORM SEWER MANHOLE, TP 2, ADDL DEPTH, CL 1	$5,084.65
0200 Total						$823,087.81

0610 - Pavement Marking

Line Number	Item	Quantity	Units	Price	Description	Amount
0185	653-0296	10	EA	220.97	THERMOPLASTIC PVMT MARKING, WORD, TP 15	$2,209.74
0190	653-1501	12150	LF	0.59	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	$7,137.52
0195	653-1502	8500	LF	0.62	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	$5,236.94
0200	653-1704	30	LF	10.57	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	$317.10
0205	653-1804	5520	LF	2.06	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	$11,343.99
0210	653-3501	1640	GLF	0.37	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	$607.10
0215	653-3502	3120	GLF	0.53	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, YELLOW	$1,643.37

0610 - Pavement Marking

Line Number	Item	Quantity	Units	Price	Description	Amount
0300	653-4830	316	GLF	3.71	THERMOPLASTIC SKIP TRAF STRIPE, 18 IN, WHITE	$1,171.46
0220	653-6004	4400	SY	4.04	THERMOPLASTIC TRAF STRIPING, WHITE	$17,773.27
0305	653-6006	46	SY	5.37	THERMOPLASTIC TRAF STRIPING, YELLOW	$247.23
0225	654-1001	86	EA	5.39	RAISED PVMT MARKERS TP 1	$463.86
0230	654-1003	57	EA	5.77	RAISED PVMT MARKERS TP 3	$328.92
0610 Total						$48,480.50

0700 - Signals

Line Number	Item	Quantity	Units	Price	Description	Amount
0235	647-1000	1	LS	45,000.00	TRAFFIC SIGNAL INSTALLATION NO - - PI 0015390	$45,000.00
0330	647-1030	1	LS	80,000.00	RRFB INSTALLATION NO - - RRFB Installation No 4	$80,000.00
0325	647-1030	1	LS	80,000.00	RRFB INSTALLATION NO - - RRFB Installation No 3	$80,000.00
0315	647-1030	1	LS	80,000.00	RRFB INSTALLATION NO - - RRFB Installation No 1	$80,000.00
0320	647-1030	1	LS	80,000.00	RRFB INSTALLATION NO - - RRFB Installation No 2	$80,000.00
0700 Total						$365,000.00

1000 - Lighting

Line Number	Item	Quantity	Units	Price	Description	Amount
0310	005-0002	1	LS	500,000.00	INSTALLATION OF LIGHTING FACILITIES	$500,000.00
1000 Total						$500,000.00

ADHOC PRICING FOR CONCEPT NAME 0015390

Adhoc Name	Description	Amount
Erosion Control	Erosion Control Lump Sum	$200,000.00
Signing	Signing Lump Sum	$48,000.00
Landscape	Landscape Lump Sum	$150,000.00
Adhoc Total		$398,000.00

TOTALS FOR CONCEPT NAME 0015390

ITEMS COST:	$7,845,037.81
TYPICAL SECTION:	$0.00
AD-HOC PRICING:	$398,000.00
ESTIMATED COST:	$8,243,037.81
CONTINGENCY PERCENT:	
ENGINEERING AND INSPECTION:	
ESTIMATED COST WITH CONTINGNECY AND E&I:	

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GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 9/23/2022 Project:
Revised: County: Athens-Clarke
PI: 15390
Description: CR 1037/Chase Street FM CR 478/Barber Street to CSX #639916G
Project Termini: CR 1037/Chase Street FM CR 478/Barber Street to CSX #639916G
Existing ROW: Varies
Parcels: 18 (1 D/W only par) Required ROW: Varies

Land and Improvements		$1,368,375.00
Proximity Damage	*$0.00*	
Consequential Damage	*$350,000.00*	
Cost to Cures	*$225,000.00*	
Trade Fixtures	*$121,500.00*	
Improvements	*$22,500.00*	
Valuation Services		$135,000.00
Legal Services		$124,650.00
Relocation		$54,000.00
Demolition		$20,000.00
Administrative		$153,500.00
TOTAL ESTIMATED COSTS		$1,855,525.00
TOTAL ESTIMATED COSTS (ROUNDED)		***$1,856,000.00***

Prepared By:	Cheryl H. Brewer	Cheryl H Brewer	9/23/2022
	Print Name	Signature	Date
Cost Estimation Supervisor :	Valencia Carter	Valencia Carter	3/16/2023
	Print Name	Signature	Date

NOTE: Superviser is only attesting that the estimate was completed using the correct information provided for the 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:

allsop

PI 0015390, Athens-Clarke County

HUC 0307010105 (Lower North Oconee River)

Mitigation Estimate for Concept Report

October 18, 2022

- Perennial Stream 1
    - Moderate quality, <3 square miles perennial stream
    - 154 linear feet culvert extension/rip-rap, permanent fill

Stream credits: 115.50 2018 credits, 1,386 legacy credits

Upper Oconee Credits (PSA):

1,386 credits * $115/legacy stream credit = $159,390

Total cost: $159,390

Michael S. Lawing

From: Westberry, Lisa <lwestberry@dot.ga.gov>
Sent: Thursday, October 20, 2022 11:50 AM
To: Hart, Doug; Michael S. Lawing
Cc: Hammarlund, Erik; Baisden, Robert; Smith, Patrick; Martin, Eric
Subject: [EXTERNAL] RE: PI 0015390 (Athens-Clarke County) - mitigation estimate for concept
Attachments: PI 0015390 mitigation estimate.pdf

[External Email] This email originated from outside of the Atlas mail system. Please use caution when opening attachments.

Hello Doug,

Accept this email as my concurrence on the cost estimate attached.

Best,

Lisa Westberry
Special Projects Coordinator
GDOT Georgia Department of Transportation
Office of Environmental Services
One Georgia Center, 16th Floor
600 West Peachtree Street, NW
Atlanta, GA, 30308
404.631.1772

From: Hart, Doug <Doug.Hart@kimley-horn.com>
Sent: Tuesday, October 18, 2022 11:00 AM
To: Westberry, Lisa <lwestberry@dot.ga.gov>
Cc: Hammarlund, Erik <EHammarlund@benesch.com>; Baisden, Robert <RBaisden@benesch.com>; Michael S. Lawing <michael.lawing@oneatlas.com>; Smith, Patrick <patrick.smith@kimley-horn.com>; Martin, Eric <eric.martin@kimley-horn.com>
Subject: PI 0015390 (Athens-Clarke County) - mitigation estimate for concept

Good morning Lisa,

I am writing to request your concurrence with a mitigation estimate for the subject PI's concept report. For 154 LF of impacts to a moderate quality perennial stream, I estimate that $159,390 of stream credits would be required. Please see the attached document for my math and let me know if you have any comments.

Thanks,

Doug Hart, PWS
Kimley-Horn | 3930 East Jones Bridge Rd, Suite 350, Peachtree Corners, GA 30092
Direct: 678 533 3936

PLATINUM geomatics

5039 B U Bowman Drive
Suite 400
Buford, GA 30518
(404) 295-8653

www.platinumgeomatics.com

FILE Project No: N/A
County Clarke
PI# 0015390

Date: October 18, 2022

Description: N Chase Street fm Barber Street to CSX #639916G

FROM Matthew Jones, Utility Coordinator

TO Erik Hammarlund, Senior Project Manager

SUBJECT CONCEPT UTILITY COST ESTIMATE

A review of utilities located on the above referenced project has been conducted with Concept Layout plans. Listed below is a breakdown of the anticipated reimbursable and non-reimbursable cost.

Utility Owner	Reimbursable	Non-Reimbursable	Estimate Based on
Athens Clarke County – Water	$0.00	$2,130,000.00	Site Visit / Available Drawings
Athens Clarke County – Sewer	$0.00	$80,000.00	Site Visit / Available Drawings
ATT – Distribution	$0.00	$550,000.00	Site Visit / Available Drawings
Atlanta Gas Light (AGL)	$0.00	$966,000.00	Site Visit / Available Drawings
Charter	$0.00	$46,000.00	Site Visit / Available Drawings
Comcast	$0.00	$12,500.00	Site Visit / Available Drawings
Crown Castle Networks	$0.00	$0.00	Site Visit / Available Drawings
Georgia Power Company – Distribution *	$800,000.00	$100,000.00	Site Visit / Available Drawings
Georgia Power Company – Transmission *	$1,200,000.00	$0.00	Site Visit / Available Drawings
MEAG - Transmission	$0.00	$0.00	Site Visit / Available Drawings
Parker FiberNet LLC	$0.00	$12,000.00	Site Visit / Available Drawings
Total	$2,000,000.00	$3,896,500.00	

* Indicates Prior Rights pending, cost subject to change

Estimate is based on the best available information at the current stage, unforeseen prior rights information may be provided by the Utility Company at a later date that could cause some non-reimbursable costs to shift to the reimbursable cost column.

Sincerely,

Matthew Jones
Utility Coordinator

Original Version: May 24, 2013
Revision: Feb. April 5, 2018

Concept Utility Report

Project Number: N/A

District: 1-Gainesville

County: Clarke

Prepared by: Matthew Jones

P.I. # 0015390

Date: 1/09/2023

Project Description: N chase Street fm Barber Street to CSX #639916G

The information provided herein has been gathered from Georgia811and/or field visits and serves as an estimate. Nothing contained in this report is to be used as a substitute for 1st Submission or SUE.

Are SUE services recommended? Choose an item.

Level: ☐A ☒B ☐C ☐D

Public Interest Determination (PID):

☐Automatic ☐Mandatory ☐Consideration ☒No Use ☐Exempt

Is a separate utility funding phase recommended? Yes

Potential Project (Schedule/Budget) Impacts: N/A

Capital Improvement Projects (Utilities) Anticipated in the Area: No

Project Specific Recommendations for Avoidance/Mitigation: N/A

Right of Way Coordination: N/A

Environmental Coordination: N/A

Additional Remarks: Utility owners were compiled by GeoCall Ticket and are subject to change after SUE/1st submission.

3.0 CRASH HISTORY DATA

3.1 CORRIDOR CRASH DATA

Crash data was obtained for the Chase Street study corridor for the five-year period from January 1, 2016 to December 31, 2020 from the *Numetric* online crash database and is summarized in **Table 4**. It should be noted that *Numetric* currently does not include comprehensive 2021 crash data and is therefore not included in this report. Only data available through *Numetric* was reviewed; individual crash reports were not. Crashes were analyzed by intersection, manner of collision, and other surrounding circumstances. The segment crash rate along the corridor was compared to the statewide average for similar facilities. The corresponding crash data tables are included in **Appendix D**.

Table 4: Five-Year Crash Data by Type (January 2016 – December 2020)

Year	Total Crashes	Injury Crashes	Fatal Crashes	Left-Angle	Angle	Rear-End	Head-On	Sideswipe (Opposite)	Sideswipe (Same)	All Others*
2016	23	8	0	3	1	11	2	0	5	1
2017	21	6	0	2	1	8	0	0	5	5
2018	26	9	0	3	4	14	0	0	2	3
2019	20	2	0	2	2	11	0	2	1	2
2020	19	5	0	5	3	6	0	1	2	2
Total	**109**	**30**	**0**	**15**	**11**	**50**	**2**	**3**	**15**	**13**
Percentage Crashes by Type				**14%**	**9%**	**46%**	**2%**	**3%**	**14%**	**12%**

**Note: "All Others" includes Not a Collision with Motor Vehicle as well as unlabeled/blank crashes.*

A total of 109 crashes were reported along the corridor for the five-year period, including 30 injury crashes. The number of crashes per year has generally decreased over the five-year history, from 23 crashes per year in 2016 to 19 crashes per year in 2020, with an isolated increase of 26 total crashes in 2018.

Crashes are defined using the KABCO rating scale to describe the severity of crashes that result in an injury. The KABCO rating scale enables detailed understanding of the severity of injury crashes along the segment that comparing general injury crash rates does not provide. The description of the scale is as follows: K-Fatal, A-Suspected Serious Injury, B-Suspected Minor/Visible Injury, C-Possible Injury/Complaint, O-No Injury. The KABCO rating is found within the obtained *Numetric* crash data and is detailed in **Table 5**.

Table 5: Three-Year Segment KABCO Crash Data (January 2016-December 2020)							
Roadway Segment	**Year**	**Total**	**K**	**A**	**B**	**C**	**O**
Chase Street (3,400 feet)	2016	23	0	0	5	3	15
	2017	21	0	1	2	3	15
	2018	26	0	1	2	6	17
	2019	20	0	0	0	2	18
	2020	19	0	0	0	5	14
	Total	**109**	**0**	**2**	**9**	**19**	**79**
	Percentage		***0%***	***2%***	***8%***	***17%***	***73%***

Note: Individual crash reports were not reviewed.

As shown in **Table 5**, the majority of crashes along the Prince Avenue corridor are non-injury crashes (O) resulting in property damage only (73% of total). The majority of crashes resulting in an injury are considered Possible Injury/Complaint Injury (C) (17% of total).

3.2 COMPARISON TO STATEWIDE AVERAGES

The segment crash rate for this section of Chase Street was calculated over the five-year period for all crashes, fatal crashes, and injury crashes, as summarized in **Table 6**. Crash rates are reported as the number of crashes per 100 million vehicle-miles traveled and calculating crash rates provides a more reasonable comparison of crash frequencies among similar facilities of varying lengths and volumes.

The segment crash rate for this section of Chase Street was compared to the annual statewide average crash rates available for the years captured in the crash history, which is summarized in **Table 6**. These rates are provided in the GDOT *Statewide Mileage, Travel & Crash Data – 2014;* GDOT *Statewide Mileage, Travel & Crash Data – 2015;* GDOT *Statewide Mileage, Travel & Crash Data – 2016,* GDOT *Statewide Mileage, Travel & Crash Data – 2017, and* GDOT *Statewide Mileage, Travel & Crash Data – 2018* reports, which are included in **Appendix G**.

Because the study segment is classified by GDOT as a minor arterial, its segment crash rate was compared to the facility type “Minor Arterial, Urbanized.” GDOT does not publish intersection crash rates, and they were therefore not analyzed. The reports with statewide average crash rates for 2019 and 2020 are not yet available and are therefore not included in this analysis.

Table 6: Crash Rate Comparison (MVM) (2016-2020)				
Year	**Segment Crash Rate**		**Injury Crash Rate**	
	Chase Street	**GDOT**	**Chase Street**	**GDOT**
2016	809	655	281	156
2017	732	623	209	153
2018	914	540	316	134
2019	635	*	64	*
2020	668	*	176	*

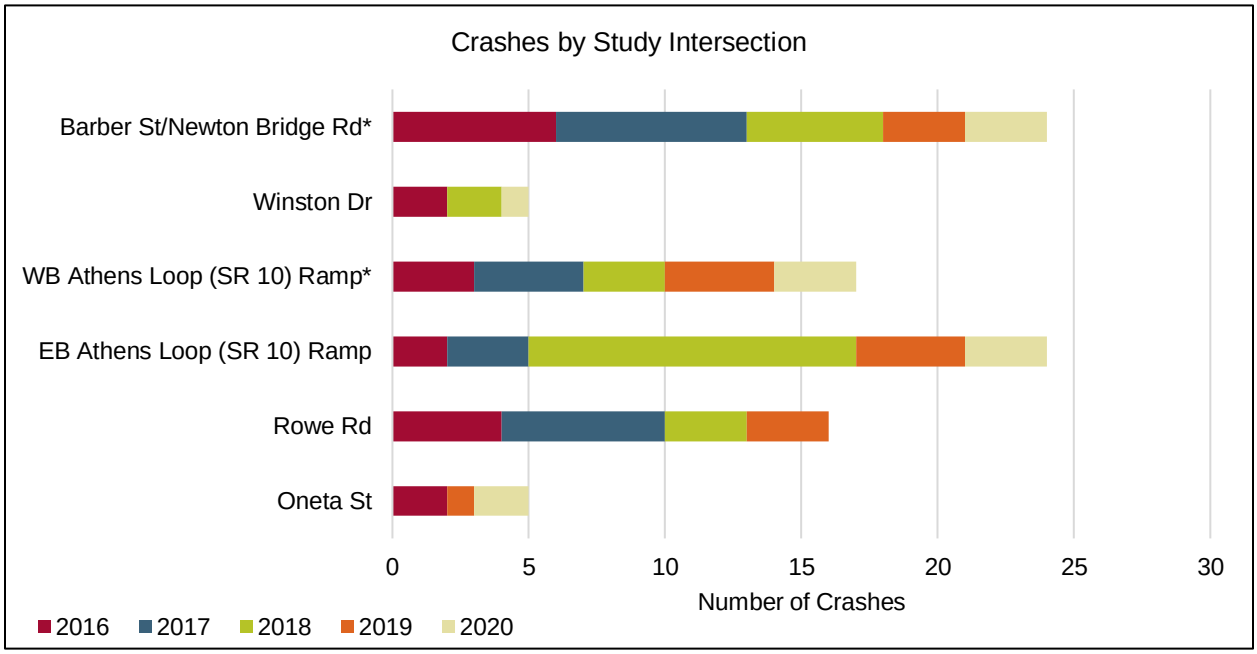
**GDOT crash rates for 2019 and 2020 are not yet published.*

As shown in **Table 6**, the overall crash rate for all crashes along the study corridor is considerably higher than the statewide averages for similar facilities in all years. Additionally, the study corridor's injury crash rate is higher than the statewide averages in all years. There were no fatal crashes reported along the study segment of Chase Street over the five-year period.

3.3 INTERSECTION CRASH DATA

Figure 4 illustrates the total number of crashes per study intersection for the five-year crash history. It is important to note that **Figure 4** represents the crashes that occurred at study intersections, and not crashes that occurred between intersections along the corridor.

The total number of crashes per study intersection along the Chase Street corridor per year is summarized in **Figure 4**. The corresponding crash data tables are included in **Appendix D**.



**Signalized*

Figure 4: Crashes by Study Intersection

As shown in **Figure 4**, of the 109 total crashes that occurred along the corridor, 88 occurred at intersections and 21 occurred in between intersections. A total of 24 crashes occurred at the intersection of Chase Street/Dairy Pak Road at Barber Street/Newton Bridge Road (Intersection 1), 7 of which were injury crashes. A total of 24 crashes occurred at the intersection of Chase Street at the EB Athens Loop (SR 10) Ramps (Intersection 7), 6 of which were injury crashes.

Table 7 summarizes the number and crash type at each of the major study intersections over the five-year period.

Table 7: Five-Year Crash Data by Intersection (January 2016 – December 2020)										
Intersection	**Year**	**Total Crashes**	**Injury Crashes**	**Fatal Crashes**	**Left-Angle**	**Angle**	**Head-On**	**Sideswipe (Same)**	**Rear End**	**All Others**
1. Chase Street/Dairy Pak Road at Newton Bridge Road/Barber Street	2016	6	3	0	0	1	0	2	3	0
	2017	7	1	0	1	0	0	3	1	2
	2018	5	2	0	2	0	0	1	2	0
	2019	3	0	0	0	1	0	1	1	0
	2020	3	1	0	1	1	0	1	0	0
	Total	**24**	**7**	**0**	**4**	**3**	**0**	**8**	**7**	**2**
6. Chase Street at SR 10 (Athens Loop) WB Ramps	2016	0	0	0	0	0	0	0	0	0
	2017	4	2	0	0	0	0	0	3	1
	2018	3	2	0	0	1	0	0	2	0
	2019	4	2	0	0	0	0	0	2	2
	2020	3	1	0	2	1	0	0	0	0
	Total	**14**	**7**	**0**	**2**	**2**	**0**	**0**	**7**	**3**
7. Chase Street at SR 10 (Athens Loop) EB Ramps	2016	2	0	0	1	0	0	0	1	0
	2017	3	1	0	0	0	0	0	2	1
	2018	12	4	0	1	2	0	0	7	2
	2019	4	0	0	1	1	0	0	2	0
	2020	3	1	**0**	0	1	0	0	2	0
	Total	**24**	**6**	0	**3**	**4**	**0**	**0**	**14**	**3**
8. Chase Street at Rowe Road	2016	4	2	0	1	0	0	1	1	1
	2017	6	2	0	1	1	0	2	2	0
	2018	3	0	0	0	1	0	0	2	0
	2019	3	0	0	1	0	0	0	2	0
	2020	0	0	0	0	0	0	0	0	0
	Total	**16**	**4**	**0**	**3**	**2**	**0**	**3**	**7**	**1**
9. Chase Street at Oneta Street	2016	2	1	0	1	0	1	0	0	0
	2017	0	0	0	0	0	0	0	0	0
	2018	0	0	0	0	0	0	0	0	0
	2019	1	0	0	0	0	0	0	1	0
	2020	2	2	0	2	0	0	0	0	0
	Total	**5**	**3**	**0**	**3**	**0**	**1**	**0**	**1**	**0**

**Note: "All Others" includes Not a Collision with Motor Vehicle as well as unlabeled/blank crashes.*

Figure 5 illustrates the crashes along the Chase Street corridor with higher crash frequency locations indicated with a darker color.



Page 14	Kimley»Horn	Chase Street (PI 0015390) Traffic Engineering Study	Crash Heat Map	Figure 5

Georgia Department of Transportation

Interoffice Memo

FILE: Clarke County
P.I. # 0015390

DATE: February 28, 2022

FROM: Matt Markham, Deputy Director of Planning

TO: Felecia Basolo - TAP Program Manager
Attention: Michael Lawing

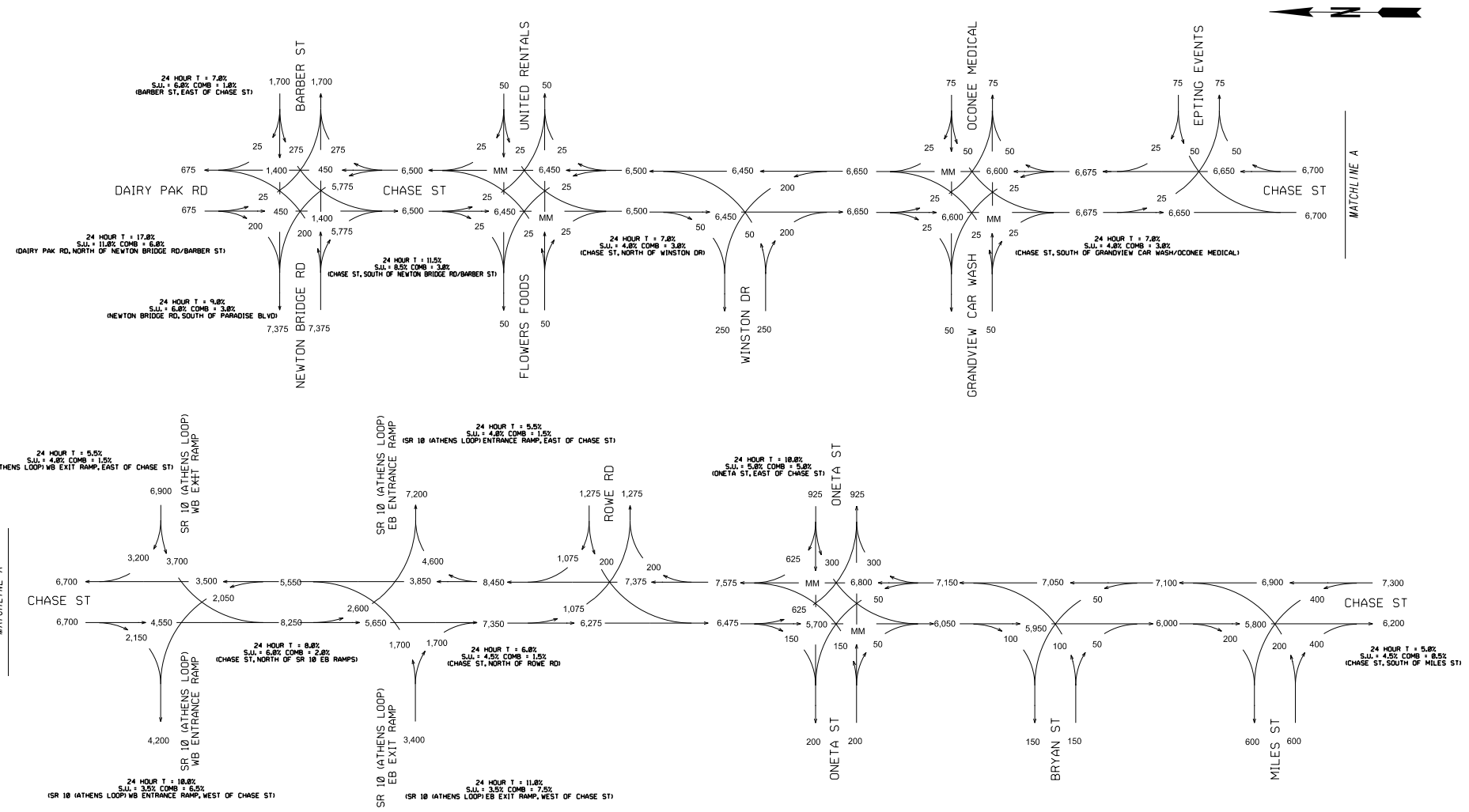
SUBJECT: **Reviewed** Traffic Forecast Report for CR 1037/Chase Street from CR 478/Barber Street to CSX#639916G

Per request, we have reviewed the consultant's design traffic forecast for the above project. Based on the information furnished, we find the design traffic forecast to be satisfactory, and the design traffic forecasting task to be complete for the above project. The reviewed and approved design traffic forecast for the above project is attached in 0015390_10.pdf and 0015390_10.dgn.

If you have any questions concerning this information please contact Andre Washington at 404-631-1925.

Andrew Park
HNTB
Design Traffic Consultant to GDOT
404-946-5709

MM/AJP



MM = MINIMAL MOVEMENT (<25 VEHICLES PER DAY)
COUNTS COLLECTED DURING COVID-19 AND ADJUSTED PER GDOT FORECASTING GUIDANCE

CHASE STREET
FROM NEWTON BRIDGE/BARBER STREET TO CSX 639916G

ATHENS-CLARKE COUNTY, GA
GDOT PI NO. 0015390

GDOT Georgia Department of Transportation

Kimley»Horn
Engineering, Planning, and Environmental Consultants
11720 Amber Park Drive, Suite 600
Alpharetta, Georgia 30009

2021 AADT
EXISTING

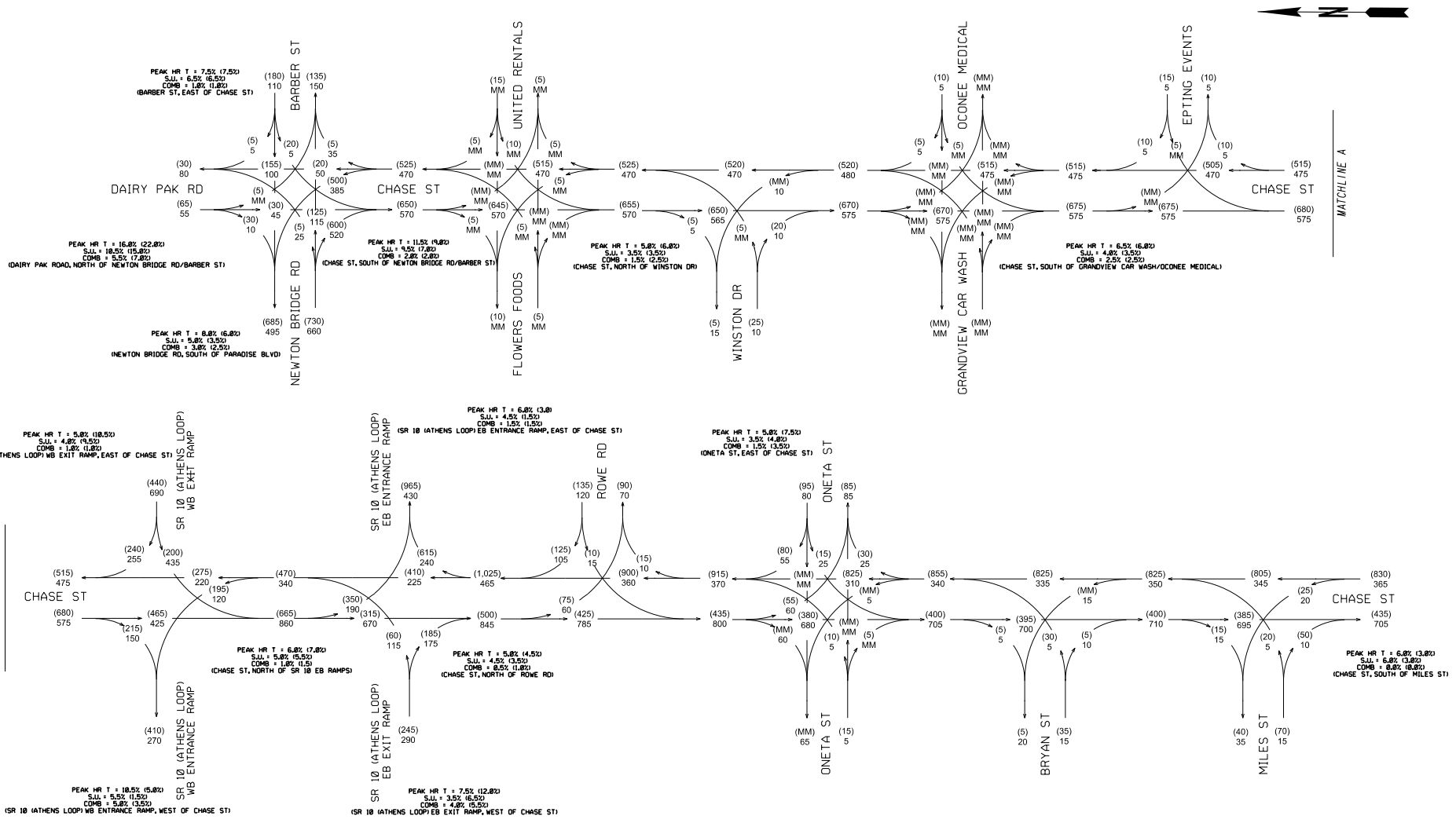
REVISION DATES

TRAFFIC DIAGRAM

EXISTING (2021) AADT
SHEET 1 OF 1

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BACKCHECKED:		DATE:		10-0001
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN



MM = MINIMAL MOVEMENT (<5 VEHICLES PER DAY)
COUNTS COLLECTED DURING COVID-19 AND ADJUSTED PER GDOT FORECASTING GUIDANCE

CHASE STREET
FROM NEWTON BRIDGE/BARBER STREET TO CSX 639916G

ATHENS-CLARKE COUNTY, GA
GDOT PI NO. 0015390

GDOT Georgia Department of Transportation

Kimley»Horn
Engineering, Planning, and Environmental Consultants
11720 Amber Park Drive, Suite 600
Alpharetta, Georgia 30009

2021 PM DHV = (XX)
2021 AM DHV = XX
EXISTING

REVISION DATES

TRAFFIC DIAGRAM

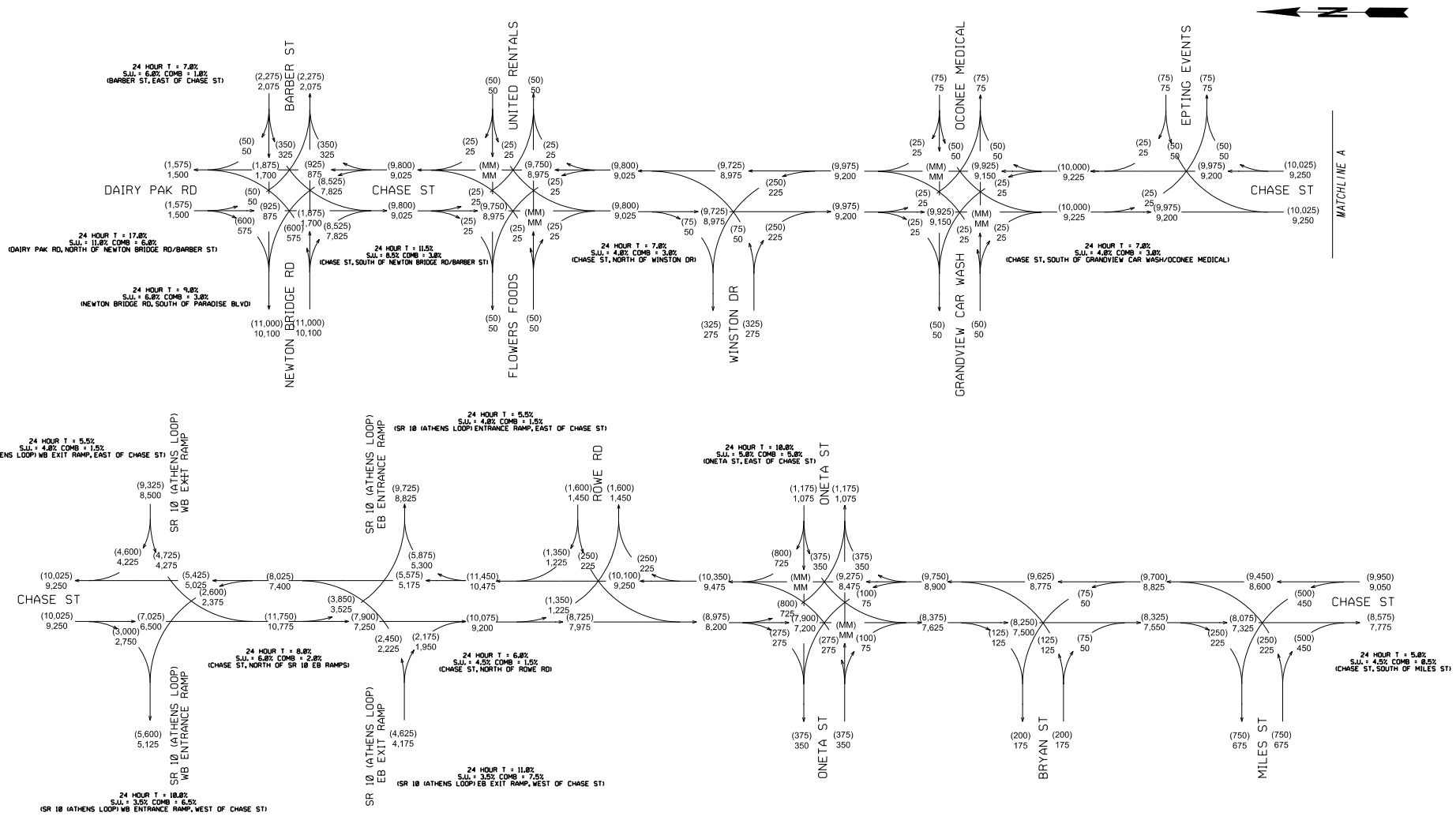
EXISTING (2021) DHV
SHEET 1 OF 1

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VERIFIED:		DATE:		

2/21/2022 10:37:44 AM GPLOT-V8 TrafficFlowDiagrams_Chase.dgn

Olivia.Zuvanich gplotborder-V81-PO.tbl

GDOT P. I. No. 0015390



MM = MINIMAL MOVEMENT (<25 VEHICLES PER DAY)
COUNTS COLLECTED DURING COVID-19 AND ADJUSTED PER GDOT FORECASTING GUIDANCE

CHASE STREET
FROM NEWTON BRIDGE/BARBER STREET TO CSX 639916G

ATHENS-CLARKE COUNTY, GA
GDOT PI NO. 0015390

GDOT Georgia Department of Transportation

Kimley»Horn
Engineering, Planning, and Environmental Consultants
11720 Amber Park Drive, Suite 600
Alpharetta, Georgia 30009

2048 AADT = (XX)
2028 AADT = XX
NO-BUILD/BUILD

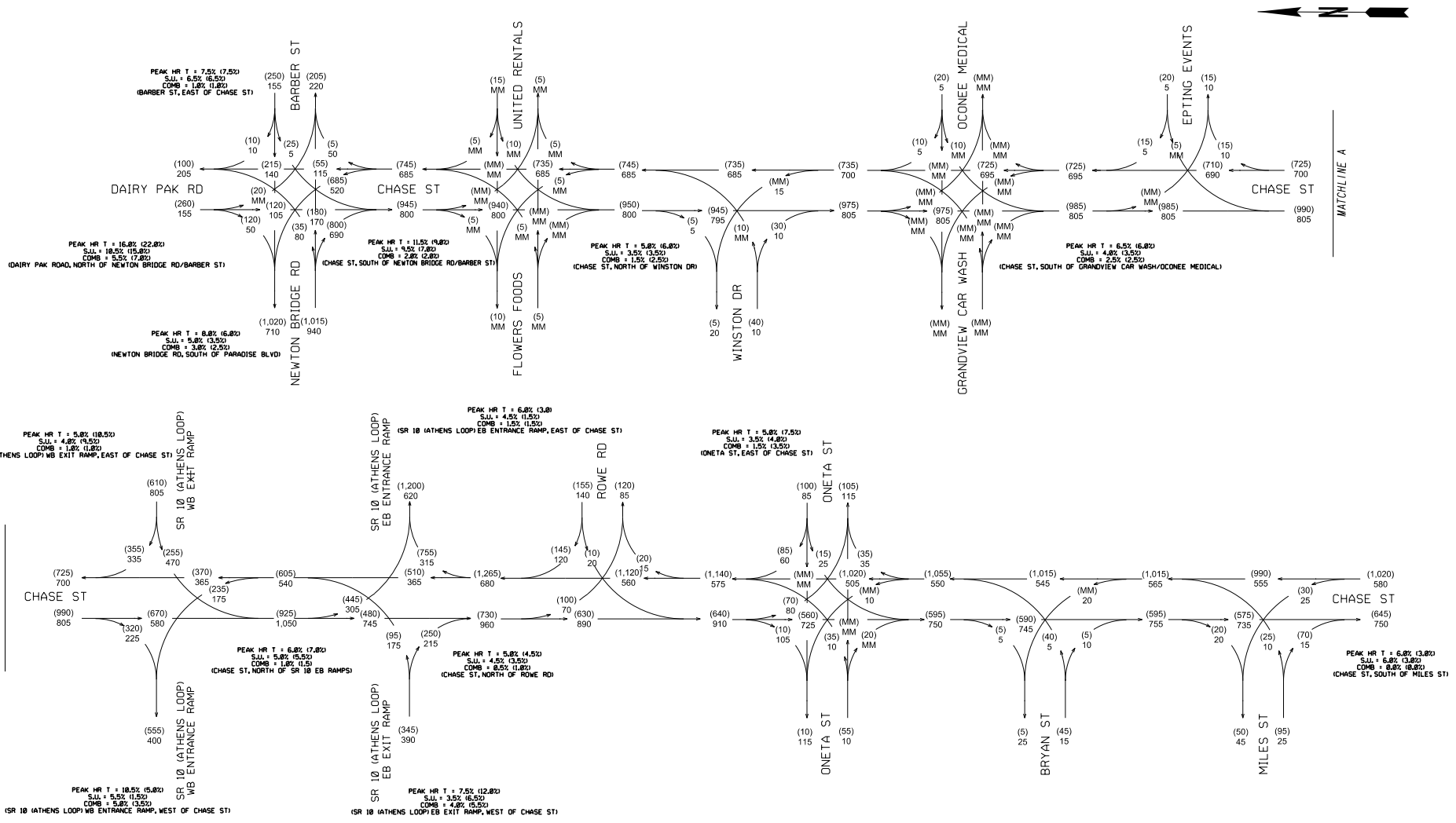
REVISION DATES

TRAFFIC DIAGRAM

BASE YEAR (2028) & DESIGN YEAR (2048) AADT
SHEET 1 OF 1

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BACKCHECKED:		DATE:		10-0003
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN



MM = MINIMAL MOVEMENT (<5 VEHICLES PER DAY)
COUNTS COLLECTED DURING COVID-19 AND ADJUSTED PER GDOT FORECASTING GUIDANCE

CHASE STREET
FROM NEWTON BRIDGE/BARBER STREET TO CSX 639916G

ATHENS-CLARKE COUNTY, GA
GDOT PI NO. 0015390

GDOT Georgia Department of Transportation

Kimley»Horn
Engineering, Planning, and Environmental Consultants
11720 Amber Park Drive, Suite 600
Alpharetta, Georgia 30009

2028 PM DHV = (XX)
2028 AM DHV = XX
NO-BUILD/BUILD

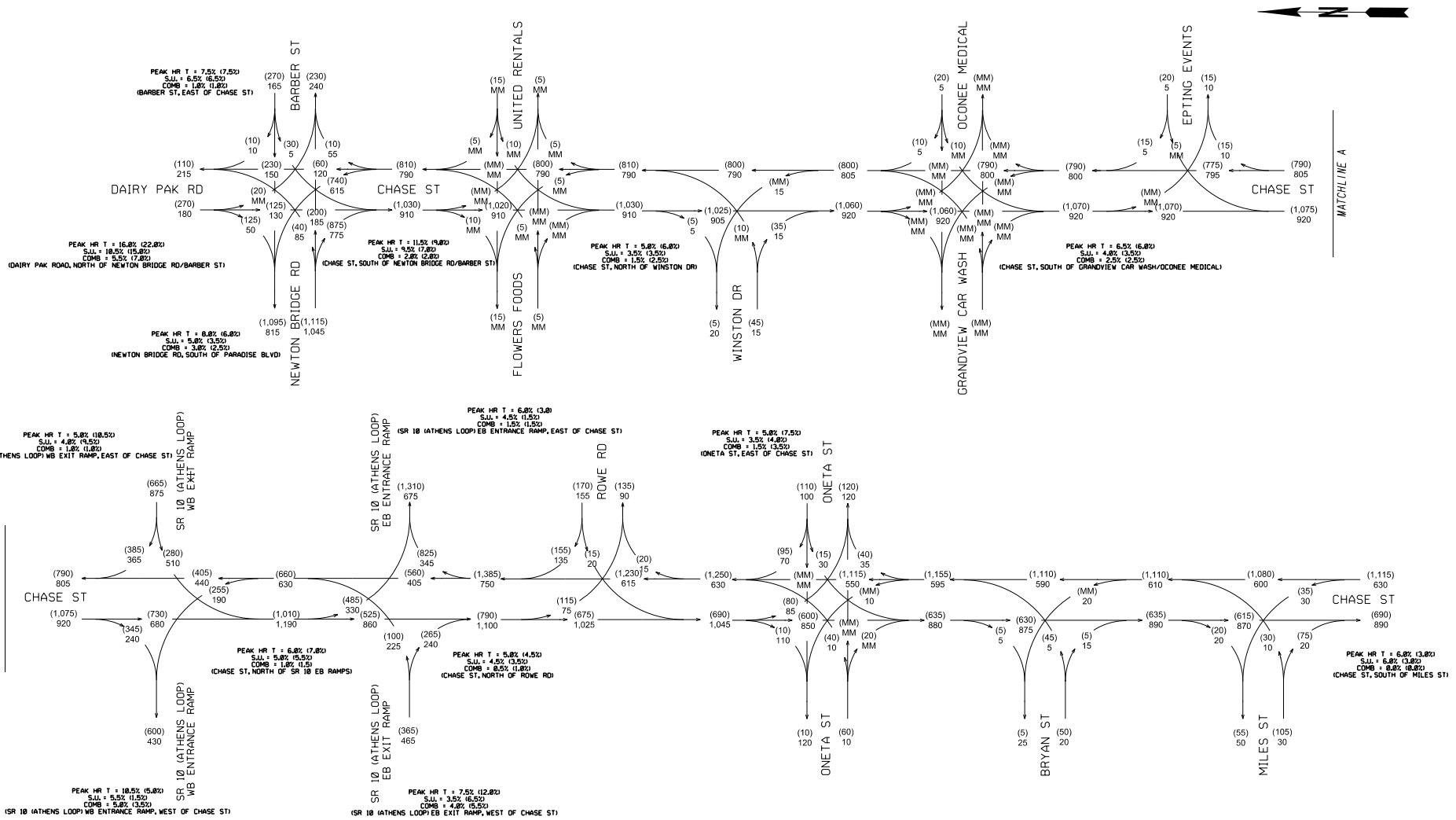
REVISION DATES

TRAFFIC DIAGRAM

BASE YEAR (2028) DHV
SHEET 1 OF 1

CHECKED:		DATE:	DRAWING No.
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	10-0004
VERIFIED:		DATE:	

10/23/205 GPLN



MM = MINIMAL MOVEMENT (<5 VEHICLES PER DAY)
COUNTS COLLECTED DURING COVID-19 AND ADJUSTED PER GDOT FORECASTING GUIDANCE

CHASE STREET
FROM NEWTON BRIDGE/BARBER STREET TO CSX 639916G

ATHENS-CLARKE COUNTY, GA
GDOT PI NO. 0015390

GDOT Georgia Department of Transportation

Kimley»Horn
Engineering, Planning, and Environmental Consultants
11720 Amber Park Drive, Suite 600
Alpharetta, Georgia 30009

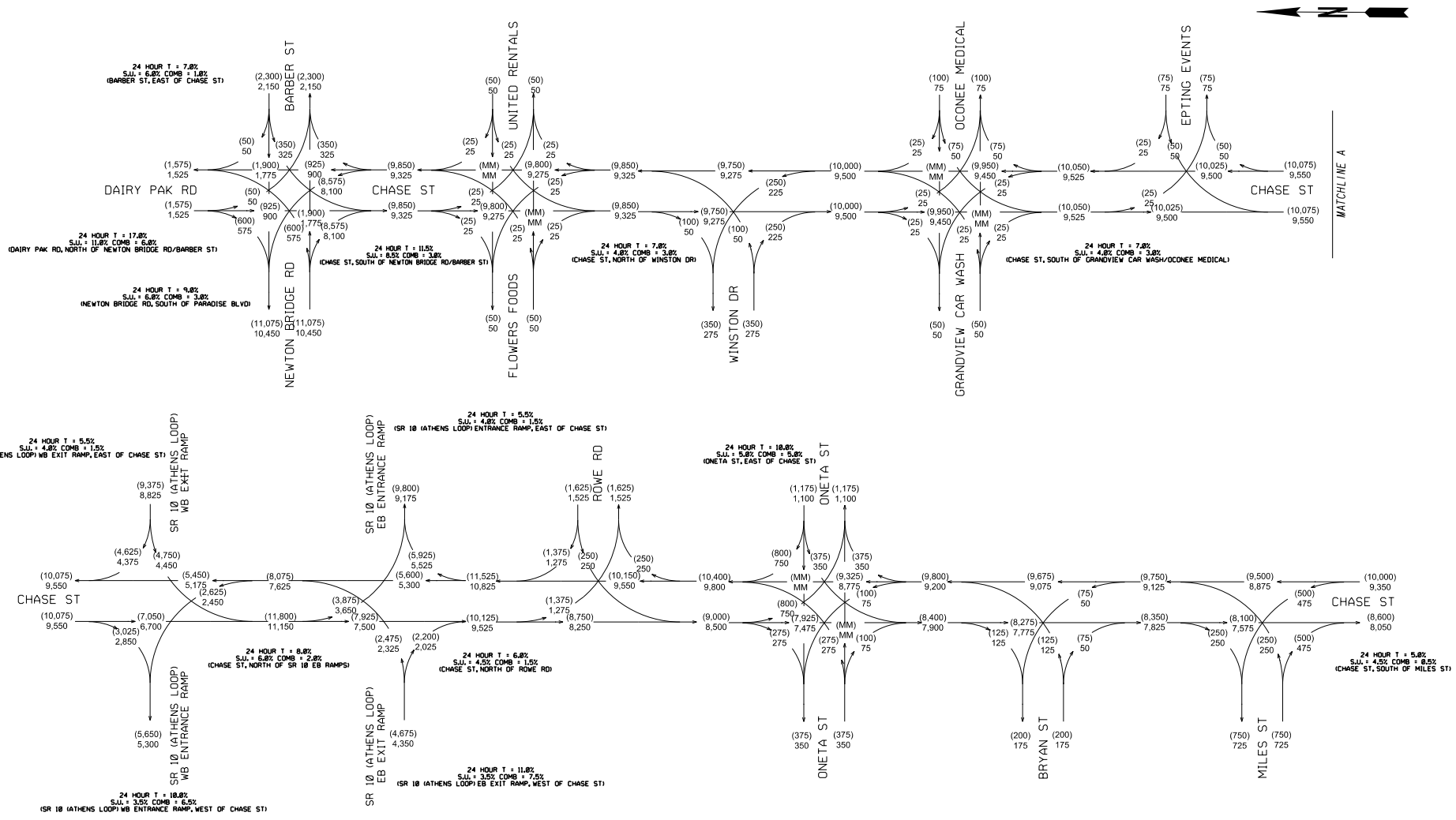
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2048 AM DHV = XX
NO-BUILD/BUILD

REVISION DATES

TRAFFIC DIAGRAM

DESIGN YEAR (2048) DHV
SHEET 1 OF 1

CHECKED:		DATE:	DRAWING No.
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CORRECTED:		DATE:	10-0005
VERIFIED:		DATE:	



MM = MINIMAL MOVEMENT (<25 VEHICLES PER DAY)
COUNTS COLLECTED DURING COVID-19 AND ADJUSTED PER GDOT FORECASTING GUIDANCE

CHASE STREET
FROM NEWTON BRIDGE/BARBER STREET TO CSX 639916G

ATHENS-CLARKE COUNTY, GA
GDOT PI NO. 0015390

GDOT Georgia Department of Transportation

Kimley»Horn
Engineering, Planning, and Environmental Consultants
11720 Amber Park Drive, Suite 600
Alpharetta, Georgia 30009

2050 AADT = (XX)
2030 AADT = XX
NO-BUILD/BUILD

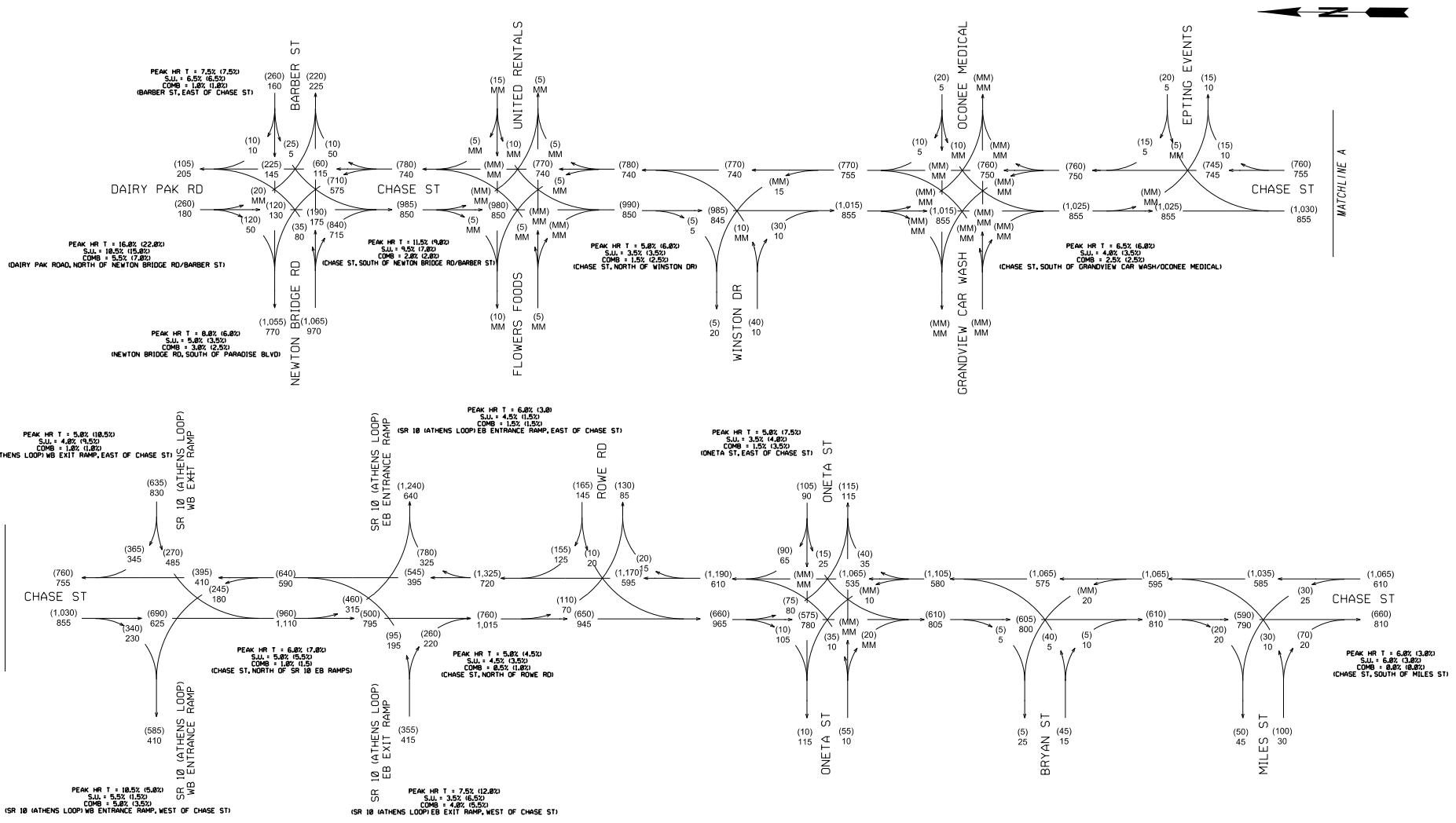
REVISION DATES

TRAFFIC DIAGRAM

BASE YEAR +2 (2030) & DESIGN YEAR +2 (2050) AADT
SHEET 1 OF 1

CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:		
CORRECTED:	DATE:	10-0006	
VERIFIED:	DATE:		

10/23/2015 GPLN



MM = MINIMAL MOVEMENT (<5 VEHICLES PER DAY)
COUNTS COLLECTED DURING COVID-19 AND ADJUSTED PER GDOT FORECASTING GUIDANCE

CHASE STREET
FROM NEWTON BRIDGE/BARBER STREET TO CSX 639916G

ATHENS-CLARKE COUNTY, GA
GDOT PI NO. 0015390

GDOT Georgia Department of Transportation

Kimley»Horn
Engineering, Planning, and Environmental Consultants
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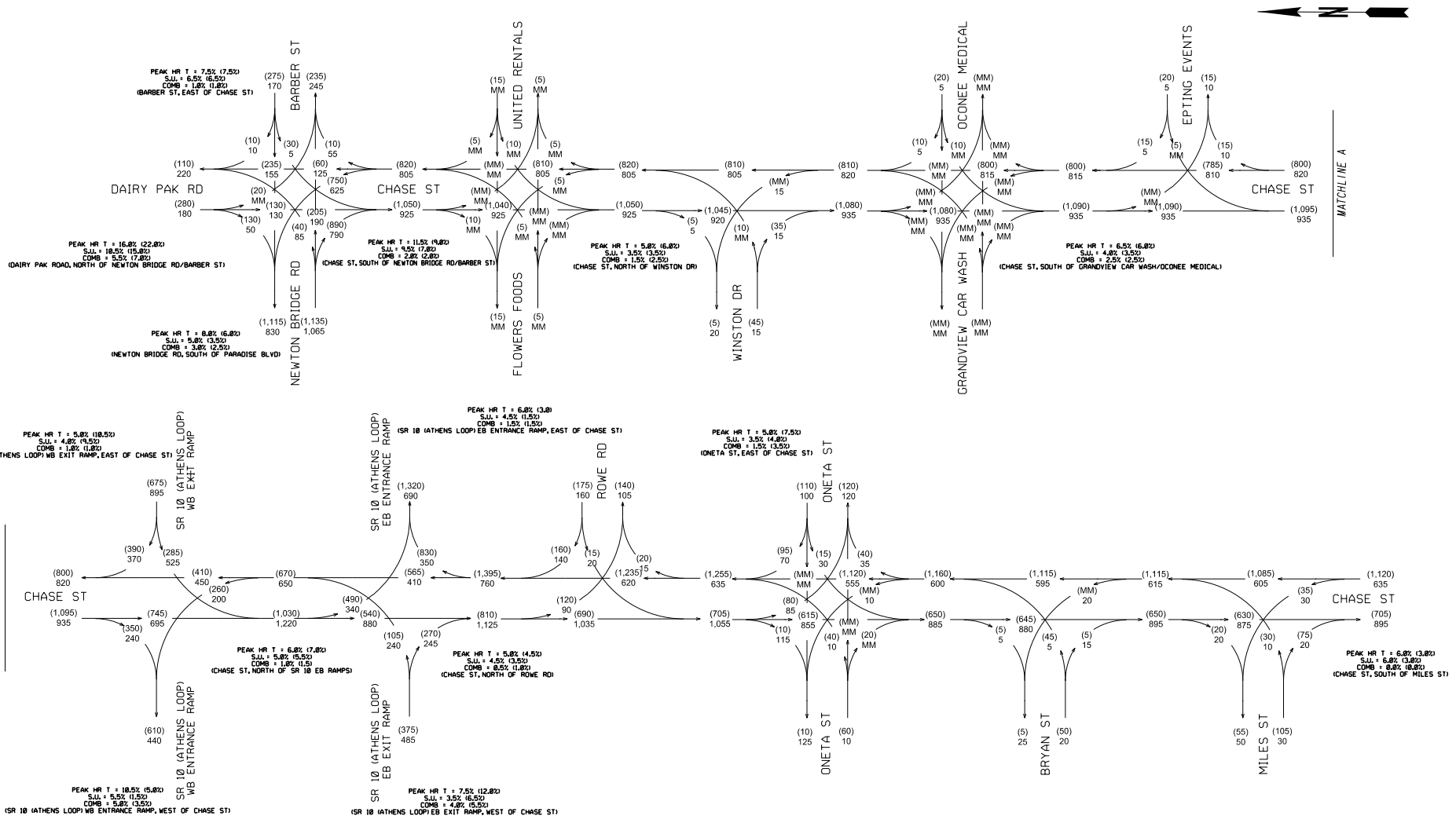
2030 PM DHV = (XX)
2030 AM DHV = XX
NO-BUILD/BUILD

REVISION DATES

TRAFFIC DIAGRAM

BASE YEAR +2 (2030) DHV
SHEET 1 OF 1

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		10-0007
CORRECTED:		DATE:		
VERIFIED:		DATE:		



MM = MINIMAL MOVEMENT (<5 VEHICLES PER DAY)
COUNTS COLLECTED DURING COVID-19 AND ADJUSTED PER GDOT FORECASTING GUIDANCE

CHASE STREET
FROM NEWTON BRIDGE/BARBER STREET TO CSX 639916G

ATHENS-CLARKE COUNTY, GA
GDOT PI NO. 0015390

GDOT Georgia Department of Transportation

Kimley»Horn
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2050 PM DHV = (XX)
2050 AM DHV = XX
NO-BUILD/BUILD

REVISION DATES

TRAFFIC DIAGRAM

DESIGN YEAR +2 (2050) DHV
SHEET 1 OF 1

CHECKED:		DATE:	DRAWING No.
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	10-0008
VERIFIED:		DATE:	

4.0 FUTURE CONDITIONS

Traffic volumes for future conditions in the traffic study were taken from the GDOT-approved volumes in the Traffic Forecasting Report for the enhancement of Chase Street (PI 0015390) (approved by GDOT on February 28, 2022). The traffic volumes generated in the forecasting report were based on both historical and future forecasted data. Historical traffic count data was obtained from the GDOT traffic count stations along the study roadway network while future forecasted data was obtained from the Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS) Travel Demand Model. Population growth estimate databases were researched for the City of Athens and Clarke County based on the U.S. Census Bureau and the Governor's Office of Planning and Budget. A summary of the growth rate analysis is provided in **Appendix E**.

4.1 APPROVED GROWTH RATES

The growth rates for the No-Build and Build scenarios were approved by GDOT on February 28, 2022 (see Approval letter in **Appendix A**).

4.1.1 No-Build

From Existing 2021 Conditions to Base Year 2028 No-Build Conditions, the annual growth rate along Chase Street is ***2.0%*** per year. The annual growth rate from Base Year 2028 No-Build Conditions to Design Year 2048 No-Build Conditions is ***0.5%*** per year.

4.1.1.1 Future No-Build Planned Developments

Future developments in the vicinity of Chase Street were researched and confirmed with Athens-Clarke County staff based on zoning and potential construction by Design Year 2048. Projected trips from the following future developments are were included within future (No-Build and Build) volume development:

- General Time (north of Barber Street, along Dairy Pak Road)
- Southern Mill (west of Chase Street, along Oneta Street)

Per the future methodology outlined in the approved Traffic Forecasting Report (approved by GDOT on February 28, 2022), the project trips associated with both future no-build planned development were included in one phase in Base Year 2028 No-Build and Build Conditions.

Note: The future no-build planned developments are not anticipated to affect the vehicular roadway laneage adjacent to the study corridor or at any of the study intersections. For this reason, the Base Year 2028 and Design Year 2048 No-Build roadway laneage is the same as Existing 2021 conditions.

4.1.2 Build

Due to the existing and anticipated characteristics and capacity of this network, it is not expected that the proposed roadway improvements will encourage additional traffic or diverted trips from alternative facilities. Therefore, from Existing 2021 to Base Year 2028 Build Conditions, the annual growth rate along Chase Street is projected to remain ***2.0%*** per year. Similarly, the annual growth rate from Base Year 2028 Build Conditions to Design Year 2048 Build Conditions is projected to remain ***0.5%*** per year. The scenarios, movements, and growth rates are shown in **Table 8**.

Table 8: Future Year Growth Rates

Scenario	Roadway	Background Growth Rate
Base Year 2028 *No-Build* Base +2 Year 2030 *No-Build*	Chase Street	2.0%
Design Year 2048 *No-Build* Design +2 Year 2050 *No-Build*		0.5%
Base Year 2028 *Build* Base +2 Year 2030 *Build*	Chase Street	2.0%
Design Year 2048 *Build* Design +2 Year 2050 *Build*		0.5%

4.2 FUTURE PROHIBITED ACCESS

Based on the current concept layouts (provided in **Appendix G**), the intersection of Chase Street at Rowe Road (Intersection 8) will restrict the westbound approach (Rowe Road) which is an existing full-movement TWSC intersection.

- Preferred Option (Roundabouts) – Proposed Right-In/Right Out (RIRO) at Rowe Road
  - The restricted left-turning vehicles traveling southbound along Chase Street are projected to continue south and perform a U-Turn maneuver at the proposed roundabout at the intersection of Chase Street at Oneta Street (Intersection 9), then turn right onto Rowe Road.
  - The restricted left-turning vehicles traveling westbound along Rowe Road are projected to turn right and travel north to perform a U-Turn maneuver at the proposed roundabout (Preferred Option) at the intersection of Chase Street at SR 10 (Athens Loop) EB Ramps (Intersection 7).
- Alternative 1 (Traffic Signals) – Proposed Restricted Crossing U-Turn (RCUT) at Rowe Road
  - The left-turning vehicles traveling southbound along Chase Street will remain unrestricted.
  - The restricted left-turning vehicles traveling westbound along Rowe Road are anticipated to divert and instead travel along Rowe Road, turn right onto Boulevard, and continue south.

4.3 FUTURE ROADWAY PROJECTS

The GDOT GeoPI system was researched and GDOT, Athens-Clarke County (ACC), and Northeast Georgia Regional Commission (NEGRC) staff were contacted in order to identify any currently programmed transportation projects that may impact the study network during the analysis period. No programmed projects were identified.

5.0 INTERSECTION CAPACITY ANALYSIS

5.1 INTRODUCTION

Level-of-Service (LOS) determinations were made for the weekday AM and PM peak hours for the major study intersections along Douthit Ferry Road under the Existing 2021 Conditions, Base Year 2028 and Design Year 2048 No-Build Conditions using *Synchro, Version 11*. LOS determinations were made for the major study intersections under Base Year 2028 and Design Year 2048 Build Conditions using *Synchro, Version 11* and *SIDRA INTERSECTION 9.0* (roundabouts only). *Synchro, Version 11* uses methodologies contained in the *6th Edition Highway Capacity Manual* to determine the operating characteristics of an intersection. *SIDRA INTERSECTION 9.0* uses methodologies contained in the *SIDRA Standard Model* to determine the operating characteristics of an intersection. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions.

LOS is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions of a traffic stream. The *Highway Capacity Manual* defines six levels of service, LOS A through LOS F, with A being the best and F the worst.

LOS for signalized intersections is reported for the intersection as a whole. One or more movements at an intersection may experience a low LOS, while the intersection as a whole may operate acceptably. An overall signalized intersection LOS of D or better is generally the desirable threshold for operating conditions.

Levels-of-service for unsignalized intersections, with stop control on the minor street only, is reported for the side-street approaches and major street left-turns. Low levels-of-service for side street approaches are not uncommon, as vehicles may experience delay turning onto a major roadway.

LOS and volume-to-capacity (v/c) ratio determinations for roundabouts are reported for the intersection as a whole and were made using *SIDRA INTERSECTION 9.0*.

5.2 INTERSECTION CAPACITY ANALYSIS

Capacity analyses were performed for the major study intersections during the AM and PM peak hours based on the peak of the overall roadway network. **Table 9** summarizes the Existing 2021, Base Year 2028 No-Build and Design Year 2048 No-Build LOS and delay in seconds (per vehicle) during the AM and PM peak hours. **Table 10** and **Table 11** summarize the Base Year 2028 Build and Design Year 2048 Build LOS during the AM and PM peak hours for Preferred Option (Roundabouts) and Alternative 1 (Traffic Signals), respectively. Future Build LOS analysis includes the removal of the left-turn movements (previously described in **Section 4.2**), the resulting rerouted trips, as well as modifications at adjacent intersections as depicted in **Figure 6**.

Synchro and *SIDRA* intersection capacity analyses are provided in **Appendix B**.

Table 9: Existing and No-Build LOS Summary
(delay in seconds)

ID	Intersection	Approach/ Movement	Existing 2021		Base Year 2028 No-Build		Design Year 2048 No-Build	
			AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1	Chase Street/Dairy Pak Road at Newton Bridge Road/Barber Street *(Signalized)*	Overall	B (19.3)	C (27.8)	C (27.1)	C (31.1)	D (35.1)	D (35.4)
6	Chase Street at SR 10 (Athens Loop) WB Ramps* *(Signalized)*	Overall	C (21.9)	B (13.4)	C (31.4)	B (17.0)	D (53.3)	B (19.4)
7	Chase Street at SR 10 (Athens Loop) EB Ramps *(TWSC)*	SBL	A (9.7)	D (26.5)	B (13.3)	F (132.8)	C (15.3)	F (**)
		EB	F (114.6)	F (183.5)	F (**)	F (**)	F (**)	F (**)
8	Chase Street at Rowe Road *(TWSC, Full-Movement)*	SBL	A (8.5)	B (11.8)	A (9.5)	B (14.9)	A (9.8)	C (17.3)
		WB	C (15.8)	E (39.7)	D (27.0)	F (126.5)	E (36.1)	F (**)
9	Chase Street at Oneta Street *(TWSC)*	NBL	A (9.6)	A (0.0)	B (10.1)	A (0.0)	B (10.8)	A (0.0)
		WB	C (20.7)	D (32.1)	E (36.4)	F (74.5)	F (66.9)	F (113.7)
		SBL	A (8.3)	B (11.2)	A (9.2)	B (13.2)	A (9.4)	B (14.6)
		EB	E (39.8)	F (78.6)	F (85.0)	F (**)	F (136.0)	F (**)

Note: TWSC=Two-Way Stop Control, N/SBL=North/Southbound Left-Turn Movement, EB/WB=East/Westbound Approach
**Due to limitations in HCM 6th Edition, HCM 2000 was used for analysis.*
***Long delays expected.*

Based on the results shown in **Table 9**, under the Existing 2021 conditions, side-street approaches at the intersections of Chase Street at SR 10 (Athens Loop) EB Ramps (Intersection 7) and Chase Street at Oneta Street (Intersection 9) operate at LOS F during the AM and PM peak hours.

Under the Base Year (2028) No-Build conditions, the Existing 2021 deficiencies are projected to continue operating at LOS F during the AM and PM peak hours. Additionally, side-street approaches at the intersection of Chase Street at Rowe Road (Intersection 8) are projected to operate at LOS F during the PM peak hour.

Under the Design Year (2048) No-Build conditions, the deficiencies identified under Base Year 2028 No-Build conditions are projected to continue operating at LOS F during the AM and PM peak hours.

Table 10 summarizes the Base Year 2025 Build and Design Year 2045 Build LOS during the AM and PM peak hours for Preferred Option (Roundabouts).

Table 10: Build Preferred Option (Roundabouts) LOS Summary *(delay in seconds)*							
ID	**Intersection**	**Approach/ Movement**	**Result**	**Base Year 2028 Build**		**Design Year 2048 Build**	
				AM Peak	**PM Peak**	**AM Peak**	**PM Peak**
1	Chase Street/Dairy Pak Road at Newton Bridge Road/Barber Street *(Signalized)*	Overall	Delay	C (25.7)	D (32.2)	D (40.4)	D (41.4)
6	Chase Street at SR 10 (Athens Loop) WB Ramps *(Single-Lane Roundabout)*	Overall	Delay	B (10.8)	B (10.1)	C (15.3)	B (11.0)
			v/c	0.76	0.75	0.91	0.80
		NB	*Delay*	*A (7.3)*	*A (8.3)*	*A (7.9)*	*A (8.4)*
			v/c	*0.45*	*0.51*	*0.51*	*0.54*
		SB	*Delay*	*C (16.0)*	*B (13.1)*	*D (27.0)*	*C (15.9)*
			v/c	*0.76*	*0.75*	*0.91*	*0.80*
		WB	*Delay*	*A (7.9)*	*A (7.0)*	*A (8.5)*	*A (7.0)*
			v/c	*0.50*	*0.35*	*0.54*	*0.37*
7	Chase Street at SR 10 (Athens Loop) EB Ramps *(Single-Lane Roundabout)*	Overall	Delay	C (15.9)	B (12.8)	D (30.6)	B (14.9)
			v/c	0.90	0.80	1.02	0.84
		NB	*Delay*	*A (2.1)*	*B (11.4)*	*A (2.2)*	*B (14.0)*
			v/c	*0.23*	*0.58*	*0.25*	*0.64*
		SB	*Delay*	*D (25.9)*	*C (16.9)*	*E (36.9)*	*C (18.9)*
			v/c	*0.90*	*0.80*	*0.98*	*0.84*
		EB	*Delay*	*B (14.2)*	*A (7.4)*	*F (61.6)*	*A (8.1)*
			v/c	*0.47*	*0.29*	*1.02*	*0.30*
8	Chase Street at Rowe Road *(RIRO)*	WB	Delay	C (17.5)	F (134.2)	C (20.5)	F (*)
9	Chase Street at Oneta Street *(Single-Lane Roundabout)*	Overall	Delay	B (14.7)	D (33.0)	C (18.9)	E (43.0)
			v/c	0.82	1.02	0.90	1.08

*Note: RIRO=Right-In/Right-Out, N/SBL=North/Southbound Left-Turn, NB/SB/EB/WB=North/SouthEast/Westbound Approach, v/c=Volume to Capacity. *Long delays expected.*

Under the Base Year (2028) Build and Design Year (2048) Build Preferred Option (Roundabouts) conditions, per the geometry in the concept layout (see **Appendix G**), all major study intersections are projected to operate at an overall acceptable LOS during the AM and PM peak hours.

The westbound approach of Intersection 8 is projected to operate at LOS F during the PM peak hour under all future scenarios. Low LOS for side street approaches is not uncommon, as vehicles may experience delay turning onto a major roadway. Additionally, it is anticipated that some traffic may reroute along Rowe Road and turn right onto Barber Street instead of performing a U-Turn maneuver at the proposed roundabout to continue south. This was not accounted for in this analysis in order to present a conservative analysis.

It should be noted that the AM and PM peak hour signal timing for the signalized intersection of Chase Street/Dairy Pak Road at Newton Bridge Road/Barber Street (Intersection 1) was optimized for the projected traffic patterns, including an eastbound right-turn overlap phase. The only proposed physical

change to this intersection is the removal of one (1) southbound receiving lane along Chase Street. See **Appendix G** for concept layout.

Table 11 summarizes the Base Year 2025 Build and Design Year 2045 Build LOS during the AM and PM peak hours for Alternative 1 (Traffic Signals).

Table 11: Build Alternative 1 (Traffic Signals) LOS Summary
(delay in seconds)

ID	Intersection	Approach/ Movement	Base Year 2028 Build		Design Year 2048 Build	
			AM Peak	PM Peak	AM Peak	PM Peak
1	Chase Street/Dairy Pak Road at Newton Bridge Road/Barber Street *(Signalized)*	Overall	C (25.8)	C (32.2)	D (40.4)	D (41.4)
6	Chase Street at SR 10 (Athens Loop) WB Ramps *(Signalized)*	Overall	D (51.1)	D (45.1)	E (78.3)	E (63.5)
7	Chase Street at SR 10 (Athens Loop) EB Ramps *(Signalized)*	Overall	B (14.7)	B (14.7)	B (19.7)	C (33.5)
8	Chase Street at Rowe Road *(RCUT)*	WB	B (13.3)	F (*)	B (14.7)	F (*)
		SBL	A (9.6)	F (*)	B (10.0)	F (*)
9	Chase Street at Oneta Street *(Signalized)*	Overall	A (9.2)	D (37.0)	B (10.9)	E (63.2)

Note: RCUT=Restricted Crossing U-Turn, SBL=Southbound Left-Turn, WB=Westbound Approach
**Long delays expected.*

Under the Base Year (2025) Build and Design Year (2045) Build Alternative 1 (Traffic Signals) conditions, per the geometry in the concept layout (see **Appendix G**), all major study intersections are projected to operate at or above LOS E during the AM and PM peak hours.

The westbound approach of the intersection of Chase Street at Rowe Road (Intersection 8) is projected to operate at LOS F during the PM peak hour under all future scenarios. Low levels-of-service for side street approaches are not uncommon, as vehicles may experience delay turning onto a major roadway.

It should be noted that, similar to Preferred Option (Roundabouts) Build conditions, the AM and PM peak hour signal timing for the signalized intersection of Chase Street/Dairy Pak Road at Newton Bridge Road/Barber Street (Intersection 1) was optimized for the projected traffic patterns, including an eastbound right-turn overlap phase. The only proposed physical change to this intersection is the removal of one (1) southbound receiving lane along Chase Street. See **Appendix G** for concept layout.

6.0 QUEUEING

Queueing analyses were performed for the AM and PM peak hours based on the peak of the overall intersection (peak of adjacent street traffic) for the major movements at major intersections impacted by the widening project. *Synchro, Version 11* which uses methodologies in the *6th Edition Highway Capacity Manual* and *SIDRA INTERSECTION 9.0* which uses methodologies in the *SIDRA Standard Models,* were

used to analyze Design Year 2048 Build conditions. The average length of a passenger car is assumed to be 20 feet with 5 feet between vehicles.

The queueing analysis focused on movements at the interchange in order to analyze the proposed turn lane storage under the bridge.

Table 12 summarizes the 95th percentile queue lengths (rounded to the nearest foot) for Design Year 2048 Build conditions. *Synchro* and *GDOT's Roundabout Analysis Tool (Version 4.2)* analyses are provided in **Appendix B**. Note: *GDOT's Roundabout Analysis Tool (Version 4.2)* was used to calculate queue lengths in order to compare similar HCM-based results to the proposed traffic signals.

Table 12: 95th Percentile Queueing Summary (Design Year 2048 Build Alternatives)
(in feet)

ID	Intersection	Movement	Design Year 2048 Build Preferred Option (Roundabouts)		Design Year 2048 Build Alternative 1 (Traffic Signals)		Approx. Length of Roadway Under SR 10 Bridge
			AM Peak	PM Peak	AM Peak	PM Peak	
6	Chase Street at SR 10 (Athens Loop) WB Ramps	NB	82'	64'	295'	137'	350'
7	Chase Street at SR 10 (Athens Loop) EB Ramps	SB	620'	315'	100'	455'	

Note: Northbound/Southbound Left-Turn Movement queue lengths provided for Traffic Signals alternative, 1 car length is assumed to be 25 feet.

Under Design Year 2048 Build Preferred Option (Roundabouts) during the AM peak hour conditions, the southbound queue is anticipated to exceed the length of the roadway under the bridge and may impact the intersection of Chase Street at SR 10 (Athens Loop) WB Ramps. It is important to note that these queues represent the 95th percentile and are not representative of typical traffic patterns throughout the day.

Under Design Year 2048 Build Alternative 1 (Traffic Signals) during both the AM and PM peak hour conditions, the northbound and southbound left-turn queue lengths are anticipated to exceed the length of the proposed left-turn storage. As shown in the concept layout (**Appendix G**), the cross-section of Chase Street underneath the SR 10 (Athens Loop) bridge is three lanes (one lane in each direction with center two-way left-turn lane). Because the movements are sharing the same pavement, the anticipated 95th percentile queues may result in further congestion-related concerns. It should be noted that the queues are metered by the traffic signals and with efficient signal timing, including the possibility of dual-serving the left-turns, the queues may be reduced.

7.0 INTERSECTION CONTROL EVALUATION (ICE)

The purpose of GDOT's ICE Policy is to "provide traceability, transparency, consistency, and accountability when identifying and selecting an intersection control solution that both meets the project purpose and reflects the overall best value in terms of specific performance-based criteria." GDOT's ICE Policy includes two stages: Stage 1 (Screening Decision Record) and Stage 2 (Alternative Selection Decision Record). GDOT's ICE Policy was performed for the following intersections along the Chase Street corridor:

1. Chase Street/Dairy Pak Road at Newton Bridge Road/Barber Street (Signalized)
6. Chase Street at SR 10 (Athens Loop) WB Ramps (Signalized)
7. Chase Street at SR 10 (Athens Loop) EB Ramps (TWSC)
8. Chase Street at Rowe Road (TWSC, Full-Movement)
9. Chase Street at Oneta Street (TWSC)

7.1 WAIVER FORMS

Per GDOT's ICE Waiver Policy, the study intersection of Chase Street/Dairy Pak Road at Newton Bridge Road/Barber Street (Intersection 1) does not require a full ICE analysis and may be waived based on the following scenario:

> *"Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as…modifying signal phasing at an existing traffic signal."*

The ICE Waiver Form is provided in **Appendix F**. Based on the GDOT ICE Policy, a full ICE analysis including Stage 1 and Stage 2 is required for the remaining four (4) intersections.

7.2 ICE STAGE 1: SCREENING DECISION RECORD

Stage 1 is conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to eliminate non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. The results of Stage 1 are provided in **Appendix F**.

7.3 ICE STAGE 2: ALTERNATIVE SCREENING DECISION RECORD

Stage 2 of GDOT's ICE Policy involves a more detailed evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Per ICE Stage 1, the following alternatives were compared, and the final ICE Stage 2 rankings and scores are shown in **Table 13**.

Table 13: Alternative Selection Decision

ID	Intersection	ICE Alternative	Stage 2 Score	Stage 2 Rank
6	Chase Street at SR 10 (Athens Loop) WB Ramps	Single-Lane Roundabout	5.4	1
		Traffic Signal (with Turn Lanes)	3.6	2
7	Chase Street at SR 10 (Athens Loop) EB Ramps	Single-Lane Roundabout	6.8	1
		Traffic Signal	6.0	2
8	Chase Street at Rowe Road	RCUT	3.6	2
		RIRO	6.2	1
9	Chase Street at Oneta Street	Single-Lane Roundabout	5.1	2
		Traffic Signal*	6.7	1

**Traffic Signal likely not warranted.*

The results of Stage 2 are provided in **Appendix F**. An alternative with the highest score is generally the preferred alternative. However, it should be noted that ICE results are more of a guidance and the highest score does not mean that it is always the recommended option.

Also, per GDOT's ICE Waiver Policy, a waiver must be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2. For the intersection of Chase Street at Oneta Street (Intersection 9) the proposed control is a single-lane roundabout. However, the top score per the ICE analysis is a traffic signal. Therefore, a waiver is required to proceed with the proposed single-lane roundabout, it is provided in **Appendix F**.

8.0 ADDITIONAL CONSIDERATIONS

8.1 INTERIM YEAR 2038 ANALYSIS

During conversations with GDOT staff during the initial review of the corridor alternatives in February 2022, particular attention was placed on the Chase Street at SR 10 (Athens Loop) interchange. Because these intersections directly impact a state route (SR 10), the following GDOT guidance was referenced when analyzing the results of the capacity analysis.

Section 8.2.2 of the GDOT Design Policy Manual (Rev 6.1) states:

> *"If a single-lane roundabout is found to be adequate up to 10 years after the opening year, a single-lane roundabout should be constructed."*

Additionally, Section 2.1.1 of the GDOT Roundabout Design Guide states:

> *"In some situations, the requirements for acceptable Design Year operations require a larger footprint than the Build Year. If this is the case, the roundabout should be constructed and operated in the Build Year lane configuration until traffic volumes dictate the need for conversion/expansion"*

As summarized in **Table 10**, the intersections of Chase Street at SR 10 (Athens Loop) WB Ramps (Intersection 6) and Chase Street at SR 10 (Athens Loop) EB Ramps (Intersection 7) operate at an overall acceptable LOS and v/c during the AM and PM peak hours under Base Year 2028 and Design Year 2048 conditions. However, under Design Year 2048 conditions, the southbound and eastbound approaches of Intersection 7 operate at a failing LOS and v/c during the AM peak hour.

In order to analyze the LOS and v/c results, per GDOT guidance, Interim Year 2038 (Base Year 2028 +10) volumes were interpolated. Note: These volumes were not submitted as part of the Traffic Forecasting GDOT PDP Review process and are not formally approved but are provided for informational purposes in **Appendix C**. **Table 14** summarizes the Interim Year (2038) capacity results for Intersection 7, which are also provided in **Appendix C**.

Table 14: Interim Year 2038 Comparison							
ID	Intersection	Approach	Result	Roundabouts		Traffic Signals	
				AM Peak	PM Peak	AM Peak	PM Peak
7	Chase Street at SR 10 (Athens Loop) EB Ramps *(Single-Lane Roundabout)*	Overall	Delay	C (16.2)	B (13.6)	B (16.4)	C (26.7)
			v/c	0.91	0.81		
		NB	*Delay*	*A (2.2)*	*B (12.9)*	*A (1.4)*	*C (29.6)*
			v/c	*0.24*	*0.59*		
		SB	*Delay (s)*	*D (25.9)*	*C (17.1)*	*A (9.4)*	*B (18.8)*
			v/c	*0.91*	*0.81*		
			95th Queue (ft)	*SB – 466'*	*SB – 282'*	*SBL – 72'*	*SBL – 387'*
		EB	*Delay (s)*	*C (15.4)*	*A (7.4)*	*E (61.2)*	*E (64.9)*
			v/c	*0.52*	*0.30*		

Note: Northbound/Southbound Left-Turn Movement queue lengths provided for Traffic Signals alternative, 1 car length is assumed to be 25 feet.

Based on the results shown in **Table 14**, under the Preferred Option (Roundabouts) conditions, the intersection of Chase Street at SR 10 (Athens Loop) EB Ramps (Intersection 7) is projected to operate at an overall acceptable LOS and volume-to-capacity (v/c) during the AM and PM peak hours. Similarly, all approaches are projected to operate at an acceptable LOS and v/c. This indicates that a single-lane roundabout is projected to operate adequately up to ten (10) years after Base Year (2028). Therefore, following GDOT guidance, a single-lane roundabout is acceptable.

Under Alternative 1 (Traffic Signals) conditions, the intersection of Chase Street at SR 10 (Athens Loop) EB Ramps (Intersection 7) is projected to operate at an overall acceptable LOS. However, the eastbound approach (EB Exit Ramp) is projected to operate at LOS E during the AM and PM peak hours.

Under the Preferred Option (Roundabouts) conditions, the southbound queue (approximately 466') is projected to exceed the length of the roadway (approximately 350') under the SR 10 (Athens Loop) bridge during the AM peak hour. Under the Alternative 1 (Traffic Signals) conditions, the southbound left-turn queue (approximately 387') is projected to exceed the length of the roadway as well as the proposed left-turn lane storage. This may result in congestion-related concerns with the northbound left-turning traffic at the intersection to the north (SR 10 (Athens Loop) WB Ramps). It should be noted that the queues are metered by the traffic signals and with efficient signal timing, including the possibility of dual-serving the left-turns, the queues may be reduced.

It is recommended to monitor traffic volumes along the southbound and eastbound approaches as volumes increase to Design Year (2048) conditions.

8.2 ONETA STREET AND ROWE ROAD

Developments along Oneta Street (**Section 4.1.1.1**), west of Chase Street, are anticipated to increase traffic at the intersection of Chase Street at Oneta Street (Intersection 9). Meetings with Athens-Clarke County (ACC) resulted in the desire to "upgrade" the intersection to provide protection for vehicles oriented to/from the Athens Loop (SR 10), regardless of satisfying traffic signal warrants or GDOT's roundabout policy (which states 10% or more of the entering volume of the intersection should be the side-street). From a comprehensive and multimodal perspective, pedestrians and bicyclists oriented towards Barber Street (recently identified as a bicycle corridor) would also benefit from an upgraded intersection that offers protection while crossing Chase Street. For this reason, the intersection with Oneta Street was included in the Preferred Option (Roundabouts) and Alternative 1 (Traffic Signals) concepts, see **Appendix G**.

In addition to analyzing as an individual intersection, it is important to consider the Chase Street corridor as a "transportation system" and further analyze how Oneta Street relates to the adjacent study intersections. Specifically focusing on how Oneta Street relates to Rowe Road and ACC's goal to restrict turning movements at the Rowe Road intersection due to its proximity to the Athens Loop (SR 10) EB Ramps.

When considering Preferred Option (Roundabouts), under Base Year (2028), Interim Year (2038), and Design Year (2048) the intersection of Chase Street at Oneta Street (Intersection 9) is projected to operate at an overall acceptable level-of-service (LOS). However, the Chase Street approaches operate at a failing LOS during the AM and PM peak hours. Although this is undesirable, if Rowe Road is restricted to a Right-In/Right-Out (RIRO) (restricting entering and exiting left-turn movements), then the roundabout at Oneta Street would provide an acceptable U-Turn location that would accommodate the heavy vehicle truck traffic entering Rowe Road. From a traffic calming perspective, a roundabout will encourage traffic along Chase Street to slow down, during all times of day, which provides a conducive environment for pedestrians and bicyclists. For these reasons, a single-lane roundabout is desirable at this location, when taking the full corridor and the purpose of the intersection upgrade into consideration.

Similarly, when considering Alternative 1 (Traffic Signals), although Oneta Street may not meet traffic signal warrant thresholds under existing and proposed conditions, a signal does provide protection for vehicles traveling to/from the Athens Loop (SR 10) as well as an accessible way for pedestrians and bicyclists to travel to Barber Street. It should be noted that a traffic signal will not be able to accommodate a heavy vehicle (truck) performing a U-Turn maneuver. For this reason, a signal at Oneta Street should be considered with Rowe Road being restricted to a Restricted Crossing U-Turn (RCUT) (restricting only exiting left-turn movements). By allowing entering left-turn movements, a downstream U-Turn location at Oneta Street is not needed.

Ultimately, the intersection control selected at Oneta Street should consider the entire corridor and specifically take into account the proposed restrictions at Rowe Road. If roundabouts are constructed at both the SR 10 (Athens Loop) EB Ramps and Oneta Street, then Rowe Road should be restricted to a RIRO. However, if Oneta Street is a signal, then Rowe Road should be restricted to an RCUT.

EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of PI 0015390. The project begins in the in the south at the bridge over the CSX Railroad (Crossing #639916G) and extends northward to the Newton Bridge Road/Barber Street intersection. This segment of Chase Street has been identified for enhancement as part of the Transportation Alternatives Program (TAP). The purpose of this project (PI 0015390) is directed towards multimodal enhancements which may include sidewalks, bicycle lanes, potential roundabouts and other transportation alternatives, lighting, landscaping, signage, and pavement markings.

This report analyzed the existing and future traffic conditions along the Chase Street corridor and considered two (2) build alternatives: Traffic Signals and Single-Lane Roundabouts. This traffic study focused on the major intersections along the corridor including the interchange with SR 10 (Athens Loop). The preferred, and recommended, alternative is to provide single-lane roundabouts at the interchange, restrict Rowe Road to a Right-In/Right-Out intersection, and provide a single-lane roundabout at Oneta Street.

Based on **Base Year (2028) Build** and **Design Year (2048) Build** conditions, per the geometry in the current concept layout, all major study intersections are projected to operate at an overall acceptable level-of-service during the AM and PM peak hours under the preferred alternative (Roundabouts).

Additionally, it should be noted that one proposed roundabout location will NOT operate at an acceptable LOS during the **Design Year (2048) Build** conditions. For example, some approaches of the single-lane roundabout at the SR 10 (Athens Loop) EB Ramps do not operate acceptably during the AM peak hour under **Design Year (2048) Build** conditions. However, based on GDOT guidance, unofficial **Interim Year (2038) Build** conditions were analyzed to determine if a single-lane roundabout would operate effectively ten (10) years after Base Year (2028). A comparison of operational and queueing analyses for the two (2) alternatives is summarized below:

Interim Year 2038 Comparison							
ID	**Intersection**	**Approach**	**Result**	**Roundabouts**		**Traffic Signals**	
				AM Peak	**PM Peak**	**AM Peak**	**PM Peak**
7	Chase Street at SR 10 (Athens Loop) EB Ramps *(Single-Lane Roundabout)*	Overall	Delay	C (16.2)	B (13.6)	B (16.4)	C (26.7)
			v/c	0.91	0.81		
		NB	*Delay*	*A (2.2)*	*B (12.9)*	*A (1.4)*	*C (29.6)*
			v/c	*0.24*	*0.59*		
		SB	*Delay (s)*	*D (25.9)*	*C (17.1)*	*A (9.4)*	*B (18.8)*
			v/c	*0.91*	*0.81*		
			95th Queue (ft)	*SB – 466'*	*SB – 282'*	*SBL – 72'*	*SBL – 387'*
		EB	*Delay (s)*	*C (15.4)*	*A (7.4)*	*E (61.2)*	*E (64.9)*
			v/c	*0.52*	*0.30*		

Note: Northbound/Southbound Left-Turn Movement queue lengths provided for Traffic Signals alternative, 1 car length is assumed to be 25 feet.

Under the **Interim Year (2038) Build** conditions, all approaches of the single-lane roundabout were found to operate acceptably during the AM and PM peak hours. Based on GDOT guidance, it is recommended to install a single-lane roundabout and to monitor traffic volumes as they approach the projected **Design Year (2048) Build** conditions. See **Appendix G** for concept layout.

1.0 INTRODUCTION

The Chase Street project corridor is approximately 3,400 feet long (approximately 0.64 miles), consists of eleven (11) existing intersections (2 signalized and 9 unsignalized), including an interchange with the Athens Loop (SR 10), and is located northwest of downtown Athens, Georgia. The project begins in the south at the bridge over the CSX Railroad (Crossing #639916G) and extends northward to the Newton Bridge Road/Barber Street intersection. This segment of Chase Street has been identified for enhancement as part of the Transportation Alternatives Program (TAP). Possible improvements include sidewalks, bicycle lanes, potential roundabouts and other transportation alternatives, lighting, landscaping, signage, and pavement markings. It is important to note that the intent of the TAP Grant/Application was to provide bike/pedestrian/operational enhancements along the corridor and not be a capacity/widening project.

The proposed enhancement effort has been identified through the following GDOT project: PI 0015390

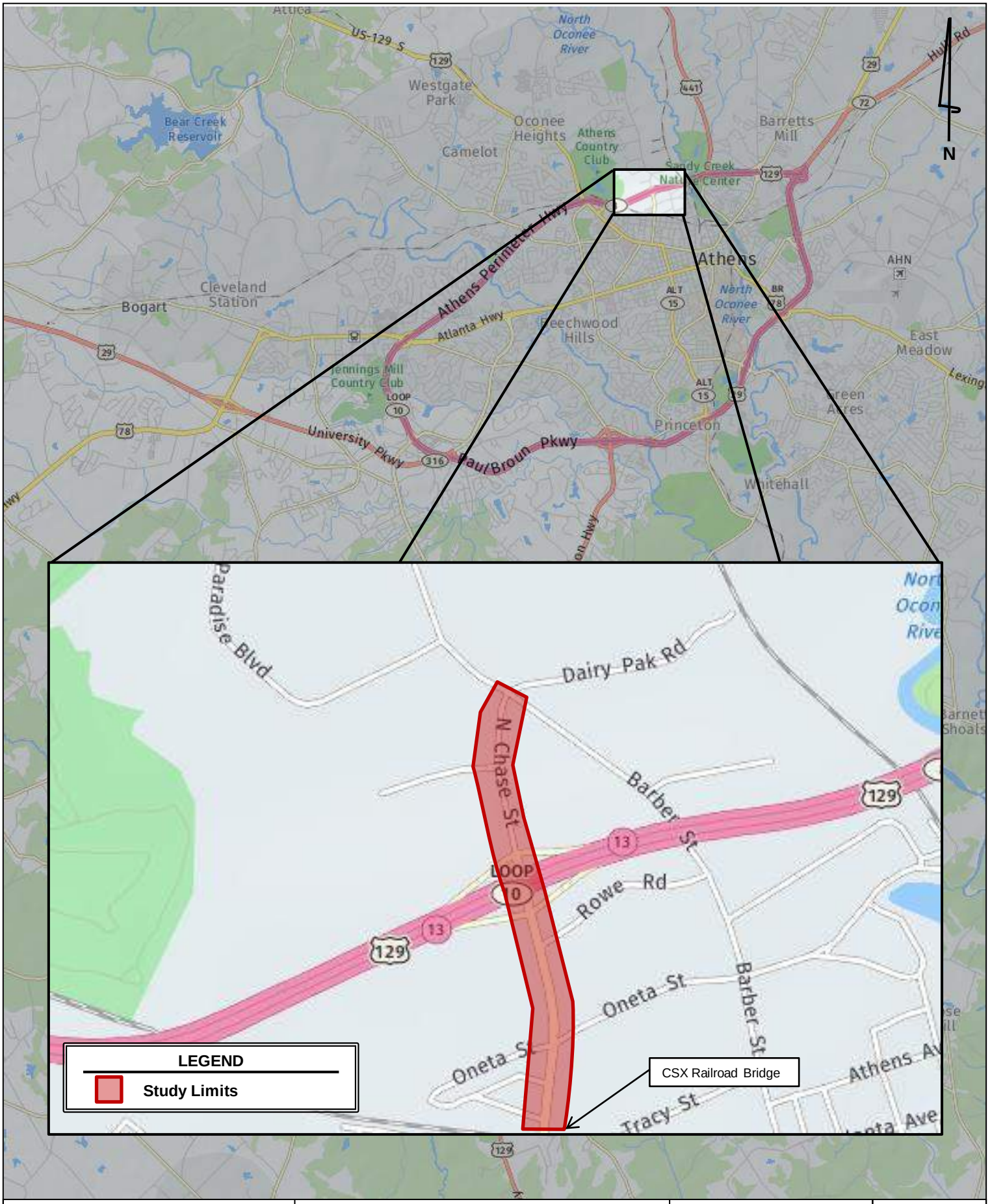
- PI 0015390 – Chase Street

This transportation study is being performed to analyze the existing and future traffic conditions along the Chase Street corridor to determine what geometric and operational improvements, if necessary, could be made in conjunction with the desired multimodal (sidewalks, bicycle lanes, etc.) enhancements. The purpose of this transportation study is to evaluate alternatives along Chase Street and determine which alternative will best serve all modes of transportation along the corridor and should be considered for design. The proposed improvements are planned to be constructed and open to traffic by year 2028 (Base Year) with a 20-year design horizon of 2048 (Design Year). This report summarizes the data collection, crash data, analysis of projected traffic conditions, and conclusions from the analysis of Existing Year 2021, as well as the Base Year (2028) and Design Year (2048) for the following two (2) scenarios:

- No-Build
    - Existing laneage and operations
        - Includes planned developments in the vicinity of the study corridor.
- Build
    - Preferred Option (Roundabouts): This alternative considers two (2) roundabouts at the Athens Loop (SR 10) interchange as well as a roundabout at the intersection with Oneta Street.
    - Alternative 1 (Traffic Signals): This alternative considers signalizing the currently unsignalized intersections with the EB Athens Loop (SR 10) Ramp and Oneta Street. The signal at WB Athens Loop (SR 10) would remain.

Note: During the Traffic Forecasting process, two (2) meetings were held with TMC to discuss the above alternatives and feedback will be incorporated into the design and analyses presented in this report.

For purposes of this report, the Chase Street corridor will be considered a north-south oriented roadway and all other roadways will be considered east-west oriented roadways. A project location map is depicted on **Figure 1**.



Kimley»Horn	**Chase Street** **GDOT PI 0015390** ***Traffic Engineering Study***	**Project Location Map**	**Figure 1** **Page 3**

1.1 OVERVIEW

Existing traffic conditions for this traffic engineering study come from the approved methodology and conditions in the Traffic Forecasting Report for Chase Street (PI 0015390) *(approved by GDOT on February 28, 2022)* which included analyses using raw data collected from the field and published data from GDOT.

The existing conditions traffic flow diagrams can be found in **Appendix A**.

1.2 STUDY NETWORK

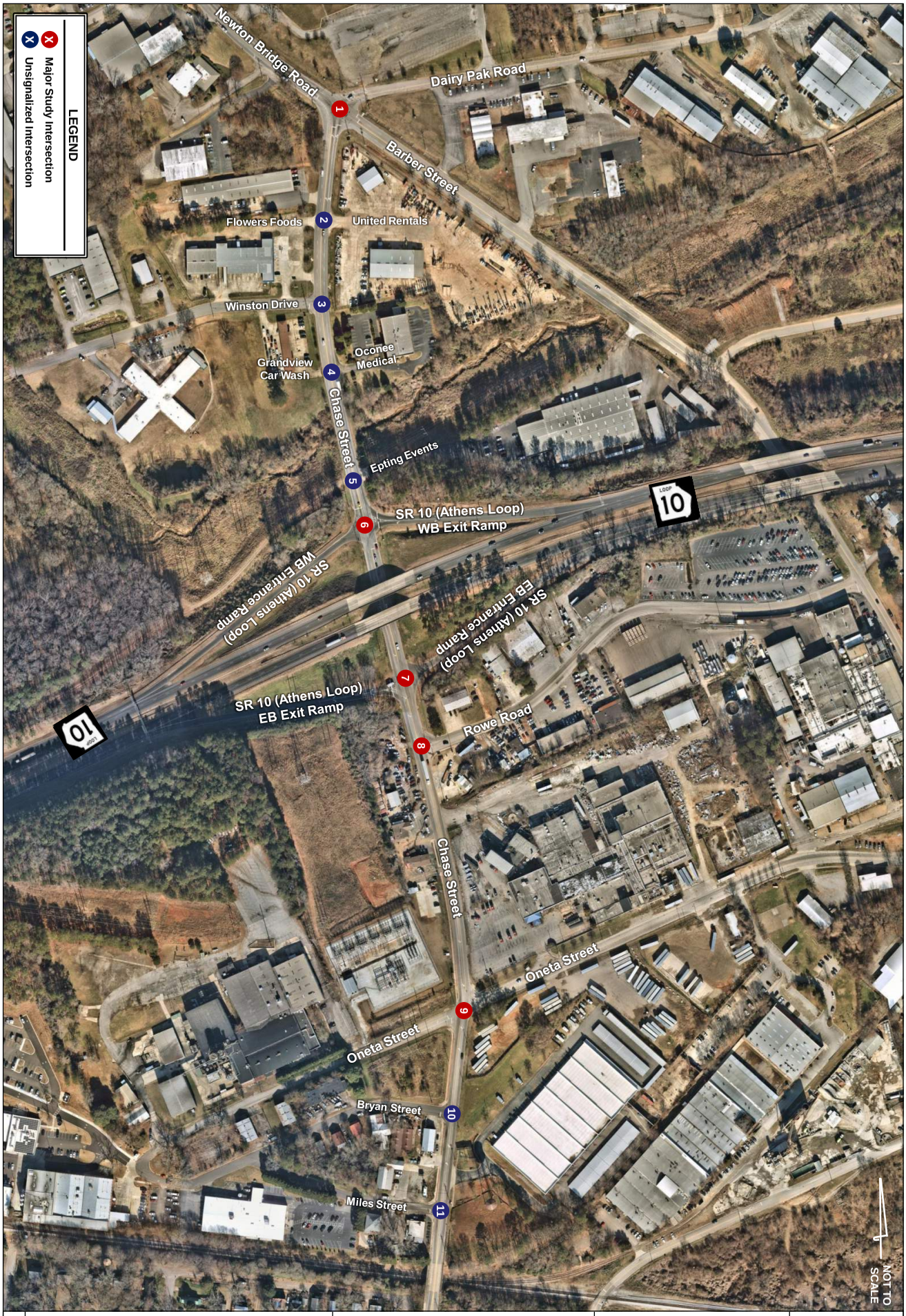
Table 1 lists the existing intersections along Chase Street that are consistent with the approved traffic flow diagrams (*approved by GDOT on February 28, 2022*).

Table 1: Study Intersections		
ID	**Intersection**	**Existing Intersection Control**
1	**Chase Street/Dairy Pak Road at Newton Bridge Road/Barber Street**	**Signalized**
2	Chase Street at United Rentals Driveway	TWSC
3	Chase Street at Winston Drive	TWSC
4	Chase Street at Oconee Medical	TWSC
5	Chase Street at Epting Events Driveway	TWSC
6	**Chase Street at SR 10 (Athens Loop) WB Ramps**	**Signalized**
7	**Chase Street at SR 10 (Athens Loop) EB Ramps**	**TWSC**
8	**Chase Street at Rowe Road**	**TWSC**
9	**Chase Street at Oneta Street**	**TWSC**
10	Chase Street at Bryan Street	TWSC
11	Chase Street at Miles Street	TWSC

Note: TWSC=Two-Way Stop-Control

The bolded intersections indicate major study intersections that are analyzed as part of this traffic engineering study.

Figure 2 provides aerial imagery and the location of the intersections.



Kimley»Horn

Chase Street
GDOT PI 0015390
Traffic Engineering Study

Corridor Intersections

Figure 2

1.3 ROADWAY CHARACTERISTICS

Physical characteristics of the roadway segments adjacent to the intersections were noted and considered in this analysis.

Newton Bridge Road is a minor arterial (GDOT Functional Classification) with a posted speed limit of 45 MPH. The roadway is an undivided, four-lane facility with minimal turn-lanes present. Newton Bridge Road transitions to Barber Street west of Chase Street.

Barber Street is a major collector (GDOT Functional Classification) with a posted speed limit of 45 MPH. The roadway is an undivided, four-lane facility west of SR 10 (Athens Loop) and an undivided, two-lane facility east of SR 10 (Athens Loop).

Dairy Pak Road is a local roadway (GDOT Functional Classification). The roadway is an undivided, two-lane facility with no posted speed limit. Dairy Pak Road transitions to Chase Street south of Newton Bridge Road/Barber Street.

Chase Street is a minor arterial (GDOT Functional Classification) with a posted speed limit of 40 MPH. The roadway is an undivided, four-lane facility from Newton Bridge Road/Barber Street to Rowe Road and a three-lane facility divided by a two-way left-turn lane (TWLTL) south of Rowe Road.

SR 10 (Athens Loop) is a principal arterial (GDOT Functional Classification). In the vicinity of the project limits, the eastbound and westbound exit ramps are two-lane (one-way) facilities while the entrance ramps are one-lane (one-way) facilities.

Rowe Road is a local roadway (GDOT Functional Classification). The roadway is an undivided, two-lane facility with minimal turn-lanes present and no posted speed limit.

Oneta Street is a local roadway (GDOT Functional Classification). The roadway is an undivided, two-lane facility with minimal turn-lanes present.

2.0 EXISTING CONDITIONS

Existing traffic conditions for this traffic engineering study come from the approved methodology and conditions in the Traffic Forecasting Report (approved by GDOT on February 28, 2022) which included analyses using raw data collected from the field and published data from GDOT.

The Existing 2021 AADTs, DHVs, and the official GDOT letters of approval are included in **Appendix A**.

Table 2 gives a summary of the approved 2021 AADT bi-directional volumes and truck percentages (per approved Traffic Forecasting Report) for each count location, where applicable.

Table 2: AADT Volumes & Truck Percentages – Existing 2021				
Segment	**Bi-Directional AADT**	**Truck Percentages**		
		Vehicle Type	**Peak Hour AM (PM)**	**24-Hour Total**
Dairy Pak Road/Chase Street north of Newton Bridge Road/Barber Street	1,350	Single Unit (SU)	10.5% (15.0%)	11.0%
		Comb.	5.5% (7.0%)	6.0%
		Total	16.0% (22.0%)	17.0%
Chase Street south of Newton Bridge Road/Barber Street	13,000	Single Unit (SU)	9.5% (7.0%)	8.5%
		Comb.	2.0% (2.0%)	3.0%
		Total	11.5% (9.0%)	11.5%
Chase Street north of Winston Drive	**13,300**	**Single Unit (SU)**	**3.5% (3.5%)**	**4.0%**
		Comb.	**1.5% (2.5%)**	**3.0%**
		Total	**5.0% (6.0%)**	**7.0%**
Chase Street north of Epting Events	13,350	Single Unit (SU)	4.0% (3.5%)	4.0%
		Comb.	2.5% (2.5%)	3.0%
		Total	6.5% (6.0%)	7.0%
Chase Street north of SR 10 (Athens Loop) Westbound Ramps	13,400	Single Unit (SU)	*	*
		Comb.	*	*
		Total	*	*
Chase Street north of SR 10 (Athens Loop) Eastbound Ramps	13,800	Single Unit (SU)	5.0% (5.5%)	6.0%
		Comb.	1.0% (1.5%)	2.0%
		Total	6.0% (7.0%)	8.0%
Chase Street north of Rowe Road	15,800	Single Unit (SU)	4.5% (3.5%)	4.5%
		Comb.	0.5% (1.0%)	1.5%
		Total	5.0% (4.5%)	6.0%
Chase Street north of Oneta Street	14,050	Single Unit (SU)	*	*
		Comb.	*	*
		Total	*	*
Chase Street north of Bryan Street	13,200	Single Unit (SU)	*	*
		Comb.	*	*
		Total	*	*
Chase Street north of Miles Street	13,100	Single Unit (SU)	*	*
		Comb.	*	*
		Total	*	*
Chase Street south of Miles Street	13,500	Single Unit (SU)	6.0% (3.0%)	4.5%
		Comb.	0.0% (0.0%)	0.5%
		Total	6.0% (3.0%)	5.0%

*Note: **Bold** indicates counts collected near existing GDOT count stations.*
**Classification counts were NOT collected at these locations.*

It should be noted that there are no future programmed projects or developments that would considerably impact the percentage of truck traffic along the Chase Street corridor, for this reason the truck percentages remain the same within all future scenarios.

Table 3 summarizes Average Daily Traffic (ADT) recorded within the study network by GDOT at three (3) GeoCount stations. The average annual growth rates were calculated using count data only for the years for which an actual count was performed. Average annual growth rate calculations are provided in **Appendix E**.

Table 3: GDOT ADT Count Stations				
Year	**Chase Street** (north of Winston Drive) *Station 059-0443**	**Chase Street** (south of Boulevard) *Station 059-0438*	**Newton Bridge Road** (west of Chase St) *Station 059-0185*	**Barber Street** (east of Chase St) *Station 059-0187*
2009	-	-	-	6,244
2010	-	9,584	-	-
2011	-	11,426	-	-
2012	11,900	-	9,524	-
2013	-	-	-	4,368
2014	-	-	-	-
2015	-	10,833	-	-
2016	13,900	-	-	-
2017	-	-	10,888	7,965
2018	-	13,432	-	-
2019	15,400	-	-	-
Average Annual Growth Rate	***3.8%***	***3.7%***	***2.7%***	***3.1%***

Corresponds to Existing 2021 AADT location as previously listed in **bold in Table 2.*

The existing laneage at the Chase Street corridor intersections is shown in **Figure 3**.

Figure 3

Existing Roadway Geometry

Chase Street
GDOT PI 0015390
Traffic Engineering Study

Kimley»Horn

9.0 CONCLUSION

The Chase Street project corridor is approximately 3,400 feet long (approximately 0.64 miles), consists of eleven (11) existing intersections (2 signalized and 9 unsignalized), including an interchange with the Athens Loop (SR 10), and is located northwest of downtown Athens, Georgia. The project begins in the south at the bridge over the CSX Railroad (Crossing #639916G) and extends northward to the Newton Bridge Road/Barber Street intersection. This segment of Chase Street has been identified for enhancement as part of the Transportation Alternatives Program (TAP). Possible improvements include sidewalks, bicycle lanes, potential roundabouts and other transportation alternatives, lighting, landscaping, signage, and pavement markings. It is important to note that the intent of the TAP Grant/Application was to provide bike/pedestrian/operational enhancements along the corridor and not be a capacity/widening project.

The proposed enhancement effort has been identified through the following GDOT project:

- PI 0015390 – Chase Street

This transportation study analyzed the existing and future traffic conditions along the Chase Street corridor to determine what geometric and operational improvements, if necessary, could be made in conjunction with the desired multimodal (sidewalks, bicycle lanes, etc.) enhancements. The purpose of this transportation study was to evaluate alternatives along Chase Street and determine which alternative will best serve all modes of transportation along the corridor and should be considered for design. The proposed improvements are planned to be constructed and open to traffic by year 2028 (Base Year) with a 20-year design horizon of 2048 (Design Year).

This report summarized the data collection, crash data, analysis of projected traffic conditions, and conclusions from the analysis of Existing Year 2021, as well as the Base Year (2028) and Design Year (2048) for the following two (2) scenarios:

- No-Build
    - Existing laneage and operations
        - Includes planned developments in the vicinity of the study corridor.
- Build
    - Preferred Option (Roundabouts): This alternative considered two (2) roundabouts at the Athens Loop (SR 10) interchange as well as a roundabout at the intersection with Oneta Street.
    - Alternative 1 (Traffic Signals): This alternative considered signalizing the currently unsignalized intersections with the EB Athens Loop (SR 10) Ramp and Oneta Street. The signal at WB Athens Loop (SR 10) would remain.

Note: During the Traffic Forecasting process, two (2) meetings were held with TMC to discuss the above alternatives and the feedback was incorporated into the design and analyses presented in this report.

This feedback included the request for additional analysis of Base Year (2028) + 10 conditions (per GDOT guidance), referred to as Interim Year (2038) conditions to assess the capacity of any single-lane roundabouts that may operate unacceptably under Design Year (2048) conditions.

A comparison of operational and queueing results of Interim Year (2038) conditions was summarized for the Preferred Option (Roundabouts) and Alternative 1 (Traffic Signals). It was determined that the single-lane roundabout operates acceptably (overall and along each approach) under Interim Year (2038) conditions and is therefore acceptable to consider as an alternative. The traffic signals were found to operate acceptably overall but had approaches that operated below acceptable levels-of-service.

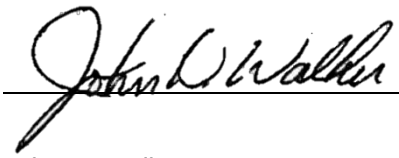
9.1 RECOMMENDATIONS

Based on the results of this study, and consistent with the concept layout for the Preferred Option (Roundabouts), Kimley-Horn offers the following recommended improvements:

- Overall Chase Street Corridor
  - The Chase Street corridor is recommended to be reduced to a three-lane (one (1) lane northbound and one (1) lane southbound with center two-way left-turn lane (TWLTL)) from the intersection with Barber Street/Newton Bridge Road south to tie-in to the existing three-lane section in the vicinity of Rowe Road.
  - No exclusive right-turn lanes are recommended along the Chase Street corridor unless otherwise noted.
- Chase Street/Dairy Pak Road at Newton Bridge Road/Barber Street (Intersection 1)
  - Reconfigure the eastbound approach to provide a channelized right-turn yield condition.
  - Restripe the south leg (Chase Street) of the intersection to consist of one (1) southbound receiving lane, one (1) exclusive northbound left-turn lane, and one (1) shared left-turn/through/right-turn lane.
  - In addition to the above recommended geometric changes, the following system improvements under Base Year 2025 Build Conditions are recommended:
    - Install a right-turn overlap signal head and phasing to serve the eastbound right-turn movement.
- Chase Street at SR 10 (Athens Loop) WB Ramps (Intersection 6)
  - Install a single-lane roundabout.
  - Reconfigure the southbound approach to provide a two-lane approach (one (1) shared left-turn/through lane and one (1) slip lane/right-turn bypass lane onto the SR 10 (Athens Loop) WB Entrance Ramp).
  - Reconfigure the westbound approach to provide a two-lane approach (one (1) shared left-turn/through lane and one (1) slip lane/right-turn bypass lane onto Chase Street).

- Chase Street at SR 10 (Athens Loop) EB Ramps (Intersection 7)
  - Install a single-lane roundabout.
  - Reconfigure the northbound approach to provide a two-lane approach (one (1) shared left-turn/through lane and one (1) slip lane/right-turn bypass lane onto the SR 10 (Athens Loop) EB Entrance Ramp).
  - Reconfigure the eastbound approach to provide a two-lane approach (one (1) shared left-turn/through lane and one (1) slip lane/right-turn bypass lane onto Chase Street).
- Chase Street at Rowe Road (Intersection 8)
  - Restrict the westbound approach to form a Right-In/Right-Out (RIRO) intersection to continue operating under Two-Way Stop Control (TWSC).
- Chase Street at Oneta Street (Intersection 9)
  - Install a single-lane roundabout with one (1) lane approaches along all approaches.

The concept layout is shown in **Appendix G** and the proposed roadway geometry for Preferred Option (Roundabouts) is shown in **Figure 6** and the analyzed roadway geometry for Alternative 1 (Traffic Signals) is shown in **Figure 7**.

PREPARED BY:  DATE: August 12, 2022

John D. Walker, P.E., PTOE
Senior Vice President
Kimley-Horn and Associates, Inc

GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.21 | Revised 2/4/2022

Waiver Request - Level 1

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

1. Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
2. The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
3. The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
   - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
   - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
   - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
   - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information:

Location:	Chase St @ Barber		
County:	Clarke	GDOT PI # (or N/A):	0015390
GDOT District:	1 - Gainesville	Requested By:	GDOT D1
Area Type:	Suburb/Transition	Prepared By:	Kimley-Horn and Associates
Existing Intersection Control:	Signal (turn lanes on mainline)	Date:	9/27/2022
		Waiver Request Type:	GDOT PDP Project

Traffic and Operations Data:[1,2]

Intersection meets signal/AWS warrants?	Meets Signal Warrants	
Traffic Analysis Type:	Intersection Delay	
Existing Major Street Avg Daily Traffic (ADT):	14,350	
Existing Minor Street Avg Daily Traffic (ADT):	18,150	
Analysis Period:	AM Peak	PM Peak
2028 Opening Yr Peak Hour Intersection Delay:	25.7 sec	32.2 sec
2028 Opening Yr Peak Hour Intersection V/C:	0.57	0.62
2048 Design Yr Peak Hour Intersection Delay:	40.4 sec	41.4 sec
2048 Design Yr Peak Hour Intersection V/C:	0.68	0.67

Crash Data (Required):[3]

Crash Data: Enter most recent 5 years of crash data	Crash Severity					Years:
Crash Type	K*	A*	B*	C*	O	5
Angle	0	1	1	1	4	29%
Head-On	0	0	0	0	0	0%
Rear End	0	0	0	3	4	29%
Sideswipe - same	0	0	0	0	8	33%
Sideswipe - opposite	0	0	0	0	0	0%
Not Collision w/Motor Veh	0	0	1	0	1	8%
TOTALS:	0	1	2	4	17	24

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required):	A waiver is being submitted because PI 0015390 (Chase Street) is not proposing any geometric changes to the intersection of Chase Street at Barber Street/Newton Bridge Road. The project impact to this intersection is minor in nature and will not alter the characteristic of the existing intersection, refer to TE Study for documentation of optimized signal timing. This intersection is the northern terminus of PI 0015390.
Proposed Intersection Control:	Traffic Signal

REQUESTED BY: Olivia Zuvanich, E.I. (AL) Date: 9/27/2022

Title: Project Analyst

APPROVED BY: _____ Date: _____

Name: _____

Chief Engineer or (Approved Delegate)

[1] *Analysis data input on this worksheet is for proposed control & configuration on form, not the No-Build data shown on the top of Stage 2*

[2] *ADT's required if available (from data collected or nearest GDOT count station site); Capacity data optional unless needed to justify basis of the waiver request.*

[3] *Crash data (required for all existing intersections) must be entered here independent from Stage 2 worksheet inputs (not linked)*

2028 Build AM (Preferred Option)		
Movement	**Volume**	**V/C**
EBL	80	0.54
EBT	170	0
EBR	690	0.81
WBL	5	0.16
WBT	140	0
WBR	10	0.18
NBL	520	0.7
NBT	115	0
NBR	50	0.83
SBL	0	0
SBT	105	0.7
SBR	50	0.39
Weighted Average V/C		**0.57**

2028 Build PM (Preferred Option)		
Movement	**Volume**	**V/C**
EBL	35	0.57
EBT	180	0
EBR	800	1
WBL	25	0.44
WBT	215	0
WBR	10	0.41
NBL	685	0.68
NBT	55	0
NBR	5	0
SBL	20	0.68
SBT	120	0
SBR	120	0.69
Weighted Average V/C		**0.62**

2048 Build AM (Preferred Option)		
Movement	**Volume**	**V/C**
EBL	85	0.54
EBT	185	0
EBR	775	0.9
WBL	5	0.16
WBT	150	0
WBR	10	0.17
NBL	615	0.87
NBT	120	0
NBR	55	1.04
SBL	0	0
SBT	130	0.98
SBR	50	0.44
Weighted Average V/C		**0.68**

2048 Build PM (Preferred Option)		
Movement	**Volume**	**V/C**
EBL	40	0.64
EBT	200	0
EBR	875	1.07
WBL	30	0.55
WBT	230	0
WBR	10	0.45
NBL	740	0.74
NBT	60	0
NBR	10	0
SBL	20	0.77
SBT	125	0
SBR	125	0.77
Weighted Average V/C		**0.67**

Intersection	Chase St at Barber St/Newton Bridge Rd

Count of Collision ID	Column Labels				
Row Labels	(A) Suspected Serious Injury	(B) Suspected Minor/Visible Injury	(C) Possible Injury / Complaint	(O) No Injury	Grand Total
Angle (Other)	0	1	1	1	3
Left Angle Crash	1	0	0	3	4
Not a Collision with Motor Vehicle	0	1	0	1	2
Rear End	0	0	3	4	7
Sideswipe-Same Direction	0	0	0	8	8
Grand Total	1	2	4	17	24



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	170	690	5	140	10	520	115	50	0	105	50
Future Volume (veh/h)	80	170	690	5	140	10	520	115	50	0	105	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1781	1781	1781	1722	1722	1722	1663	1663	1663
Adj Flow Rate, veh/h	98	207	841	6	171	12	418	443	61	0	128	61
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	8	8	8	8	8	8	12	12	12	16	16	16
Cap, veh/h	195	366	1036	57	988	68	593	536	74	0	183	155
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.36	0.36	0.36	0.00	0.11	0.11
Sat Flow, veh/h	420	1127	1510	32	3042	211	1640	1481	204	0	1663	1409
Grp Volume(v), veh/h	305	0	841	99	0	90	418	0	504	0	128	61
Grp Sat Flow(s),veh/h/ln	1547	0	1510	1702	0	1583	1640	0	1685	0	1663	1409
Q Serve(g_s), s	9.6	0.0	26.5	0.0	0.0	3.3	17.8	0.0	22.2	0.0	6.1	3.3
Cycle Q Clear(g_c), s	13.1	0.0	26.5	3.2	0.0	3.3	17.8	0.0	22.2	0.0	6.1	3.3
Prop In Lane	0.32		1.00	0.06		0.13	1.00		0.12	0.00		1.00
Lane Grp Cap(c), veh/h	561	0	1036	599	0	514	593	0	609	0	183	155
V/C Ratio(X)	0.54	0.00	0.81	0.16	0.00	0.18	0.70	0.00	0.83	0.00	0.70	0.39
Avail Cap(c_a), veh/h	561	0	1036	601	0	516	593	0	609	0	183	155
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	22.9	0.0	8.2	19.7	0.0	19.7	22.3	0.0	23.7	0.0	35.0	33.8
Incr Delay (d2), s/veh	1.9	0.0	5.6	0.3	0.0	0.3	6.9	0.0	12.2	0.0	19.8	7.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	0.0	17.7	1.3	0.0	1.2	7.4	0.0	10.1	0.0	3.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.8	0.0	13.8	20.0	0.0	20.1	29.2	0.0	35.9	0.0	54.8	41.0
LnGrp LOS	C	A	B	B	A	C	C	A	D	A	D	D
Approach Vol, veh/h		1146			189			922			189	
Approach Delay, s/veh		16.7			20.0			32.9			50.3	
Approach LOS		B			C			C			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.6		35.0		32.6		14.0				
Change Period (Y+Rc), s		* 6.1		5.5		* 6.1		5.0				
Max Green Setting (Gmax), s		* 27		29.5		* 27		9.0				
Max Q Clear Time (g_c+I1), s		28.5		24.2		5.3		8.1				
Green Ext Time (p_c), s		0.0		2.1		1.7		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		25.7
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	180	800	25	215	10	685	55	5	20	120	120
Future Volume (veh/h)	35	180	800	25	215	10	685	55	5	20	120	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1781	1781	1781	1767	1767	1767	1574	1574	1574
Adj Flow Rate, veh/h	43	220	976	30	262	12	888	0	0	24	146	146
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	6	6	6	8	8	8	9	9	9	22	22	22
Cap, veh/h	95	370	978	79	612	29	1303	684	0	35	214	213
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.39	0.00	0.00	0.16	0.16	0.16
Sat Flow, veh/h	175	1480	1535	103	2448	117	3365	1767	0	221	1342	1334
Grp Volume(v), veh/h	263	0	976	140	0	164	888	0	0	170	0	146
Grp Sat Flow(s),veh/h/ln	1656	0	1535	1068	0	1600	1682	1767	0	1563	0	1334
Q Serve(g_s), s	4.4	0.0	20.4	0.7	0.0	7.0	17.9	0.0	0.0	8.4	0.0	8.4
Cycle Q Clear(g_c), s	11.4	0.0	20.4	12.1	0.0	7.0	17.9	0.0	0.0	8.4	0.0	8.4
Prop In Lane	0.16		1.00	0.21		0.07	1.00		0.00	0.14		1.00
Lane Grp Cap(c), veh/h	465	0	978	321	0	400	1303	684	0	249	0	213
V/C Ratio(X)	0.57	0.00	1.00	0.44	0.00	0.41	0.68	0.00	0.00	0.68	0.00	0.69
Avail Cap(c_a), veh/h	465	0	978	322	0	402	1303	684	0	249	0	213
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.0	0.0	9.1	25.1	0.0	25.6	20.8	0.0	0.0	32.4	0.0	32.4
Incr Delay (d2), s/veh	2.6	0.0	28.2	2.0	0.0	1.4	2.9	0.0	0.0	14.2	0.0	16.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	26.3	2.2	0.0	2.6	6.9	0.0	0.0	4.1	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	0.0	37.3	27.1	0.0	27.0	23.7	0.0	0.0	46.5	0.0	49.0
LnGrp LOS	C	A	D	C	A	C	C	A	A	D	A	D
Approach Vol, veh/h		1239			304			888			316	
Approach Delay, s/veh		35.7			27.0			23.7			47.7	
Approach LOS		D			C			C			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		26.5		37.1		26.5		18.0				
Change Period (Y+Rc), s		* 6.1		5.5		* 6.1		5.0				
Max Green Setting (Gmax), s		* 20		31.6		* 21		13.0				
Max Q Clear Time (g_c+I1), s		22.4		19.9		14.1		10.4				
Green Ext Time (p_c), s		0.0		2.8		1.5		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		32.2
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	185	775	5	150	10	615	120	55	0	130	50
Future Volume (veh/h)	85	185	775	5	150	10	615	120	55	0	130	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1781	1781	1781	1722	1722	1722	1663	1663	1663
Adj Flow Rate, veh/h	104	226	945	6	183	12	482	522	67	0	159	61
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	8	8	8	8	8	8	12	12	12	16	16	16
Cap, veh/h	208	408	1055	58	1102	72	553	504	65	0	163	138
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.34	0.34	0.34	0.00	0.10	0.10
Sat Flow, veh/h	415	1129	1510	31	3049	198	1640	1496	192	0	1663	1409
Grp Volume(v), veh/h	330	0	945	105	0	96	482	0	589	0	159	61
Grp Sat Flow(s),veh/h/ln	1543	0	1510	1692	0	1585	1640	0	1688	0	1663	1409
Q Serve(g_s), s	9.9	0.0	29.5	0.0	0.0	3.4	22.5	0.0	27.5	0.0	7.8	3.3
Cycle Q Clear(g_c), s	13.7	0.0	29.5	3.3	0.0	3.4	22.5	0.0	27.5	0.0	7.8	3.3
Prop In Lane	0.32		1.00	0.06		0.12	1.00		0.11	0.00		1.00
Lane Grp Cap(c), veh/h	616	0	1055	658	0	573	553	0	569	0	163	138
V/C Ratio(X)	0.54	0.00	0.90	0.16	0.00	0.17	0.87	0.00	1.04	0.00	0.98	0.44
Avail Cap(c_a), veh/h	616	0	1055	660	0	575	553	0	569	0	163	138
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	20.8	0.0	8.2	17.7	0.0	17.7	25.4	0.0	27.1	0.0	36.7	34.7
Incr Delay (d2), s/veh	1.7	0.0	10.7	0.2	0.0	0.3	17.1	0.0	47.2	0.0	64.3	9.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	21.2	1.3	0.0	1.2	10.6	0.0	17.5	0.0	6.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.5	0.0	18.8	17.9	0.0	18.0	42.5	0.0	74.3	0.0	101.0	44.6
LnGrp LOS	C	A	B	B	A	B	D	A	F	A	F	D
Approach Vol, veh/h		1275			201			1071			220	
Approach Delay, s/veh		19.8			18.0			60.0			85.3	
Approach LOS		B			B			E			F	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.6		33.0		35.6		13.0				
Change Period (Y+Rc), s		* 6.1		5.5		* 6.1		5.0				
Max Green Setting (Gmax), s		* 30		27.5		* 30		8.0				
Max Q Clear Time (g_c+I1), s		31.5		29.5		5.4		9.8				
Green Ext Time (p_c), s		0.0		0.0		2.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		40.4
HCM 6th LOS		D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	200	875	30	230	10	740	60	10	20	125	125
Future Volume (veh/h)	40	200	875	30	230	10	740	60	10	20	125	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1781	1781	1781	1767	1767	1767	1574	1574	1574
Adj Flow Rate, veh/h	49	244	1067	37	280	12	965	0	0	24	152	152
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	6	6	6	8	8	8	9	9	9	22	22	22
Cap, veh/h	96	360	997	77	566	26	1299	682	0	31	199	196
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.39	0.00	0.00	0.15	0.15	0.15
Sat Flow, veh/h	168	1365	1535	79	2150	100	3365	1767	0	213	1350	1334
Grp Volume(v), veh/h	293	0	1067	137	0	192	965	0	0	176	0	152
Grp Sat Flow(s),veh/h/ln	1533	0	1535	726	0	1603	1682	1767	0	1563	0	1334
Q Serve(g_s), s	6.5	0.0	21.5	1.6	0.0	8.2	20.1	0.0	0.0	8.8	0.0	9.0
Cycle Q Clear(g_c), s	14.7	0.0	21.5	16.3	0.0	8.2	20.1	0.0	0.0	8.8	0.0	9.0
Prop In Lane	0.17		1.00	0.27		0.06	1.00		0.00	0.14		1.00
Lane Grp Cap(c), veh/h	455	0	997	247	0	422	1299	682	0	230	0	196
V/C Ratio(X)	0.64	0.00	1.07	0.55	0.00	0.45	0.74	0.00	0.00	0.77	0.00	0.77
Avail Cap(c_a), veh/h	455	0	997	248	0	424	1299	682	0	230	0	196
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.3	0.0	8.8	24.6	0.0	25.1	21.6	0.0	0.0	33.4	0.0	33.5
Incr Delay (d2), s/veh	4.3	0.0	49.3	4.6	0.0	1.6	3.9	0.0	0.0	21.3	0.0	25.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.0	32.6	2.3	0.0	3.0	7.9	0.0	0.0	4.6	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.6	0.0	58.1	29.2	0.0	26.8	25.4	0.0	0.0	54.7	0.0	58.8
LnGrp LOS	C	A	F	C	A	C	C	A	A	D	A	E
Approach Vol, veh/h		1360			329			965			328	
Approach Delay, s/veh		52.4			27.8			25.4			56.6	
Approach LOS		D			C			C			E	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		27.6		37.0		27.6		17.0				
Change Period (Y+Rc), s		* 6.1		5.5		* 6.1		5.0				
Max Green Setting (Gmax), s		* 22		31.5		* 22		12.0				
Max Q Clear Time (g_c+I1), s		23.5		22.1		18.3		11.0				
Green Ext Time (p_c), s		0.0		2.8		1.0		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		41.4
HCM 6th LOS		D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.21 | Revised 2/4/2022

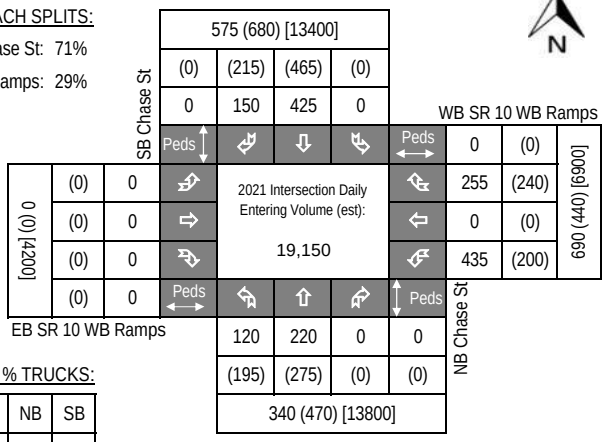
GDOT PI#:	0015390	Request By:	GDOT D1
County:	Clarke	GDOT District: 1 - Gainesville	
Major Road:	Chase St	Road Class: Minor Arterial	Speed Limit: 40 mph
Crossing Road:	SR 10 WB Ramps	Road Class: Principal Arterial	Speed Limit: < 35 mph
Major Rd Direction:	North/South	Area Type: Suburb/Transition	
Intersection Control:	Signal (no turn lanes on mainline)	Project ID:	011009022
Prepared By:	Kimley-Horn and Associates	Date:	9/27/2022
Project Purpose:	Pursue TAP funding to incorporate multimodal facilities along Chase Street.		

Existing Data Year:	2021
Project Opening Year:	2028
Project Design Year:	2048
Annual Growth Rate:	
K Factor*:	

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

2021 EXISTING YEAR VOLUMES

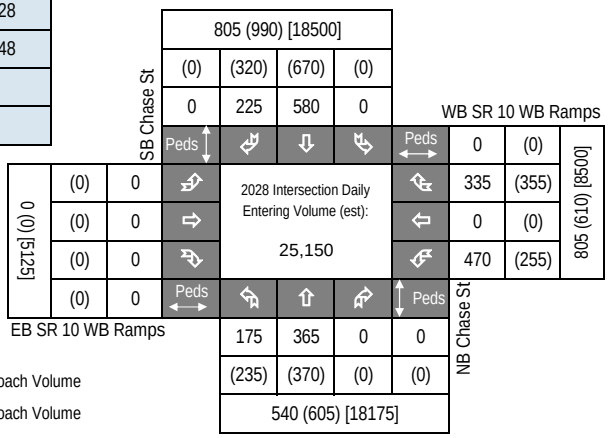
APPROACH SPLITS:
Chase St: 71%
SR 10 WB Ramps: 29%



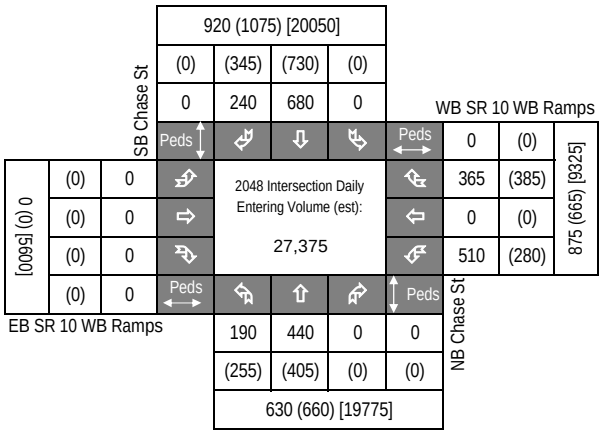
PEAK HR % TRUCKS:

EB	WB	NB	SB
0%	11%	7%	7%

2028 OPENING YEAR VOLUMES



2048 DESIGN YEAR VOLUMES



LEGEND:

000 = AM Peak Approach Volume
(000) = PM Peak Approach Volume
[000] = ADT Volume (Estimate)

Introduction In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where 1) the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; 2) the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "Waiver" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1 Screening Decision Record Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to *eliminate* non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2 Alternative Selection Decision Record Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.21 | Revised 2/4/2022

GDOT PI #	0015390
Project Location:	Chase St @ SR 10 WB Ramps
Existing Control:	Signal (no turn lanes on mainline)
Prepared by:	Kimley-Horn and Associates
Date:	9/27/2022

Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column

Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	1. Does alternative address the project need in a balanced manner and in scale with the project?	2. Does alternative improve safety performance in terms of reducing severe crashes?	3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & location context?	6. Does alternative appear feasible with respect to other project factors?	7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?	Screening Decision Justification:
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	Yes	No	No	Existing Condition
	Conventional (All-Way Stop)	No	Yes	Yes	No	No	No	No	Considerable mainline volume, impedes corridor progression.
	Mini Roundabout	No	No	No	No	No	No	No	Mainline speed & corridor HV% not suited for mini RAB.
	Single Lane Roundabout	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
	Multilane Roundabout	No	Yes	Yes	Yes	No	No	No	Purpose of project is to reduce lanes along Chase Street.
	RCUT (stop control)	No	No	No	No	No	No	No	Considerable side-street left-turns from exit ramp.
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	Considerable mainline left-turns onto entrance ramp.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not a T-intersection.
	Offset-T Intersections	No	No	No	No	No	No	No	Alignment of entrance and exit ramps is to be maintained.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	
	Diamond Interch (RAB Control)	Yes	Yes	Yes	Yes	Yes	Yes	No	Interchange exists, considered individually as Single-Lane RAB.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	N/A
	Other unsignalized (provide description):	No	No	No	No	No	No	No	N/A
Signalized Intersections	Traffic Signal	Yes	Yes	Yes	Yes	Yes	Yes	No	Analyzed as Traffic Signal with Turn Lane Improvements.
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Purpose of project is to reduce lanes along Chase Street.
	RCUT (signalized)	No	No	No	No	No	No	No	Considerable side-street left-turns from exit ramp.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Purpose of project is to reduce lanes along Chase Street.
	Continuous Green-T	No	No	No	No	No	No	No	Not a T-intersection.
	Jughandle	No	No	No	No	No	No	No	Purpose of project is to reduce lanes along Chase Street.
	Quadrant Roadway	No	No	No	No	No	No	No	Purpose of project is to reduce lanes along Chase Street.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Interchange exists,considered individually Signal w/ Turn Lanes.
	Diverging Diamond	Yes	Yes	No	Yes	No	No	No	Limited R/W under SR 10 Bridge.
	Single Point Interchange	No	No	No	No	No	No	No	Purpose of project is to reduce lanes along Chase Street.
	Add one LT Lane on Chase St Add one RT Lane on Chase St	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
	Other Signalized (provide description):	No	No	No	No	No	No	No	N/A

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

ICE Version 2.21 | Revised 2/4/2022

Project Location: Chase St @ SR 10 WB Ramps
Existing Intersection Control: Signal (no turn lanes on mainline)
Type of Analysis: Conventional Non-Safety Funded Project

District: 1 - Gainesville
County: Clarke
Area: Suburb/Transitic

GDOT PI #: 0015390
Prepared by: Kimley-Horn and Ass
Date: 9/27/2022

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	Meets Signal Warrants	
Traffic Analysis Measure of Effectiveness	Intersection Delay	
Traffic Analysis Software Used	Synchro	
Analysis Time Period	AM Peak Hr	PM Peak Hr
2028 Opening Yr No-Build Peak Hr Intersection Delay	31.4 sec	17.0 sec
2028 Opening Yr No-Build Peak Hr Intersection V/C	0.92	0.75
2048 Design Yr No-Build Peak Hr Intersection Delay	53.3 sec	19.4 sec
2048 Design Yr No-Build Peak Hr Intersection V/C ratio	1.02	0.81

Complete Streets Warrants Met?

- ☐ PEDESTRIANS
- ☐ BICYCLES
- ☐ TRANSIT

Crash Data: Enter most recent 5 years of crash data	*Crash Severity* K*	A*	B*	C*	O	Years: 5
Crash Type Angle			1	1	2	29%
Head-On						0%
Rear End				4	3	50%
Sideswipe - same						0%
Sideswipe - opposite						0%
Not Collision w/Motor Veh		1			2	21%
TOTALS:	0	1	1	5	7	14

* Number of crashes resulting in injuries / fatalities, not number of persons

Alternatives Analysis:	**Alternative 1**	**Alternative 2**	**Alternative 3**	**Alternative 4**	**Alternative 5**
Proposed Control Type/Improvement:	Single Lane Roundabout	Add LT and RT Lanes	N/A	N/A	N/A
Project Cost: (From CostEst Worksheet)	*SBR and EBR bypass*	*Signalized, SBR & NBL lanes*			
Construction Cost	$854,000	$460,000			
ROW Cost	$30,000	$0			
Environmental Cost	$0	$0			
Reimbursable Utility Cost	$11,000	$7,000			
Design & Contingency Cost	$0	$0			
Cost Adjustment (justification req'd)	0%	0%			
Total Cost	$895,000	$467,000			
Traffic Operations:					
Traffic Analysis Software Used	Sidra	Synchro			
Analysis Period	AM Peak Hr / PM Peak Hr	AM Peak Hr / PM Peak Hr			
2048 Design Yr Build Intersection Delay	15.3 sec / 11.0 sec	78.3 sec / 63.5 sec			
2048 Design Yr Build Intersection V/C	0.91 / 0.80	0.93 / 0.93			
Safety Analysis:					
Predefined CRF: PDO	24%	16%			
Predefined CRF: Fatal/Inj	74%	13%			
Predefined CRF Source:	FHWA Clearinghouse #s 4192 / 4259	FHWA Clearinghouse #s 270&285 / 274&288			
User Defined CRF: PDO					
User Defined CRF: Fatal/Inj					
User Defined CRF Source (write in if applicable):					
Environmental Impacts:[1]					
Historic District/Property	None	None			
Archaeology Resources	None	None			
Graveyard	None	None			
Stream	None	None			
Underground Tank/Hazmat	None	None			
Park Land	None	None			
EJ Community	None	None			
Wooded Area	None	None			
Wetland	None	None			

*Note: If environmental impact is significant (**RED**), provide justification impact won't jeopardize project delivery using "Env" worksheet*

[1] *Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept report*

Stakeholder Posture:					
Local Community Support	Unknown	Unknown			
GDOT Support	Unknown	Unknown			
Final ICE Stage 2 Score:	**5.4**	**3.6**			
Rank of Control Type Alternatives:	**1**	**2**			
Final Intersection Control Selection:	**1 - Single Lane Roundabout**				

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary): See concept layouts provided in TE Study for intersection layouts. Overall intersection delay and v/c (weighted by volume) provided for signal alternative. Cost Estimates adjusted to reflect no new turn-lanes for traffic signal because pavement will be restriped/reused. Alternative was selected for CMFs relating to exclusive turn lanes (not existing currently).

GDOT ICE TOOL: COST ESTIMATING AID

ICE Version 2.21 | Revised 2/4/2022

Project Information

Location: Chase St @ SR 10 WB Ramps
Existing Intersection Control: Signal (no turn lanes on mainline)
Type of Analysis: Conventional Non-Safety Funded Project
County: Clarke
GDOT District: 1 - Gainesville
Area Type: Suburb/Transition
Project#: 0015390
Date: 9/27/2022
Preparer: Kimley-Horn and Associates

Table 1: Existing Conditions

	NB Chase St			SB Chase St			EB SR 10 WB Ramps			WB SR 10 WB Ramps		
Movement	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn
Number of Lanes	0	2	0	0	2	0	0	0	0	1	0	1
Lane Widths*	0'	12'	0'	0'	10'	0'	0'	0'	0'	12'	0'	12'
Bay Length**	0'		0'	0'		0'	0'		0'	0'		0'
Median Width		0'			0'			0'			0'	
Right-of-Way	80'						50'					

Table 2: Proposed Conditions

	Single Lane Roundabout	Add LT and RT Lanes	N/A	N/A	N/A
Proposed Pavement Type	F.D. Asphalt	Mill & Overlay	None	None	None
Reimbursable Utility:	Minimal	Minimal	Minimal	Minimal	Minimal
# of Driveway(s) Impacted	0	0	0	0	0
Modify/Replace Traffic Signal*	0	2	0	0	0
Lighting Poles (ea)	2	0	0	0	0
Flashing Beacons (ea)	0	0	0	0	0
RFB/PHB Ped Crossings (ea)	0	0	0	0	0
New/Replace Sidewalks (LF)	0'	0'	0'	0'	0'
New/Replace Cross Drains (LF)	0'	0'	0'	0'	0'
New/Replace Guardrail (LF)	0'	0'	0'	0'	0'
New Retaining Wall (LF)	0'	0'	0'	0'	0'
Bridge:New/Widen/Replace (sqft)	0	0	0	0	0
Add'l ROW/Easements/Demolition	$0	$0	$0	$0	$0

Site Context

Topography:	Rolling
Traffic Mgmt Plan:	Maintain Traffic
Project Size:	Corridor (5+ intersections)

Cost Multipliers

Grading Complete:	20%
Reimbursable Utility:	2%
Traffic Control:	20%
Project Size:	-10%
Prelim Engineering:	0%
Project Contingency:	0%

Intersections

Signal Poles	Mast Arm
Design Vehicle	WB-67
Existing Interchange?	No

Roundabouts

Inscribed DIA - Mini	80
Inscribed DIA - Single	125
Inscribed DIA - Multi	180
Circulating Lane Width	18

ROW Costs

Prevalent ROW Type:	Mixed (Average)
ROW Cost/Acre:	$134,658
ROW Multiplier:	1.6

Table 3: Control Type Cost Breakdown

Pay Item	Per Ln Mi Unit Cost	Unit Cost	Single Lane Roundabout Quantity	Single Lane Roundabout Cost	Add LT and RT Lanes Quantity	Add LT and RT Lanes Cost	N/A Quantity	N/A Cost	N/A Quantity	N/A Cost	N/A Quantity	N/A Cost
New Construction (Base & Pave)	$500K/LM	$9.47/sqft	21,651	$276,790	0	$0						
Roadway Mill and Overlay	$64K/LM	$1.21/sqft	0	$0	1	$1						
Urban C&G/Drainage - both sides	441-6720	$22.00/LF	2672	$79,369	2	$44						
Rural Typ Drainage - both sides	$150K/LM	$2.84/LF	0	$0	0	$0						
Concrete Island (sqyd)	n/a	$75.49/syd	360	$36,688	0	$0						
Median Landscaping	$100K/LM	$1.89/LF	3000	$7,670	0	$0						
Typical Driveways Impacted (ea)	n/a	$7,500 ea	0	$0	0	$0						
Typical E&S Control Temp/Perm	$150K/LM	$34.09/LF	1000	$46,023	1	$34						
Roundabout Truck Apron (sqft)	n/a	$23.00/sqft	2482	$77,067	0	$0						
Signing & Marking	$0	$22.73/LF	1,000	$30,686	1	$23						
Flashing Beacon (ea)	n/a	$20,000 ea	0	$0	0	$0						
New Traffic Signal (Mast Arms)	674-1000	$182,575	0	$0	2	$365,150						
Lighting (per pole)	n/a	$4,700 ea	2	$12,690	0	$0						
Signalized Ped Crossings (ea)	n/a	$5,782 ea	0	$0	0	$0						
6' Sidewalk (LF)	n/a	$41.95/LF	0	$0	0	$0						
New/replace cross drains (LF)	n/a	$56.37/LF	0	$0	0	$0						
Typical Guardrail (LF)	n/a	$70.00/LF	0	$0	0	$0						
Retaining Wall (LF)	n/a	$633.25/LF	0	$0	0	$0						
Bridge widen/replace (SF)	n/a	$210/sqft	0	$0	0	$0						
Env Costs (from Stage 2 impacts)	n/a	n/a	0	$0	0	$0						
Grading Complete - 20%	n/a	n/a		$229,628		$73,050						
Traffic Control - 20%	n/a	n/a		$153,085		$73,050						
Reimbursable Utility	n/a	n/a		$11,340		$7,305						
Preliminary Engineering - 0%	n/a	n/a		$0		$0						
Contigency - 0%	n/a	n/a		$0		$0						
ROW Cost/Acre: Mixed (Average)	n/a	$134,658ac		$19,089		$0						
Add'l ROW / Displacement / Demo	n/a	n/a		$0		$0						
ROW Multiplier - 1.6	n/a	n/a		$11,453		$0						
-Project Scale Reduction - 10.0%	n/a	n/a		-$94,969		-$51,135						
Grand Total Costs				$897,000		$468,000						

Table 4: Assumption Adjustments/Quantity Overrides

Alternative Evaluated	Assumptions:	Pavement	Calculated ROW (ac)	User Override*	Calculated Pavement	User Override*	Major ST Const Limits	User Override*	Minor ST Const Limits	User Override*
Single Lane Roundabout	Low Approach Speeds	F.D. Asphalt	0.14	0.0	21,651	0.0	500	0.0	500	0.0
Add LT and RT Lanes	N/A	Mill & Overlay	0.00	0.0	9,000	1.0	1,000	1.0	0	0.0
N/A	#N/A	None	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
N/A	#N/A	None	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
N/A	#N/A	None	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

Traffic Signal AM	
Vol	v/c
510	1.13
0	0
365	0.91
190	1.39
440	0.55
0	0
0	0
680	1.07
240	0.45
	0.927897

Traffic Signal PM	
Vol	v/c
280	0.71
0	0
385	1.09
255	0.88
405	0.4
0	0
0	0
730	1.06
345	0.59
	0.825917

Single Lane RAB AM	
Vol	v/c
190	0.506
440	0.506
510	0.535
1	0.535
365	0.334
680	0.906
240	0.165
	0.564615

Single Lane RAB PM	
Vol	v/c
255	0.535
405	0.535
280	0.325
1	0.325
385	0.369
730	0.797
345	0.24
	0.521075

Intersection	Chase St at WB Athens Loop (SR 10) Ramp

Count of Collision ID	Column Labels				
Row Labels	(A) Suspected Serious Injury	(B) Suspected Minor/Visible Injury	(C) Possible Injury / Complaint	(O) No Injury	Grand Total
Angle (Other)	0	0	0	1	1
Left Angle Crash	0	0	1	1	2
Not a Collision with Motor Vehicle	1	0	0	2	3
Rear End	0	0	4	3	7
Right Angle Crash	0	1	0	0	1
Grand Total	1	1	5	7	14



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	470	0	335	175	365	0	0	580	225
Future Volume (vph)	0	0	0	470	0	335	175	365	0	0	580	225
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.9		6.9		6.3			6.3	
Lane Util. Factor				1.00		1.00		0.95			0.95	
Frt				1.00		0.85		1.00			0.96	
Flt Protected				0.95		1.00		0.98			1.00	
Satd. Flow (prot)				1719		1538		3351			3263	
Flt Permitted				0.95		1.00		0.52			1.00	
Satd. Flow (perm)				1719		1538		1776			3263	
Peak-hour factor, PHF	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Adj. Flow (vph)	0	0	0	603	0	429	224	468	0	0	744	288
RTOR Reduction (vph)	0	0	0	0	0	191	0	0	0	0	27	0
Lane Group Flow (vph)	0	0	0	603	0	238	0	692	0	0	1005	0
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	6%	6%	6%	6%	6%	6%
Turn Type				Prot		Perm	pm+pt	NA			NA	
Protected Phases				4			1	6			2	
Permitted Phases						4	6					
Actuated Green, G (s)				43.7		43.7		40.2			40.2	
Effective Green, g (s)				43.7		43.7		40.2			40.2	
Actuated g/C Ratio				0.45		0.45		0.41			0.41	
Clearance Time (s)				6.9		6.9		6.3			6.3	
Vehicle Extension (s)				5.0		5.0		5.0			5.0	
Lane Grp Cap (vph)				773		692		735			1350	
v/s Ratio Prot				c0.35							0.31	
v/s Ratio Perm						0.15		c0.39				
v/c Ratio				0.78		0.34		2.00dl			0.74	
Uniform Delay, d1				22.6		17.4		27.3			24.1	
Progression Factor				1.00		1.00		1.00			1.00	
Incremental Delay, d2				5.9		0.6		20.2			3.8	
Delay (s)				28.6		18.0		47.5			27.9	
Level of Service				C		B		D			C	
Approach Delay (s)		0.0			24.2			47.5			27.9	
Approach LOS		A			C			D			C	

Intersection Summary			
HCM 2000 Control Delay	31.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	97.1	Sum of lost time (s)	19.3
Intersection Capacity Utilization	78.3%	ICU Level of Service	D
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	255	0	355	235	370	0	0	670	320
Future Volume (vph)	0	0	0	255	0	355	235	370	0	0	670	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.9		6.9		6.3			6.3	
Lane Util. Factor				1.00		1.00		0.95			0.95	
Frt				1.00		0.85		1.00			0.95	
Flt Protected				0.95		1.00		0.98			1.00	
Satd. Flow (prot)				1641		1468		3310			3240	
Flt Permitted				0.95		1.00		0.52			1.00	
Satd. Flow (perm)				1641		1468		1771			3240	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	0	0	287	0	399	264	416	0	0	753	360
RTOR Reduction (vph)	0	0	0	0	0	279	0	0	0	0	30	0
Lane Group Flow (vph)	0	0	0	287	0	120	0	680	0	0	1083	0
Heavy Vehicles (%)	2%	2%	2%	10%	10%	10%	7%	7%	7%	6%	6%	6%
Turn Type				Prot		Perm	pm+pt	NA			NA	
Protected Phases				4			1	6			2	
Permitted Phases						4	6					
Actuated Green, G (s)				21.5		21.5		40.2			40.2	
Effective Green, g (s)				21.5		21.5		40.2			40.2	
Actuated g/C Ratio				0.29		0.29		0.54			0.54	
Clearance Time (s)				6.9		6.9		6.3			6.3	
Vehicle Extension (s)				5.0		5.0		5.0			5.0	
Lane Grp Cap (vph)				471		421		950			1738	
v/s Ratio Prot				c0.17							0.33	
v/s Ratio Perm						0.08		c0.38				
v/c Ratio				0.61		0.28		1.47dl			0.62	
Uniform Delay, d1				23.1		20.7		13.1			12.1	
Progression Factor				1.00		1.00		1.00			1.00	
Incremental Delay, d2				3.3		0.8		2.6			1.7	
Delay (s)				26.3		21.5		15.6			13.8	
Level of Service				C		C		B			B	
Approach Delay (s)		0.0			23.5			15.6			13.8	
Approach LOS		A			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	17.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	74.9	Sum of lost time (s)	19.3
Intersection Capacity Utilization	73.8%	ICU Level of Service	D
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	510	0	365	190	440	0	0	680	240
Future Volume (vph)	0	0	0	510	0	365	190	440	0	0	680	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.9		6.9		6.3			6.3	
Lane Util. Factor				1.00		1.00		0.95			0.95	
Frt				1.00		0.85		1.00			0.96	
Flt Protected				0.95		1.00		0.99			1.00	
Satd. Flow (prot)				1719		1538		3355			3272	
Flt Permitted				0.95		1.00		0.53			1.00	
Satd. Flow (perm)				1719		1538		1805			3272	
Peak-hour factor, PHF	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Adj. Flow (vph)	0	0	0	654	0	468	244	564	0	0	872	308
RTOR Reduction (vph)	0	0	0	0	0	143	0	0	0	0	24	0
Lane Group Flow (vph)	0	0	0	654	0	325	0	808	0	0	1156	0
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	6%	6%	6%	6%	6%	6%
Turn Type				Prot		Perm	pm+pt	NA			NA	
Protected Phases				4			1	6			2	
Permitted Phases						4	6					
Actuated Green, G (s)				49.2		49.2		40.0			40.0	
Effective Green, g (s)				49.2		49.2		40.0			40.0	
Actuated g/C Ratio				0.48		0.48		0.39			0.39	
Clearance Time (s)				6.9		6.9		6.3			6.3	
Vehicle Extension (s)				5.0		5.0		5.0			5.0	
Lane Grp Cap (vph)				825		738		705			1278	
v/s Ratio Prot				c0.38							0.35	
v/s Ratio Perm						0.21		c0.45				
v/c Ratio				0.79		0.44		3.49dl			0.90	
Uniform Delay, d1				22.3		17.5		31.2			29.4	
Progression Factor				1.00		1.00		1.00			1.00	
Incremental Delay, d2				6.0		0.9		81.8			10.7	
Delay (s)				28.4		18.4		113.0			40.1	
Level of Service				C		B		F			D	
Approach Delay (s)		0.0			24.2			113.0			40.1	
Approach LOS		A			C			F			D	

Intersection Summary			
HCM 2000 Control Delay	53.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	102.4	Sum of lost time (s)	19.3
Intersection Capacity Utilization	86.2%	ICU Level of Service	E
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	280	0	385	255	405	0	0	730	345
Future Volume (vph)	0	0	0	280	0	385	255	405	0	0	730	345
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.9		6.9		6.3			6.3	
Lane Util. Factor				1.00		1.00		0.95			0.95	
Frt				1.00		0.85		1.00			0.95	
Flt Protected				0.95		1.00		0.98			1.00	
Satd. Flow (prot)				1641		1468		3310			3242	
Flt Permitted				0.95		1.00		0.53			1.00	
Satd. Flow (perm)				1641		1468		1786			3242	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	0	0	315	0	433	287	455	0	0	820	388
RTOR Reduction (vph)	0	0	0	0	0	248	0	0	0	0	30	0
Lane Group Flow (vph)	0	0	0	315	0	185	0	742	0	0	1178	0
Heavy Vehicles (%)	2%	2%	2%	10%	10%	10%	7%	7%	7%	6%	6%	6%
Turn Type				Prot		Perm	pm+pt	NA			NA	
Protected Phases				4			1	6			2	
Permitted Phases						4	6					
Actuated Green, G (s)				23.5		23.5		40.2			40.2	
Effective Green, g (s)				23.5		23.5		40.2			40.2	
Actuated g/C Ratio				0.31		0.31		0.52			0.52	
Clearance Time (s)				6.9		6.9		6.3			6.3	
Vehicle Extension (s)				5.0		5.0		5.0			5.0	
Lane Grp Cap (vph)				501		448		933			1694	
v/s Ratio Prot				c0.19							0.36	
v/s Ratio Perm						0.13		c0.42				
v/c Ratio				0.63		0.41		2.02dl			0.70	
Uniform Delay, d1				23.0		21.2		15.0			13.8	
Progression Factor				1.00		1.00		1.00			1.00	
Incremental Delay, d2				3.5		1.3		4.7			2.4	
Delay (s)				26.4		22.5		19.7			16.1	
Level of Service				C		C		B			B	
Approach Delay (s)		0.0			24.2			19.7			16.1	
Approach LOS		A			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	19.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	76.9	Sum of lost time (s)	19.3
Intersection Capacity Utilization	79.2%	ICU Level of Service	D
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

MOVEMENT SUMMARY

Site: 101 [2048 AM Peak - Intersection 6 (Site Folder: 2048 Single Lane)]

PI 0015390 (Chase Street)
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Chase Street														
3	L2	190	6.0	207	6.0	0.506	7.9	LOS A	0.0	0.0	0.00	0.00	0.00	34.7
8	T1	440	6.0	478	6.0	0.506	7.9	LOS A	0.0	0.0	0.00	0.00	0.00	34.3
Approach		630	6.0	685	6.0	0.506	7.9	LOS A	0.0	0.0	0.00	0.00	0.00	34.4
East: SR 10 WB Exit														
1	L2	510	5.0	554	5.0	0.535	10.1	LOS B	5.0	131.1	0.82	0.83	1.01	28.6
6	T1	1	5.0	1	5.0	0.535	10.1	LOS B	5.0	131.1	0.82	0.83	1.01	28.3
16	R2	365	5.0	397	5.0	0.334	6.2	LOS A	2.1	55.4	0.61	0.49	0.61	30.9
Approach		876	5.0	952	5.0	0.535	8.5	LOS A	5.0	131.1	0.73	0.69	0.84	29.5
North: Chase Street														
4	T1	680	6.0	739	6.0	0.906	35.3	LOS E	23.8	624.7	1.00	1.70	2.58	22.9
14	R2	240	6.0	261	6.0	0.165	3.6	LOS A	0.0	0.0	0.00	0.00	0.00	33.9
Approach		920	6.0	1000	6.0	0.906	27.0	LOS D	23.8	624.7	0.74	1.26	1.90	24.9
All Vehicles		2426	5.6	2637	5.6	0.906	15.3	LOS C	23.8	624.7	0.54	0.73	1.03	28.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [2048 PM Peak - Intersection 6 (Site Folder: 2048 Single Lane)]

PI 0015390 (Chase Street)
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Chase Street														
3	L2	255	7.0	277	7.0	0.535	8.4	LOS A	0.0	0.0	0.00	0.00	0.00	34.4
8	T1	405	7.0	440	7.0	0.535	8.4	LOS A	0.0	0.0	0.00	0.00	0.00	34.0
Approach		660	7.0	717	7.0	0.535	8.4	LOS A	0.0	0.0	0.00	0.00	0.00	34.2
East: SR 10 WB Exit														
1	L2	280	10.5	304	10.5	0.325	7.3	LOS A	2.1	58.1	0.75	0.66	0.75	29.6
6	T1	1	10.5	1	10.5	0.325	7.3	LOS A	2.1	58.1	0.75	0.66	0.75	29.3
16	R2	385	10.5	418	10.5	0.369	6.9	LOS A	2.4	63.9	0.62	0.50	0.62	30.6
Approach		666	10.5	724	10.5	0.369	7.0	LOS A	2.4	63.9	0.67	0.57	0.67	30.1
North: Chase Street														
4	T1	730	7.0	793	7.0	0.797	20.1	LOS C	15.9	420.3	1.00	1.34	1.86	27.0
14	R2	345	7.0	375	7.0	0.240	4.5	LOS A	0.0	0.0	0.00	0.00	0.00	33.9
Approach		1075	7.0	1168	7.0	0.797	15.1	LOS C	15.9	420.3	0.68	0.91	1.26	28.8
All Vehicles		2401	8.0	2610	8.0	0.797	11.0	LOS B	15.9	420.3	0.49	0.56	0.75	30.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	510	0	365	190	440	0	0	680	240
Future Volume (veh/h)	0	0	0	510	0	365	190	440	0	0	680	240
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1826	0	1826	1811	1811	0	0	1811	1811
Adj Flow Rate, veh/h				654	0	468	244	564	0	0	872	308
Peak Hour Factor				0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %				5	0	5	6	6	0	0	6	6
Cap, veh/h				580	0	516	175	1026	0	0	815	691
Arrive On Green				0.33	0.00	0.33	0.13	1.00	0.00	0.00	0.45	0.45
Sat Flow, veh/h				1739	0	1547	1725	1811	0	0	1811	1535
Grp Volume(v), veh/h				654	0	468	244	564	0	0	872	308
Grp Sat Flow(s),veh/h/ln				1739	0	1547	1725	1811	0	0	1811	1535
Q Serve(g_s), s				40.0	0.0	34.7	8.0	0.0	0.0	0.0	54.0	16.6
Cycle Q Clear(g_c), s				40.0	0.0	34.7	8.0	0.0	0.0	0.0	54.0	16.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				580	0	516	175	1026	0	0	815	691
V/C Ratio(X)				1.13	0.00	0.91	1.39	0.55	0.00	0.00	1.07	0.45
Avail Cap(c_a), veh/h				580	0	516	175	1026	0	0	815	691
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.73	0.73	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				40.0	0.0	38.2	31.4	0.0	0.0	0.0	33.0	22.7
Incr Delay (d2), s/veh				77.9	0.0	19.8	200.9	1.6	0.0	0.0	52.0	2.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				41.4	0.0	22.3	18.6	0.8	0.0	0.0	45.8	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				117.9	0.0	58.0	232.3	1.6	0.0	0.0	85.0	24.8
LnGrp LOS				F	A	E	F	A	A	A	F	C
Approach Vol, veh/h					1122			808			1180	
Approach Delay, s/veh					93.0			71.2			69.2	
Approach LOS					F			E			E	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	74.0		14.0	60.0		46.0
Change Period (Y+Rc), s	6.0		6.0	6.0		6.0
Max Green Setting (Gmax), s	68.0		8.0	54.0		40.0
Max Q Clear Time (g_c+I1), s	2.0		10.0	56.0		42.0
Green Ext Time (p_c), s	3.9		0.0	0.0		0.0

Intersection Summary		
HCM 6th Ctrl Delay		78.3
HCM 6th LOS		E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	280	0	385	255	405	0	0	730	345
Future Volume (veh/h)	0	0	0	280	0	385	255	405	0	0	730	345
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1752	0	1752	1796	1796	0	0	1811	1811
Adj Flow Rate, veh/h				315	0	433	287	455	0	0	820	388
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				10	0	10	7	7	0	0	6	6
Cap, veh/h				445	0	396	325	1138	0	0	776	658
Arrive On Green				0.27	0.00	0.27	0.05	0.21	0.00	0.00	0.43	0.43
Sat Flow, veh/h				1668	0	1485	1711	1796	0	0	1811	1535
Grp Volume(v), veh/h				315	0	433	287	455	0	0	820	388
Grp Sat Flow(s),veh/h/ln				1668	0	1485	1711	1796	0	0	1811	1535
Q Serve(g_s), s				20.5	0.0	32.0	15.8	26.2	0.0	0.0	51.4	23.2
Cycle Q Clear(g_c), s				20.5	0.0	32.0	15.8	26.2	0.0	0.0	51.4	23.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				445	0	396	325	1138	0	0	776	658
V/C Ratio(X)				0.71	0.00	1.09	0.88	0.40	0.00	0.00	1.06	0.59
Avail Cap(c_a), veh/h				445	0	396	630	1138	0	0	776	658
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.70	0.70	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				39.8	0.0	44.0	43.9	27.8	0.0	0.0	34.3	26.2
Incr Delay (d2), s/veh				5.1	0.0	72.9	5.8	0.7	0.0	0.0	48.2	3.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				13.9	0.0	28.4	13.9	17.6	0.0	0.0	42.7	13.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				44.9	0.0	116.9	49.7	28.5	0.0	0.0	82.5	30.1
LnGrp LOS				D	A	F	D	C	A	A	F	C
Approach Vol, veh/h					748			742			1208	
Approach Delay, s/veh					86.6			36.7			65.7	
Approach LOS					F			D			E	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	82.0		24.6	57.4		38.0						
Change Period (Y+Rc), s	6.0		6.0	6.0		6.0						
Max Green Setting (Gmax), s	76.0		40.0	30.0		32.0						
Max Q Clear Time (g_c+I1), s	28.2		17.8	53.4		34.0						
Green Ext Time (p_c), s	2.9		0.8	0.0		0.0						

Intersection Summary		
HCM 6th Ctrl Delay	63.5	
HCM 6th LOS	E	

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.21 | Revised 2/4/2022

GDOT PI#: 0015390 Request By: GDOT D1

County: Clarke GDOT District: 1 - Gainesville

Major Road: Chase St Road Class: Minor Arterial Speed Limit: 40 mph

Crossing Road: SR 10 EB Ramps Road Class: Principal Arterial Speed Limit: < 35 mph

Major Rd Direction: North/South Area Type: Suburb/Transition

Intersection Control: Conventional (Minor Stop) Project ID: 011009022

Prepared By: Kimley-Horn and Associates Date: 9/27/2022

Project Purpose: Pursue TAP funding to incorporate multimodal facilities along Chase Street.

Existing Data Year: 2021

Project Opening Year: 2028

Project Design Year: 2048

Annual Growth Rate:

K Factor*:

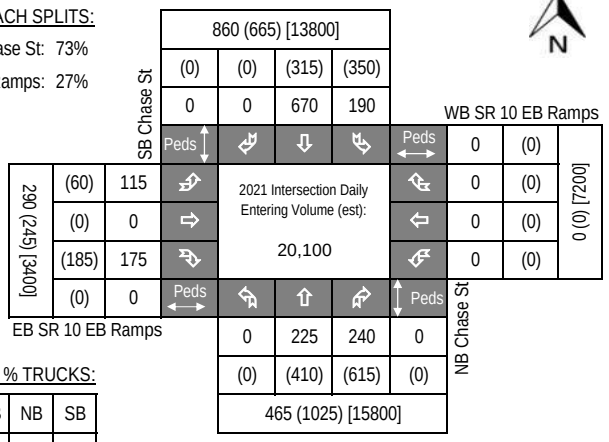
* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

2021 EXISTING YEAR VOLUMES

APPROACH SPLITS:

Chase St: 73%

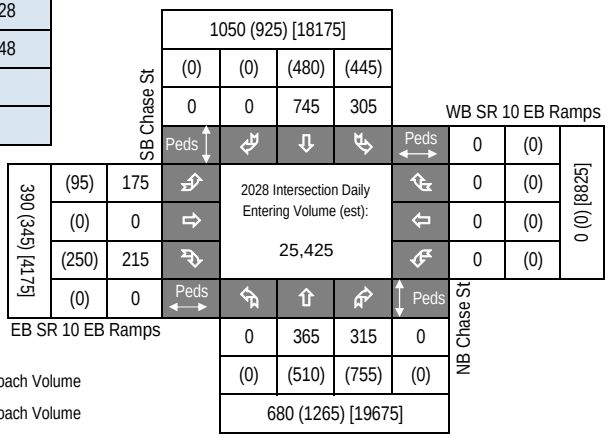
SR 10 EB Ramps: 27%



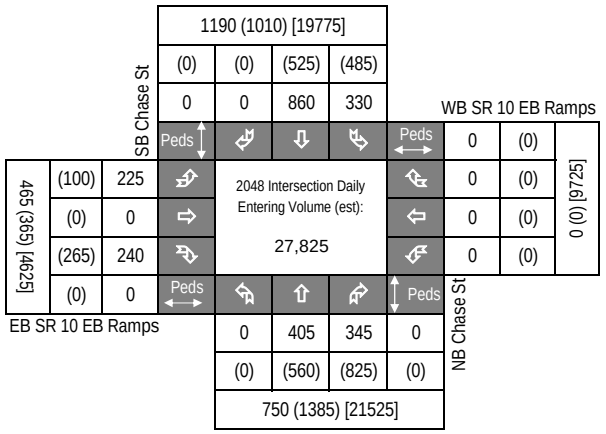
PEAK HR % TRUCKS:

EB	WB	NB	SB
12%	0%	5%	7%

2028 OPENING YEAR VOLUMES



2048 DESIGN YEAR VOLUMES



LEGEND:

000 = AM Peak Approach Volume

(000) = PM Peak Approach Volume

[000] = ADT Volume (Estimate)

Introduction In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where 1) the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; 2) the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "Waiver" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1 Screening Decision Record Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to *eliminate* non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2 Alternative Selection Decision Record Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.21 | Revised 2/4/2022

GDOT PI #	0015390
Project Location:	Chase St @ SR 10 EB Ramps
Existing Control:	Conventional (Minor Stop)
Prepared by:	Kimley-Horn and Associates
Date:	9/27/2022

Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column

Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	1. Does alternative address the project need in a balanced manner and in scale with the project?	2. Does alternative improve safety performance in terms of reducing severe crashes?	3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & location context?	6. Does alternative appear feasible with respect to other project factors?	7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?	Screening Decision Justification:
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	Yes	No	No	Existing Condition
	Conventional (All-Way Stop)	No	Yes	Yes	No	No	No	No	Considerable mainline volume, impedes corridor progression.
	Mini Roundabout	No	No	No	No	No	No	No	Mainline speed & corridor HV% not suited for mini RAB.
	Single Lane Roundabout	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
	Multilane Roundabout	No	Yes	Yes	Yes	No	No	No	Purpose of project is to reduce lanes along Chase Street.
	RCUT (stop control)	No	No	No	No	No	No	No	Considerable side-street left-turns from exit ramp.
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	Considerable mainline left-turns onto entrance ramp.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not a T-intersection.
	Offset-T Intersections	No	No	No	No	No	No	No	Alignment of entrance and exit ramps is to be maintained.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	
	Diamond Interch (RAB Control)	Yes	Yes	Yes	Yes	Yes	Yes	No	Interchange exists, considered individually as Single-Lane RAB.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	N/A
	Other unsignalized (provide description):	No	No	No	No	No	No	No	N/A
Signalized Intersections	Traffic Signal	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Purpose of project is to reduce lanes along Chase Street.
	RCUT (signalized)	No	No	No	No	No	No	No	Considerable side-street left-turns from exit ramp.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Purpose of project is to reduce lanes along Chase Street.
	Continuous Green-T	No	No	No	No	No	No	No	Not a T-intersection.
	Jughandle	No	No	No	No	No	No	No	Purpose of project is to reduce lanes along Chase Street.
	Quadrant Roadway	No	No	No	No	No	No	No	Purpose of project is to reduce lanes along Chase Street.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Interchange exists, considered individually as Traffic Signal.
	Diverging Diamond	Yes	Yes	No	Yes	No	No	No	Limited R/W under SR 10 Bridge.
	Single Point Interchange	No	No	No	No	No	No	No	Purpose of project is to reduce lanes along Chase Street.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	N/A
	Other Signalized (provide description):	No	No	No	No	No	No	No	N/A

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

ICE Version 2.21 | Revised 2/4/2022

Project Location: Chase St @ SR 10 EB Ramps
Existing Intersection Control: Conventional (Minor Stop)
Type of Analysis: Conventional Non-Safety Funded Project

District: 1 - Gainesville
County: Clarke
Area: Suburb/Transitic

GDOT PI #: 0015390
Prepared by: Kimley-Horn and Ass
Date: 9/27/2022

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	Meets Signal Warrants	
Traffic Analysis Measure of Effectiveness	Intersection Delay	
Traffic Analysis Software Used	Synchro	
Analysis Time Period	AM Peak Hr	PM Peak Hr
2028 Opening Yr No-Build Peak Hr Intersection Delay	500.0 sec	500.0 sec
2028 Opening Yr No-Build Peak Hr Intersection V/C	5.00	5.00
2048 Design Yr No-Build Peak Hr Intersection Delay	500.0 sec	500.0 sec
2048 Design Yr No-Build Peak Hr Intersection V/C ratio	5.00	5.00

Complete Streets Warrants Met?

- ☐ PEDESTRIANS
- ☐ BICYCLES
- ☐ TRANSIT

Crash Data: Enter most recent 5 years of crash data	*Crash Severity* K*	A*	B*	C*	O	Years: 5
Crash Type Angle	0	0	1	2	4	29%
Head-On	0	0	0	0	0	0%
Rear End	0	0	0	2	12	58%
Sideswipe - same	0	0	0	0	0	0%
Sideswipe - opposite	0	0	0	0	0	0%
Not Collision w/Motor Veh	0	0	0	1	2	13%
TOTALS:	0	0	1	5	18	24

* Number of crashes resulting in injuries / fatalities, not number of persons

Alternatives Analysis:

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Proposed Control Type/Improvement:	Single Lane Roundabout	Traffic Signal	N/A	N/A	N/A
Project Cost: (From CostEst Worksheet)	*NBR and WBR bypass*	*NBL, SBL, EBL lanes*			
Construction Cost	$854,000	$421,000			
ROW Cost	$35,000	$0			
Environmental Cost	$0	$0			
Reimbursable Utility Cost	$11,000	$9,000			
Design & Contingency Cost	$0	$0			
Cost Adjustment (justification req'd)	0%	0%			
Total Cost	$900,000	$430,000			
Traffic Operations:					
Traffic Analysis Software Used	Sidra	Synchro			
Analysis Period	AM Peak Hr / PM Peak Hr	AM Peak Hr / PM Peak Hr			
2048 Design Yr Build Intersection Delay	30.6 sec / 14.9 sec	19.7 sec / 33.5 sec			
2048 Design Yr Build Intersection V/C	1.02 / 0.84	0.90 / 1.09			
Safety Analysis:					
Predefined CRF: PDO	39%	39%			
Predefined CRF: Fatal/Inj	78%	40%			
Predefined CRF Source:	FHWA Clearinghouse #s 233 / 234	FHWA Clearinghouse #s 7982 / 7984			
User Defined CRF: PDO					
User Defined CRF: Fatal/Inj					
User Defined CRF Source (write in if applicable):					
Environmental Impacts:[1]					
Historic District/Property	None	None			
Archaeology Resources	None	None			
Graveyard	None	None			
Stream	None	None			
Underground Tank/Hazmat	None	None			
Park Land	None	None			
EJ Community	None	None			
Wooded Area	None	None			
Wetland	None	None			

*Note: If environmental impact is significant (**RED**), provide justification impact won't jeopardize project delivery using "Env" worksheet*

[1] *Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept report*

Stakeholder Posture:					
Local Community Support	Unknown	Unknown			
GDOT Support	Unknown	Unknown			
Final ICE Stage 2 Score:	**6.8**	**6.0**			
Rank of Control Type Alternatives:	**1**	**2**			
Final Intersection Control Selection:	**1 - Single Lane Roundabout**				

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):

Worst movement of No-Build delay and v/c exceed ICE spreadsheet limits. See concept graphics provided in TE Study for intersection layouts. Overall intersection delay provided for signal alternative. The v/c for alternatives represents worst movement. Cost Estimates adjusted to reflect no new turn-lanes for traffic signal because pavement will be restriped/reused.

GDOT ICE TOOL: COST ESTIMATING AID

ICE Version 2.21 | Revised 2/4/2022

Project Information

Location: Chase St @ SR 10 EB Ramps
Existing Intersection Control: Conventional (Minor Stop)
Type of Analysis: Conventional Non-Safety Funded Project
County: Clarke
GDOT District: 1 - Gainesville
Area Type: Suburb/Transition
Project#: 0015390
Date: 9/27/2022
Preparer: Kimley-Horn and Associates

Table 1: Existing Conditions

	NB Chase St			SB Chase St			EB SR 10 EB Ramps			WB SR 10 EB Ramps		
Movement	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn
Number of Lanes	0	2	0	1	1	0	1	0	1	0	0	0
Lane Widths*	0'	10'	0'	0'	10'	0'	12'	0'	12'	0'	0'	0'
Bay Length**	0'		0'	220'		0'	0'		0'	0'		0'
Median Width		0'			0'			0'			0'	
Right-of-Way	70'						50'					

Table 2: Proposed Conditions

	Single Lane Roundabout	Traffic Signal	N/A	N/A	N/A
Proposed Pavement Type	F.D. Asphalt	Mill & Overlay	None	None	None
Reimbursable Utility:	Minimal	Minimal	Minimal	Minimal	Minimal
# of Driveway(s) Impacted	0	0	0	0	0
Modify/Replace Traffic Signal*	0	2	0	0	0
Lighting Poles (ea)	2	0	0	0	0
Flashing Beacons (ea)	0	0	0	0	0
RFB/PHB Ped Crossings (ea)	0	0	0	0	0
New/Replace Sidewalks (LF)	0'	0'	0'	0'	0'
New/Replace Cross Drains (LF)	0'	0'	0'	0'	0'
New/Replace Guardrail (LF)	0'	0'	0'	0'	0'
New Retaining Wall (LF)	0'	0'	0'	0'	0'
Bridge:New/Widen/Replace (sqft)	0	0	0	0	0
Add'l ROW/Easements/Demolition	$0	$0	$0	$0	$0

Site Context

Topography:	Rolling
Traffic Mgmt Plan:	Maintain Traffic
Project Size:	Corridor (5+ intersections)

Cost Multipliers

Grading Complete:	20%
Reimbursable Utility:	2%
Traffic Control:	20%
Project Size:	-10%
Prelim Engineering:	0%
Project Contingency:	0%

Intersections

Signal Poles	Mast Arm
Design Vehicle	WB-67
Existing Interchange?	No

Roundabouts

Inscribed DIA - Mini	80
Inscribed DIA - Single	125
Inscribed DIA - Multi	180
Circulating Lane Width	18

ROW Costs

Prevalent ROW Type:	Mixed (Average)
ROW Cost/Acre:	$134,658
ROW Multiplier:	1.6

Table 3: Control Type Cost Breakdown

Pay Item	Per Ln Mi Unit Cost	Unit Cost	Single Lane Roundabout Quantity	Single Lane Roundabout Cost	Traffic Signal Quantity	Traffic Signal Cost	N/A Quantity	N/A Cost	N/A Quantity	N/A Cost	N/A Quantity	N/A Cost
New Construction (Base & Pave)	$500K/LM	$9.47/sqft	21,651	$276,790	0	$0						
Roadway Mill and Overlay	$64K/LM	$1.21/sqft	0	$0	2,000	$2,424						
Urban C&G/Drainage - both sides	441-6720	$22.00/LF	2672	$79,369	2,000	$44,000						
Rural Typ Drainage - both sides	$150K/LM	$2.84/LF	0	$0	0	$0						
Concrete Island (sqyd)	n/a	$75.49/syd	360	$36,688	0	$0						
Median Landscaping	$100K/LM	$1.89/LF	3000	$7,670	0	$0						
Typical Driveways Impacted (ea)	n/a	$7,500 ea	0	$0	0	$0						
Typical E&S Control Temp/Perm	$150K/LM	$34.09/LF	1000	$46,023	1,000	$34,091						
Roundabout Truck Apron (sqft)	n/a	$23.00/sqft	2482	$77,067	0	$0						
Signing & Marking	$0	$22.73/LF	1,000	$30,686	1,000	$22,730						
Flashing Beacon (ea)	n/a	$20,000 ea	0	$0	0	$0						
New Traffic Signal (Mast Arms)	674-1000	$182,575	0	$0	2	$365,150						
Lighting (per pole)	n/a	$4,700 ea	2	$12,690	0	$0						
Signalized Ped Crossings (ea)	n/a	$5,782 ea	0	$0	0	$0						
6' Sidewalk (LF)	n/a	$41.95/LF	0	$0	0	$0						
New/replace cross drains (LF)	n/a	$56.37/LF	0	$0	0	$0						
Typical Guardrail (LF)	n/a	$70.00/LF	0	$0	0	$0						
Retaining Wall (LF)	n/a	$633.25/LF	0	$0	0	$0						
Bridge widen/replace (SF)	n/a	$210/sqft	0	$0	0	$0						
Env Costs (from Stage 2 impacts)	n/a	n/a	0	$0	0	$0						
Grading Complete - 20%	n/a	n/a		$229,628		$0						
Traffic Control - 20%	n/a	n/a		$153,085		$0						
Reimbursable Utility	n/a	n/a		$11,340		$9,368						
Preliminary Engineering - 0%	n/a	n/a		$0		$0						
Contigency - 0%	n/a	n/a		$0		$0						
ROW Cost/Acre: Mixed (Average)	n/a	$134,658ac		$22,026		$0						
Add'l ROW / Displacement / Demo	n/a	n/a		$0		$0						
ROW Multiplier - 1.6	n/a	n/a		$13,215		$0						
-Project Scale Reduction - 10.0%	n/a	n/a		-$94,969		-$46,840						
Grand Total Costs				$901,000		$431,000						

Table 4: Assumption Adjustments/Quantity Overrides

Alternative Evaluated	Assumptions:	Pavement	Calculated ROW (ac)	User Override*	Calculated Pavement	User Override*	Major ST Const Limits	User Override*	Minor ST Const Limits	User Override*
Single Lane Roundabout	Low Approach Speeds	F.D. Asphalt	0.16	0.0	21,651	0.0	500	0.0	500	0.0
Traffic Signal	Pave/Overlay Intersection	Mill & Overlay	0.00	0.0	8,000	2,000.0	500	0.0	500	0.0
N/A	#N/A	None	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
N/A	#N/A	None	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
N/A	#N/A	None	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

Intersection	Chase St at EB Athens Loop (SR 10) Ramp

Count of Collision ID	Column Labels			
Row Labels	(B) Suspected Minor/Visible Injury	(C) Possible Injury / Complaint	(O) No Injury	Grand Total
Angle (Other)	1	1	2	4
Left Angle Crash	0	1	2	3
Not a Collision with Motor Vehicle	0	1	2	3
Rear End	0	2	12	14
Grand Total	1	5	18	24

Intersection	
Int Delay, s/veh	184.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	175	0	215	0	0	0	0	365	315	305	745	0
Future Vol, veh/h	175	0	215	0	0	0	0	365	315	305	745	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	0	-	190	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	8	8	8	2	2	2	5	5	5	6	6	6
Mvmt Flow	208	0	256	0	0	0	0	435	375	363	887	0

Major/Minor	Minor2						Major1			Major2		
Conflicting Flow All	1831	-	887				-	0	0	810	0	0
Stage 1	1613	-	-				-	-	-	-	-	-
Stage 2	218	-	-				-	-	-	-	-	-
Critical Hdwy	6.72	-	6.32				-	-	-	4.19	-	-
Critical Hdwy Stg 1	5.52	-	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.92	-	-				-	-	-	-	-	-
Follow-up Hdwy	3.576	-	3.376				-	-	-	2.257	-	-
Pot Cap-1 Maneuver	~ 72	0	331				0	-	-	792	-	0
Stage 1	~ 170	0	-				0	-	-	-	-	0
Stage 2	782	0	-				0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	~ 39	0	331				-	-	-	792	-	-
Mov Cap-2 Maneuver	~ 39	0	-				-	-	-	-	-	-
Stage 1	~ 170	0	-				-	-	-	-	-	-
Stage 2	424	0	-				-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 993.4	0	3.9
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	39	331	792	-
HCM Lane V/C Ratio	-	-	5.342	0.773	0.458	-
HCM Control Delay (s)	-	-	$ 2158.8	44.8	13.3	-
HCM Lane LOS	-	-	F	E	B	-
HCM 95th %tile Q(veh)	-	-	24.4	6.2	2.4	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	23.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	95	0	250	0	0	0	0	510	755	445	480	0
Future Vol, veh/h	95	0	250	0	0	0	0	510	755	445	480	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	0	-	190	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	12	12	12	2	2	2	4	4	4	7	7	7
Mvmt Flow	110	0	291	0	0	0	0	593	878	517	558	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1889	-	558	-	0	0	1471	0	0
Stage 1	1592	-	-	-	-	-	-	-	-
Stage 2	297	-	-	-	-	-	-	-	-
Critical Hdwy	6.78	-	6.38	-	-	-	4.205	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.98	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.614	-	3.414	-	-	-	2.2665	-	-
Pot Cap-1 Maneuver	~ 63	0	505	0	-	-	~ 437	-	0
Stage 1	169	0	-	0	-	-	-	-	0
Stage 2	703	0	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	0	0	505	-	-	-	~ 437	-	-
Mov Cap-2 Maneuver	0	0	-	-	-	-	-	-	-
Stage 1	169	0	-	-	-	-	-	-	-
Stage 2	0	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s		0	63.9
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	505	~ 437	-
HCM Lane V/C Ratio	-	-	-	0.576	1.184	-
HCM Control Delay (s)	-	-	-	21.4	132.8	-
HCM Lane LOS	-	-	-	C	F	-
HCM 95th %tile Q(veh)	-	-	-	3.6	19.8	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	469.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	225	0	240	0	0	0	0	405	345	330	860	0
Future Vol, veh/h	225	0	240	0	0	0	0	405	345	330	860	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	0	-	190	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	8	8	8	2	2	2	5	5	5	6	6	6
Mvmt Flow	268	0	286	0	0	0	0	482	411	393	1024	0

Major/Minor	Minor2						Major1			Major2		
Conflicting Flow All	2051	-	1024				-	0	0	893	0	0
Stage 1	1810	-	-				-	-	-	-	-	-
Stage 2	241	-	-				-	-	-	-	-	-
Critical Hdwy	6.72	-	6.32				-	-	-	4.19	-	-
Critical Hdwy Stg 1	5.52	-	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.92	-	-				-	-	-	-	-	-
Follow-up Hdwy	3.576	-	3.376				-	-	-	2.257	-	-
Pot Cap-1 Maneuver	~ 51	0	~ 275				0	-	-	737	-	0
Stage 1	~ 135	0	-				0	-	-	-	-	0
Stage 2	762	0	-				0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	~ 24	0	~ 275				-	-	-	737	-	-
Mov Cap-2 Maneuver	~ 24	0	-				-	-	-	-	-	-
Stage 1	~ 135	0	-				-	-	-	-	-	-
Stage 2	356	0	-				-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay,$	2418.9	0	4.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	24	275	737	-
HCM Lane V/C Ratio	-	-	11.161	1.039	0.533	-
HCM Control Delay (s)	-	-	$ 4886.5	105.6	15.3	-
HCM Lane LOS	-	-	F	F	C	-
HCM 95th %tile Q(veh)	-	-	33.5	11	3.2	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	43.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	100	0	265	0	0	0	0	560	825	485	525	0
Future Vol, veh/h	100	0	265	0	0	0	0	560	825	485	525	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	0	-	190	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	12	12	12	2	2	2	4	4	4	7	7	7
Mvmt Flow	116	0	308	0	0	0	0	651	959	564	610	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	2064	-	610	-	0	0	1610	0	0
Stage 1	1738	-	-	-	-	-	-	-	-
Stage 2	326	-	-	-	-	-	-	-	-
Critical Hdwy	6.78	-	6.38	-	-	-	4.205	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.98	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.614	-	3.414	-	-	-	2.2665	-	-
Pot Cap-1 Maneuver	~ 48	0	471	0	-	-	~ 385	-	0
Stage 1	142	0	-	0	-	-	-	-	0
Stage 2	680	0	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	0	0	471	-	-	-	~ 385	-	-
Mov Cap-2 Maneuver	0	0	-	-	-	-	-	-	-
Stage 1	142	0	-	-	-	-	-	-	-
Stage 2	0	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s		0	119.9
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	471	~ 385	-
HCM Lane V/C Ratio	-	-	-	0.654	1.465	-
HCM Control Delay (s)	-	-	-	26	249.7	-
HCM Lane LOS	-	-	-	D	F	-
HCM 95th %tile Q(veh)	-	-	-	4.6	29.5	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

MOVEMENT SUMMARY

Site: 101 [2048 AM Peak - Intersection 7 (Site Folder: 2048 Single Lane)]

PI 0015390 (Chase Street)
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Chase Street														
3u	U	20	3.0	22	3.0	0.250	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	36.9
8	T1	405	5.0	440	5.0	0.250	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	35.2
18	R2	345	5.0	375	5.0	0.235	4.8	LOS A	0.0	0.0	0.00	0.00	0.00	37.5
Approach		770	4.9	837	4.9	0.250	2.2	LOS A	0.0	0.0	0.00	0.00	0.00	36.2
North: Chase Street														
7	L2	330	6.0	359	6.0	0.975	36.9	LOS E	117.9	3087.7	1.00	0.45	1.16	23.1
4	T1	860	6.0	935	6.0	0.975	36.9	LOS E	117.9	3087.7	1.00	0.45	1.16	22.4
Approach		1190	6.0	1293	6.0	0.975	36.9	LOS E	117.9	3087.7	1.00	0.45	1.16	22.6
West: SR 10 EB Exit														
5	L2	225	7.5	245	7.5	1.023	108.6	LOS F	21.7	574.2	1.00	1.66	2.69	13.5
2	T1	1	7.5	1	7.5	1.023	108.6	LOS F	21.7	574.2	1.00	1.66	2.69	13.5
12	R2	240	7.5	261	7.5	0.521	17.4	LOS C	5.5	146.4	1.00	1.05	1.24	28.9
Approach		466	7.5	507	7.5	1.023	61.6	LOS F	21.7	574.2	1.00	1.35	1.94	18.4
All Vehicles		2426	6.0	2637	6.0	1.023	30.6	LOS D	117.9	3087.7	0.68	0.48	0.94	24.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [2048 PM Peak - Intersection 7 (Site Folder: 2048 Single Lane)]

PI 0015390 (Chase Street)
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Chase Street														
3u	U	15	3.0	16	3.0	0.636	12.9	LOS B	8.1	209.0	0.92	1.02	1.30	31.5
8	T1	560	4.5	609	4.5	0.636	13.0	LOS B	8.1	209.0	0.92	1.02	1.30	29.4
18	R2	825	4.5	897	4.5	0.560	14.4	LOS B	0.0	0.0	0.00	0.00	0.00	37.3
Approach		1400	4.5	1522	4.5	0.636	14.0	LOS B	8.1	209.0	0.38	0.42	0.53	33.5
North: Chase Street														
7	L2	485	7.0	527	7.0	0.836	18.9	LOS C	21.9	578.2	0.47	0.14	0.47	28.0
4	T1	525	7.0	571	7.0	0.836	18.9	LOS C	21.9	578.2	0.47	0.14	0.47	26.9
Approach		1010	7.0	1098	7.0	0.836	18.9	LOS C	21.9	578.2	0.47	0.14	0.47	27.4
West: SR 10 EB Exit														
5	L2	100	12.0	109	12.0	0.223	10.5	LOS B	1.8	48.6	0.99	0.90	0.99	30.4
2	T1	1	12.0	1	12.0	0.223	10.5	LOS B	1.8	48.6	0.99	0.90	0.99	30.4
12	R2	265	12.0	288	12.0	0.311	7.2	LOS A	2.2	59.4	0.75	0.64	0.75	33.2
Approach		366	12.0	398	12.0	0.311	8.1	LOS A	2.2	59.4	0.82	0.71	0.82	32.3
All Vehicles		2776	6.4	3017	6.4	0.836	14.9	LOS B	21.9	578.2	0.47	0.35	0.55	30.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	0	240	0	0	0	0	405	345	330	860	0
Future Volume (veh/h)	225	0	240	0	0	0	0	405	345	330	860	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1781	0	1781				0	1826	1826	1811	1811	0
Adj Flow Rate, veh/h	268	0	0				0	482	411	393	1024	0
Peak Hour Factor	0.84	0.84	0.84				0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	8	0	8				0	5	5	6	6	0
Cap, veh/h	296	0					0	1021	866	502	1314	0
Arrive On Green	0.17	0.00	0.00				0.00	0.56	0.56	0.12	0.73	0.00
Sat Flow, veh/h	1697	0	1510				0	1826	1547	1725	1811	0
Grp Volume(v), veh/h	268	0	0				0	482	411	393	1024	0
Grp Sat Flow(s),veh/h/ln	1697	0	1510				0	1826	1547	1725	1811	0
Q Serve(g_s), s	18.6	0.0	0.0				0.0	19.0	19.1	10.9	42.9	0.0
Cycle Q Clear(g_c), s	18.6	0.0	0.0				0.0	19.0	19.1	10.9	42.9	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	296	0					0	1021	866	502	1314	0
V/C Ratio(X)	0.90	0.00					0.00	0.47	0.47	0.78	0.78	0.00
Avail Cap(c_a), veh/h	368	0					0	1021	866	676	1314	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	48.5	0.0	0.0				0.0	15.8	15.9	12.6	10.4	0.0
Incr Delay (d2), s/veh	21.9	0.0	0.0				0.0	1.6	1.9	0.4	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.7	0.0	0.0				0.0	12.5	11.1	4.5	15.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.4	0.0	0.0				0.0	17.4	17.7	13.0	10.9	0.0
LnGrp LOS	E	A					A	B	B	B	B	A
Approach Vol, veh/h		268	A					893			1417	
Approach Delay, s/veh		70.4						17.5			11.5	
Approach LOS		E						B			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	19.9	73.1		27.0		93.0
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	26.0	50.0		26.0		82.0
Max Q Clear Time (g_c+I1), s	12.9	21.1		20.6		44.9
Green Ext Time (p_c), s	1.0	4.7		0.4		10.1

Intersection Summary	
HCM 6th Ctrl Delay	19.7
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	0	265	0	0	0	0	560	825	485	525	0
Future Volume (veh/h)	100	0	265	0	0	0	0	560	825	485	525	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1722	0	1722				0	1841	1841	1796	1796	0
Adj Flow Rate, veh/h	116	0	0				0	651	959	564	610	0
Peak Hour Factor	0.86	0.86	0.86				0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	12	0	12				0	4	4	7	7	0
Cap, veh/h	141	0					0	1039	880	558	1463	0
Arrive On Green	0.09	0.00	0.00				0.00	0.94	0.94	0.20	0.81	0.00
Sat Flow, veh/h	1640	0	1459				0	1841	1560	1711	1796	0
Grp Volume(v), veh/h	116	0	0				0	651	959	564	610	0
Grp Sat Flow(s),veh/h/ln	1640	0	1459				0	1841	1560	1711	1796	0
Q Serve(g_s), s	8.4	0.0	0.0				0.0	6.0	67.7	24.0	11.5	0.0
Cycle Q Clear(g_c), s	8.4	0.0	0.0				0.0	6.0	67.7	24.0	11.5	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	141	0					0	1039	880	558	1463	0
V/C Ratio(X)	0.83	0.00					0.00	0.63	1.09	1.01	0.42	0.00
Avail Cap(c_a), veh/h	246	0					0	1039	880	558	1463	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	1.00	0.24	0.24	0.00
Uniform Delay (d), s/veh	54.0	0.0	0.0				0.0	1.7	3.5	24.6	3.1	0.0
Incr Delay (d2), s/veh	11.4	0.0	0.0				0.0	2.9	57.6	21.5	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.0	0.0	0.0				0.0	3.3	23.4	22.0	4.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.4	0.0	0.0				0.0	4.5	61.1	46.1	3.3	0.0
LnGrp LOS	E	A					A	A	F	F	A	A
Approach Vol, veh/h		116	A					1610			1174	
Approach Delay, s/veh		65.4						38.2			23.9	
Approach LOS		E						D			C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	30.0	73.7		16.3		103.7
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	24.0	60.0		18.0		90.0
Max Q Clear Time (g_c+I1), s	26.0	69.7		10.4		13.5
Green Ext Time (p_c), s	0.0	0.0		0.2		4.4

Intersection Summary	
HCM 6th Ctrl Delay	33.5
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.21 | Revised 2/4/2022

GDOT PI#: 0015390 Request By: GDOT D1

County: Clarke GDOT District: 1 - Gainesville

Major Road: Chase St Road Class: Minor Arterial Speed Limit: 40 mph

Crossing Road: Rowe Rd Road Class: Minor Arterial Speed Limit: < 35 mph

Major Rd Direction: North/South Area Type: Suburb/Transition

Intersection Control: Conventional (Minor Stop) Project ID: 011009022

Prepared By: Kimley-Horn and Associates Date: 9/27/2022

Project Purpose: Pursue TAP funding to incorporate multimodal facilities along Chase Street.

Existing Data Year: 2021
Project Opening Year: 2028
Project Design Year: 2048
Annual Growth Rate:
K Factor*:

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

2021 EXISTING YEAR VOLUMES

APPROACH SPLITS:
Chase St: ####
Rowe Rd: ####

				845 (500) [15800]							
				(0)	(0)	(425)	(75)				
			SB Chase St	0	0	785	60	WB Rowe Rd			
				Peds				Peds	0	(0)	
#DIV/0!	(0)	0							105	(125)	120 (135) [2550]
	(0)	0			2021 Intersection Daily Entering Volume (est):				0	(0)	
	(0)	0			#DIV/0!				15	(10)	
	(0)	0	Peds					Peds			
EB Rowe Rd				0	360	10	0	NB Chase St			
				(0)	(900)	(15)	(0)				
				370 (915) [14050]							

PEAK HR % TRUCKS:

EB	WB	NB	SB
0%	2%	5%	5%

2028 OPENING YEAR VOLUMES

				960 (730) [19675]							
				(0)	(0)	(630)	(100)				
			SB Chase St	0	0	890	70	WB Rowe Rd			
				Peds				Peds	0	(0)	
#DIV/0!	(0)	0							120	(145)	140 (155) [2900]
	(0)	0			2028 Intersection Daily Entering Volume (est):				0	(0)	
	(0)	0			#DIV/0!				20	(10)	
	(0)	0	Peds					Peds			
EB Rowe Rd				0	560	15	0	NB Chase St			
				(0)	(1120)	(20)	(0)				
				575 (1140) [17675]							

2048 DESIGN YEAR VOLUMES

				1100 (790) [21525]							
				(0)	(0)	(675)	(115)				
			SB Chase St	0	0	1,025	75	WB Rowe Rd			
				Peds				Peds	0	(0)	
#DIV/0!	(0)	0							135	(155)	155 (170) [3200]
	(0)	0			2048 Intersection Daily Entering Volume (est):				0	(0)	
	(0)	0			#DIV/0!				20	(15)	
	(0)	0	Peds					Peds			
EB Rowe Rd				0	615	15	0	NB Chase St			
				(0)	(1230)	(20)	(0)				
				630 (1250) [19325]							

LEGEND:

000 = AM Peak Approach Volume
(000) = PM Peak Approach Volume
[000] = ADT Volume (Estimate)

Introduction In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where 1) the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; 2) the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "Waiver" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1 Screening Decision Record Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to *eliminate* non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2 Alternative Selection Decision Record Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.21 | Revised 2/4/2022

GDOT PI #	0015390
Project Location:	Chase St @ Rowe Rd
Existing Control:	Conventional (Minor Stop)
Prepared by:	Kimley-Horn and Associates
Date:	9/27/2022

Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column

Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	1. Does alternative address the project need in a balanced manner and in scale with the project?	2. Does alternative improve safety performance in terms of reducing severe crashes?	3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & location context?	6. Does alternative appear feasible with respect to other project factors?	7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?	Screening Decision Justification:
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	Yes	No	No	Side-street left-turns are proposed to be restricted.
	Conventional (All-Way Stop)	No	Yes	Yes	No	No	No	No	Considerable mainline volume, impedes corridor progression.
	Mini Roundabout	No	Yes	Yes	Yes	No	No	No	R/W constraints due to proximity to interchange.
	Single Lane Roundabout	No	Yes	Yes	Yes	No	No	No	R/W constraints due to proximity to interchange.
	Multilane Roundabout	No	Yes	Yes	Yes	No	No	No	Purpose of project is to reduce lanes along Chase Street.
	RCUT (stop control)	Yes	Yes	No	Yes	Yes	Yes	Yes	
	RIRO w/down stream U-Turn	Yes	Yes	No	Yes	Yes	Yes	Yes	
	High-T (unsignalized)	Yes	Yes	No	Yes	No	No	No	Purpose of project is to reduce lanes along Chase Street.
	Offset-T Intersections	No	No	No	No	No	No	No	Rowe Road is a T-intersection.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not an interchange.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not an interchange.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	N/A
	Other unsignalized (provide description):	No	No	No	No	No	No	No	N/A
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	Spacing b/w proposed interchange improvements undesirable.
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Purpose of project is to reduce lanes along Chase Street.
	RCUT (signalized)	No	No	No	No	No	No	No	Spacing b/w proposed interchange improvements undesirable.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Purpose of project is to reduce lanes along Chase Street.
	Continuous Green-T	No	No	No	No	No	No	No	Purpose of project is to reduce lanes along Chase Street.
	Jughandle	No	No	No	No	No	No	No	Purpose of project is to reduce lanes along Chase Street.
	Quadrant Roadway	No	No	No	No	No	No	No	Barber Street can serve as an adjacent route.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not an interchange.
	Diverging Diamond	No	No	No	No	No	No	No	Not an interchange.
	Single Point Interchange	No	No	No	No	No	No	No	Not an interchange.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	N/A
	Other Signalized (provide description):	No	No	No	No	No	No	No	N/A

☐ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

ICE Version 2.21 | Revised 2/4/2022

Project Location: Chase St @ Rowe Rd
Existing Intersection Control: Conventional (Minor Stop)
Type of Analysis: Conventional Non-Safety Funded Project

District: 1 - Gainesville
County: Clarke
Area: Suburb/Transitic

GDOT PI #: 0015390
Prepared by: Kimley-Horn and Ass
Date: 9/27/2022

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	None	
Traffic Analysis Measure of Effectiveness	Intersection Delay	
Traffic Analysis Software Used	Synchro	
Analysis Time Period	AM Peak Hr	PM Peak Hr
2028 Opening Yr No-Build Peak Hr Intersection Delay	27.0 sec	126.5 sec
2028 Opening Yr No-Build Peak Hr Intersection V/C	0.34	0.72
2048 Design Yr No-Build Peak Hr Intersection Delay	36.1 sec	250.6 sec
2048 Design Yr No-Build Peak Hr Intersection V/C ratio	0.46	1.15

Complete Streets Warrants Met?

- ☐ PEDESTRIANS
- ☐ BICYCLES
- ☐ TRANSIT

Crash Data: Enter most recent 5 years of crash data	*Crash Severity* K*	A*	B*	C*	O	Years: 5
Crash Type Angle	0	0	1	0	4	31%
Head-On	0	0	0	0	0	0%
Rear End	0	0	0	2	5	44%
Sideswipe - same	0	0	0	0	3	19%
Sideswipe - opposite	0	0	0	0	0	0%
Not Collision w/Motor Veh	0	0	1	0	0	6%
TOTALS:	0	0	2	2	12	16

* Number of crashes resulting in injuries / fatalities, not number of persons

Alternatives Analysis:	**Alternative 1**	**Alternative 2**	**Alternative 3**	**Alternative 4**	**Alternative 5**
Proposed Control Type/Improvement:	RCUT (stop control)	RIRO w/down stream U-Turn	N/A	N/A	N/A
Project Cost: (From CostEst Worksheet)	*Divert WBL volume to Barber*	*WBL volume to U-Turn*			
Construction Cost	$184,000	$210,000			
ROW Cost	$21,000	$21,000			
Environmental Cost	$0	$0			
Reimbursable Utility Cost	$2,000	$3,000			
Design & Contingency Cost	$0	$0			
Cost Adjustment (justification req'd)	0%	0%			
Total Cost	$207,000	$234,000			
Traffic Operations:					
Traffic Analysis Software Used	Synchro	Synchro			
Analysis Period	AM Peak Hr / PM Peak Hr	AM Peak Hr / PM Peak Hr			
2048 Design Yr Build Intersection Delay	14.7 sec / 500.0 sec	20.5 sec / 264.4 sec			
2048 Design Yr Build Intersection V/C	0.31 / 5.00	0.45 / 1.38			
Safety Analysis:					
Predefined CRF: PDO	31%	35%			
Predefined CRF: Fatal/Inj	53%	54%			
Predefined CRF Source:	NC/MO Table 4-7	FHWA Clearinghouse #s 5555 / 5556			
User Defined CRF: PDO					
User Defined CRF: Fatal/Inj					
User Defined CRF Source (write in if applicable):					
Environmental Impacts:[1]					
Historic District/Property	None	None			
Archaeology Resources	None	None			
Graveyard	None	None			
Stream	None	None			
Underground Tank/Hazmat	None	None			
Park Land	None	None			
EJ Community	None	None			
Wooded Area	None	None			
Wetland	None	None			
Stakeholder Posture:	*Note: If environmental impact is significant (**RED**), provide justification impact won't jeopardize project delivery using "Env" worksheet*				
Local Community Support	Unknown	Unknown			
GDOT Support	Unknown	Unknown			
Final ICE Stage 2 Score:	3.6	6.2			
Rank of Control Type Alternatives:	2	1			
Final Intersection Control Selection:	**1 - RIRO w/down stream U-Turn**				

[1] *Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept report*

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary): No-Build v/c represents an avg of worst approach movements. 2048 Build Alt 1 PM delay and v/c exceed spreadsheet limits. Build delay and v/c represents worst approach. See TE Study for traffic routing details for the alternatives. Cost Estimates adjusted to account for existing mainline left-turn lane, no loons needed due to proposed corridor improvements.

GDOT ICE TOOL: COST ESTIMATING AID

ICE Version 2.21 | Revised 2/4/2022

Project Information

Location: Chase St @ Rowe Rd
Existing Intersection Control: Conventional (Minor Stop)
Type of Analysis: Conventional Non-Safety Funded Project
County: Clarke
GDOT District: 1 - Gainesville
Area Type: Suburb/Transition
Project#: 0015390
Date: 9/27/2022
Preparer: Kimley-Horn and Associates

Table 1: Existing Conditions

	NB Chase St			SB Chase St			EB Rowe Rd			WB Rowe Rd		
Movement	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn
Number of Lanes	0	1	0	1	1	0	1	0	1	0	0	0
Lane Widths*	0'	11'	0'	10'	10'	0'	10'	0'	10'	0'	0'	0'
Bay Length**	0'		0'	140'		0'	75'		0'	0'		0'
Median Width		0'			0'			0'			0'	
Right-of-Way	60'						45'					

Table 2: Proposed Conditions

	RCUT (stop control)	RIRO w/down stream U-Turn	N/A	N/A	N/A
Proposed Pavement Type	Mill & Overlay	Mill & Overlay	None	None	None
Reimbursable Utility:	Minimal	Minimal	Minimal	Minimal	Minimal
# of Driveway(s) Impacted	0	0	0	0	0
Modify/Replace Traffic Signal*	0	0	0	0	0
Lighting Poles (ea)	1	1	0	0	0
Flashing Beacons (ea)	0	0	0	0	0
RFB/PHB Ped Crossings (ea)	0	0	0	0	0
New/Replace Sidewalks (LF)	110'	110'	0'	0'	0'
New/Replace Cross Drains (LF)	0'	0'	0'	0'	0'
New/Replace Guardrail (LF)	0'	0'	0'	0'	0'
New Retaining Wall (LF)	0'	0'	0'	0'	0'
Bridge:New/Widen/Replace (sqft)	0	0	0	0	0
Add'l ROW/Easements/Demolition	$0	$0	$0	$0	$0

Site Context

Topography:	Rolling
Traffic Mgmt Plan:	Maintain Traffic
Project Size:	Corridor (5+ intersections)

Cost Multipliers

Grading Complete:	20%
Reimbursable Utility:	2%
Traffic Control:	20%
Project Size:	-10%
Prelim Engineering:	0%
Project Contingency:	0%

Intersections

Signal Poles	Wood Pole
Design Vehicle	WB-67
Existing Interchange?	No

Roundabouts

Inscribed DIA - Mini	80
Inscribed DIA - Single	140
Inscribed DIA - Multi	180
Circulating Lane Width	18

ROW Costs

Prevalent ROW Type:	Mixed (Average)
ROW Cost/Acre:	$134,658
ROW Multiplier:	1.6

Table 3: Control Type Cost Breakdown

Pay Item	Per Ln Mi Unit Cost	Unit Cost	RCUT (stop control) Quantity	RCUT (stop control) Cost	RIRO w/down stream U-Turn Quantity	RIRO w/down stream U-Turn Cost	N/A Quantity	N/A Cost	N/A Quantity	N/A Cost	N/A Quantity	N/A Cost
New Construction (Base & Pave)	$500K/LM	$9.47/sqft	0	$0	0	$0						
Roadway Mill and Overlay	$64K/LM	$1.21/sqft	7,340	$8,896	11,079	$13,429						
Urban C&G/Drainage - both sides	441-6720	$22.00/LF	1700	$37,400	2,360	$51,920						
Rural Typ Drainage - both sides	$150K/LM	$2.84/LF	0	$0	0	$0						
Concrete Island (sqyd)	n/a	$75.49/syd	500	$37,745	250	$18,873						
Median Landscaping	$100K/LM	$1.89/LF	2550	$4,830	3,540	$6,705						
Typical Driveways Impacted (ea)	n/a	$7,500 ea	0	$0	0	$0						
Typical E&S Control Temp/Perm	$150K/LM	$34.09/LF	850	$28,977	1,180	$40,227						
Roundabout Truck Apron (sqft)	n/a	$23.00/sqft	0	$0	0	$0						
Signing & Marking	$0	$22.73/LF	850	$19,321	1,180	$26,821						
Flashing Beacon (ea)	n/a	$20,000 ea	0	$0	0	$0						
New Traffic Signal (Wood Poles)	674-1000	$73,030	0	$0	0	$0						
Lighting (per pole)	n/a	$4,700 ea	1	$4,700	1	$4,700						
Signalized Ped Crossings (ea)	n/a	$5,782 ea	0	$0	0	$0						
6' Sidewalk (LF)	n/a	$41.95/LF	110	$4,615	110	$4,615						
New/replace cross drains (LF)	n/a	$56.37/LF	0	$0	0	$0						
Typical Guardrail (LF)	n/a	$70.00/LF	0	$0	0	$0						
Retaining Wall (LF)	n/a	$633.25/LF	0	$0	0	$0						
Bridge widen/replace (SF)	n/a	$210/sqft	0	$0	0	$0						
Env Costs (from Stage 2 impacts)	n/a	n/a	0	$0	0	$0						
Grading Complete - 20%	n/a	n/a		$29,297		$33,458						
Traffic Control - 20%	n/a	n/a		$29,297		$33,458						
Reimbursable Utility	n/a	n/a		$2,930		$3,346						
Preliminary Engineering - 0%	n/a	n/a		$0		$0						
Contigency - 0%	n/a	n/a		$0		$0						
ROW Cost/Acre: Mixed (Average)	n/a	$134,658ac		$13,466		$13,466						
Add'l ROW / Displacement / Demo	n/a	n/a		$0		$0						
ROW Multiplier - 1.6	n/a	n/a		$8,079		$8,079						
-Project Scale Reduction - 10.0%	n/a	n/a		-$20,508		-$23,421						
Grand Total Costs				$209,000		$236,000						

Table 4: Assumption Adjustments/Quantity Overrides

Alternative Evaluated	Assumptions:	Pavement	Calculated ROW (ac)	User Override*	Calculated Pavement	User Override*	Major ST Const Limits	User Override*	Minor ST Const Limits	User Override*
RCUT (stop control)	Loons/Leftovers Only	Mill & Overlay	0.66	0.1	29,358	7,339.5	1,320	330.0	520	0.0
RIRO w/down stream U-Turn	Loons/Leftovers Only	Mill & Overlay	0.66	0.1	22,158	11,079.1	1,320	660.0	520	0.0
N/A	#N/A	None	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
N/A	#N/A	None	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
N/A	#N/A	None	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

Intersection	Chase St at Rowe Rd

Count of Collision ID Row Labels	Column Labels (B) Suspected Minor/Visible Injury	(C) Possible Injury / Complaint	(O) No Injury	Grand Total
Angle (Other)	1	0	1	2
Left Angle Crash	0	0	3	3
Not a Collision with Motor Vehicle	1	0	0	1
Rear End	0	2	5	7
Sideswipe-Same Direction	0	0	3	3
Grand Total	2	2	12	16

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	120	560	15	70	890
Future Vol, veh/h	20	120	560	15	70	890
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	115	0	-	-	135	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	5	5	5	5
Mvmt Flow	24	145	675	18	84	1072

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1924	684	0	0	693	0
Stage 1	684	-	-	-	-	-
Stage 2	1240	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.15	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.245	-
Pot Cap-1 Maneuver	73	449	-	-	888	-
Stage 1	501	-	-	-	-	-
Stage 2	273	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	66	449	-	-	888	-
Mov Cap-2 Maneuver	66	-	-	-	-	-
Stage 1	501	-	-	-	-	-
Stage 2	247	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	27	0	0.7
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	66	449	888	-
HCM Lane V/C Ratio	-	-	0.365	0.322	0.095	-
HCM Control Delay (s)	-	-	88.1	16.8	9.5	-
HCM Lane LOS	-	-	F	C	A	-
HCM 95th %tile Q(veh)	-	-	1.4	1.4	0.3	-

Intersection	
Int Delay, s/veh	10.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	145	1120	20	100	630
Future Vol, veh/h	10	145	1120	20	100	630
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	115	0	-	-	135	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	4	4	4	4
Mvmt Flow	12	177	1366	24	122	768

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2390	1378	0	0	1390	0
Stage 1	1378	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.14	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.236	-
Pot Cap-1 Maneuver	37	177	-	-	486	-
Stage 1	234	-	-	-	-	-
Stage 2	351	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	28	177	-	-	486	-
Mov Cap-2 Maneuver	28	-	-	-	-	-
Stage 1	234	-	-	-	-	-
Stage 2	263	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	126.5	0	2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	28	177	486	-
HCM Lane V/C Ratio	-	-	0.436	0.999	0.251	-
HCM Control Delay (s)	-	-	209.9	120.7	14.9	-
HCM Lane LOS	-	-	F	F	B	-
HCM 95th %tile Q(veh)	-	-	1.4	8.1	1	-

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	135	615	15	75	1025
Future Vol, veh/h	20	135	615	15	75	1025
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	115	0	-	-	135	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	5	5	5	5
Mvmt Flow	24	163	741	18	90	1235

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2165	750	0	0	759	0
Stage 1	750	-	-	-	-	-
Stage 2	1415	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.15	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.245	-
Pot Cap-1 Maneuver	52	411	-	-	839	-
Stage 1	467	-	-	-	-	-
Stage 2	224	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	46	411	-	-	839	-
Mov Cap-2 Maneuver	46	-	-	-	-	-
Stage 1	467	-	-	-	-	-
Stage 2	200	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	36.1	0	0.7
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	46	411	839	-
HCM Lane V/C Ratio	-	-	0.524	0.396	0.108	-
HCM Control Delay (s)	-	-	149.1	19.4	9.8	-
HCM Lane LOS	-	-	F	C	A	-
HCM 95th %tile Q(veh)	-	-	1.9	1.9	0.4	-

Intersection	
Int Delay, s/veh	20.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	155	1230	20	115	675
Future Vol, veh/h	15	155	1230	20	115	675
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	115	0	-	-	135	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	4	4	4	4
Mvmt Flow	18	189	1500	24	140	823

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2615	1512	0	0	1524	0
Stage 1	1512	-	-	-	-	-
Stage 2	1103	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.14	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.236	-
Pot Cap-1 Maneuver	27	~ 148	-	-	432	-
Stage 1	201	-	-	-	-	-
Stage 2	318	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 18	~ 148	-	-	432	-
Mov Cap-2 Maneuver	~ 18	-	-	-	-	-
Stage 1	201	-	-	-	-	-
Stage 2	215	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	250.6	0	2.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	18	148	432	-
HCM Lane V/C Ratio	-	-	1.016	1.277	0.325	-
HCM Control Delay (s)	-	-	$ 511.1	225.4	17.3	-
HCM Lane LOS	-	-	F	F	C	-
HCM 95th %tile Q(veh)	-	-	2.6	11.4	1.4	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	135	615	15	75	1025
Future Vol, veh/h	0	135	615	15	75	1025
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	-	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	5	5	5	5
Mvmt Flow	0	163	741	18	90	1235

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	741	0	-	741	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.15	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.245	-
Pot Cap-1 Maneuver	0	532	-	0	805	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %		1	-		1	-
Mov Cap-1 Maneuver	-	532	-	-	805	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.7	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	532	805	-
HCM Lane V/C Ratio	-	0.306	0.112	-
HCM Control Delay (s)	-	14.7	10	-
HCM Lane LOS	-	B	B	-
HCM 95th %tile Q(veh)	-	1.3	0.4	-

Intersection	
Int Delay, s/veh	929.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	155	1230	20	115	675
Future Vol, veh/h	0	155	1230	20	115	675
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	-	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	4	4	4	4
Mvmt Flow	0	189	1500	24	140	823

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1500	0	-	1500	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.236	-
Pot Cap-1 Maneuver	0	~ 8	-	0	~ 23	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %		1	-		1	-
Mov Cap-1 Maneuver	-	~ 8	-	-	~ 23	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 1087.6	0	$ 382.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	8	~ 23	-
HCM Lane V/C Ratio	-	23.628	6.098	-
HCM Control Delay (s)	$ 1	1087.6	$ 2629.4	-
HCM Lane LOS	-	F	F	-
HCM 95th %tile Q(veh)	-	25.4	17.6	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	155	615	90	0	1120
Future Vol, veh/h	0	155	615	90	0	1120
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	5	5	5	5
Mvmt Flow	0	187	741	108	0	1349

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	741	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	416	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	416	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	416	-
HCM Lane V/C Ratio	-	0.449	-
HCM Control Delay (s)	-	20.5	-
HCM Lane LOS	-	C	-
HCM 95th %tile Q(veh)	-	2.3	-

Intersection	
Int Delay, s/veh	20.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	170	1230	135	0	805
Future Vol, veh/h	0	170	1230	135	0	805
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	4	4	4	4
Mvmt Flow	0	207	1500	165	0	982

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1500	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	~ 150	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	~ 150	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	264.4	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	150	-
HCM Lane V/C Ratio	-	1.382	-
HCM Control Delay (s)	-	264.4	-
HCM Lane LOS	-	F	-
HCM 95th %tile Q(veh)	-	13.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.21 | Revised 2/4/2022

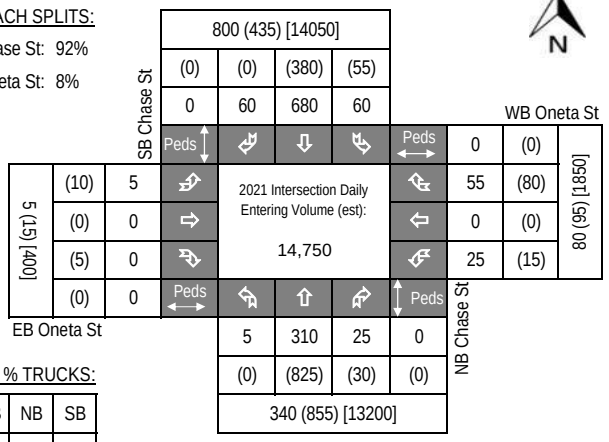
GDOT PI#:	0015390	Request By:	GDOT D1
County:	Clarke	GDOT District:	1 - Gainesville
Major Road:	Chase St	Road Class:	Minor Arterial
Speed Limit:	40 mph		
Crossing Road:	Oneta St	Road Class:	Local
Speed Limit:	< 35 mph		
Major Rd Direction:	North/South	Area Type:	Suburb/Transition
Intersection Control:	Conventional (Minor Stop)	Project ID:	011009022
Prepared By:	Kimley-Horn and Associates	Date:	9/27/2022
Project Purpose:	Pursue TAP funding to incorporate multimodal facilities along Chase Street.		

Existing Data Year:	2021
Project Opening Year:	2028
Project Design Year:	2048
Annual Growth Rate:	
K Factor*:	

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

2021 EXISTING YEAR VOLUMES

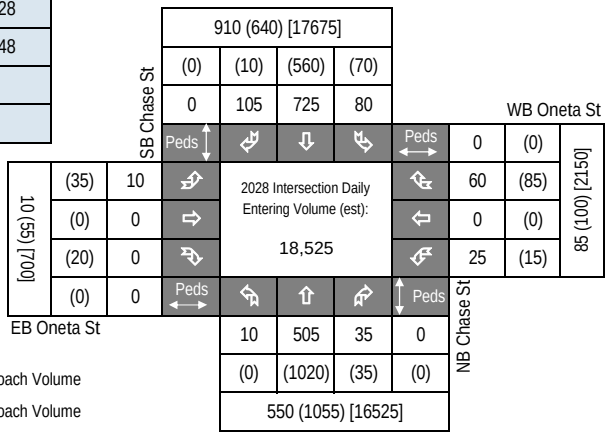
APPROACH SPLITS:
Chase St: 92%
Oneta St: 8%



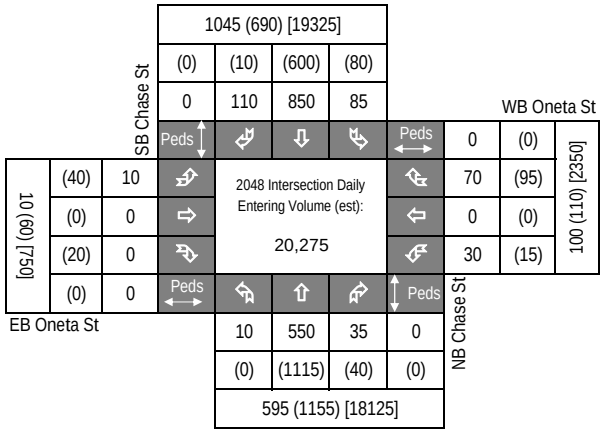
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	8%	5%	5%

2028 OPENING YEAR VOLUMES



2048 DESIGN YEAR VOLUMES



LEGEND:

000 = AM Peak Approach Volume
(000) = PM Peak Approach Volume
[000] = ADT Volume (Estimate)

Introduction In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where 1) the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; 2) the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "Waiver" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1 Screening Decision Record Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to *eliminate* non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2 Alternative Selection Decision Record Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.21 | Revised 2/4/2022

GDOT PI #	0015390
Project Location:	Chase St @ Oneta St
Existing Control:	Conventional (Minor Stop)
Prepared by:	Kimley-Horn and Associates
Date:	9/27/2022

Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column

Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	1. Does alternative address the project need in a balanced manner and in scale with the project?	2. Does alternative improve safety performance in terms of reducing severe crashes?	3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & location context?	6. Does alternative appear feasible with respect to other project factors?	7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?	Screening Decision Justification:
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	Yes	No	No	Existing Condition
	Conventional (All-Way Stop)	No	Yes	Yes	No	No	No	No	Considerable mainline volume, impedes corridor progression.
	Mini Roundabout	No	Yes	Yes	Yes	No	No	No	Mainline volume and HV% not suited for Mini-RAB.
	Single Lane Roundabout	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
	Multilane Roundabout	No	Yes	Yes	Yes	No	No	No	Purpose of project is to reduce lanes along Chase Street.
	RCUT (stop control)	No	Yes	No	No	No	No	No	No feasible downstream u-turn due to bridge over railroad.
	RIRO w/down stream U-Turn	No	Yes	No	No	No	No	No	No feasible downstream u-turn due to bridge over railroad.
	High-T (unsignalized)	Yes	Yes	No	Yes	No	No	No	Not a T-intersection
	Offset-T Intersections	No	No	No	No	No	No	No	Alignment of intersection preferred for sight distance concerns.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not an interchange.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not an interchange.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	N/A
	Other unsignalized (provide description):	No	No	No	No	No	No	No	N/A
Signalized Intersections	Traffic Signal	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Purpose of project is to reduce lanes along Chase Street.
	RCUT (signalized)	No	No	No	No	No	No	No	No feasible downstream u-turn due to bridge over railroad.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Purpose of project is to reduce lanes along Chase Street.
	Continuous Green-T	No	No	No	No	No	No	No	Purpose of project is to reduce lanes along Chase Street.
	Jughandle	No	No	No	No	No	No	No	Purpose of project is to reduce lanes along Chase Street.
	Quadrant Roadway	No	No	No	No	No	No	No	Bryan and Miles Street provide existing connections to Chase St.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not an interchange.
	Diverging Diamond	No	No	No	No	No	No	No	Not an interchange.
	Single Point Interchange	No	No	No	No	No	No	No	Not an interchange.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	N/A
	Other Signalized (provide description):	No	No	No	No	No	No	No	N/A

☐ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

ICE Version 2.21 | Revised 2/4/2022

Project Location: Chase St @ Oneta St
Existing Intersection Control: Conventional (Minor Stop)
Type of Analysis: Conventional Non-Safety Funded Project

District: 1 - Gainesville
County: Clarke
Area: Suburb/Transitic

GDOT PI #: 0015390
Prepared by: Kimley-Horn and Ass
Date: 9/27/2022

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	Meets Signal Warrants	
Traffic Analysis Measure of Effectiveness	Intersection Delay	
Traffic Analysis Software Used	Synchro	
Analysis Time Period	AM Peak Hr	PM Peak Hr
2028 Opening Yr No-Build Peak Hr Intersection Delay	85.0 sec	500.0 sec
2028 Opening Yr No-Build Peak Hr Intersection V/C	0.20	1.55
2048 Design Yr No-Build Peak Hr Intersection Delay	136.0 sec	500.0 sec
2048 Design Yr No-Build Peak Hr Intersection V/C ratio	0.30	5.00

Complete Streets Warrants Met?

- ☐ PEDESTRIANS
- ☐ BICYCLES
- ☐ TRANSIT

Crash Data: Enter most recent 5 years of crash data	*Crash Severity* K*	A*	B*	C*	O	Years: 5
Crash Type Angle				2	1	60%
Head-On			1			20%
Rear End					1	20%
Sideswipe - same						0%
Sideswipe - opposite						0%
Not Collision w/Motor Veh						0%
TOTALS:	0	0	1	2	2	5

* Number of crashes resulting in injuries / fatalities, not number of persons

Alternatives Analysis:	**Alternative 1**	**Alternative 2**	**Alternative 3**	**Alternative 4**	**Alternative 5**
Proposed Control Type/Improvement:	Single Lane Roundabout	Traffic Signal	N/A	N/A	N/A
Project Cost: (From CostEst Worksheet)		*LTs exist all approaches*			
Construction Cost	$569,000	$173,000			
ROW Cost	$54,000	$0			
Environmental Cost	$0	$0			
Reimbursable Utility Cost	$7,000	$3,000			
Design & Contingency Cost	$0	$0			
Cost Adjustment (justification req'd)	0%	0%			
Total Cost	$630,000	$176,000			
Traffic Operations:					
Traffic Analysis Software Used	Sidra	Synchro			
Analysis Period	AM Peak Hr / PM Peak Hr	AM Peak Hr / PM Peak Hr			
2048 Design Yr Build Intersection Delay	18.9 sec / 43.0 sec	10.9 sec / 63.2 sec			
2048 Design Yr Build Intersection V/C	0.90 / 1.08	0.10 / 0.09			
Safety Analysis:					
Predefined CRF: PDO	39%	39%			
Predefined CRF: Fatal/Inj	78%	40%			
Predefined CRF Source:	FHWA Clearinghouse #s 233 / 234	FHWA Clearinghouse #s 7982 / 7984			
User Defined CRF: PDO					
User Defined CRF: Fatal/Inj					
User Defined CRF Source (write in if applicable):					
Environmental Impacts:[1]					
Historic District/Property	None	None			
Archaeology Resources	None	None			
Graveyard	None	None			
Stream	None	None			
Underground Tank/Hazmat	None	None			
Park Land	None	None			
EJ Community	None	None			
Wooded Area	None	None			
Wetland	None	None			
Stakeholder Posture:	*Note: If environmental impact is significant (**RED**), provide justification impact won't jeopardize project delivery using "Env" worksheet*				
	[1] *Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept report*				
Local Community Support	Unknown	Unknown			
GDOT Support	Supportive	Unknown			
Final ICE Stage 2 Score:	**5.1**	**6.7**			
Rank of Control Type Alternatives:	**2**	**1**			
Final Intersection Control Selection:	**2 - Single Lane Roundabout**				

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary): Open Year No-Build PM delay exceeds 500 sec. Design Year No-Build PM delay exceeds 500 sec, v/c exceeds 5.0. No-Build reports worst movements delay and v/c. Build delay represents overall intersection, v/c is overall (weighted by volume). Traffic Signal cost estimate adjusted to account for existing left-turn lanes along all approaches

GDOT ICE TOOL: COST ESTIMATING AID

ICE Version 2.21 | Revised 2/4/2022

Project Information

Location: Chase St @ Oneta St
Existing Intersection Control: Conventional (Minor Stop)
Type of Analysis: Conventional Non-Safety Funded Project
County: Clarke
GDOT District: 1 - Gainesville
Area Type: Suburb/Transition
Project#: 0015390
Date: 9/27/2022
Preparer: Kimley-Horn and Associates

Table 1: Existing Conditions

	NB Chase St			SB Chase St			EB Oneta St			WB Oneta St		
Movement	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Lane Widths*	11'	11'	0'	11'	11'	0'	11'	11'	0'	11'	11'	0'
Bay Length**	75'		0'	225'		0'	185'		0'	155'		0'
Median Width		0'			0'			0'			0'	
Right-of-Way	70'						60'					

Table 2: Proposed Conditions

	Single Lane Roundabout	Traffic Signal	N/A	N/A	N/A
Proposed Pavement Type	Mill & Overlay	Mill & Overlay	None	None	None
Reimbursable Utility:	Minimal	Minimal	Minimal	Minimal	Minimal
# of Driveway(s) Impacted	0	0	0	0	0
Modify/Replace Traffic Signal*	0	1	0	0	0
Lighting Poles (ea)	2	0	0	0	0
Flashing Beacons (ea)	0	0	0	0	0
RFB/PHB Ped Crossings (ea)	0	0	0	0	0
New/Replace Sidewalks (LF)	0'	0'	0'	0'	0'
New/Replace Cross Drains (LF)	0'	0'	0'	0'	0'
New/Replace Guardrail (LF)	0'	0'	0'	0'	0'
New Retaining Wall (LF)	0'	0'	0'	0'	0'
Bridge:New/Widen/Replace (sqft)	0	0	0	0	0
Add'l ROW/Easements/Demolition	$0	$0	$0	$0	$0

Site Context

Topography:	Rolling
Traffic Mgmt Plan:	Maintain Traffic
Project Size:	Corridor (5+ intersections)

Cost Multipliers

Grading Complete:	20%
Reimbursable Utility:	2%
Traffic Control:	20%
Project Size:	-10%
Prelim Engineering:	0%
Project Contingency:	0%

Intersections

Signal Poles	Mast Arm
Design Vehicle	WB-67
Existing Interchange?	No

Roundabouts

Inscribed DIA - Mini	80
Inscribed DIA - Single	150
Inscribed DIA - Multi	180
Circulating Lane Width	18

ROW Costs

Prevalent ROW Type:	Mixed (Average)
ROW Cost/Acre:	$134,658
ROW Multiplier:	1.6

Table 3: Control Type Cost Breakdown

Pay Item	Per Ln Mi Unit Cost	Unit Cost	Single Lane Roundabout Quantity	Single Lane Roundabout Cost	Traffic Signal Quantity	Traffic Signal Cost	N/A Quantity	N/A Cost	N/A Quantity	N/A Cost	N/A Quantity	N/A Cost
New Construction (Base & Pave)	$500K/LM	$9.47/sqft	0	$0	0	$0						
Roadway Mill and Overlay	$64K/LM	$1.21/sqft	28,265	$46,252	0	$0						
Urban C&G/Drainage - both sides	441-6720	$22.00/LF	2829	$84,034	200	$4,400						
Rural Typ Drainage - both sides	$150K/LM	$2.84/LF	0	$0	0	$0						
Concrete Island (sqyd)	n/a	$75.49/syd	480	$48,918	0	$0						
Median Landscaping	$100K/LM	$1.89/LF	3000	$7,670	0	$0						
Typical Driveways Impacted (ea)	n/a	$7,500 ea	0	$0	0	$0						
Typical E&S Control Temp/Perm	$150K/LM	$34.09/LF	1000	$46,023	100	$3,409						
Roundabout Truck Apron (sqft)	n/a	$23.00/sqft	3267	$101,455	0	$0						
Signing & Marking	$0	$22.73/LF	1,000	$30,686	100	$2,273						
Flashing Beacon (ea)	n/a	$20,000 ea	0	$0	0	$0						
New Traffic Signal (Mast Arms)	674-1000	$182,575	0	$0	1	$182,575						
Lighting (per pole)	n/a	$4,700 ea	2	$12,690	0	$0						
Signalized Ped Crossings (ea)	n/a	$5,782 ea	0	$0	0	$0						
6' Sidewalk (LF)	n/a	$41.95/LF	0	$0	0	$0						
New/replace cross drains (LF)	n/a	$56.37/LF	0	$0	0	$0						
Typical Guardrail (LF)	n/a	$70.00/LF	0	$0	0	$0						
Retaining Wall (LF)	n/a	$633.25/LF	0	$0	0	$0						
Bridge widen/replace (SF)	n/a	$210/sqft	0	$0	0	$0						
Env Costs (from Stage 2 impacts)	n/a	n/a	0	$0	0	$0						
Grading Complete - 20%	n/a	n/a		$152,979		$0						
Traffic Control - 20%	n/a	n/a		$101,986		$0						
Reimbursable Utility	n/a	n/a		$7,555		$3,853						
Preliminary Engineering - 0%	n/a	n/a		$0		$0						
Contigency - 0%	n/a	n/a		$0		$0						
ROW Cost/Acre: Mixed (Average)	n/a	$134,658ac		$34,004		$0						
Add'l ROW / Displacement / Demo	n/a	n/a		$0		$0						
ROW Multiplier - 1.6	n/a	n/a		$20,403		$0						
-Project Scale Reduction - 10.0%	n/a	n/a		-$63,269		-$19,266						
Grand Total Costs				$631,000		$177,000						

Table 4: Assumption Adjustments/Quantity Overrides

Alternative Evaluated	Assumptions:	Pavement	Calculated ROW (ac)	User Override*	Calculated Pavement	User Override*	Major ST Const Limits	User Override*	Minor ST Const Limits	User Override*
Single Lane Roundabout	Low Approach Speeds	Mill & Overlay	0.25	0.0	28,265	0.0	500	0.0	500	0.0
Traffic Signal	No Paving	Mill & Overlay	0.00	0.0	0	0.0	50	0.0	50	0.0
N/A	#N/A	None	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
N/A	#N/A	None	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
N/A	#N/A	None	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.21 | Revised 2/4/2022

Waiver Request - Level 1

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

1. Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
2. The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
3. The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
   - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
   - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
   - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
   - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information:

Location:	Chase St @ Oneta St		
County:	Clarke	GDOT PI # (or N/A):	0015390
GDOT District:	1 - Gainesville	Requested By:	GDOT D1
Area Type:	Suburb/Transition	Prepared By:	Kimley-Horn and Associates
Existing Intersection Control:	Conventional (Minor Stop)	Date:	9/27/2022
		Waiver Request Type:	GDOT PDP Project

Traffic and Operations Data:[1,2]

Intersection meets signal/AWS warrants?	Meets Signal Warrants	
Traffic Analysis Type:	Intersection Delay	
Existing Major Street Avg Daily Traffic (ADT):	27,250	
Existing Minor Street Avg Daily Traffic (ADT):	2,250	
Analysis Period:	AM Peak	PM Peak
2028 Opening Yr Peak Hour Intersection Delay:	14.7 sec	33.0 sec
2028 Opening Yr Peak Hour Intersection V/C:	0.82	1.02
2048 Design Yr Peak Hour Intersection Delay:	18.9 sec	43.0 sec
2048 Design Yr Peak Hour Intersection V/C:	0.90	1.08

Crash Data (Required):[3]

Crash Data: Enter most recent 5 years of crash data	Crash Severity K*	A*	B*	C*	O	Years: 5
Angle				2	1	60%
Head-On			1			20%
Rear End					1	20%
Sideswipe - same						0%
Sideswipe - opposite						0%
Not Collision w/Motor Veh						0%
TOTALS:	0	0	1	2	2	5

Crash Type

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required):	A waiver is being submitted to document the selection of a preferred alternative other than the highest ranking. A single-lane roundabout is proposed at this intersection to accommodate the anticipated U-turn maneuvers caused by restricting Rowe Road to a Right-In/Right-Out intersection. Additionally, the single-lane roundabout is in line with project funding purpose to facilitate multimodal transportation along the Chase Street corridor.
Proposed Intersection Control:	Single Lane Roundabout

REQUESTED BY: Olivia Zuvanich, E.I. (AL) Date: 9/27/2022

Title: Project Analyst

APPROVED BY: _____ Date: _____

Name: _____

Chief Engineer or (Approved Delegate)

[1] *Analysis data input on this worksheet is for proposed control & configuration on form, not the No-Build data shown on the top of Stage 2*

[2] *ADT's required if available (from data collected or nearest GDOT count station site); Capacity data optional unless needed to justify basis of the waiver request.*

[3] *Crash data (required for all existing intersections) must be entered here independent from Stage 2 worksheet inputs (not linked)*

Intersection	Chase St at Oneta St

Count of Collision ID	Column Labels			
Row Labels	(B) Suspected Minor/Visible Injury	(C) Possible Injury / Complaint	(O) No Injury	Grand Total
Head On	1	0	0	1
Left Angle Crash	0	2	1	3
Rear End	0	0	1	1
Grand Total	1	2	2	5

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	0	25	0	60	10	505	35	80	725	105
Future Vol, veh/h	10	0	0	25	0	60	10	505	35	80	725	105
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	180	-	-	150	-	-	110	-	-	220	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	5	5	5	5	5	5	5	5	5
Mvmt Flow	11	0	0	28	0	68	11	574	40	91	824	119

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1716	1702	884	1682	1741	594	943	0	0	614	0	0
Stage 1	1066	1066	-	616	616	-	-	-	-	-	-	-
Stage 2	650	636	-	1066	1125	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	71	92	344	74	85	499	715	-	-	951	-	-
Stage 1	269	299	-	473	477	-	-	-	-	-	-	-
Stage 2	458	472	-	265	277	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	56	82	344	68	76	499	715	-	-	951	-	-
Mov Cap-2 Maneuver	56	82	-	68	76	-	-	-	-	-	-	-
Stage 1	265	270	-	466	470	-	-	-	-	-	-	-
Stage 2	389	465	-	240	250	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	85	36.4	0.2	0.8
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	715	-	-	56	-	68	499	951	-	-
HCM Lane V/C Ratio	0.016	-	-	0.203	-	0.418	0.137	0.096	-	-
HCM Control Delay (s)	10.1	-	-	85	0	91.6	13.4	9.2	-	-
HCM Lane LOS	B	-	-	F	A	F	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.7	-	1.6	0.5	0.3	-	-

Intersection	
Int Delay, s/veh	32.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	0	20	15	0	85	0	1020	35	70	560	10
Future Vol, veh/h	35	0	20	15	0	85	0	1020	35	70	560	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	180	-	-	150	-	-	110	-	-	220	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	8	8	8	6	6	6	6	6	6
Mvmt Flow	43	0	24	18	0	104	0	1244	43	85	683	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2177	2146	689	2137	2131	1266	695	0	0	1287	0	0
Stage 1	859	859	-	1266	1266	-	-	-	-	-	-	-
Stage 2	1318	1287	-	871	865	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.18	6.58	6.28	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.18	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.18	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.572	4.072	3.372	2.254	-	-	2.254	-	-
Pot Cap-1 Maneuver	~ 33	48	446	34	48	200	882	-	-	526	-	-
Stage 1	351	373	-	201	234	-	-	-	-	-	-	-
Stage 2	194	235	-	337	363	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 14	40	446	28	40	200	882	-	-	526	-	-
Mov Cap-2 Maneuver	~ 14	40	-	28	40	-	-	-	-	-	-	-
Stage 1	351	313	-	201	234	-	-	-	-	-	-	-
Stage 2	93	235	-	267	304	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $	943.5	74.5	0	1.4
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	882	-	-	14	446	28	200	526	-	-
HCM Lane V/C Ratio	-	-	-	3.049	0.055	0.653	0.518	0.162	-	-
HCM Control Delay (s)	0	-	-	$ 1475	13.5	265.1	40.9	13.2	-	-
HCM Lane LOS	A	-	-	F	B	F	E	B	-	-
HCM 95th %tile Q(veh)	0	-	-	6.2	0.2	2.1	2.6	0.6	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	0	30	0	70	10	550	35	85	850	110
Future Vol, veh/h	10	0	0	30	0	70	10	550	35	85	850	110
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	180	-	-	150	-	-	110	-	-	220	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	5	5	5	5	5	5	5	5	5
Mvmt Flow	11	0	0	34	0	80	11	625	40	97	966	125

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1930	1910	1029	1890	1952	645	1091	0	0	665	0	0
Stage 1	1223	1223	-	667	667	-	-	-	-	-	-	-
Stage 2	707	687	-	1223	1285	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	50	68	284	52	63	467	628	-	-	910	-	-
Stage 1	219	252	-	443	452	-	-	-	-	-	-	-
Stage 2	426	447	-	216	232	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	38	60	284	47	55	467	628	-	-	910	-	-
Mov Cap-2 Maneuver	38	60	-	47	55	-	-	-	-	-	-	-
Stage 1	215	225	-	435	444	-	-	-	-	-	-	-
Stage 2	347	439	-	193	207	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	136	66.9	0.2	0.8
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	628	-	-	38	-	47	467	910	-	-
HCM Lane V/C Ratio	0.018	-	-	0.299	-	0.725	0.17	0.106	-	-
HCM Control Delay (s)	10.8	-	-	136	0	189.6	14.3	9.4	-	-
HCM Lane LOS	B	-	-	F	A	F	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1	-	2.9	0.6	0.4	-	-

Intersection	
Int Delay, s/veh	94.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	0	20	15	0	95	0	1115	40	80	600	10
Future Vol, veh/h	40	0	20	15	0	95	0	1115	40	80	600	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	180	-	-	150	-	-	110	-	-	220	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	8	8	8	6	6	6	6	6	6
Mvmt Flow	49	0	24	18	0	116	0	1360	49	98	732	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2377	2343	738	2331	2325	1385	744	0	0	1409	0	0
Stage 1	934	934	-	1385	1385	-	-	-	-	-	-	-
Stage 2	1443	1409	-	946	940	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.18	6.58	6.28	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.18	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.18	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.572	4.072	3.372	2.254	-	-	2.254	-	-
Pot Cap-1 Maneuver	~ 24	36	418	25	36	170	846	-	-	472	-	-
Stage 1	319	345	-	172	205	-	-	-	-	-	-	-
Stage 2	164	205	-	306	334	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 6	29	418	20	29	170	846	-	-	472	-	-
Mov Cap-2 Maneuver	~ 6	29	-	20	29	-	-	-	-	-	-	-
Stage 1	319	273	-	172	205	-	-	-	-	-	-	-
Stage 2	52	205	-	228	265	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay,$	2933.4	113.7	0	1.7
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	846	-	-	6	418	20	170	472	-	-
HCM Lane V/C Ratio	-	-	-	8.13	0.058	0.915	0.681	0.207	-	-
HCM Control Delay (s)	0	-	-	$ 4393	14.1	$ 438.7	62.4	14.6	-	-
HCM Lane LOS	A	-	-	F	B	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	7.7	0.2	2.5	4	0.8	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

MOVEMENT SUMMARY

Site: 101 [2028 AM Peak - Intersection 9 (Site Folder: Oneta Single)]

PI 0013590 (Chase Street)
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Chase St														
3	L2	10	6.0	11	6.0	0.537	9.6	LOS A	4.5	119.1	0.59	0.39	0.59	28.4
8	T1	505	6.0	549	6.0	0.537	9.6	LOS A	4.5	119.1	0.59	0.39	0.59	31.2
18	R2	35	6.0	38	6.0	0.537	9.6	LOS A	4.5	119.1	0.59	0.39	0.59	26.3
Approach		550	6.0	598	6.0	0.537	9.6	LOS A	4.5	119.1	0.59	0.39	0.59	30.8
East: Oneta St														
1	L2	25	5.0	27	5.0	0.130	6.4	LOS A	0.8	20.6	0.73	0.60	0.73	27.8
6	T1	1	5.0	1	5.0	0.130	6.4	LOS A	0.8	20.6	0.73	0.60	0.73	23.0
16	R2	60	5.0	65	5.0	0.130	6.4	LOS A	0.8	20.6	0.73	0.60	0.73	26.5
Approach		86	5.0	93	5.0	0.130	6.4	LOS A	0.8	20.6	0.73	0.60	0.73	26.8
North: Chase St														
7u	U	70	5.0	76	5.0	0.824	18.3	LOS C	16.5	429.8	0.60	0.25	0.60	29.4
7	L2	80	5.0	87	5.0	0.824	18.3	LOS C	16.5	429.8	0.60	0.25	0.60	25.4
4	T1	725	5.0	788	5.0	0.824	18.3	LOS C	16.5	429.8	0.60	0.25	0.60	27.7
14	R2	105	5.0	114	5.0	0.824	18.3	LOS C	16.5	429.8	0.60	0.25	0.60	23.7
Approach		980	5.0	1065	5.0	0.824	18.3	LOS C	16.5	429.8	0.60	0.25	0.60	27.1
West: Oneta St														
5	L2	10	2.0	11	2.0	0.027	7.8	LOS A	0.2	4.7	0.88	0.66	0.88	26.5
2	T1	1	2.0	1	2.0	0.027	7.8	LOS A	0.2	4.7	0.88	0.66	0.88	22.2
12	R2	1	2.0	1	2.0	0.027	7.8	LOS A	0.2	4.7	0.88	0.66	0.88	25.4
Approach		12	2.0	13	2.0	0.027	7.8	LOS A	0.2	4.7	0.88	0.66	0.88	26.0
All Vehicles		1628	5.3	1770	5.3	0.824	14.7	LOS B	16.5	429.8	0.61	0.32	0.61	28.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [2028 PM Peak - Intersection 9 (Site Folder: Oneta Single)]

PI 0013590 (Chase Street)
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Chase St														
3	L2	1	3.0	1	3.0	1.020	51.2	LOS F	64.8	1658.8	1.00	1.94	2.96	18.8
8	T1	1020	3.0	1109	3.0	1.020	51.2	LOS F	64.8	1658.8	1.00	1.94	2.96	20.0
18	R2	35	3.0	38	3.0	1.020	51.2	LOS F	64.8	1658.8	1.00	1.94	2.96	17.9
Approach		1056	3.0	1148	3.0	1.020	51.2	LOS F	64.8	1658.8	1.00	1.94	2.96	19.9
East: Oneta St														
1	L2	15	7.5	16	7.5	0.448	28.4	LOS D	3.8	99.9	1.00	1.11	1.20	22.0
6	T1	1	7.5	1	7.5	0.448	28.4	LOS D	3.8	99.9	1.00	1.11	1.20	18.9
16	R2	85	7.5	92	7.5	0.448	28.4	LOS D	3.8	99.9	1.00	1.11	1.20	21.2
Approach		101	7.5	110	7.5	0.448	28.4	LOS D	3.8	99.9	1.00	1.11	1.20	21.3
North: Chase St														
7u	U	100	4.5	109	4.5	0.607	9.8	LOS A	7.7	200.5	0.25	0.08	0.25	32.8
7	L2	70	4.5	76	4.5	0.607	9.8	LOS A	7.7	200.5	0.25	0.08	0.25	27.9
4	T1	560	4.5	609	4.5	0.607	9.8	LOS A	7.7	200.5	0.25	0.08	0.25	30.6
14	R2	10	4.5	11	4.5	0.607	9.8	LOS A	7.7	200.5	0.25	0.08	0.25	25.9
Approach		740	4.5	804	4.5	0.607	9.8	LOS A	7.7	200.5	0.25	0.08	0.25	30.5
West: Oneta St														
5	L2	35	2.0	38	2.0	0.089	6.2	LOS A	0.5	13.6	0.75	0.62	0.75	27.4
2	T1	1	2.0	1	2.0	0.089	6.2	LOS A	0.5	13.6	0.75	0.62	0.75	22.8
12	R2	20	2.0	22	2.0	0.089	6.2	LOS A	0.5	13.6	0.75	0.62	0.75	26.1
Approach		56	2.0	61	2.0	0.089	6.2	LOS A	0.5	13.6	0.75	0.62	0.75	26.8
All Vehicles		1953	3.8	2123	3.8	1.020	33.0	LOS D	64.8	1658.8	0.71	1.15	1.78	23.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [2048 AM Peak - Intersection 9 (Site Folder: Oneta Single)]

PI 0013590
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Chase St														
3	L2	10	6.0	11	6.0	0.563	9.9	LOS A	5.2	135.9	0.64	0.43	0.64	28.3
8	T1	550	6.0	598	6.0	0.563	9.9	LOS A	5.2	135.9	0.64	0.43	0.64	31.1
18	R2	35	6.0	38	6.0	0.563	9.9	LOS A	5.2	135.9	0.64	0.43	0.64	26.2
Approach		595	6.0	647	6.0	0.563	9.9	LOS A	5.2	135.9	0.64	0.43	0.64	30.7
East: Oneta St														
1	L2	30	5.0	33	5.0	0.153	6.7	LOS A	1.0	25.8	0.77	0.65	0.77	27.7
6	T1	1	5.0	1	5.0	0.153	6.7	LOS A	1.0	25.8	0.77	0.65	0.77	22.9
16	R2	70	5.0	76	5.0	0.153	6.7	LOS A	1.0	25.8	0.77	0.65	0.77	26.4
Approach		101	5.0	110	5.0	0.153	6.7	LOS A	1.0	25.8	0.77	0.65	0.77	26.8
North: Chase St														
7u	U	75	5.0	82	5.0	0.903	24.8	LOS C	26.9	699.1	0.89	0.38	0.89	27.1
7	L2	85	5.0	92	5.0	0.903	24.8	LOS C	26.9	699.1	0.89	0.38	0.89	23.7
4	T1	850	5.0	924	5.0	0.903	24.8	LOS C	26.9	699.1	0.89	0.38	0.89	25.7
14	R2	110	5.0	120	5.0	0.903	24.8	LOS C	26.9	699.1	0.89	0.38	0.89	22.3
Approach		1120	5.0	1217	5.0	0.903	24.8	LOS C	26.9	699.1	0.89	0.38	0.89	25.2
West: Oneta St														
5	L2	10	2.0	11	2.0	0.038	11.2	LOS B	0.3	7.5	1.00	0.78	1.00	25.6
2	T1	1	2.0	1	2.0	0.038	11.2	LOS B	0.3	7.5	1.00	0.78	1.00	21.6
12	R2	1	2.0	1	2.0	0.038	11.2	LOS B	0.3	7.5	1.00	0.78	1.00	24.5
Approach		12	2.0	13	2.0	0.038	11.2	LOS B	0.3	7.5	1.00	0.78	1.00	25.1
All Vehicles		1828	5.3	1987	5.3	0.903	18.9	LOS C	26.9	699.1	0.80	0.41	0.80	26.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [2048 PM Peak - Intersection 9 (Site Folder: Oneta Single)]

PI 0013590 (Chase Street)
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Chase St														
3	L2	1	3.0	1	3.0	1.080	69.0	LOS F	80.1	2050.0	1.00	2.40	3.76	16.4
8	T1	1115	3.0	1212	3.0	1.080	69.0	LOS F	80.1	2050.0	1.00	2.40	3.76	17.3
18	R2	40	3.0	43	3.0	1.080	69.0	LOS F	80.1	2050.0	1.00	2.40	3.76	15.7
Approach		1156	3.0	1257	3.0	1.080	69.0	LOS F	80.1	2050.0	1.00	2.40	3.76	17.3
East: Oneta St														
1	L2	15	7.5	16	7.5	0.503	32.0	LOS D	4.6	122.5	1.00	1.15	1.29	21.3
6	T1	1	7.5	1	7.5	0.503	32.0	LOS D	4.6	122.5	1.00	1.15	1.29	18.3
16	R2	95	7.5	103	7.5	0.503	32.0	LOS D	4.6	122.5	1.00	1.15	1.29	20.5
Approach		111	7.5	121	7.5	0.503	32.0	LOS D	4.6	122.5	1.00	1.15	1.29	20.6
North: Chase St														
7u	U	115	4.5	125	4.5	0.629	10.0	LOS B	8.5	219.6	0.26	0.08	0.26	32.7
7	L2	80	4.5	87	4.5	0.629	10.0	LOS B	8.5	219.6	0.26	0.08	0.26	27.8
4	T1	600	4.5	652	4.5	0.629	10.0	LOS B	8.5	219.6	0.26	0.08	0.26	30.5
14	R2	10	4.5	11	4.5	0.629	10.0	LOS B	8.5	219.6	0.26	0.08	0.26	25.9
Approach		805	4.5	875	4.5	0.629	10.0	LOS B	8.5	219.6	0.26	0.08	0.26	30.5
West: Oneta St														
5	L2	40	2.0	43	2.0	0.096	6.3	LOS A	0.6	15.7	0.79	0.65	0.79	27.3
2	T1	1	2.0	1	2.0	0.096	6.3	LOS A	0.6	15.7	0.79	0.65	0.79	22.7
12	R2	20	2.0	22	2.0	0.096	6.3	LOS A	0.6	15.7	0.79	0.65	0.79	26.0
Approach		61	2.0	66	2.0	0.096	6.3	LOS A	0.6	15.7	0.79	0.65	0.79	26.8
All Vehicles		2133	3.8	2318	3.8	1.080	43.0	LOS E	80.1	2050.0	0.71	1.41	2.23	21.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	0	0	30	0	70	10	550	35	85	830	110
Future Volume (veh/h)	10	0	0	30	0	70	10	550	35	85	830	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	11	0	0	34	0	80	11	625	40	97	943	125
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	5	5	5	5	5	5	5	5	5
Cap, veh/h	91	139	0	163	0	115	353	1249	80	567	1304	173
Arrive On Green	0.07	0.00	0.00	0.07	0.00	0.07	0.74	0.74	0.74	0.04	0.83	0.83
Sat Flow, veh/h	1319	1870	0	1384	0	1547	516	1698	109	1739	1579	209
Grp Volume(v), veh/h	11	0	0	34	0	80	11	0	665	97	0	1068
Grp Sat Flow(s),veh/h/ln	1319	1870	0	1384	0	1547	516	0	1806	1739	0	1788
Q Serve(g_s), s	1.0	0.0	0.0	2.8	0.0	6.1	1.1	0.0	18.5	1.5	0.0	31.0
Cycle Q Clear(g_c), s	7.0	0.0	0.0	2.8	0.0	6.1	21.3	0.0	18.5	1.5	0.0	31.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.06	1.00		0.12
Lane Grp Cap(c), veh/h	91	139	0	163	0	115	353	0	1329	567	0	1477
V/C Ratio(X)	0.12	0.00	0.00	0.21	0.00	0.70	0.03	0.00	0.50	0.17	0.00	0.72
Avail Cap(c_a), veh/h	191	281	0	268	0	232	353	0	1329	599	0	1477
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.7	0.0	0.0	52.7	0.0	54.2	11.5	0.0	6.6	4.7	0.0	4.5
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.6	0.0	7.4	0.2	0.0	1.3	0.1	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	0.0	1.8	0.0	4.7	0.3	0.0	11.0	0.8	0.0	14.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.2	0.0	0.0	53.4	0.0	61.6	11.6	0.0	8.0	4.9	0.0	7.6
LnGrp LOS	E	A	A	D	A	E	B	A	A	A	A	A
Approach Vol, veh/h		11			114			676			1165	
Approach Delay, s/veh		58.2			59.1			8.0			7.4	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.8	94.3		14.9		105.1		14.9				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	7.0	77.0		18.0		90.0		18.0				
Max Q Clear Time (g_c+I1), s	3.5	23.3		9.0		33.0		8.1				
Green Ext Time (p_c), s	0.1	5.8		0.0		13.9		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		10.9	
HCM 6th LOS		B	

Notes

User approved ignoring U-Turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	0	20	15	0	95	0	1115	40	80	585	10
Future Volume (veh/h)	40	0	20	15	0	95	0	1115	40	80	585	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1781	1781	1781	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	49	0	24	18	0	116	0	1360	49	98	713	12
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	8	8	8	6	6	6	6	6	6
Cap, veh/h	130	0	202	210	0	192	60	1186	43	129	1372	23
Arrive On Green	0.13	0.00	0.13	0.13	0.00	0.13	0.00	0.68	0.68	0.04	0.77	0.77
Sat Flow, veh/h	1276	0	1585	1321	0	1510	706	1737	63	1725	1776	30
Grp Volume(v), veh/h	49	0	24	18	0	116	0	0	1409	98	0	725
Grp Sat Flow(s),veh/h/ln	1276	0	1585	1321	0	1510	706	0	1800	1725	0	1806
Q Serve(g_s), s	4.5	0.0	1.6	1.5	0.0	8.7	0.0	0.0	81.9	2.5	0.0	18.3
Cycle Q Clear(g_c), s	13.2	0.0	1.6	3.1	0.0	8.7	0.0	0.0	81.9	2.5	0.0	18.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		0.02
Lane Grp Cap(c), veh/h	130	0	202	210	0	192	60	0	1229	129	0	1395
V/C Ratio(X)	0.38	0.00	0.12	0.09	0.00	0.60	0.00	0.00	1.15	0.76	0.00	0.52
Avail Cap(c_a), veh/h	159	0	238	240	0	226	60	0	1229	189	0	1395
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.8	0.0	46.4	47.8	0.0	49.5	0.0	0.0	19.0	36.6	0.0	5.2
Incr Delay (d2), s/veh	1.8	0.0	0.3	0.2	0.0	3.3	0.0	0.0	76.0	9.8	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.8	0.0	1.2	0.9	0.0	6.3	0.0	0.0	76.4	5.9	0.0	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.6	0.0	46.7	47.9	0.0	52.8	0.0	0.0	95.1	46.4	0.0	6.6
LnGrp LOS	E	A	D	D	A	D	A	A	F	D	A	A
Approach Vol, veh/h		73			134			1409			823	
Approach Delay, s/veh		54.0			52.1			95.1			11.3	
Approach LOS		D			D			F			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.8	87.9		21.3		98.7		21.3				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	9.0	75.0		18.0		90.0		18.0				
Max Q Clear Time (g_c+I1), s	4.5	83.9		15.2		20.3		10.7				
Green Ext Time (p_c), s	0.1	0.0		0.0		6.4		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			63.2									
HCM 6th LOS			E									

GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.21 | Revised 2/4/2022

Waiver Request - Level 1

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

1. Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
2. The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
3. The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
   - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
   - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
   - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
   - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information:

Location: Chase St @ Oneta St
County: Clarke
GDOT District: 1 - Gainesville
Area Type: Suburb/Transition
Existing Intersection Control: Conventional (Minor Stop)

GDOT PI # (or N/A): 0015390
Requested By: GDOT D1
Prepared By: Kimley-Horn and Associates
Date: 9/27/2022
Waiver Request Type: GDOT PDP Project

Traffic and Operations Data:[1,2]

Intersection meets signal/AWS warrants?	Meets Signal Warrants	
Traffic Analysis Type:	Intersection Delay	
Existing Major Street Avg Daily Traffic (ADT):	27,250	
Existing Minor Street Avg Daily Traffic (ADT):	2,250	
Analysis Period:	AM Peak	PM Peak
2028 Opening Yr Peak Hour Intersection Delay:	14.7 sec	33.0 sec
2028 Opening Yr Peak Hour Intersection V/C:	0.82	1.02
2048 Design Yr Peak Hour Intersection Delay:	18.9 sec	43.0 sec
2048 Design Yr Peak Hour Intersection V/C:	0.90	1.08

Crash Data (Required):[3]

Crash Type	Crash Data: Enter most recent 5 years of crash data	Crash Severity K*	A*	B*	C*	O	Years: 5
	Angle				2	1	60%
	Head-On			1			20%
	Rear End					1	20%
	Sideswipe - same						0%
	Sideswipe - opposite						0%
	Not Collision w/Motor Veh						0%
	TOTALS:	0	0	1	2	2	5

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required): A waiver is being submitted to document the selection of a preferred alternative other than the highest ranking. A single-lane roundabout is proposed at this intersection to accommodate the anticipated U-turn maneuvers caused by restricting Rowe Road to a Right-In/Right-Out intersection. Additionally, the single-lane roundabout is in line with project funding purpose to facilitate multimodal transportation along the Chase Street corridor.

Proposed Intersection Control: Single Lane Roundabout

REQUESTED BY: Olivia Zuvanich, E.I. (AL) Date: 9/27/2022

Title: Project Analyst

APPROVED BY: Digitally signed by Alan Davis DN: C=US, E=aladavis@dot.ga.gov, O=Georgia Department of Transportation, OU=Traffic Operations, CN=Alan Davis Date: 2022.11.16 13:59:51-05'00' Date:

Name:

Chief Engineer or (Approved Delegate)

[1] *Analysis data input on this worksheet is for proposed control & configuration on form, not the No-Build data shown on the top of Stage 2*

[2] *ADT's required if available (from data collected or nearest GDOT count station site); Capacity data optional unless needed to justify basis of the waiver request.*

[3] *Crash data (required for all existing intersections) must be entered here independent from Stage 2 worksheet inputs (not linked)*

GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.21 | Revised 2/4/2022

Waiver Request - Level 1

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

1. Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
2. The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
3. The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
   - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
   - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
   - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
   - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information:

Location:	Chase St @ Barber
County:	Clarke
GDOT District:	1 - Gainesville
Area Type:	Suburb/Transition
Existing Intersection Control:	Signal (turn lanes on mainline)
GDOT PI # (or N/A):	0015390
Requested By:	GDOT D1
Prepared By:	Kimley-Horn and Associates
Date:	9/27/2022
Waiver Request Type:	GDOT PDP Project

Traffic and Operations Data:[1,2]

Intersection meets signal/AWS warrants?	Meets Signal Warrants	
Traffic Analysis Type:	Intersection Delay	
Existing Major Street Avg Daily Traffic (ADT):	14,350	
Existing Minor Street Avg Daily Traffic (ADT):	18,150	
Analysis Period:	AM Peak	PM Peak
2028 Opening Yr Peak Hour Intersection Delay:	25.7 sec	32.2 sec
2028 Opening Yr Peak Hour Intersection V/C:	0.57	0.62
2048 Design Yr Peak Hour Intersection Delay:	40.4 sec	41.4 sec
2048 Design Yr Peak Hour Intersection V/C:	0.68	0.67

Crash Data (Required):[3]

Crash Data: Enter most recent 5 years of crash data	Crash Severity K*	A*	B*	C*	O	Years: 5
Angle	0	1	1	1	4	29%
Head-On	0	0	0	0	0	0%
Rear End	0	0	0	3	4	29%
Sideswipe - same	0	0	0	0	8	33%
Sideswipe - opposite	0	0	0	0	0	0%
Not Collision w/Motor Veh	0	0	1	0	1	8%
TOTALS:	0	1	2	4	17	24

Crash Type

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required):	A waiver is being submitted because PI 0015390 (Chase Street) is not proposing any geometric changes to the intersection of Chase Street at Barber Street/Newton Bridge Road. The project impact to this intersection is minor in nature and will not alter the characteristic of the existing intersection, refer to TE Study for documentation of optimized signal timing. This intersection is the northern terminus of PI 0015390.
Proposed Intersection Control:	Traffic Signal

REQUESTED BY: Olivia Zuvanich, E.I. (AL) Date: 9/27/2022

Title: Project Analyst

APPROVED BY: Digitally signed by Alan Davis DN: C=US, E=aladavis@dot.ga.gov, O=Georgia Department of Transportation, OU=Traffic Operations, CN=Alan Davis Date: 2022.11.16 14:00:25-05'00' Date:

Name:

Chief Engineer or (Approved Delegate)

[1] *Analysis data input on this worksheet is for proposed control & configuration on form, not the No-Build data shown on the top of Stage 2*

[2] *ADT's required if available (from data collected or nearest GDOT count station site); Capacity data optional unless needed to justify basis of the waiver request.*

[3] *Crash data (required for all existing intersections) must be entered here independent from Stage 2 worksheet inputs (not linked)*

ROUNDABOUT DESIGN CHECKS SUBMITTAL

DECEMBER 2022

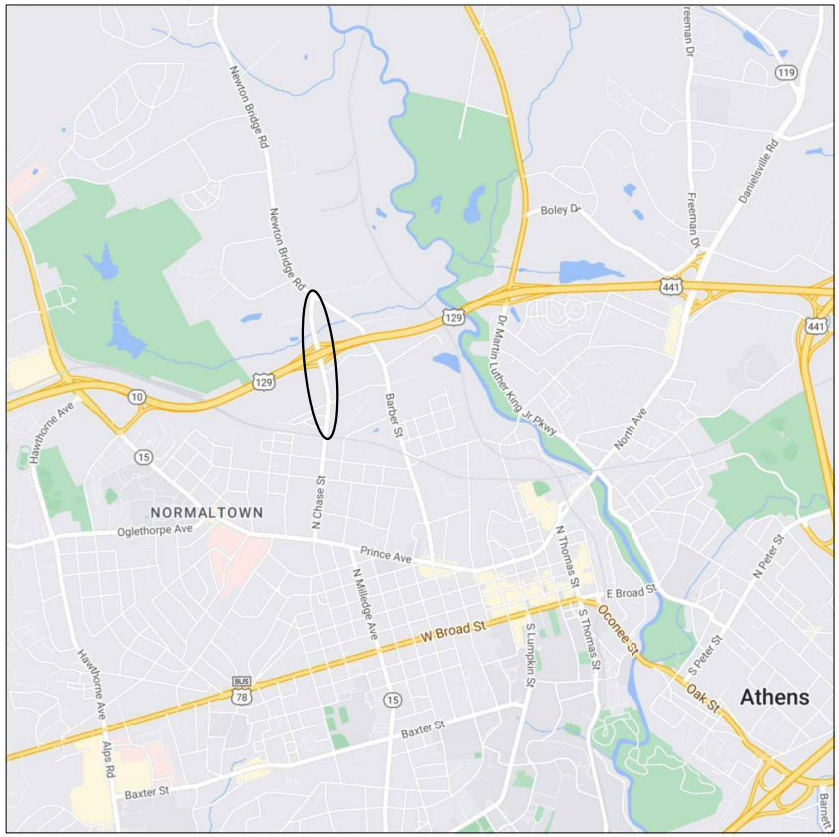
INDEX

Chase Street at Oneta Street Roundabout
1.0 Overview
1.1 Horizontal Geometry
1.2 Geometric Speeds
- 1.2.1 Thru and Right-Turn Movement
- 1.2.2 Left-Turn Movement

1.3 Sight Distance Envelopes
- 1.3.1 Stopping Sight Distance
- 1.3.2 Intersection Sight Distance

1.4 Angle of Visibility
1.5 Truck Checks
- 1.5.1 WB-62 Check
- 1.5.2 WB-40 Check
- 1.5.3 OSOW Check Vehicle - 85' Lowboy

Chase Street at US 129/ SR 10 Loop Interchange
2.0 Overview
- Chase Street at SR 10 Loop EB Roundabout
- 2.1 Horizontal Geometry
- 2.2 Geometric Speeds
  - 2.2.1 Thru and Right-Turn Movement
  - 2.2.2 Left-Turn Movement
- 2.3 Sight Distance Envelopes
  - 2.3.2 Stopping Sight Distance
  - 2.3.3 Intersection Sight Distance
- 2.4 Angle of Visibility
- 2.5 Vehicle Paths
  - 2.5.1 WB-62 Check
  - 2.5.2 WB-40 Check
  - 2.5.3 OSOW Check Vehicle - 85' Lowboy
- Chase Street at SR 10 Loop WB Roundabout
- 2.6 Horizontal Geometry
- 2.7 Geometric Speeds
  - 2.6.2 Thru and Right-Turn Movement
  - 2.6.3 Left-Turn Movement
- 2.8 Sight Distance Envelopes
  - 2.8.2 Stopping Sight Distance
  - 2.8.3 Intersection Sight Distance
- 2.9 Angle of Visibility
- 2.10 Vehicle Paths
  - 2.10.1 WB-62 Check
  - 2.10.2 WB-40 Check
  - 2.10.3 OSOW Check Vehicle - 85' Lowboy



LOCATION MAP

PI 0015390
CR 1037/CHASE STREET FM
CR 478/BARBER STREET TO CSX #639916G



Kimley»Horn

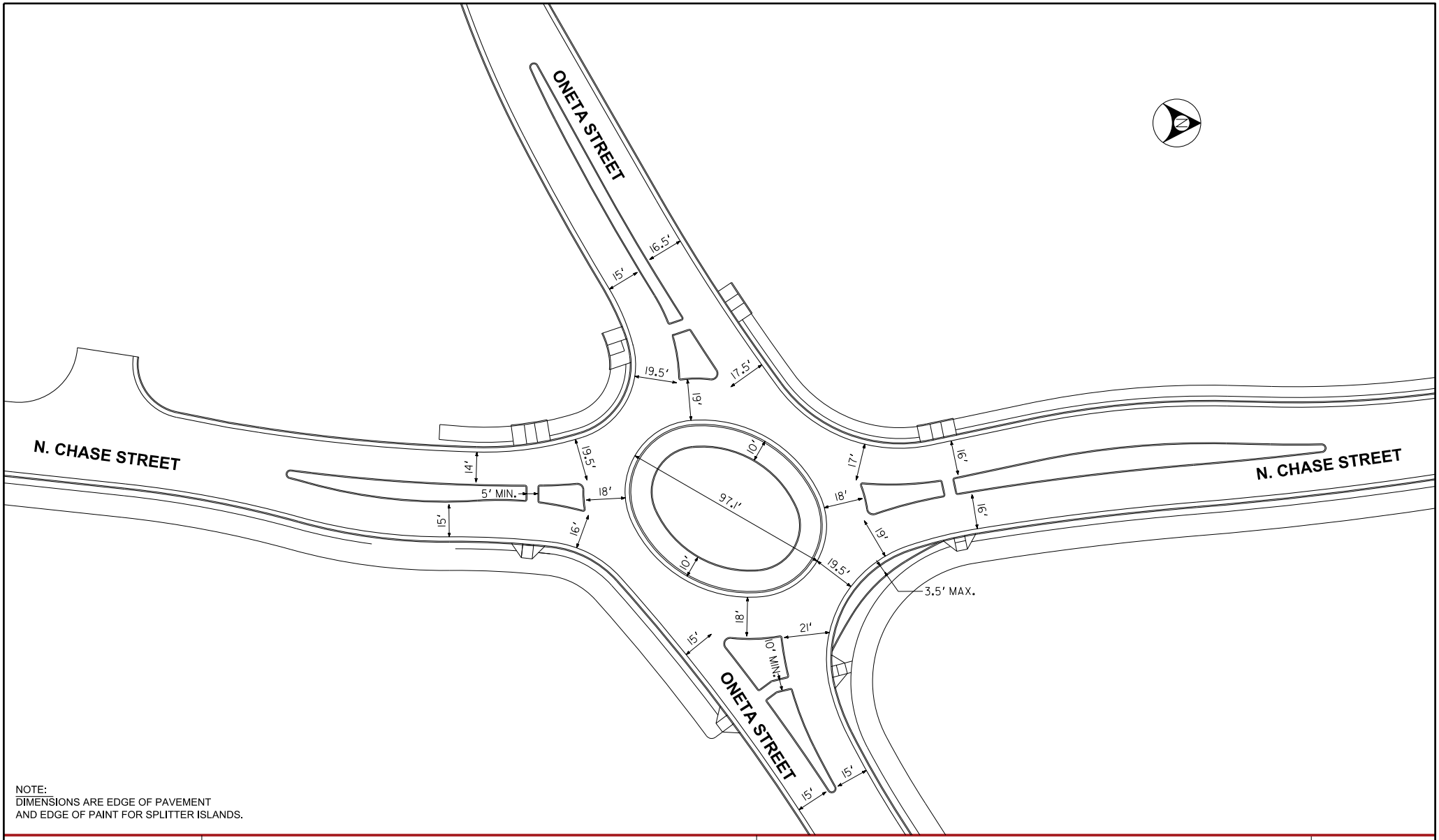
CHASE STREET AT ONETA STREET ROUNDABOUT

PI 0015390
CR 1037/CHASE STREET FM
CR 478/BARBER STREET TO CSX #639916G

INTERSECTION OVERVIEW

SCALE
0 50 100

EXHIBIT: 1.0



NOTE:
DIMENSIONS ARE EDGE OF PAVEMENT
AND EDGE OF PAINT FOR SPLITTER ISLANDS.

Kimley»Horn

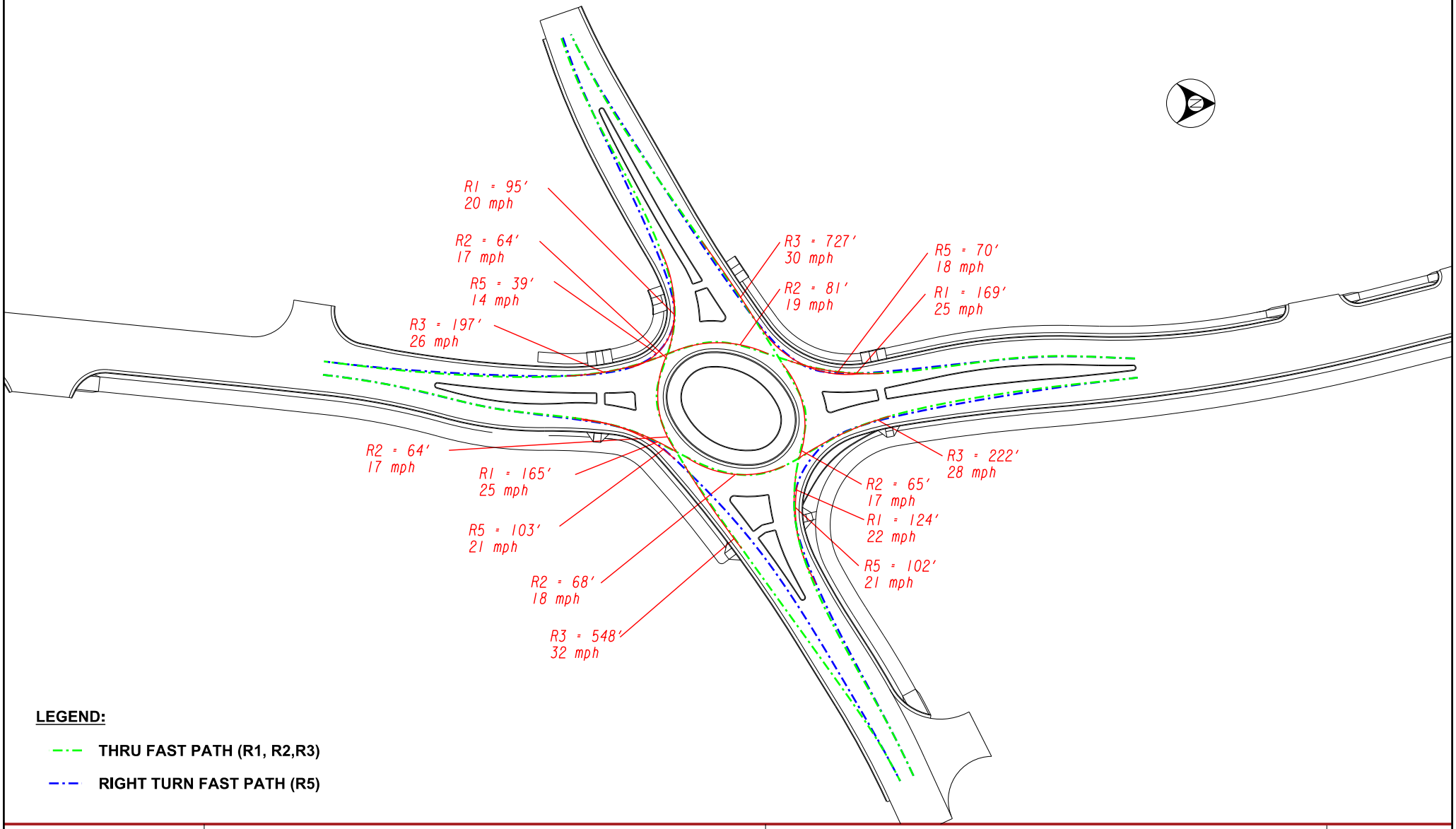
CHASE STREET AT ONETA STREET ROUNDABOUT

PI 0015390
CR 1037/CHASE STREET FM
CR 478/BARBER STREET TO CSX #639916G

HORIZONTAL GEOMETRY

SCALE
0 20 40

EXHIBIT: 1.1



Kimley»Horn

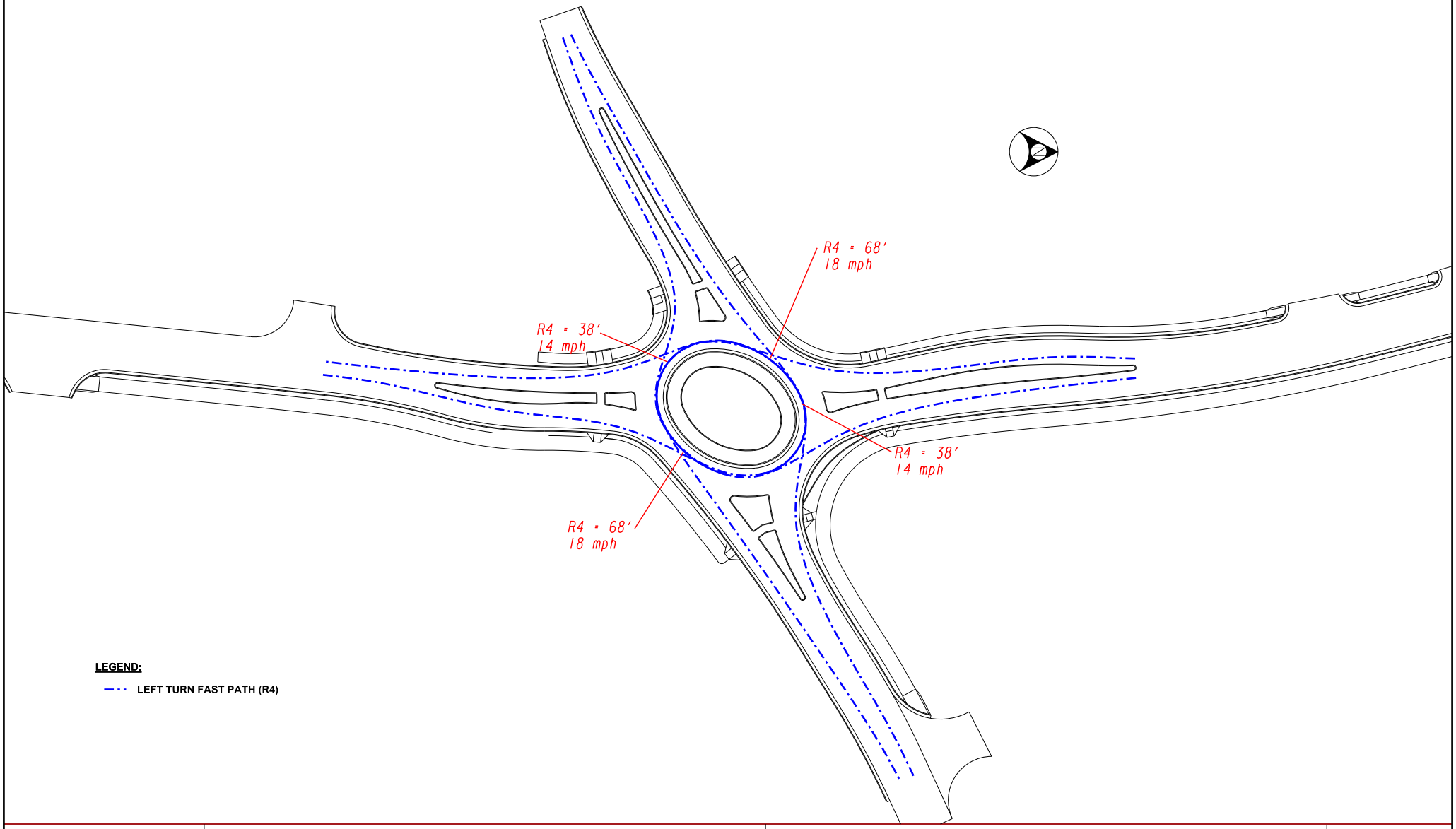
CHASE STREET AT ONETA STREET ROUNDABOUT

PI 0015390
CR 1037/CHASE STREET FM
CR 478/BARBER STREET TO CSX #639916G

GEOMETRIC SPEEDS
THRU AND RIGHT-TURN MOVEMENT

SCALE
0 30 60

EXHIBIT: 1.2.1



Kimley»Horn

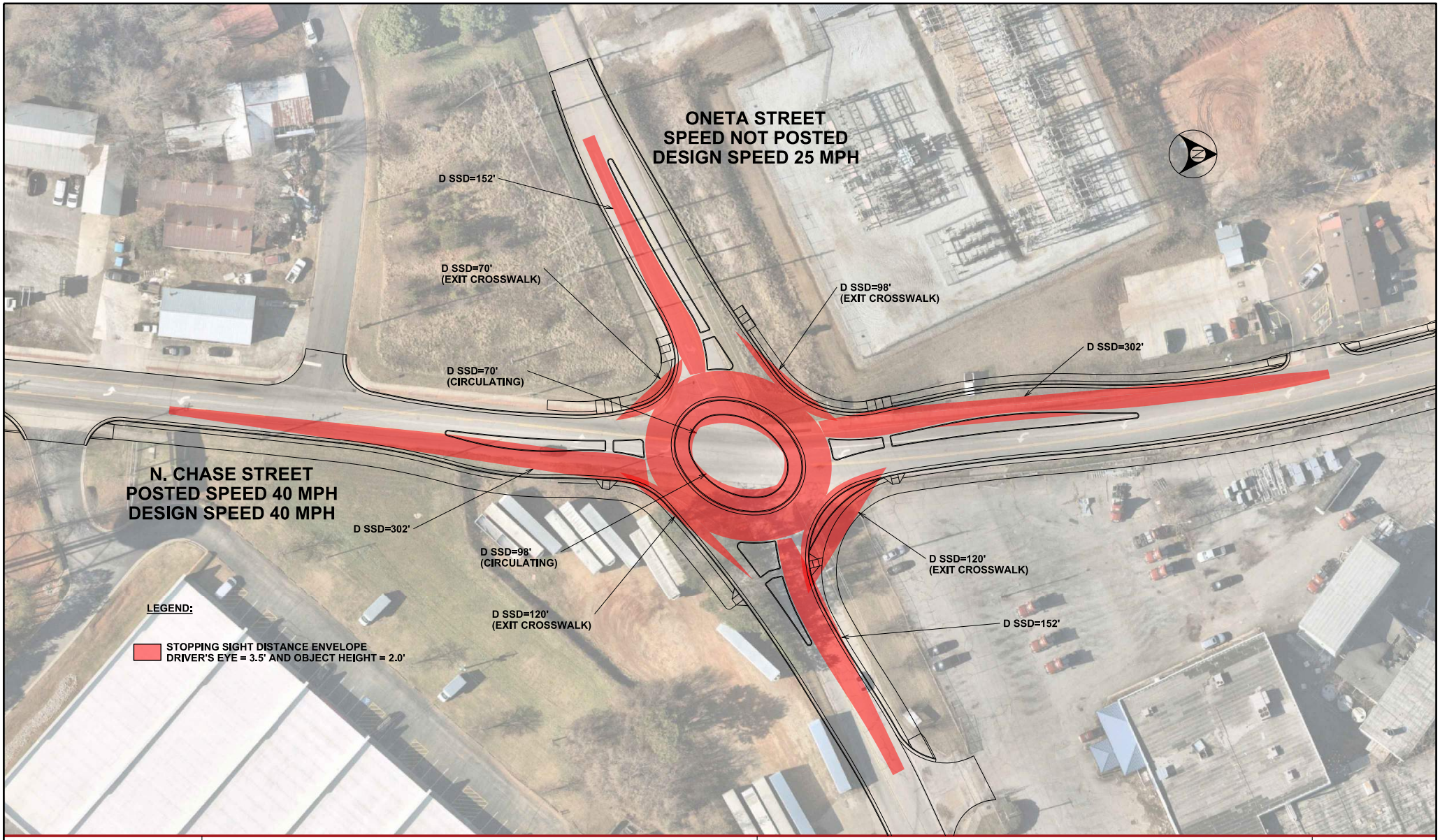
CHASE STREET AT ONETA STREET ROUNDABOUT

PI 0015390
CR 1037/CHASE STREET FM
CR 478/BARBER STREET TO CSX #639916G

GEOMETRIC SPEEDS
LEFT-TURN MOVEMENT

SCALE
0 30 60

EXHIBIT: 1.2.2



Kimley»Horn

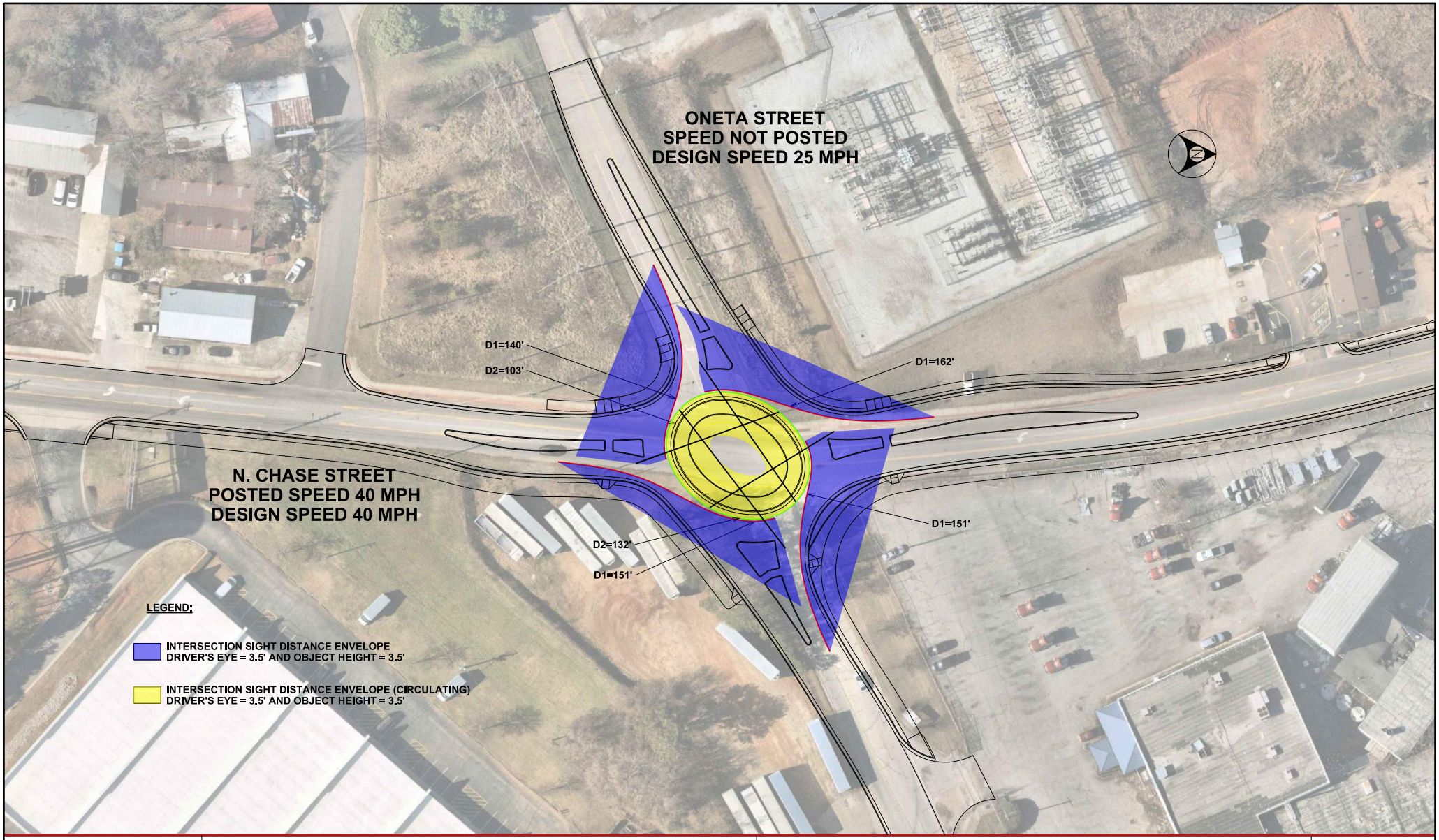
CHASE STREET AT ONETA STREET ROUNDABOUT

PI 0015390
CR 1037/CHASE STREET FM
CR 478/BARBER STREET TO CSX #639916G

SIGHT DISTANCE ENVELOPES
STOPPING SIGHT DISTANCE

SCALE
0 30 60

EXHIBIT: 1.3.1



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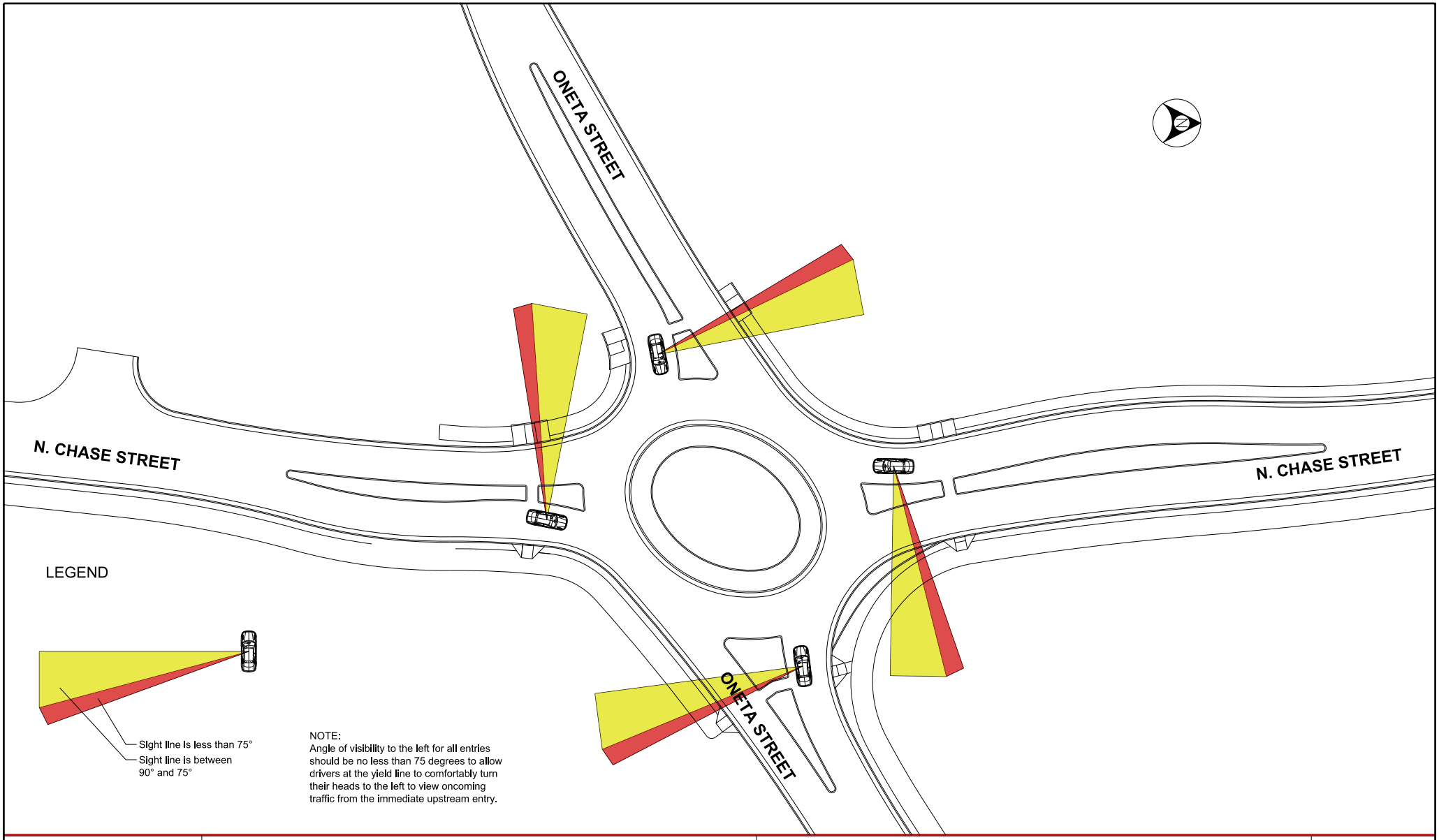
CHASE STREET AT ONETA STREET ROUNDABOUT

PI 0015390
CR 1037/CHASE STREET FM
CR 478/BARBER STREET TO CSX #639916G

SIGHT DISTANCE ENVELOPES
INTERSECTION SIGHT DISTANCE

SCALE
0 30 60

EXHIBIT: 1.3.2



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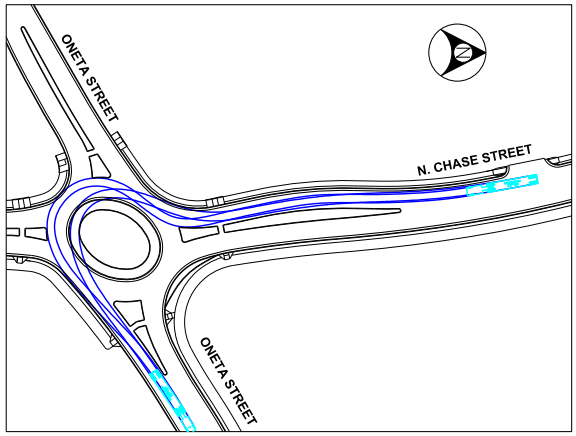
CHASE STREET AT ONETA STREET ROUNDABOUT

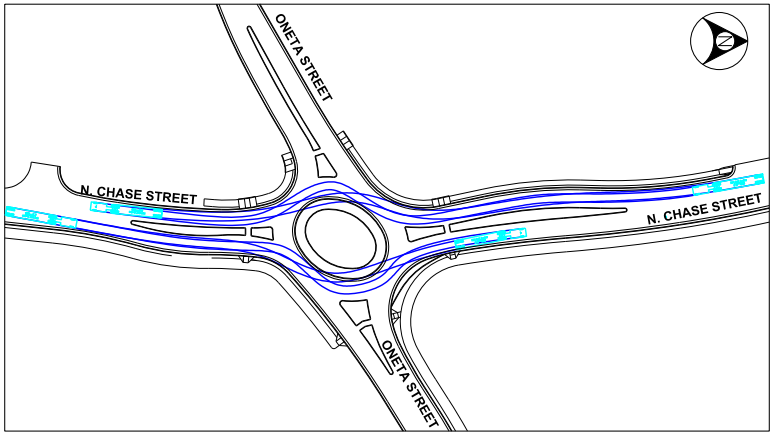
PI 0015390
CR 1037/CHASE STREET FM
CR 478/BARBER STREET TO CSX #639916G

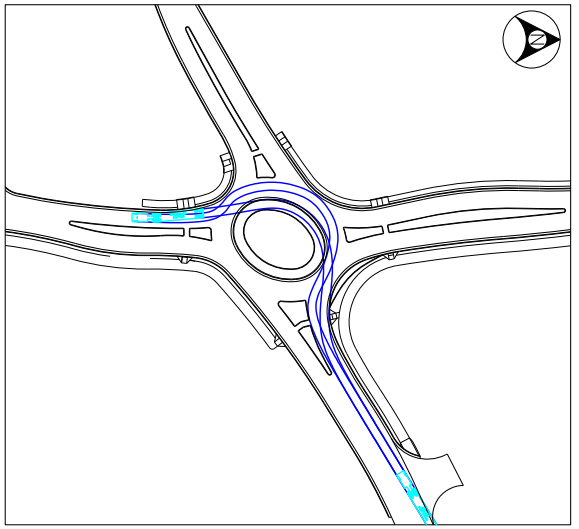
ANGLE OF VISIBILITY

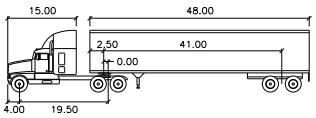
SCALE
0 20 40

EXHIBIT: 1.4









WB−62

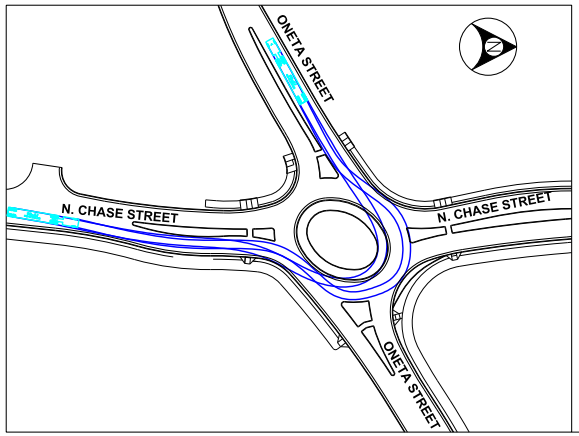
feet

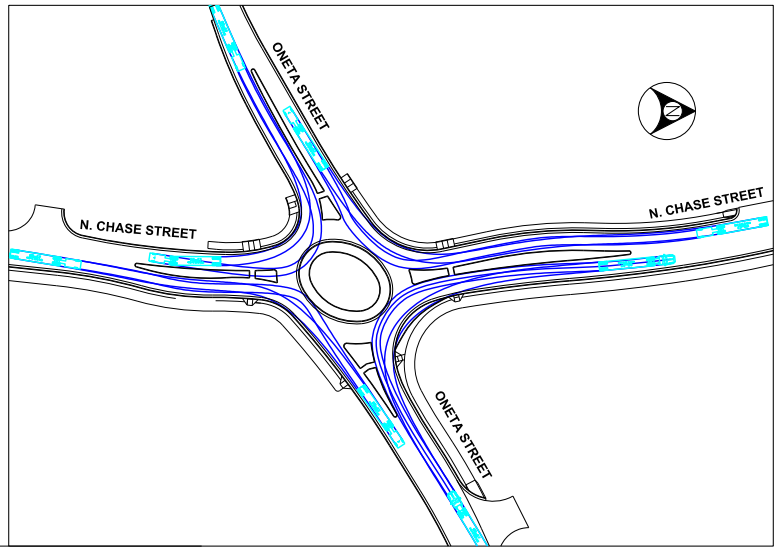
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Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		

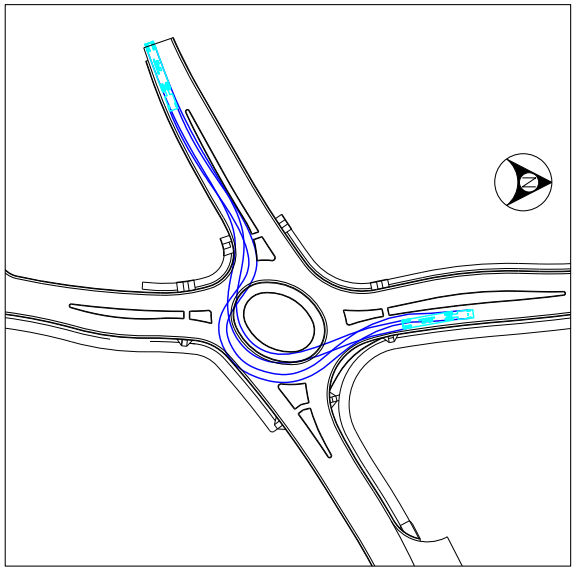
LEGEND:

WHEEL PATH

TRUCK BODY







Kimley»Horn

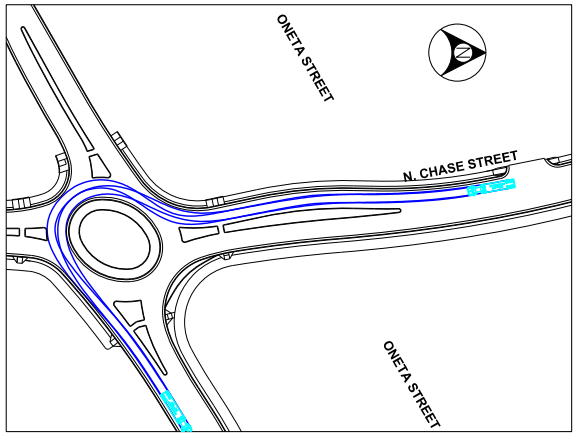
CHASE STREET AT ONETA STREET ROUNDABOUT

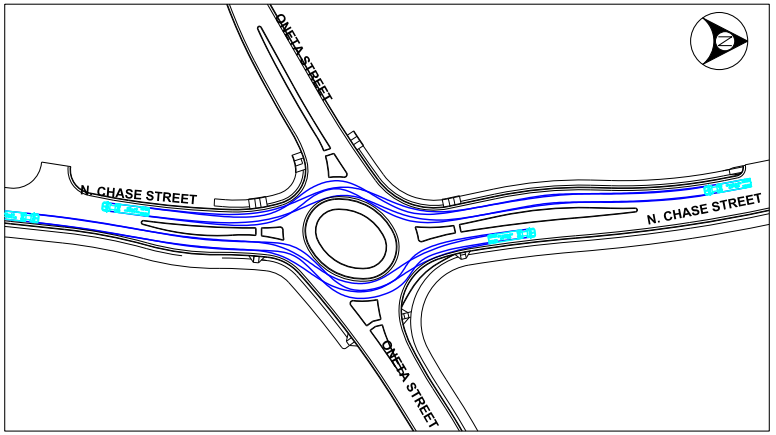
PI 0015390
CR 1037/CHASE STREET FM
CR 478/BARBER STREET TO CSX #639916G

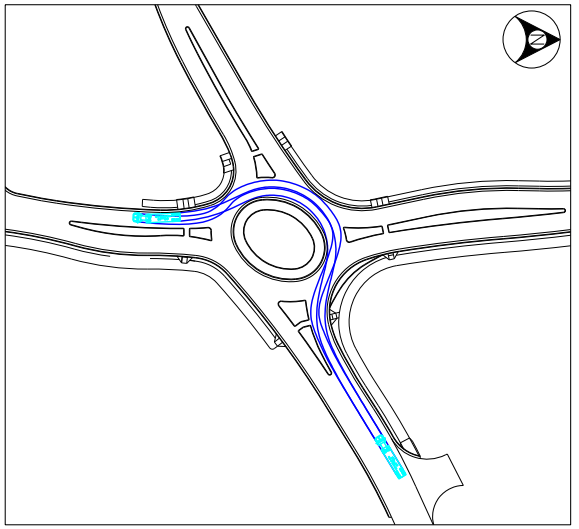
DESIGN VEHICLE - WB 62

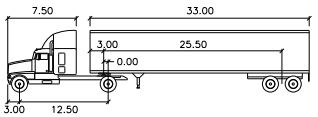
SCALE
0 60 120

EXHIBIT: 1.5.1









WB-40

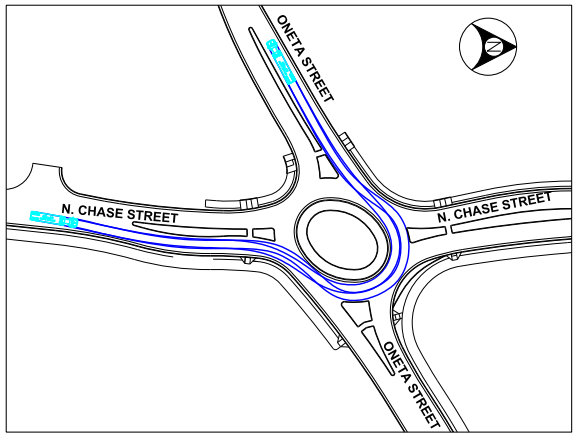
feet

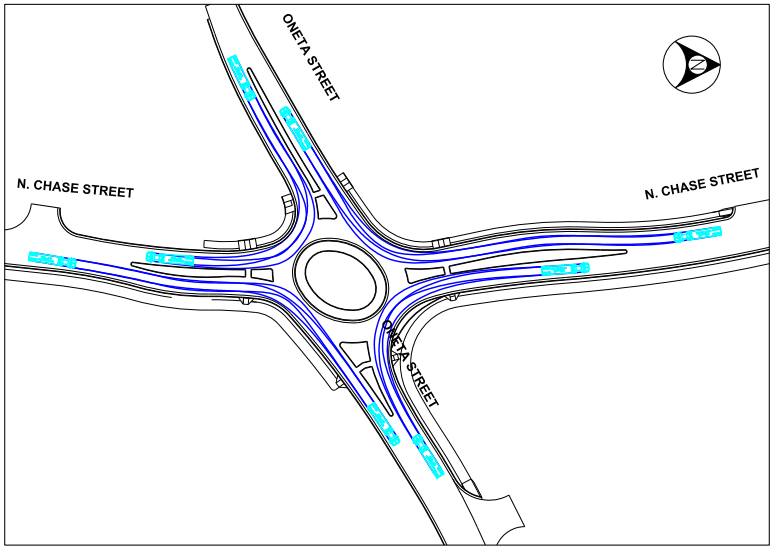
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Trailer Width	: 8.00	Steering Angle	: 20.3
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.00		

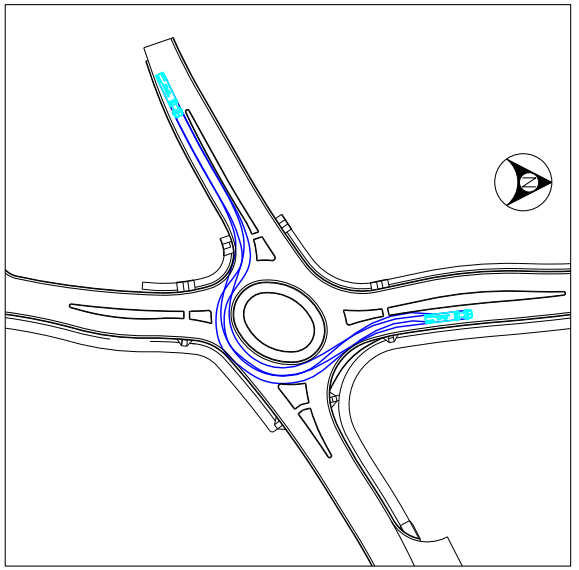
LEGEND:

WHEEL PATH

TRUCK BODY







Kimley»Horn

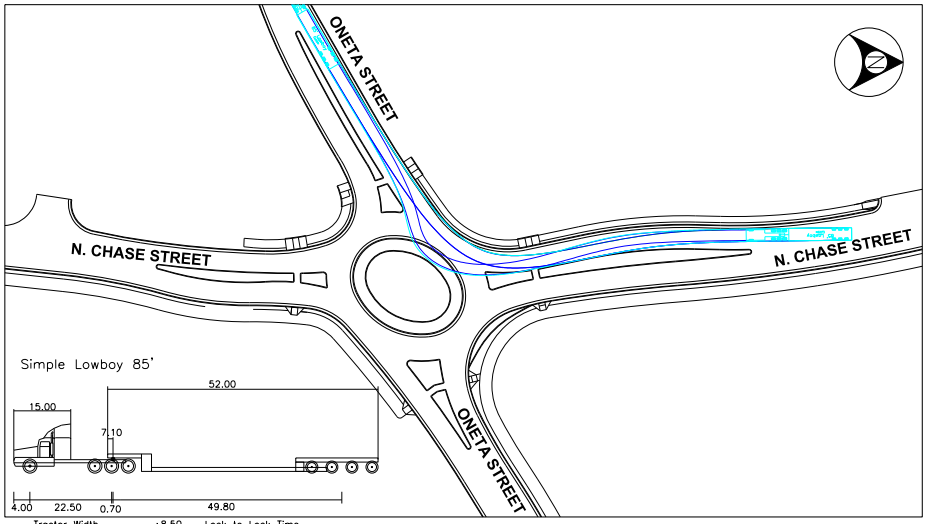
CHASE STREET AT ONETA STREET ROUNDABOUT

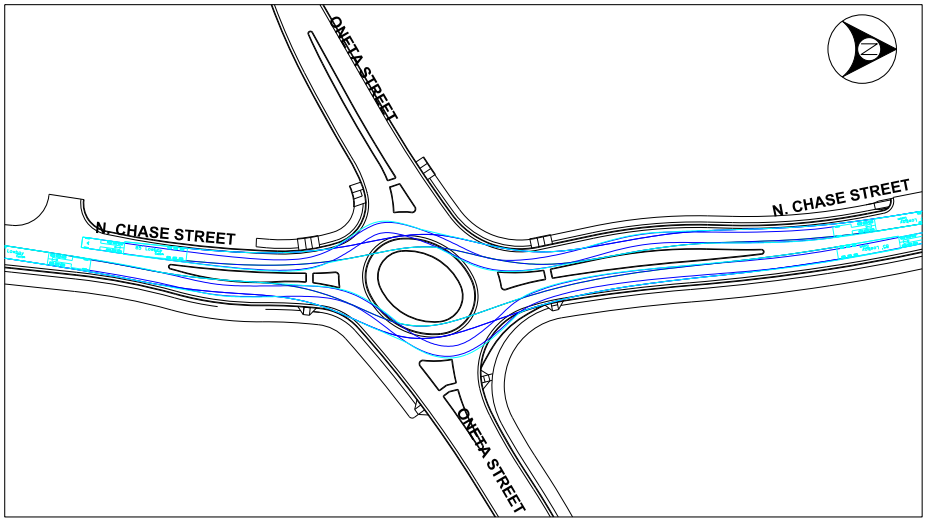
PI 0015390
CR 1037/CHASE STREET FM
CR 478/BARBER STREET TO CSX #639916G

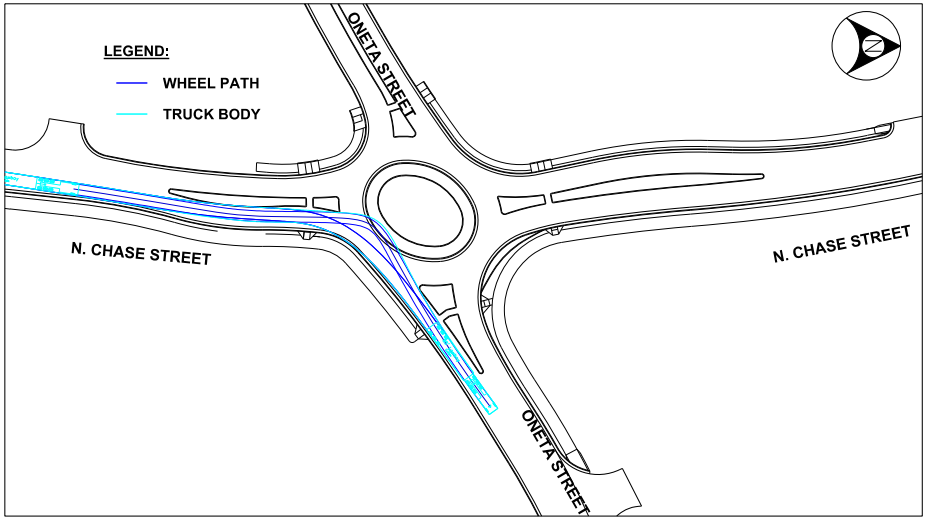
DESIGN VEHICLE - WB 40

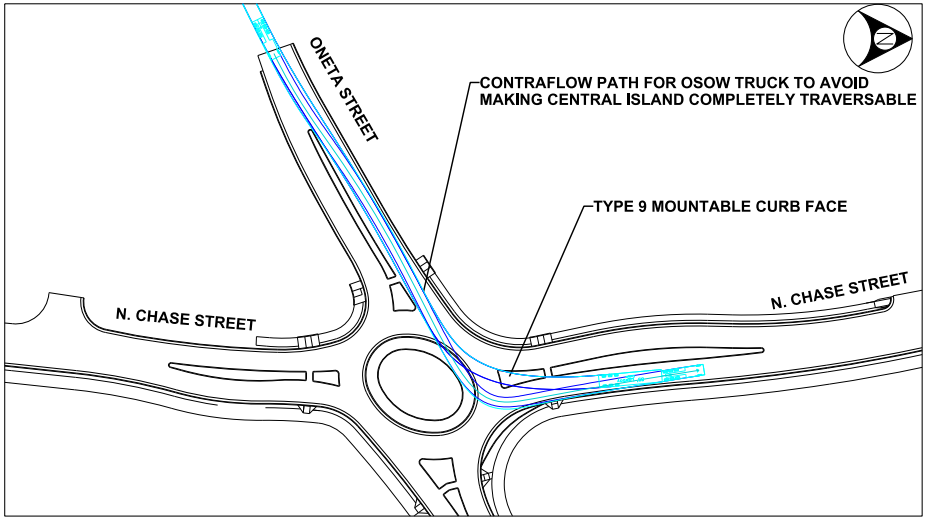
SCALE
0 60 120

EXHIBIT: 1.5.2









Kimley»Horn

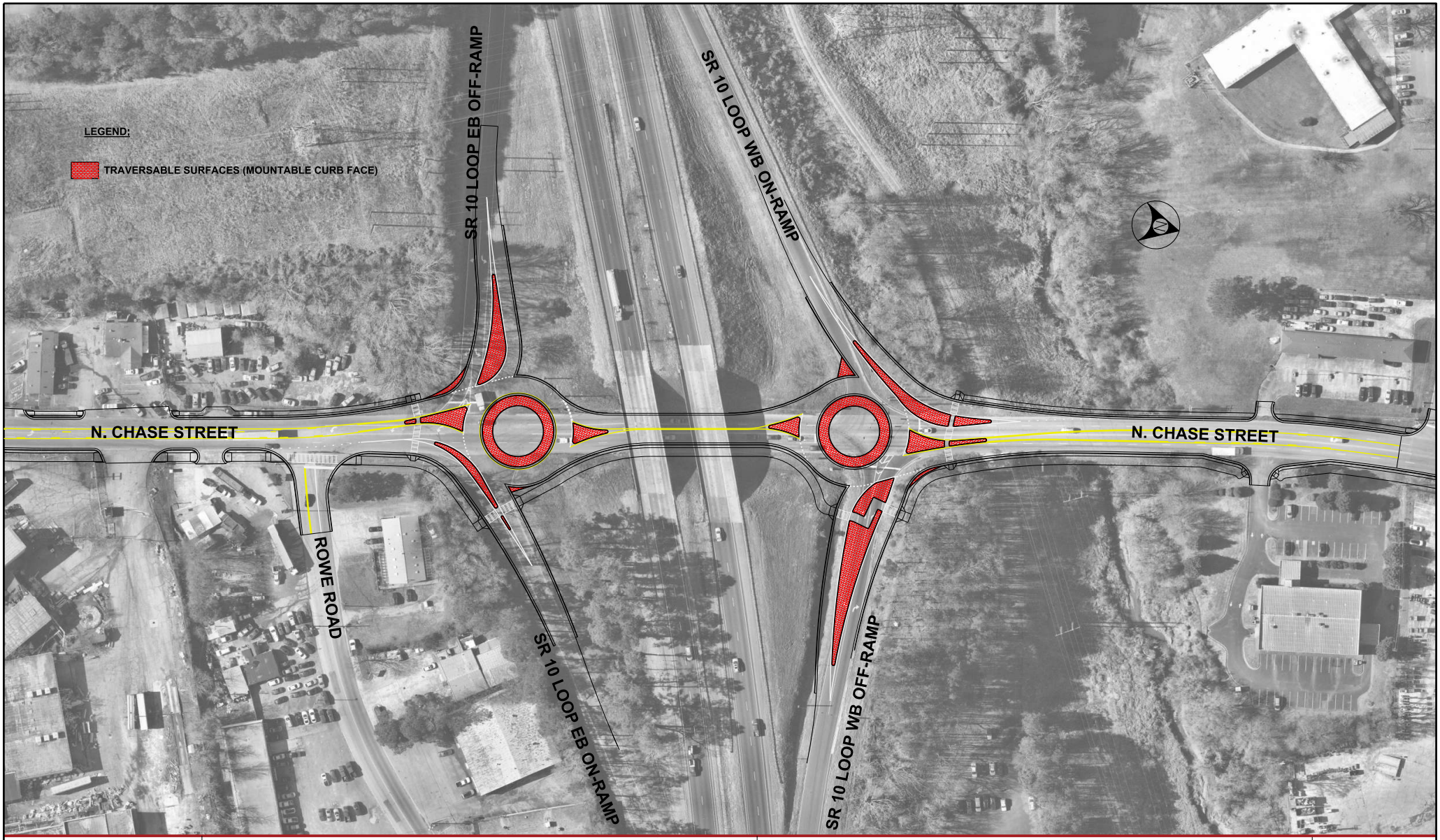
CHASE STREET AT ONETA STREET ROUNDABOUT

PI 0015390
CR 1037/CHASE STREET FM
CR 478/BARBER STREET TO CSX #639916G

CHECK VEHICLE - 85' LOWBOY

SCALE
0 50 100

EXHIBIT: 1.5.3



Kimley»Horn

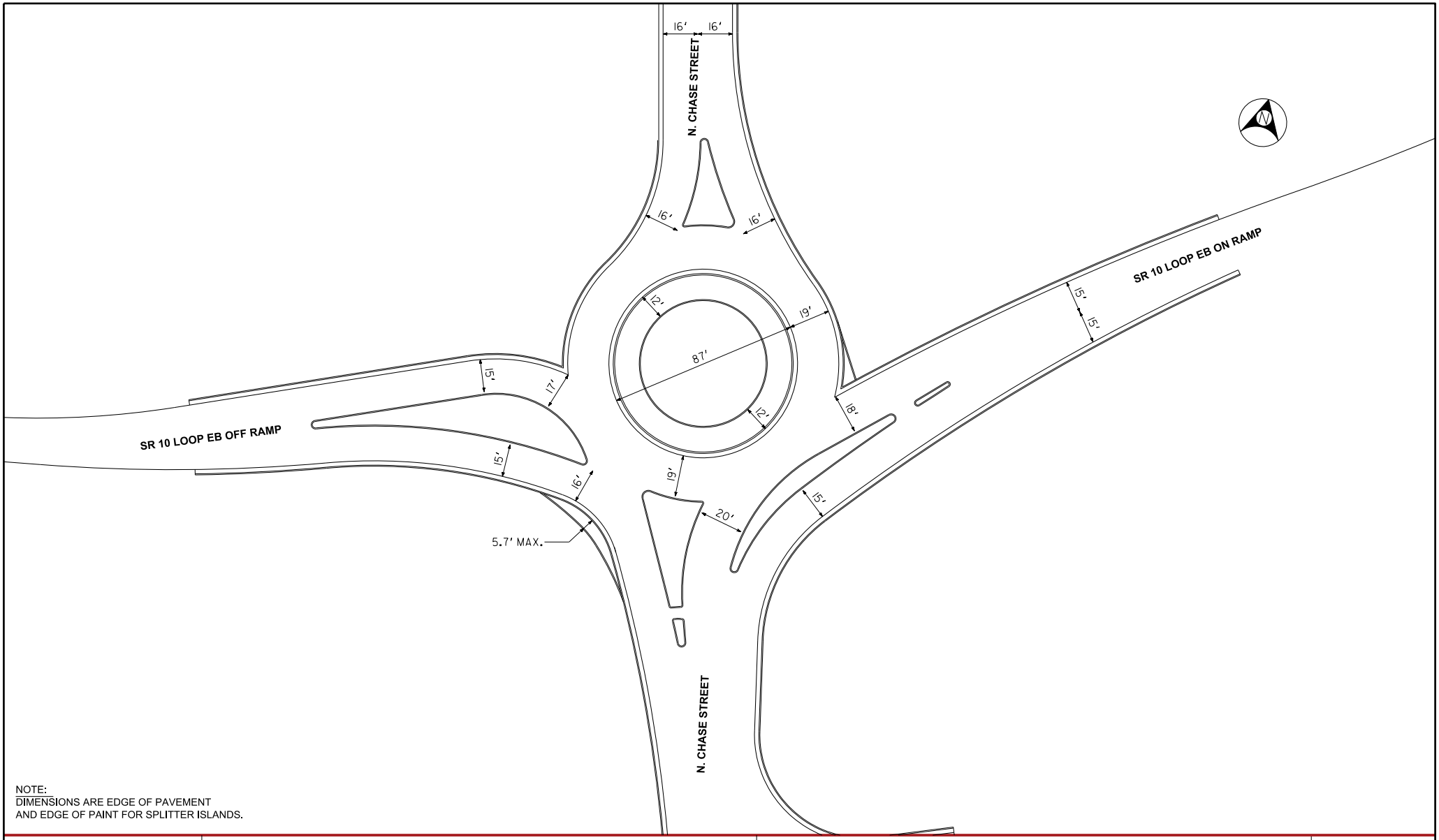
CHASE STREET AT SR 10 LOOP INTERCHANGE ROUNDABOUTS

PI 0015390
CR 1037/CHASE STREET FM
CR 478/BARBER STREET TO CSX #639916G

INTERSECTION OVERVIEW

SCALE
0 50 100

EXHIBIT: 2.0



NOTE:
DIMENSIONS ARE EDGE OF PAVEMENT
AND EDGE OF PAINT FOR SPLITTER ISLANDS.

Kimley»Horn

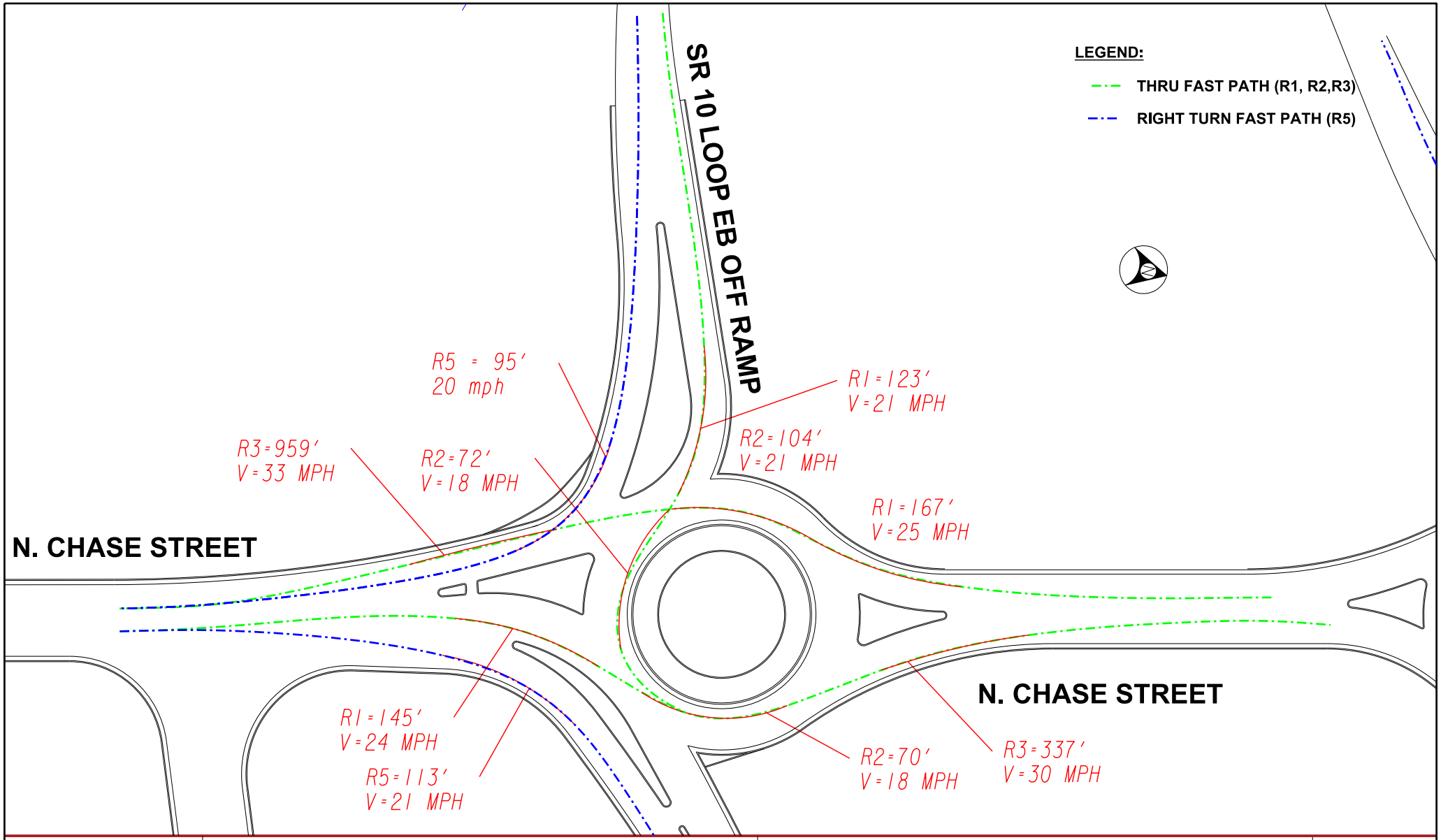
CHASE STREET AT SR 10 LOOP EB ROUNDABOUT

PI 0015390
CR 1037/CHASE STREET FM
CR 478/BARBER STREET TO CSX #639916G

HORIZONTAL GEOMETRY

SCALE
0 20 40

EXHIBIT: 2.1



Kimley»Horn

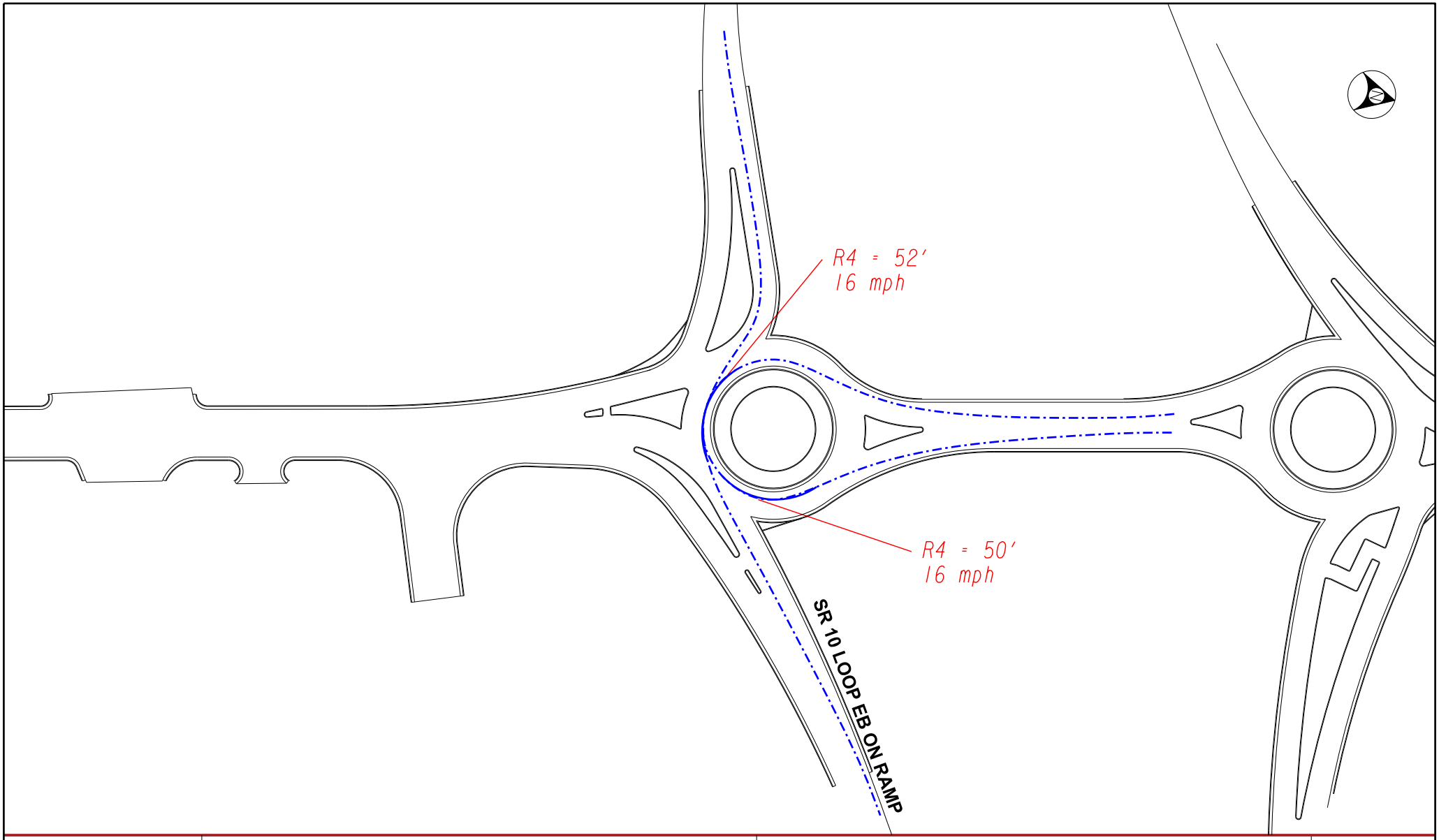
CHASE STREET AT SR 10 LOOP EB ROUNDABOUT

PI 0015390
CR 1037/CHASE STREET FM
CR 478/BARBER STREET TO CSX #639916G

GEOMETRIC SPEEDS
THRU AND RIGHT-TURN MOVEMENT

SCALE
0 20 40

EXHIBIT: 2.2.1



Kimley»Horn

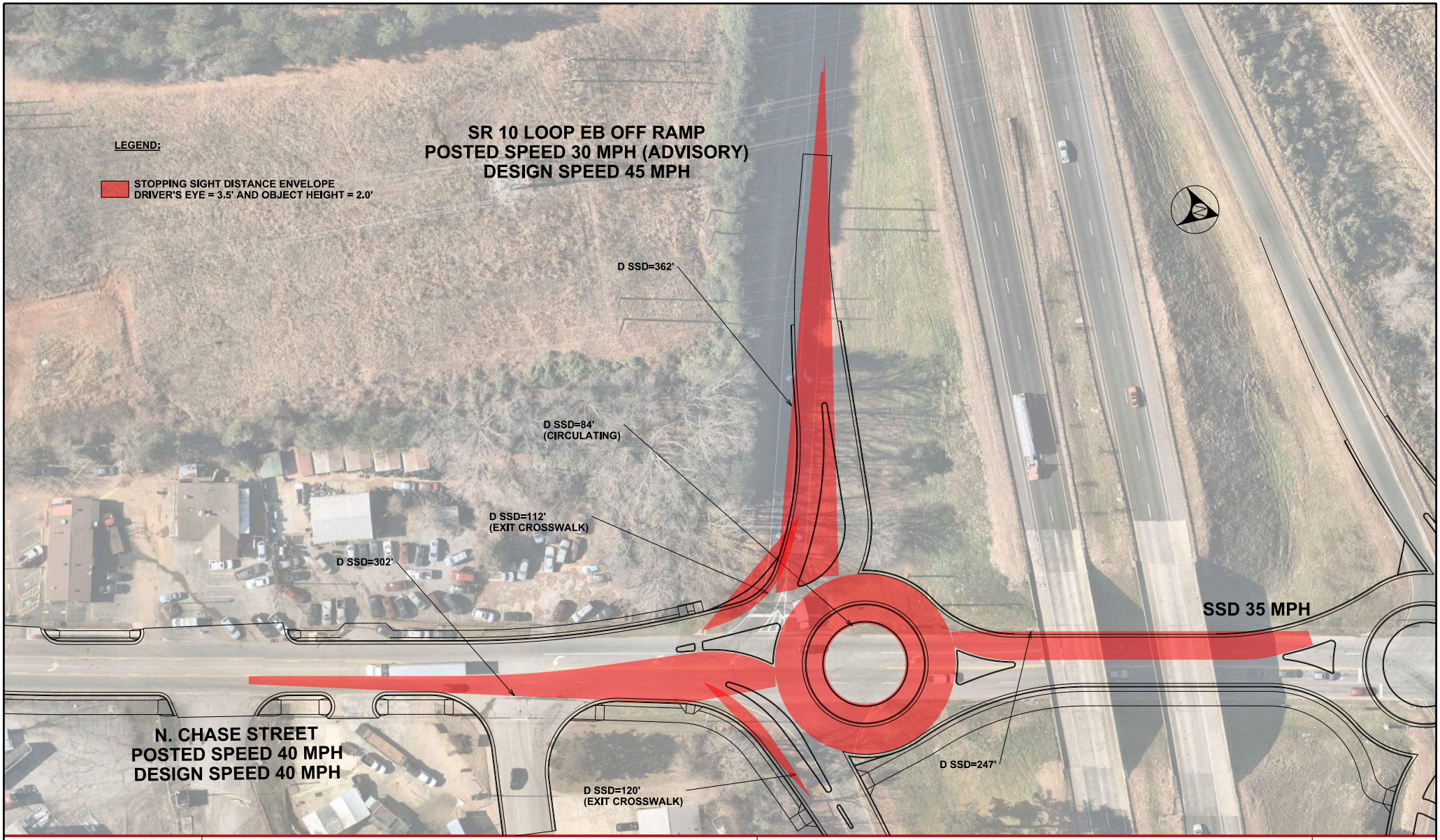
CHASE STREET AT SR 10 LOOP EB ROUNDABOUT

PI 0015390
CR 1037/CHASE STREET FM
CR 478/BARBER STREET TO CSX #639916G

GEOMETRIC SPEEDS
LEFT-TURN MOVEMENT

SCALE
0 30 60

EXHIBIT: 2.2.2



Kimley»Horn

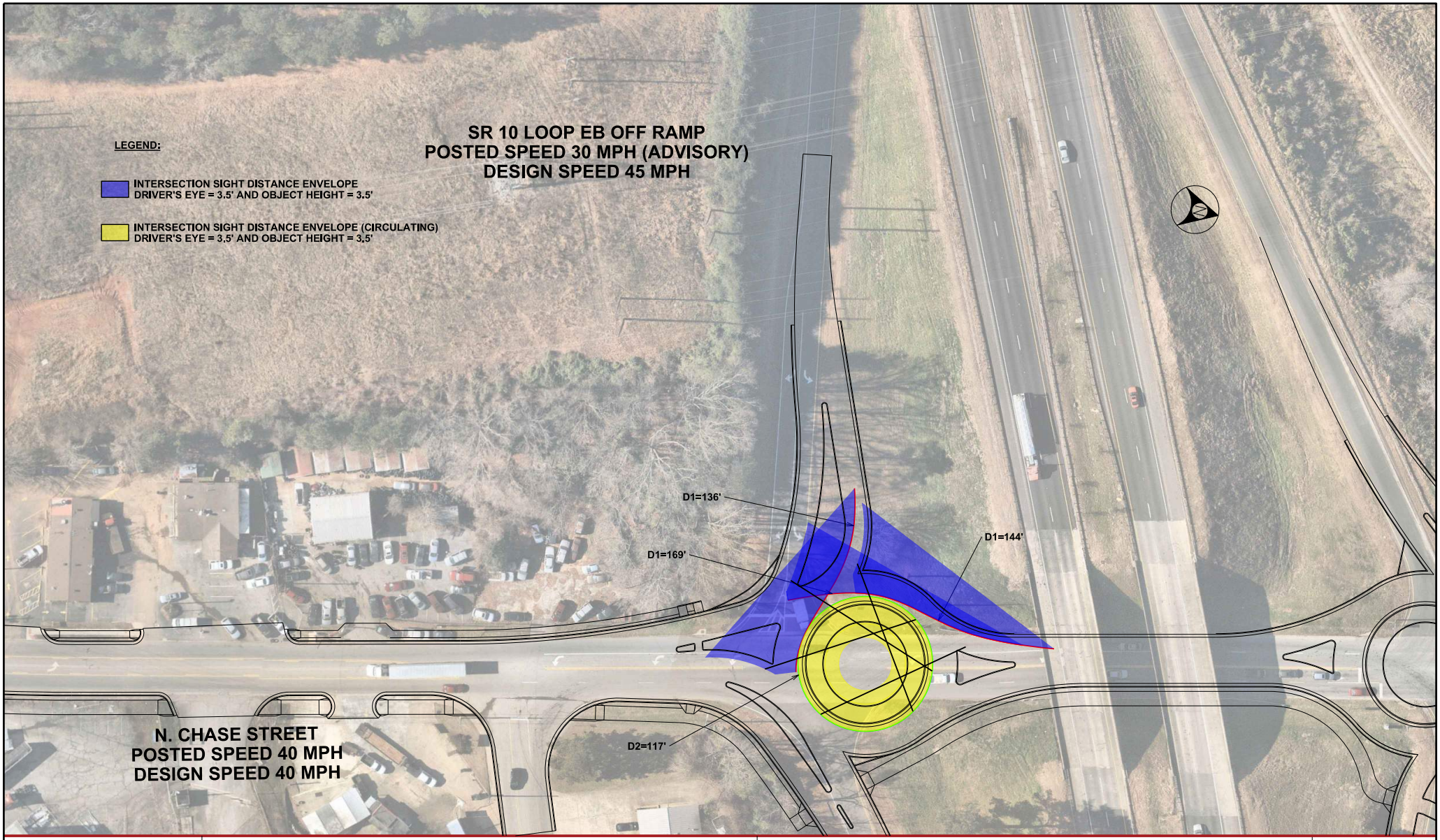
CHASE STREET AT SR 10 LOOP EB ROUNDABOUT

PI 0015390
CR 1037/CHASE STREET FM
CR 478/BARBER STREET TO CSX #639916G

SIGHT DISTANCE ENVELOPES
STOPPING SIGHT DISTANCE

SCALE
0 30 60

EXHIBIT: 2.3.1



Kimley»Horn

CHASE STREET AT SR 10 LOOP EB ROUNDABOUT

PI 0015390
CR 1037/CHASE STREET FM
CR 478/BARBER STREET TO CSX #639916G

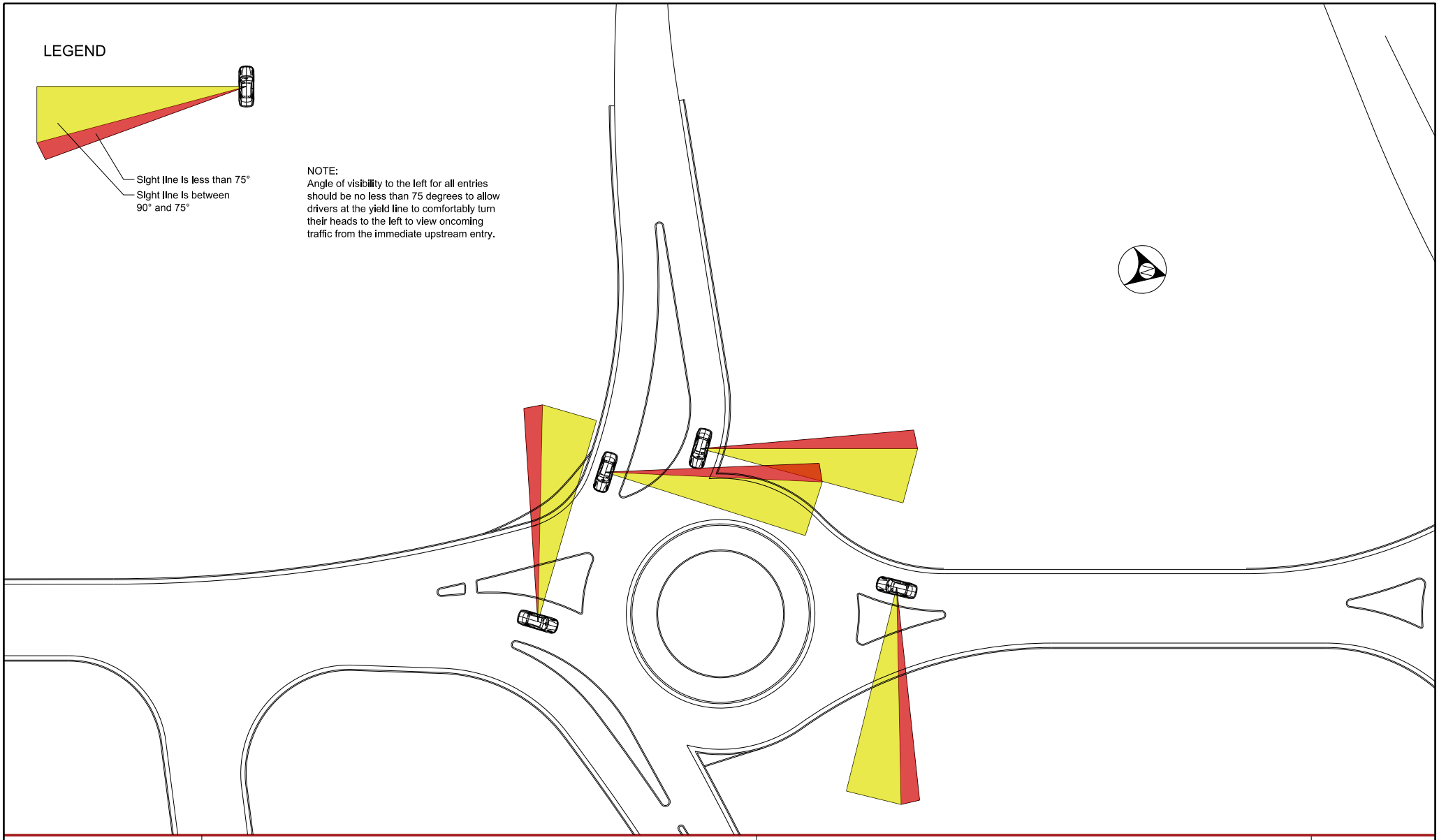
SIGHT DISTANCE ENVELOPES
INTERSECTION SIGHT DISTANCE

SCALE
0 30 60

EXHIBIT: 2.3.2

LEGEND

NOTE:
Angle of visibility to the left for all entries should be no less than 75 degrees to allow drivers at the yield line to comfortably turn their heads to the left to view oncoming traffic from the immediate upstream entry.



Kimley»Horn

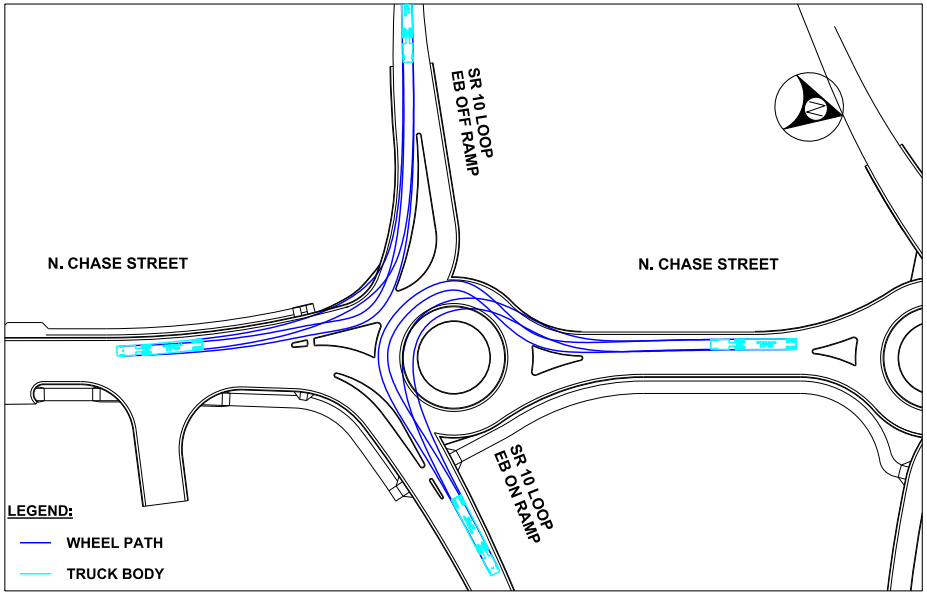
CHASE STREET AT SR 10 LOOP EB ROUNDABOUT

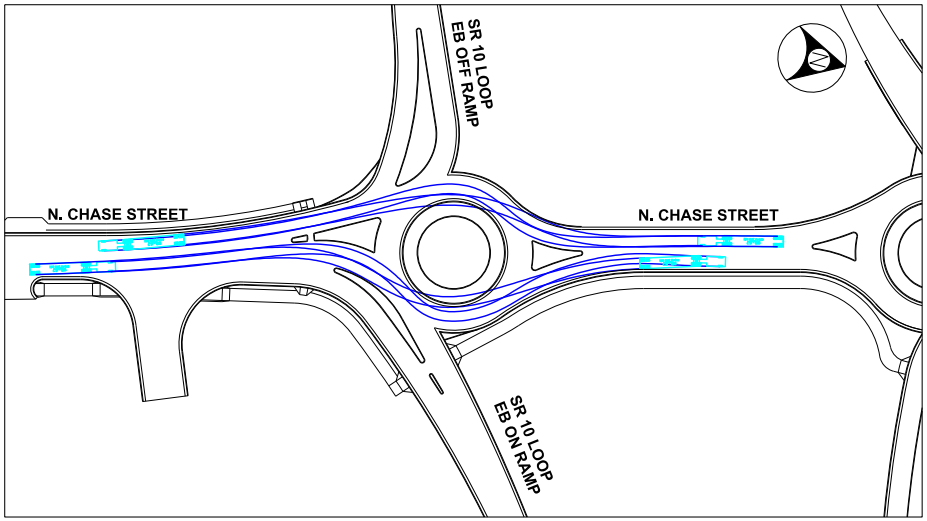
PI 0015390
CR 1037/CHASE STREET FM
CR 478/BARBER STREET TO CSX #639916G

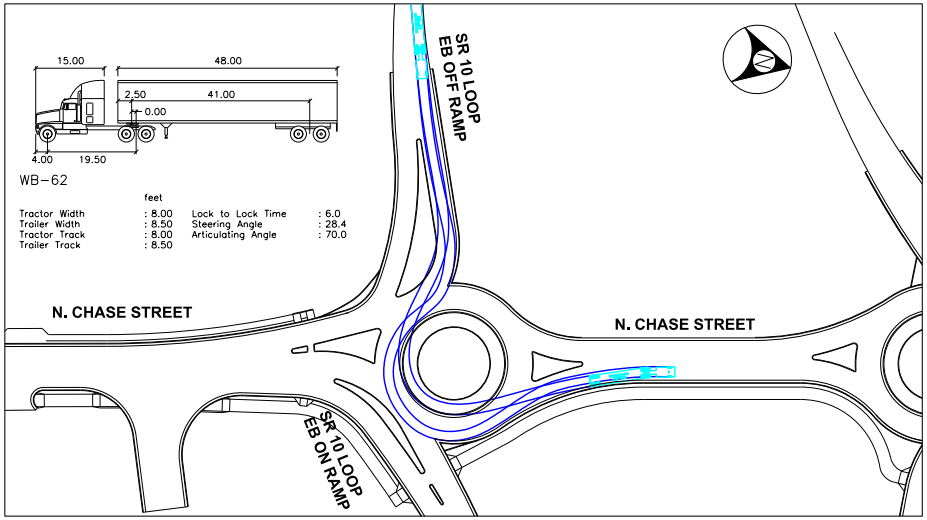
ANGLE OF VISIBILITY

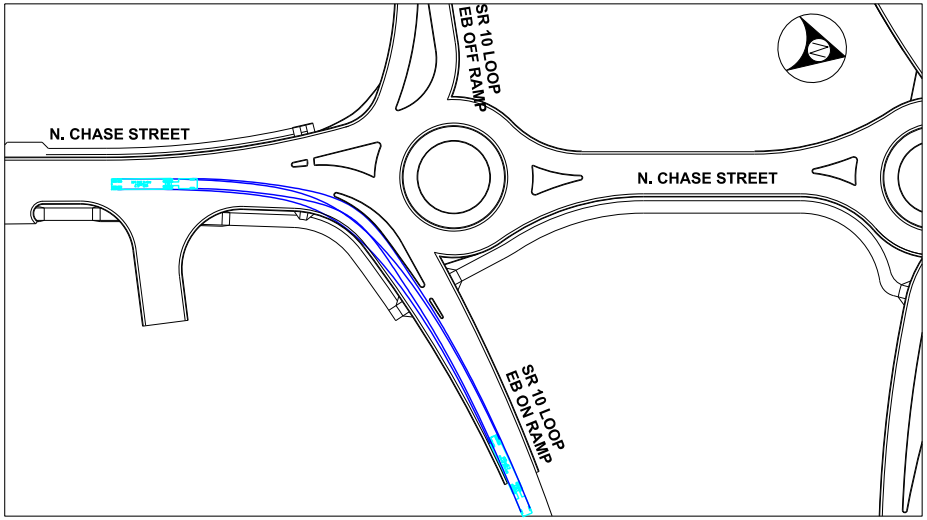
SCALE
0 20 40

EXHIBIT: 2.4









Kimley»Horn

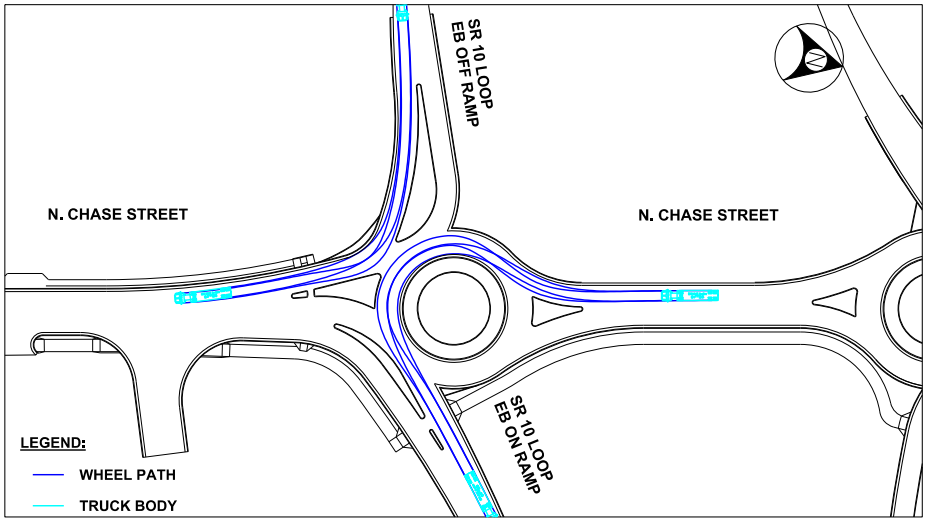
CHASE STREET AT SR 10 LOOP EB ROUNDABOUT

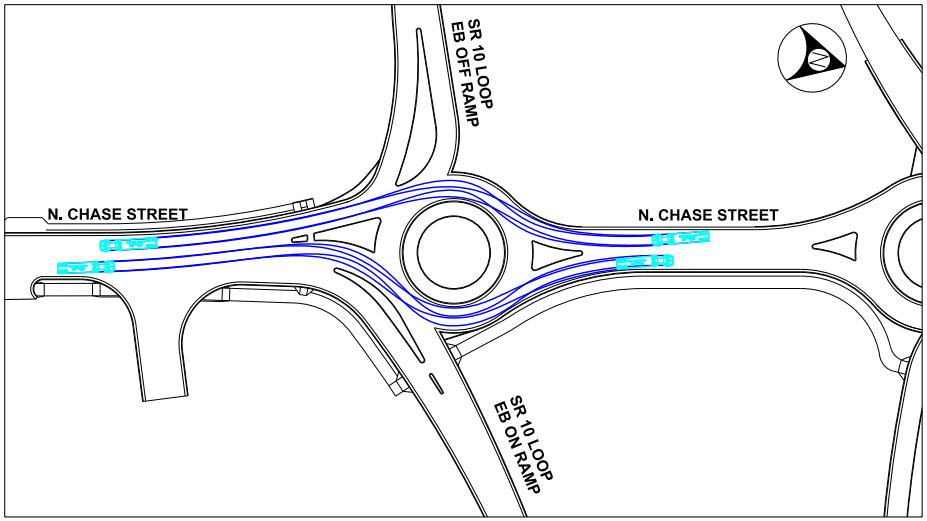
PI 0015390
CR 1037/CHASE STREET FM
CR 478/BARBER STREET TO CSX #639916G

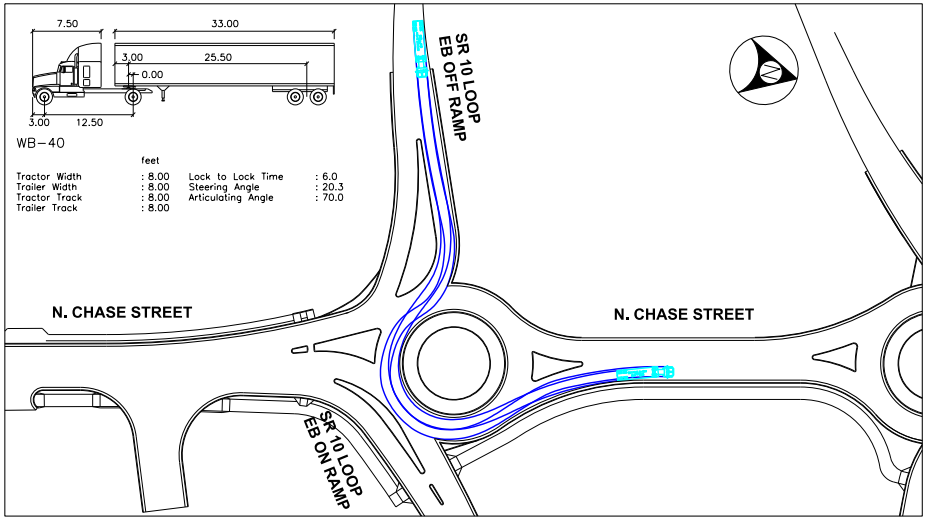
DESIGN VEHICLE - WB 62

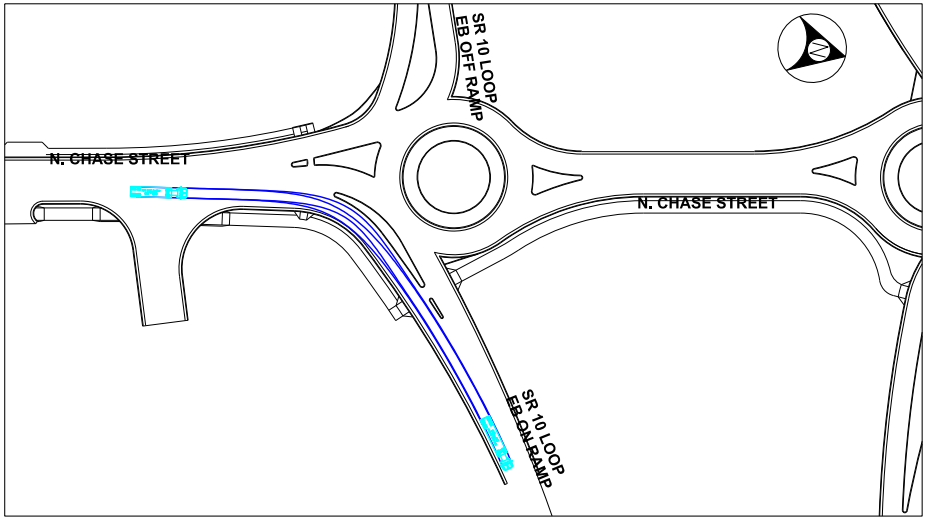
SCALE
0 50 100

EXHIBIT: 2.5.1









Kimley»Horn

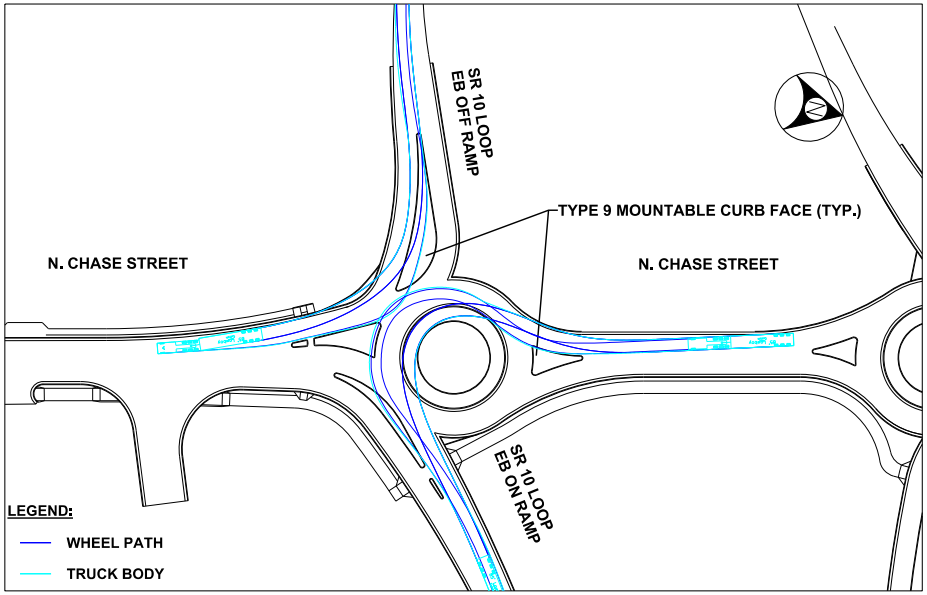
CHASE STREET AT SR 10 LOOP EB ROUNDABOUT

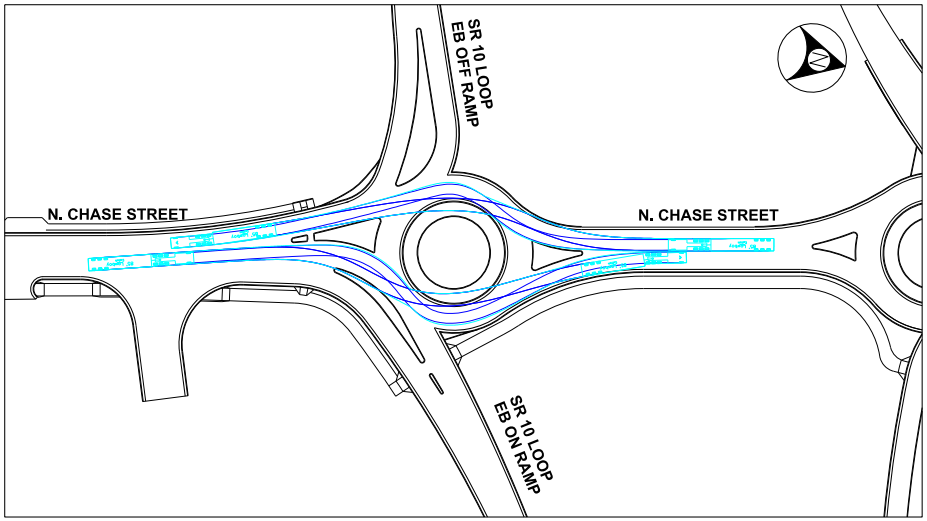
PI 0015390
CR 1037/CHASE STREET FM
CR 478/BARBER STREET TO CSX #639916G

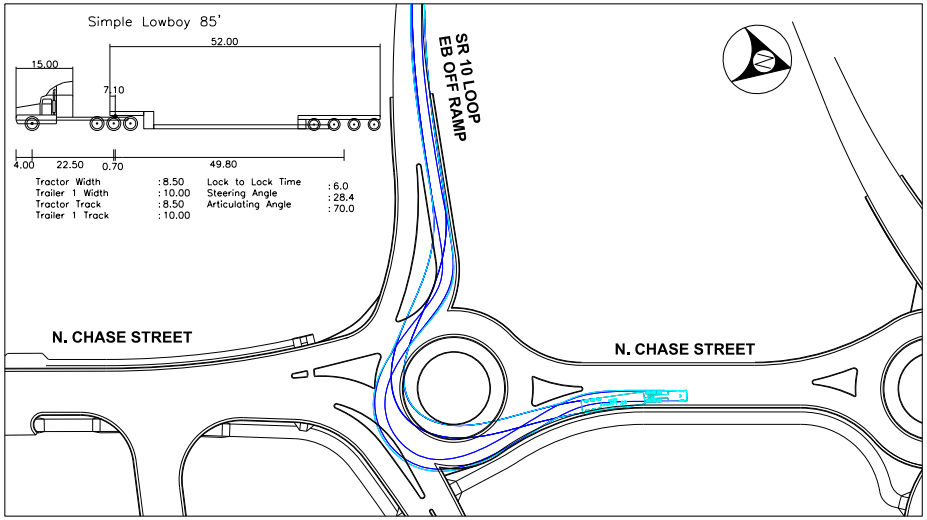
DESIGN VEHICLE - WB 40

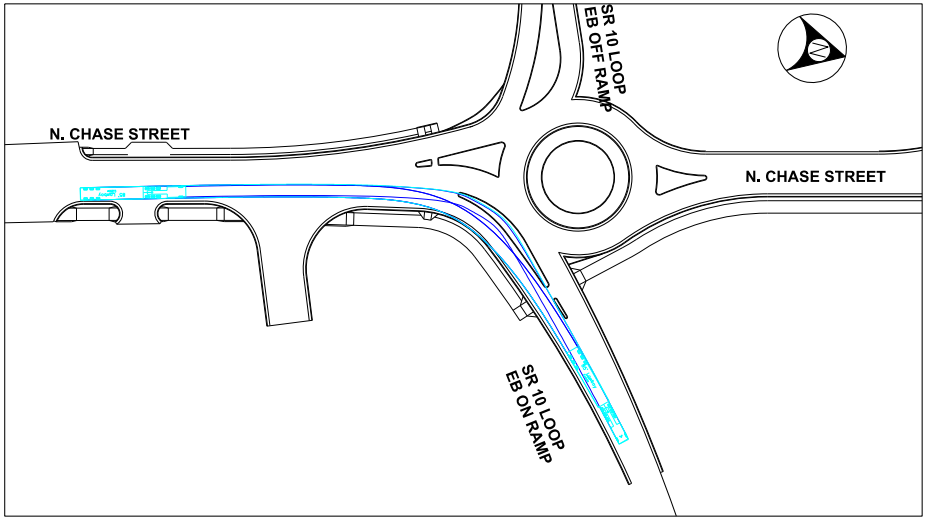
SCALE
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EXHIBIT: 2.5.2









Kimley»Horn

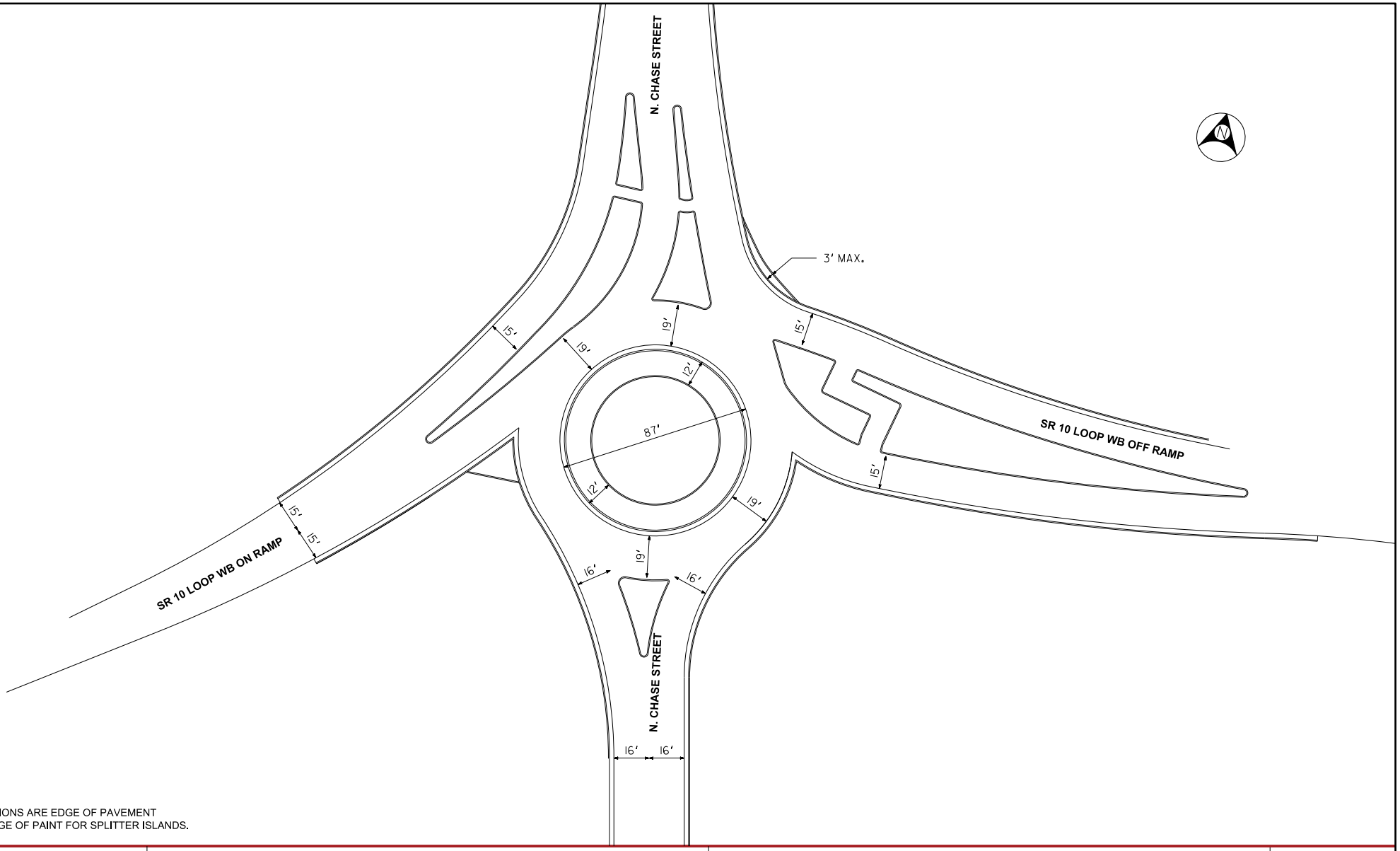
CHASE STREET AT SR 10 LOOP EB ROUNDABOUT

PI 0015390
CR 1037/CHASE STREET FM
CR 478/BARBER STREET TO CSX #639916G

CHECK VEHICLE - 85' LOWBOY

SCALE
0 50 100

EXHIBIT: 2.5.3



NOTE:
DIMENSIONS ARE EDGE OF PAVEMENT
AND EDGE OF PAINT FOR SPLITTER ISLANDS.

Kimley»Horn

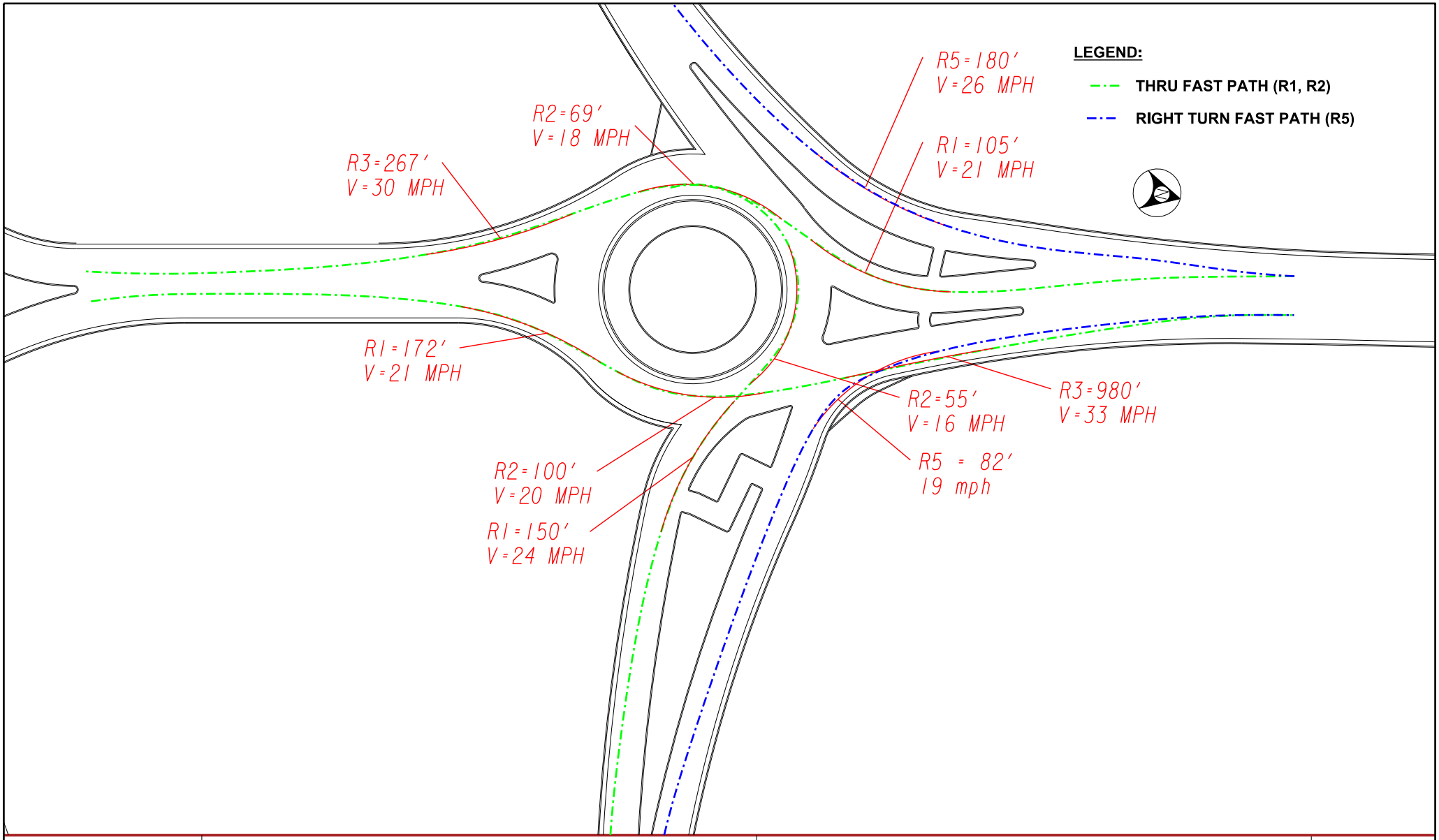
CHASE STREET AT SR 10 LOOP WB ROUNDABOUT

PI 0015390
CR 1037/CHASE STREET FM
CR 478/BARBER STREET TO CSX #639916G

HORIZONTAL GEOMETRY

SCALE
0 20 40

EXHIBIT: 2.6



Kimley»Horn

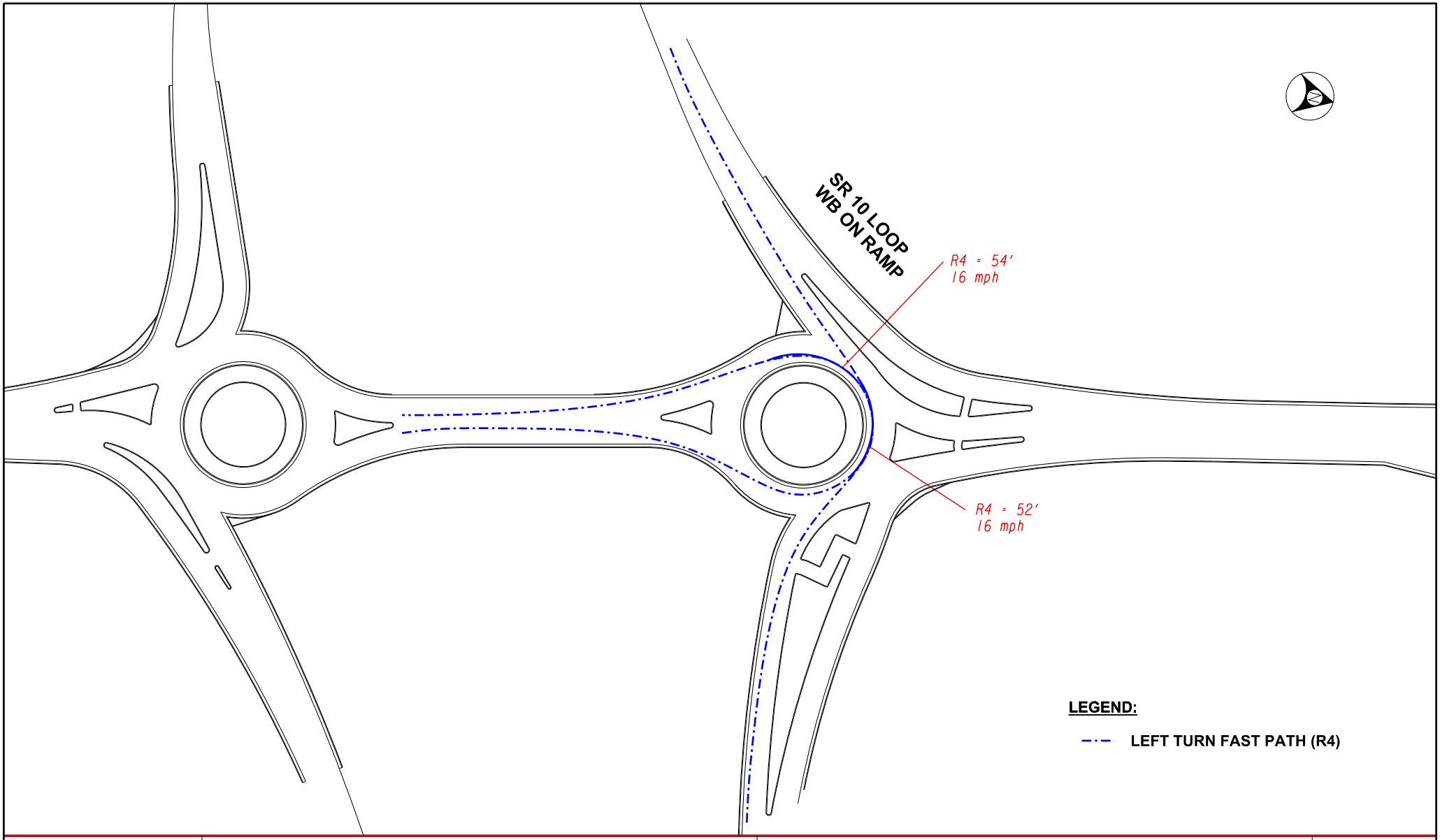
CHASE STREET AT SR 10 LOOP WB ROUNDABOUT

PI 0015390
CR 1037/CHASE STREET FM
CR 478/BARBER STREET TO CSX #639916G

GEOMETRIC SPEEDS
THRU AND RIGHT-TURN MOVEMENT

SCALE
0 20 40

EXHIBIT: 2.7.1



Kimley»Horn

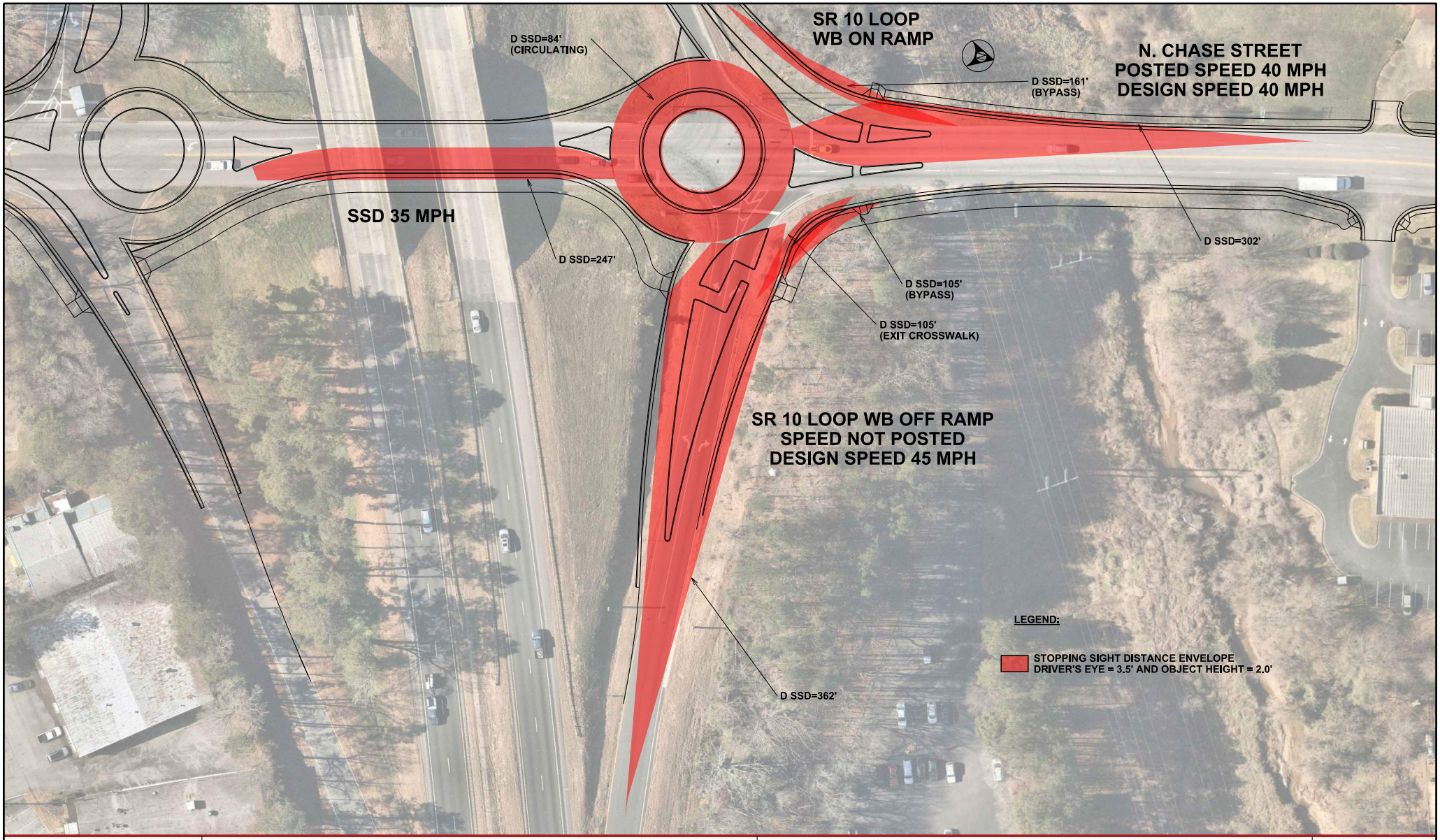
CHASE STREET AT SR 10 LOOP WB ROUNDABOUT

PI 0015390
CR 1037/CHASE STREET FM
CR 478/BARBER STREET TO CSX #639916G

GEOMETRIC SPEEDS
LEFT-TURN MOVEMENT

SCALE
0 30 60

EXHIBIT: 2.7.2



Kimley»Horn

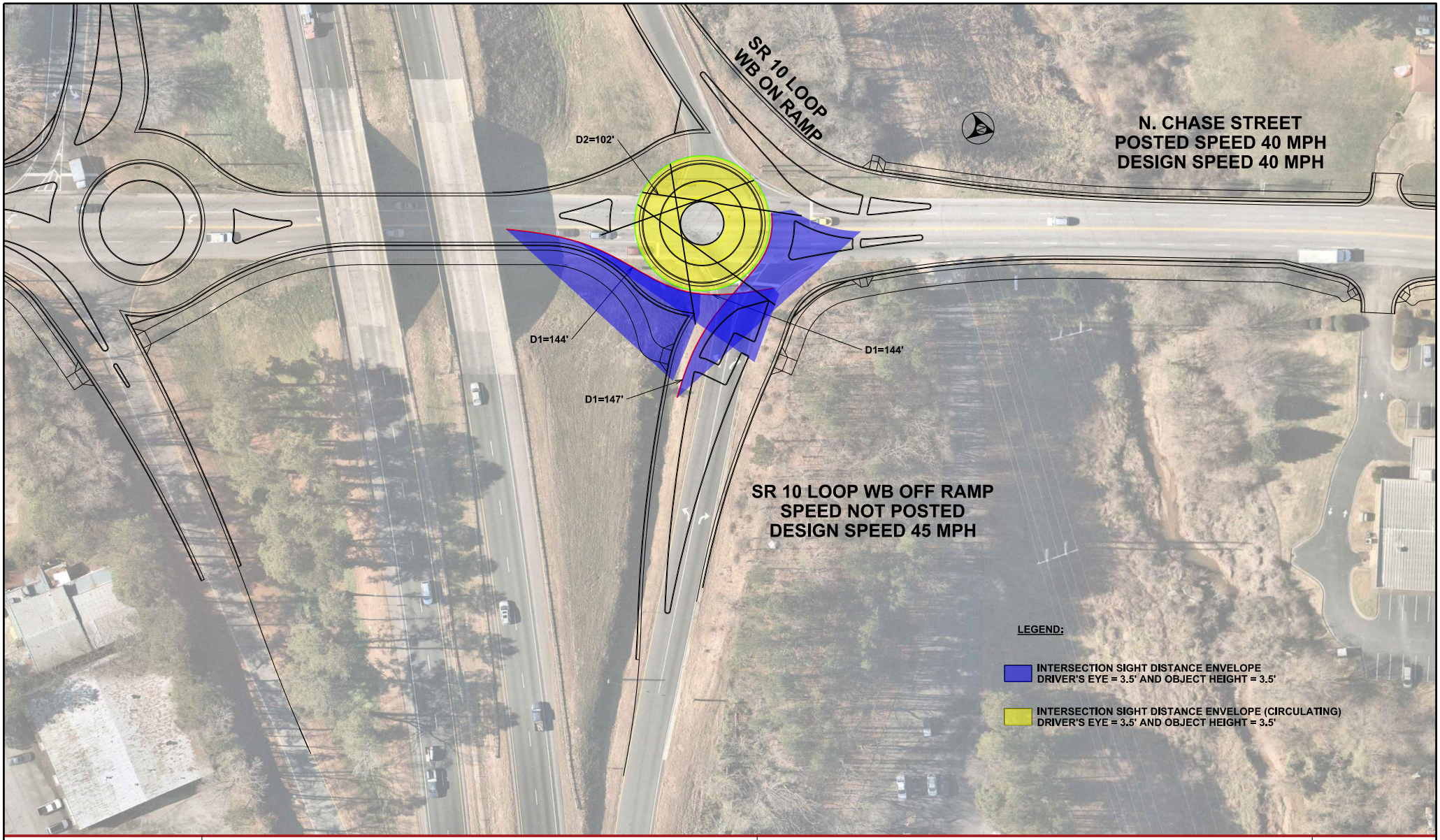
CHASE STREET AT SR 10 LOOP WB ROUNDABOUT

PI 0015390
CR 1037/CHASE STREET FM
CR 478/BARBER STREET TO CSX #639916G

SIGHT DISTANCE ENVELOPES
STOPPING SIGHT DISTANCE

SCALE
0 30 60

EXHIBIT: 2.8.1



Kimley»Horn

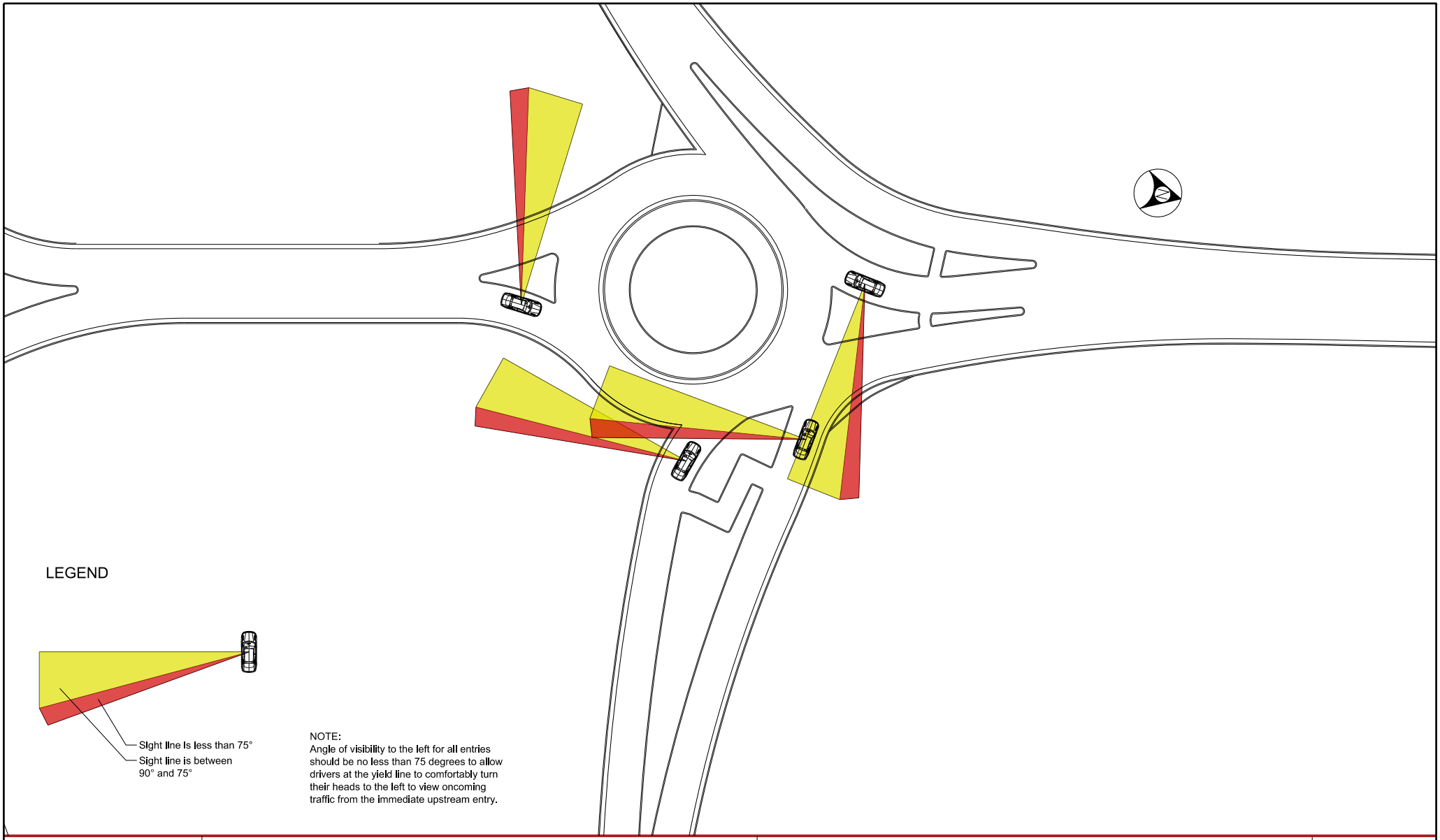
CHASE STREET AT SR 10 LOOP WB ROUNDABOUT

PI 0015390
CR 1037/CHASE STREET FM
CR 478/BARBER STREET TO CSX #639916G

SIGHT DISTANCE ENVELOPES
INTERSECTION SIGHT DISTANCE

SCALE
0 20 40

EXHIBIT: 2.8.2



Kimley»Horn

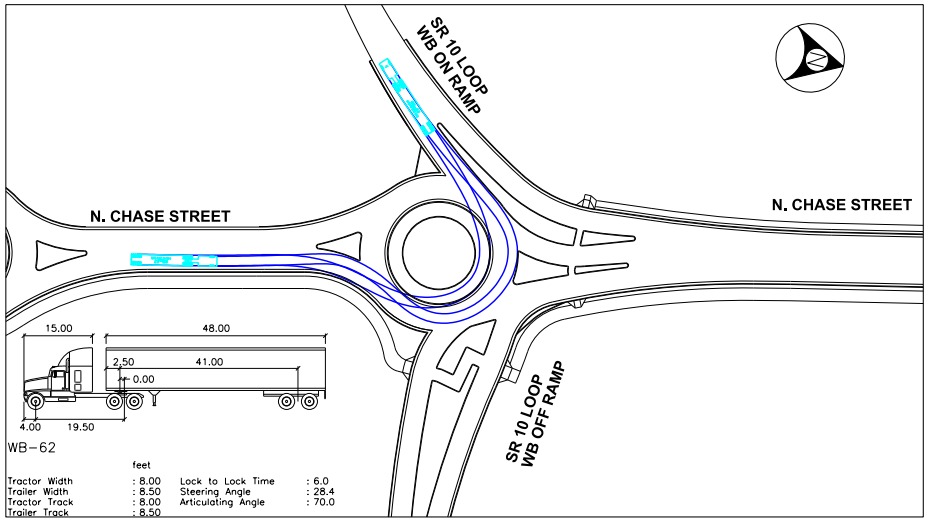
CHASE STREET AT SR 10 LOOP WB ROUNDABOUT

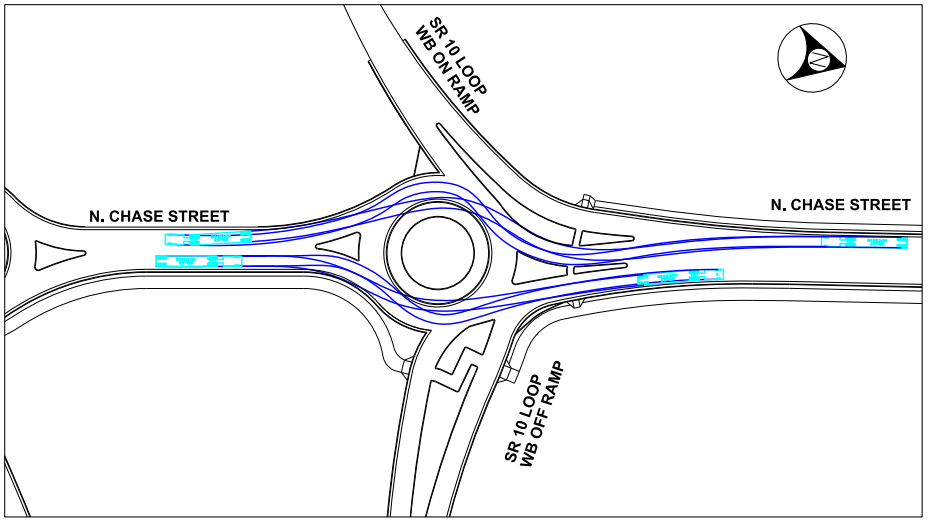
PI 0015390
CR 1037/CHASE STREET FM
CR 478/BARBER STREET TO CSX #639916G

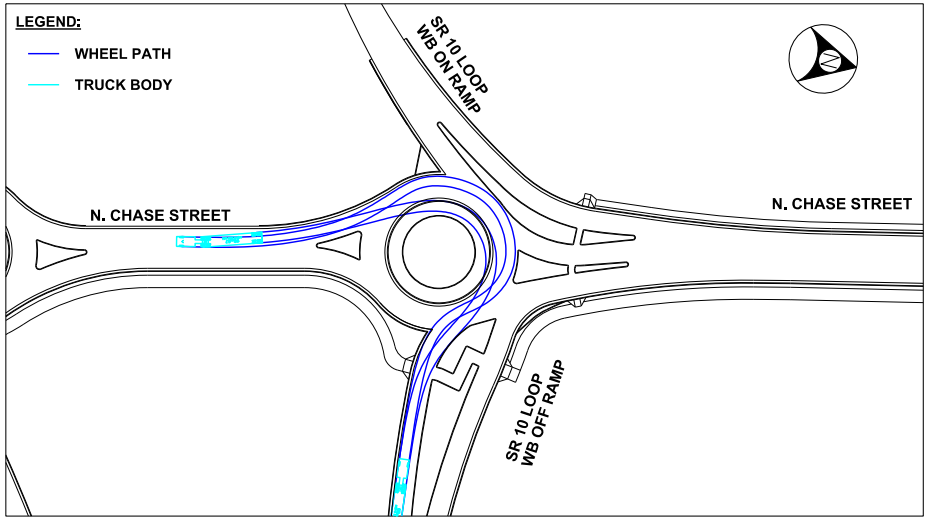
ANGLE OF VISIBILITY

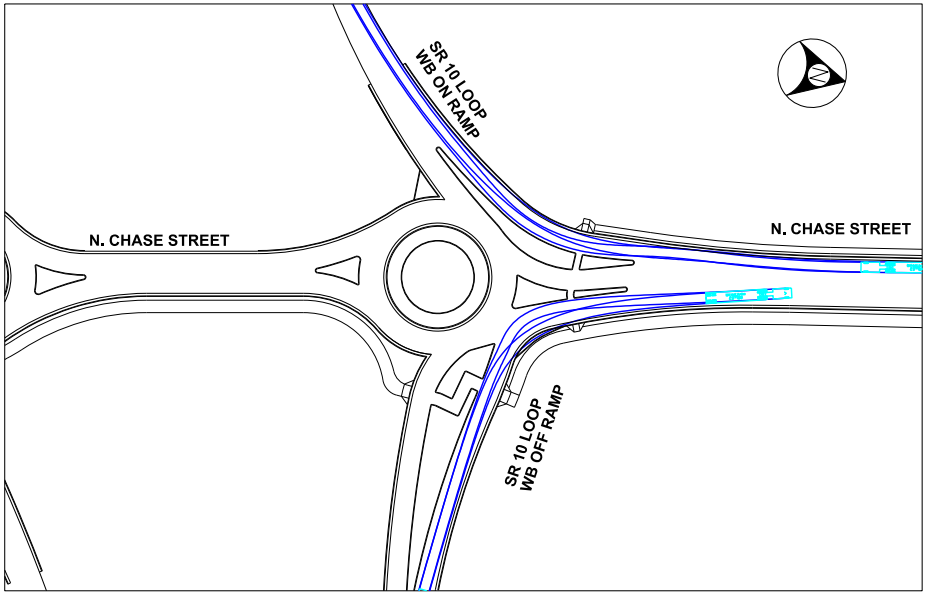
SCALE
0 20 40

EXHIBIT: 2.9









Kimley»Horn

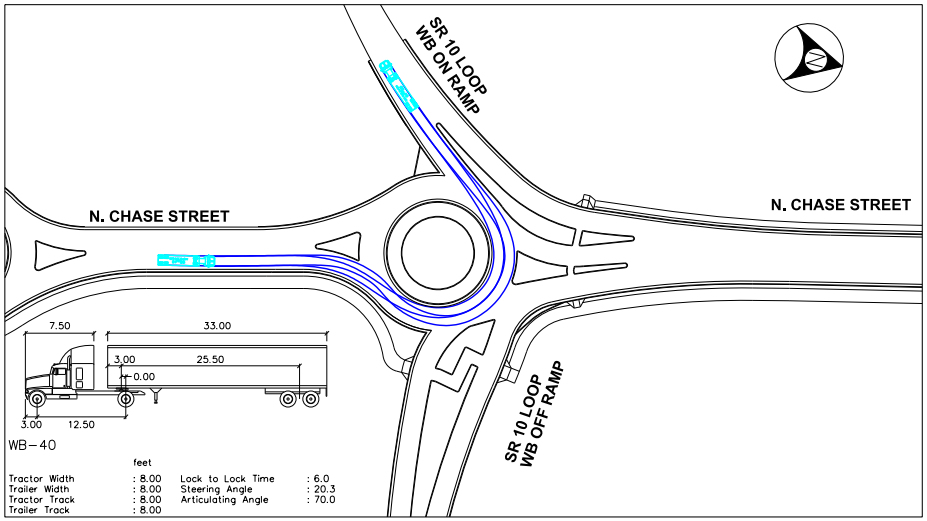
CHASE STREET AT SR 10 LOOP WB ROUNDABOUT

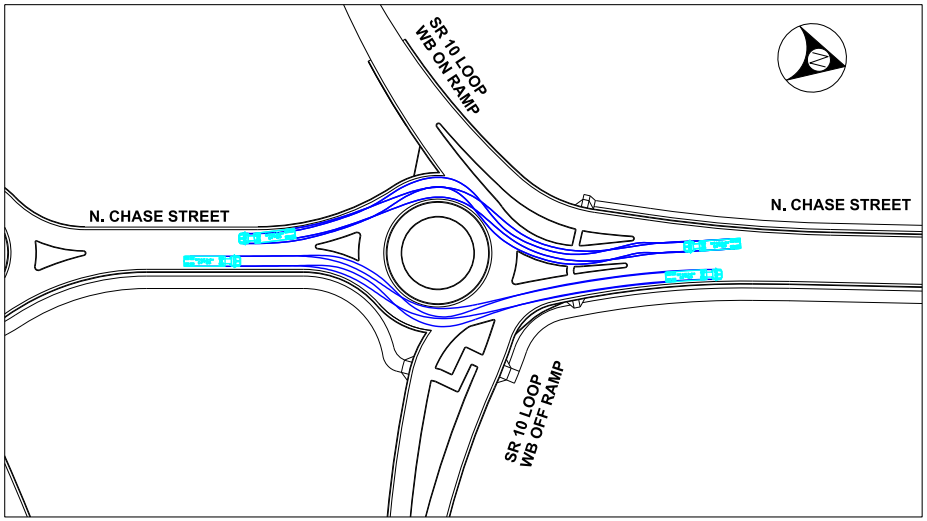
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CR 1037/CHASE STREET FM
CR 478/BARBER STREET TO CSX #639916G

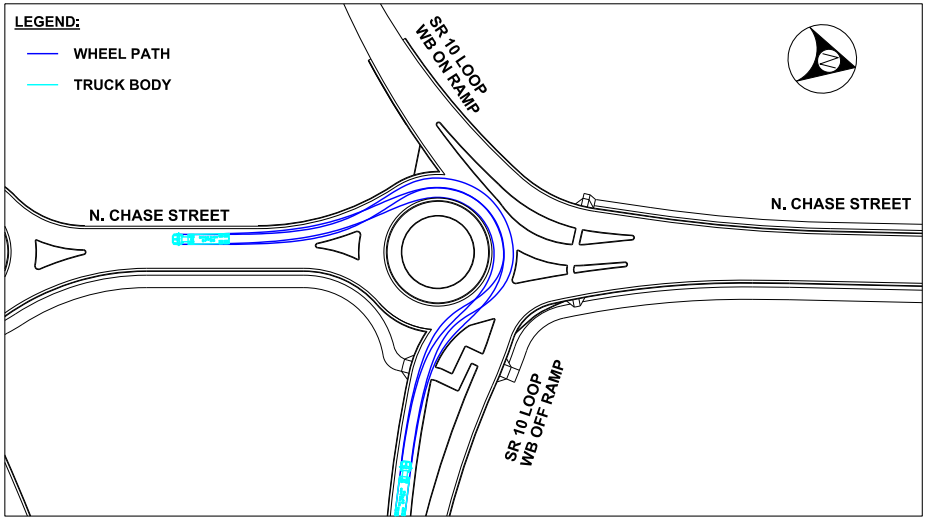
DESIGN VEHICLE - WB 62

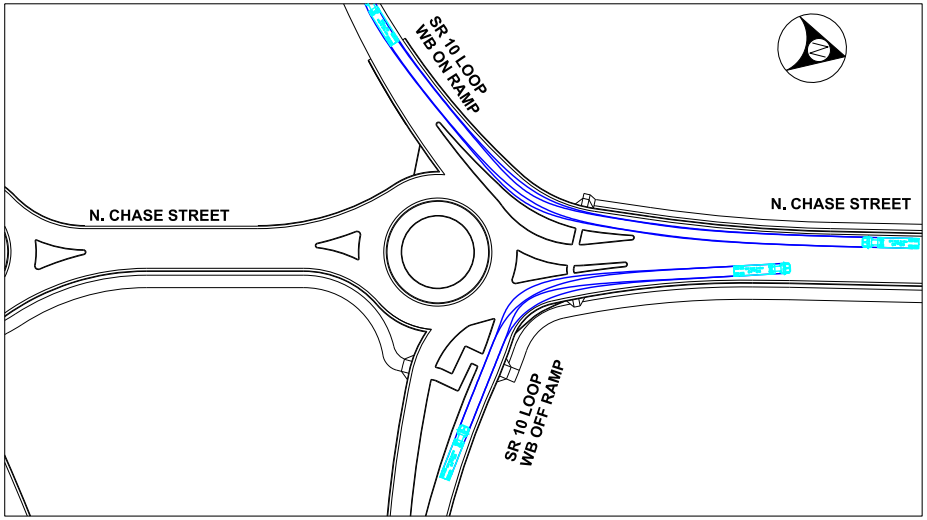
SCALE
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EXHIBIT: 2.10.1









Kimley»Horn

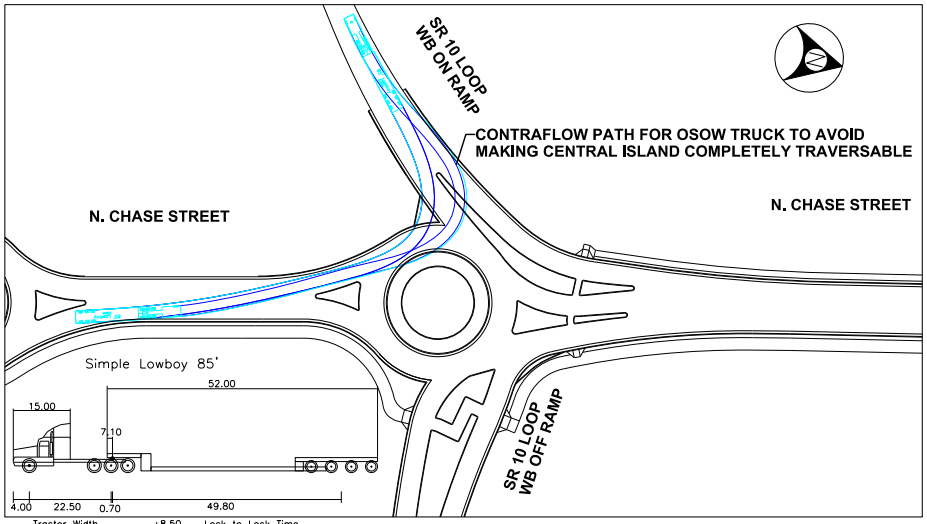
CHASE STREET AT SR 10 LOOP WB ROUNDABOUT

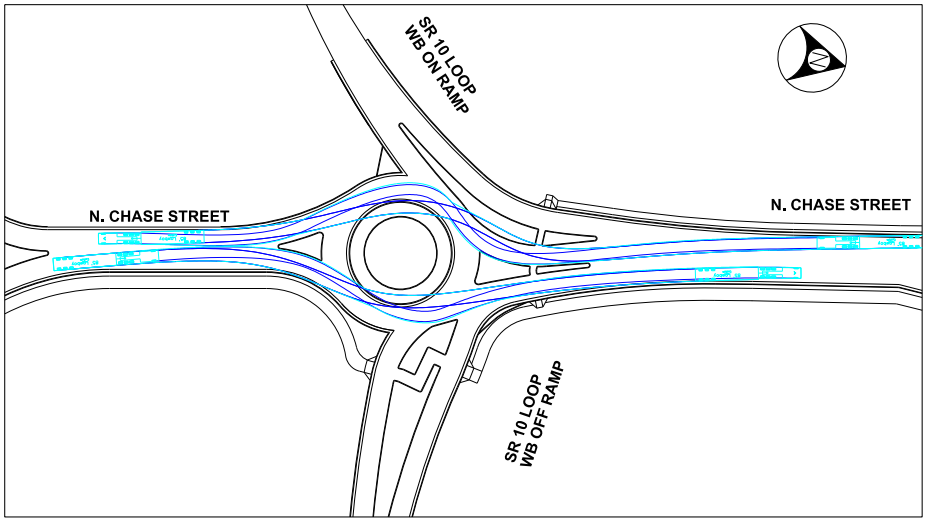
PI 0015390
CR 1037/CHASE STREET FM
CR 478/BARBER STREET TO CSX #639916G

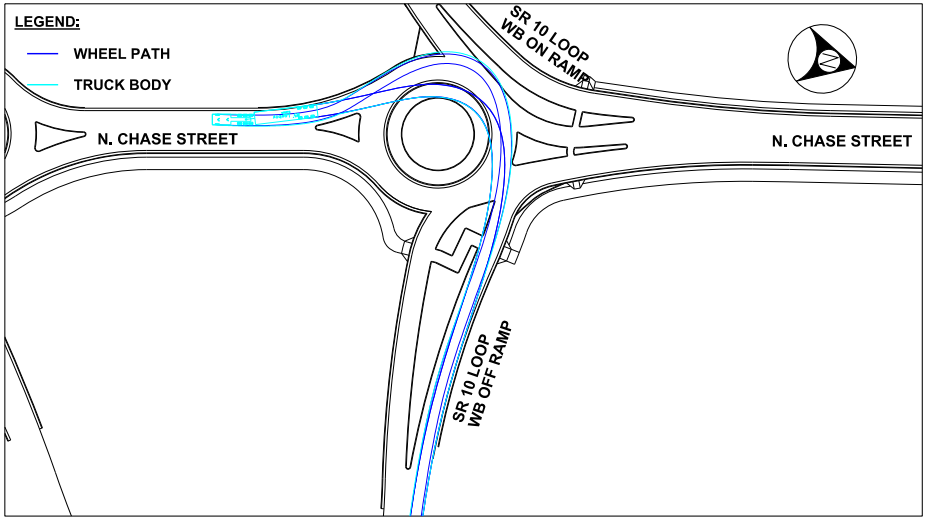
DESIGN VEHICLE - WB 40

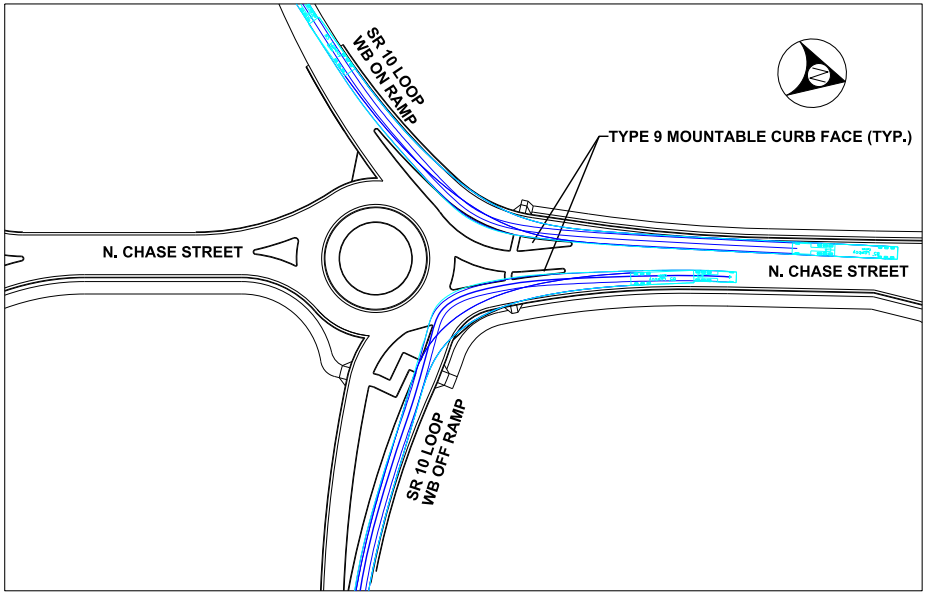
SCALE
0 50 100

EXHIBIT: 2.10.2









Kimley»Horn

CHASE STREET AT SR 10 LOOP NORTHBOUND ROUNDABOUT

PI 0015390
CR 1037/CHASE STREET FM
CR 478/BARBER STREET TO CSX #639916G

CHECK VEHICLE - 85' LOWBOY

SCALE
0 50 100

EXHIBIT: 2.10.3

Culvert Inspection Form

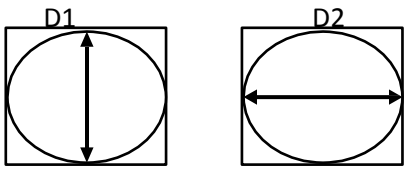
(CMP) Corrugated metal pipe

Completed By: Joshua Archer / Thiago Magalhaes Date: APR 19 2022

Address / Location: Chase St near Epting Events

Culvert Type: (Circle one) Box  Circular  Ellipsoid  Arch 

Number of Barrels: 2



Diameter: D1 = 84" D2 = 102"

Additional Remarks: The last 60 feet of the culvert is new without liner, the rest is Place metal system with liner. There's a suspended sanitary main running perpendicular to the culvert across upstream invert.

Roadway Condition (Circle one) Crack seal Chip seal Alligator cracking Pot holes New pavement

Additional Remarks: stone masonry headwall on upstream is shifting and separating near invert and around bottom. No headwall downstream. There is a flume on west side of the road

(Circle one)

Deflection:

1. *No deflection*
2. *5%*
3. *10%*
4. *15%*
5. *20%*

Invert condition:

1. *Good condition*
2. *Discolored only*
3. *Signs of oxidization*
4. *Oxidizing with holes*
5. *Completely rusted*

Headwall:

1. *Good condition*
2. *Shifting*
3. *Shifting and separating*
4. *Unattached and Falling*
5. *Missing*

Erosion:

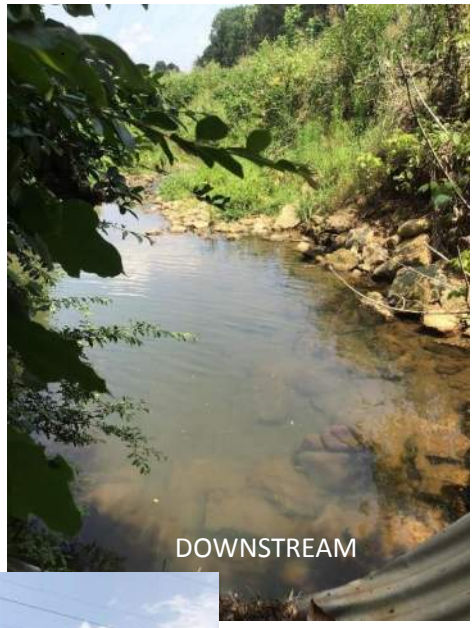
1. *No erosion present*
2. *Signs of soil loss or lack of vegetation*
3. *Minor erosion evident with rills present*
4. *Major erosion evident with potential structural failure*
5. *Major erosion evident with culvert and roadbed failure*

Separation of Pipe:

1. *Pipe in good condition*
2. *0.25"*
3. *0.50"*
4. 0.75"
5. 1" or greater



Score: 3.9 / 5





DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
ENGINEERING SERVICES – ENGINEERING DIVISION

P.I. Number: 0015390

MS4 Concept Report Summary

MS4 Concept Workflow Based on Project Type - PLE Evaluation

Attach the following checklist information to the Concept Report Template:

Is there a Project Level Exclusion that applies to this project: ☒ No ☐ Yes

If yes, please indicate which of the following exclusions apply:

☐ 1. Roadways that are not owned or operated (maintained) by GDOT may not require post-construction BMPs. Coordinate with the appropriate local government or entity to determine stormwater management requirements.

☐ 2. The project location is not within a designated MS4 area.

☐ 3. Maintenance and safety improvement projects whereby the sites are not connected and disturb less than one acre at each individual site. This includes projects such as repaving, bridge maintenance, maintenance projects that do not add impervious surface area, driveway access paving, shoulder paving and building, fiber optic line installation, sign addition, safety projects whereby the sites are not connected and the individual site disturbs less than one acre, and sound barrier installation.

☐ 4. Projects that have their environmental documents approved or right-of-way plans submitted for approval on or before June 30th, 2012.

5. Road projects that disturb less than 1 acre or for site development projects that add less than 5,000 ft^2 of impervious area **(Evaluate during Preliminary Design).**

☐ 6. Projects in MS4 areas added to GDOT's 2017 MS4 permit with concept approval (start of preliminary engineering) before January 3, 2018.

Concept Outfall Evaluation

Complete the tables below and include as an attachment to the Concept Report. Add additional rows, if necessary. It is understood that this information will be approximate based on available information at the time of the concept.

Drainage Area Summary		
Outfall	Pre-Development Area (Acres)	Post-Development Area (Acres)
1 – Culvert Outlet at Stream	16.09	16.09
2 – Culvert Outlet at Stream	5.54	5.54

Concept Level Judgement	
Outfall	Using a concept level judgement, is this outfall likely to have a structural BMP? *This will be finalized later in the design process.
1	No structural BMPS are anticipated. Drainage areas are not increasing. Impervious area will increase due to the addition of sidewalks and sidepaths however, these new impervious areas will sheet flow onto adjacent grassed shoulders. The current outfall location is located within designated FEMA Flood Plain/Floodway areas and adjacent to stream buffers making construction of new facilities within these areas infeasible.
2	No structural BMPS are anticipated. Drainage areas are not increasing. Impervious area will increase due to the addition of sidewalks and sidepaths however, these new impervious areas will sheet flow onto adjacent grassed shoulders. The current outfall location is located within designated FEMA Flood Plain/Floodway areas and adjacent to stream buffers making construction of new facilities within these areas infeasible.

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rbaisden | gplotborder-ORD.tbl



PROPERTY AND EXISTING R/W LINE	BEGIN LIMIT OF ACCESS.....BLA
REQUIRED R/W LINE	END LIMIT OF ACCESS.....ELA
CONSTRUCTION LIMITS	EXISTING LIMIT OF ACCESS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES	REQ'D LIMIT OF ACCESS
EASEMENT FOR CONSTR OF SLOPES	EXISTING LIMIT OF ACCESS & R/W
EASEMENT FOR CONSTR OF DRIVES	REQ'D LIMIT OF ACCESS & R/W
	ORANGE BARRIER FENCE
	ESA - ENV. SENSITIVE AREA

GDOT
Georgia Department of Transportation

benesch

SCALE IN FEET
0 150 300 600

REVISION DATES

DRAINAGE AREA MAP
CR 1037/CHASE STREET FROM CR 478/BARBER STREET TO CSX #639916G

CHECKED:		DATE:	DRAWING No.
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	21-0001
VERIFIED:		DATE:	

GPLN-CE
11/05/2020

County of Athens-Clarke, GA

Street Inventory and Condition Summary - Sorted by Street Name

GISID	Agency ID	Comment	Previous PCI	Open Field	Street Number	Block Number	Street Prefix	On Street	From Street	To Street	FunCL Code	FunCL	Pavetype Code	Pavetype	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition: Surface Distress Index (SDI)
6611					13620	50	N	Chase St	Miles St	Bryan St	2	MINOR ARTERIAL	1	Asphalt	30	278	19	945	82
7852					13620	60	N	Chase St	Bryan St	Oneta St	2	MINOR ARTERIAL	1	Asphalt	31	294	20	1,033	87
8221					13620	70	N	Chase St	Oneta St	Rowe Rd	2	MINOR ARTERIAL	1	Asphalt	32	750	53	2,720	71
6472					13620	80	N	Chase St	Rowe Rd	Exit Ramp	2	MINOR ARTERIAL	1	Asphalt	37	194	16	814	65
6825					13630	10	N	Chase St	Exit Ramp	Winston Dr	2	MINOR ARTERIAL	1	Asphalt	37	642	53	2,692	77
7120					13630	20	N	Chase St	Winston Dr	Barber St	2	MINOR ARTERIAL	1	Asphalt	36	549	44	2,240	70

on Summary									Condition Details											Peripheral Concrete		
Roughness Index (RI)	Structural Index (SI)	Pavement Cndtn Index (PCI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	PCI Override (OPCI)	OPCI Date	Current Segment PCI (CPCI)	Segment IRI (mm/m)	Deflection Results	Rutting (ACP Only)	L&T Cracking / Linear Crk	Alligator Cracking Divided Slab / Blow Up	Map Crk / Crnr Brk / D Crk	Edge Cracking Joint Spall / Joint Sealant	Distortions / Faulting	Bleeding / Polished Agg	Raveling / Scaling / CAL	Patches / Potholes	Sidewalk Length (ft)	Sidewalk Area (yd2)	Curb & Gutter Length (ft)
72	60	**79**	Mod	V Good	0	18			**79**	3.0	0	10.0	9.5	10.0	10.0	10.0	10.0	9.9	7.5	10.0	0	0	0
76	60	**83**	Mod	V Good	1	13			**83**	2.6	0	10.0	10.0	10.0	10.0	10.0	9.9	10.0	7.7	10.0	0	0	0
84	60	**75**	Mod	V Good	6	23			**75**	2.1	0	10.0	8.3	9.4	10.0	10.0	10.0	9.9	8.3	10.0	0	0	0
68	60	**66**	Mod	Good	13	22			**66**	3.4	0	10.0	8.4	8.7	10.0	10.0	10.0	9.9	8.4	10.0	0	0	0
82	60	**79**	Mod	V Good	12	10			**79**	2.2	0	10.0	8.9	8.8	10.0	10.0	10.0	10.0	9.7	10.0	0	0	0
62	60	**67**	Mod	Good	12	19			**67**	3.9	0	9.8	8.0	9.0	10.0	10.0	10.0	9.8	9.7	10.0	0	0	0

	Zone Summary							Project Summary									
Estimated Ramp Count	Zone Name	Zone Code	Zone Length (ft)	Zone Current PCI	Zone Backlog (%)	Zone Network Index	Zone Rank	Project ID	Project Description	Project Block Count	Project Length (ft)	Project Area (yd2)	Project Current PCI	Project Condition Rating	Project Strength Code	Project FunCl Code	Project Pavetype Code
0	Zone 1	10	3,264,369	67	7	63	2	**25120**	25120 - Chase St	8	4,149	13,765	**76**	V Good	2	2	1
0	Zone 1	10	3,264,369	67	7	63	2	**25120**	25120 - Chase St	8	4,149	13,765	**76**	V Good	2	2	1
0	Zone 1	10	3,264,369	67	7	63	2	**25120**	25120 - Chase St	8	4,149	13,765	**76**	V Good	2	2	1
0	Zone 1	10	3,264,369	67	7	63	2	**25120**	25120 - Chase St	8	4,149	13,765	**76**	V Good	2	2	1
0	Zone 1	10	3,264,369	67	7	63	2	**25100**	25100 - Chase St	2	1,191	4,932	**74**	V Good	2	2	1
0	Zone 1	10	3,264,369	67	7	63	2	**25100**	25100 - Chase St	2	1,191	4,932	**74**	V Good	2	2	1

Alfred Benesch & Company
1005 Broad Street, Suite 200
Augusta, GA 30901
www.benesch.com
P 706-722-4114
F 706-722-6219

Meeting Minutes

Project Name:	PI 0015390 - Chase Street – Athens Clarke TAP Project
Benesch Project Number:	19021035
Date of Meeting:	6/9/22
Time of Meeting:	2:00 PM
Meeting Location:	Virtual Video Conference
Regarding:	Layout Alternatives & Typical Sections

Meeting Invitees:

	Name	Office
☒	Rani Katreeb	ACC T&PW – Assistant Director
☒	Daniel Sizemore	ACC T&PW – Bicycle, Pedestrian & Safety Coordinator
☒	Erik Hammarlund	Benesch – Project Manager
☒	Bob Baisden	Benesch – Lead Engineer
☒	John Walker	KHA – Traffic
☒	Olivia Zuvanich	KHA – Traffic
☒	Mark Lenters	KHA – Traffic / Roundabouts
☒	Brendetta Walker	Toole Design Group – Bike/Ped
☒	Michael Lawing	GDOT – Project Manager

Meeting Introduction, Purpose, and Updates: Erik provided an overview of the work that had been completed and stated the purpose of the meeting: "Based on recent leadership directives, adoption of complete streets policy (April 2022), and on-going adjacent project development, the Consultant Team wishes to confirm project objectives, layout alternatives and typical sections."

1) Recent leadership decisions and project have expanded the bicycle and pedestrian network in the immediate vicinity of the Chase Street corridor.

   a) Barber Street is currently being designed to incorporate a two-way, separated bicycle facility from Chase Street/Dairy Pak Road to Prince Avenue.

   b) Prince Avenue is currently ready to implement a road diet pilot project from Pulaski Street to Milledge Avenue which would reduce the four (4) travel lanes to a three-lane road section and incorporate buffered bike lanes.

2) John stated that KHA continues work on the Traffic Engineering (TE) Study with a draft study provided for internal review on July 29. The TE study focuses on the current conditions and the following alternatives:
   a. No-Build Alternative
   b. Traffic Signal Alternative - Traffic Signals at Oneta, and SR 10 Loop Interchange.
   c. Roundabout alternative - Roundabouts at Oneta and SR 10 Loop Interchange.

3) Erik reminded meeting attendees that the intention of the TAP Grant is bicycle and pedestrian improvements. The proposed improvements do not include road widening for capacity but do include intersection improvements to more safely accommodate bike/peds. Additionally, the roadway footprint is not proposed for widening but the corridor width may need to be widened for sidewalks.

4) The meeting attendees agreed that the alternatives identified are consistent with the TAP Grant to improve safety for bicyclists and pedestrians and are also consistent with the Athens In Motion Commission (AiMC) Bicycle and Pedestrian Master Plan.

5) Daniel and Rani noted that the alternatives include sidewalks for pedestrians and bicycles will be accommodated via "Share the Road". However, Athens would also like to show a typical section that includes a multi-use trail along the east side of the corridor instead of the standard width sidewalk. Benesch agreed to implement a 10' wide multi-use trail along the east side of the corridor but noted that the trail would not "fit" under the SR 10 Loop Bridge due to column spacing.

6) Additional general discussion was shared on the termini for the southern end of the project. Improvements will extend to the south beyond Oneta but will not include improvements to the bridge over the railroad. Rani confirmed previous discussions that no improvements are to be made within railroad right-of-way. Rani provided further clarification that improvements generally should not be made within 500 feet of railroad. Therefore, improvements should be terminated near the Bryan Street intersection.

7) **Action Item:** Benesch will continue work on alternatives for traffic signals and roundabout and include an option for a multi-use trail along the east side of the corridor for each alternative.

CONCEPT TEAM MEETING AGENDA

CONCEPT TEAM MEETING MINUTES (in blue italics)

PI Number 0015390, Clarke County

Chase Street

(CR 1037/Chase Street from North of CSX Crossing #639916G to CR 478/Barber Street)

Date: November 30, 2022
Location: Virtual

Welcome: GDOT Project Manager – Michael Lawing, PMP
Consultant Project Manager – Erik Hammarlund, PE – Alfred Benesch & Company
Sponsor – Rani Katreeb, PE – ACCGov Assistant Director T&PW

Introduction of Attendees: Chat box entry

- *GDOT PM Michael Lawing introduced the project. He then handed the meeting over to the consultant PM, Erik Hammarlund (Benesch). Erik facilitated the powerpoint presentation attached for reference.*
- *Erik introduced the project team and presenters.*
- *Erik reviewed the project history, approximate schedule, project description, location and project justification statement.*

Project Identification: The Chase Street Project is located on the north side of Athens, GA. The project begins north of the bridge over CSX Railroad and continues north for approximately 3,400 linear feet to the intersection of Newton Bridge Road, Dairy Pak Road, and Barber Street. Major intersections within the project are located at Oneta Street, Rowe Road, and the SR10 Loop interchange. There is one large culvert crossing over a tributary to the North Oconee River. Proposed improvements are intended to fit within the current road and ROW footprint with minimal widening to mitigate property impacts and environmental impacts. Initial concepts and design opportunities have been identified to include sidewalks, side paths, roundabouts, lighting, landscaping, signage, and pavement markings to encourage traffic calming and enhance mobility and efficiency for all users.

Project Schedule: Concept Approval – Spring 2023
PFPR – Spring/Summer 2024
ROW – Summer/Fall 2024
FFPR – Spring/Summer 2025
LET – Summer/Fall 2025

Presentation: **Prime Consultant – Alfred Benesch & Company**
Subconsultant – Kimley- Horn (Traffic, Environmental, Roundabout SME)
Subconsultant – Toole Design Group (Bike, Ped, Public Involvement)
Subconsultant – Platinum Geomatics (Survey & Mapping)
Subconsultant – Nova (Geotechnical)

Project Location Map:



Project Justification Statement: The corridor does not currently provide infrastructure for pedestrians and bicycles. The goals of the project are to provide connected multimodal facilities for enhanced safety, access, mobility and comfort for all users. These goals will be achieved with new sidewalks, side paths, and intersection improvements.

Existing Conditions: Chase Street is an urban three-lane road south of SR 10 Loop and four-lane road north of the SR 10 Loop. Sidewalks are limited to west side of road (south of the SR 10 Loop).

- *Erik reviewed existing features of the project corridor including roadway characteristics, typical sections, culverts, SR 10 Bridge overpass, and utilities.*
- *Erik reviewed other projects in the area noting that there is overlap and coordination needed with the local Barber Street Bike/Ped Improvements project which is being completed by the same consultant team as Chase Street.*
- *John Walker discussed traffic projections, crash data, levels of service, methodology and analysis for "Interim Design Year 2038", and ICE results.*

Traffic Projections: Chase Street 24 Hour Trucks Varies 5% to 12%
Current Year (2021) AADT Varies 13,000 to 15,800
Open Year (2028) AADT Varies 16,825 to 19,675
Design Year (2048) AADT Varies 18,525 to 21,525

Context Sensitive Solutions: Public Input / Stakeholder Input

- *Erik noted that Bicycle, Pedestrian, and Transit Warrants are met.*
- *Alternatives Review & Discussion was moved to the end of the presentation.*

Preferred Alternative: Sidewalks along the west side of Chase Street and a side path along the east side of Chase Street. Roundabouts at Oneta Street, SR 10 Westbound Entrance/Exit Ramp, SR 10 Eastbound Entrance/Exit Ramp, and Right-In-Right-Out (RIRO) at Rowe Road.

Alternative 1: Sidewalks along the west side of Chase Street and a side path along the east side of Chase Street. Install traffic signals at Oneta Street, and SR 10 Eastbound Entrance/Exit Ramp. Update traffic signal at SR 10 Westbound Entrance/Exit Ramp. Install RIRO or RCUT intersection at Rowe Road.

No Build Alternative: This alternative would not address the needs of the ACC Community and the strategic initiatives outlined in the AIM Bicycle and pedestrian Master Plan to enhance bicycle and pedestrian corridors.

- *Bob Baisden reviewed design criteria.*

Functional Classification: Chase Street – Minor Arterial

Design Criteria:

Chase Street	**Functional Classification:** *Minor Arterial*		
Feature	**Existing**	***Policy**	**Proposed**
Typical Section:			
- Number of Through Lanes	2 & 4		2
- **Lane Width(s) (-ft)**	**10-11 ft**	**11-12 ft**	**7 - 19 ft**
- **Median Width (-ft) & Type**	**N/A**	**14-ft**	**3 – 27 ft (Splitter Island)**
- **Border Area Width (-ft)**	**Varies**	**10-16 ft**	**11 - 17 ft**
- **Cross Slope (%)**	**Varies**	**2%**	**2%**
- **Outside Shoulder Slope (%)**	**Varies**	**2%**	**2%**
Sidewalks (-ft)	**0 - 7 ft**	**5 ft**	**5 – 10 ft**
- Auxiliary Lanes (# LTL, RTL or TWLTL / -ft width)	TWLTL/10-11 ft		TWLTL/10 -14 ft
- **Bike Accommodations**	**N/A**	**N/A**	10 ft Shared-Use Path
- Posted Speed (mph)	30 to 40 mph		35 mph
Design Speed (mph)	30 to 40 mph	**35 mph**	**35 mph**
Minimum Horizontal Curve Radius (-ft)	**N/A**	**371 ft**	*371 ft*
Maximum Superelevation Rate (%)	**Unknown**	**4%**	*4%*
Maximum Grade (%)	**7.5%**	**8%**	*7.5%*
Access Control	**By Permit**	**By Permit**	**By Permit**
Design Vehicle	Unknown		WB-67
Check Vehicle	Unknown		WB-67
Pavement Type	HMA		HMA

Design Variances or Exceptions: None anticipated.

- *Bob continued discussion with major structures:*
  - *SR 10 Bridge over Chase Street – No impacts to bridge anticipated.*
  - *Chase Street Bridge over CSX Railroad – No impact to bridge or railroad anticipated.*
  - *A double barrel 96" diameter CMP that conveys a tributary to the North Oconee River. Proposed improvements include culvert extension and new headwalls.*

Major Structures:

Structure	Existing	Proposed
059-0054-0	Chase Street Bridge over CSX Railroad.	No proposed improvements. Improvements will end approximately 300' from bridge and CSX ROW.
059-0007-0 059-0008-0	US 129 / SR 10 Loop Bridge Over Chase (Westbound) US 129 / SR 10 Loop Bridge Over Chase (Eastbound)	No proposed improvements to structure. Overlay, striping, curb and gutter, sidewalks and guardrail are proposed along roadway under bridge.
Double Barrel Culvert	Approximately 90' Length, 96" Diameter Double Barrel CMP	Proposed improvements will include extension on the east side of the culvert, slope stabilization, inlet and outlet protection, headwall and wingwalls.

- *Bob reviewed proposed typical sections, existing utility involvements and right-of-way.*

Utility or Railroad Involvement: No railroad coordination anticipated. The proposed project start is north of CSX Crossing #639916G grade separation. GA Power, Atlanta Gas Light, AT&T, Charter, Comcast, Parker FiberNet, Crown Castle Networks, ACC PUD, and MEAG.

Right-of-Way: Existing width varies 50' to 80' and proposed width varies 50' to 80'. 18 parcels may be impacted.

- *Sean Yates presented environmental resources:*
  - *1 Perennial Stream*
  - *4 Protected Species*
  - *Several Historic Properties*
  - *404 Permit and Stream Buffer may be required.*
  - *This is a MS4 area.*
  - *Air studies not needed.*
  - *No archeological resources.*
  - *Public Involvement to be completed by Athens. Previous public involvement activities completed by Athens in 2018.*

Public and Stakeholder Involvement: ACC (and Toole Design Group) completed the Chase Street Corridor Study and updates to the Athens Bicycle and Pedestrian Master Plan in 2018. This work included multiple public outreach efforts and was supported by the Athens-In-Motion (AIM) Committee and the ACC Mayor and Commission. Public outreach efforts included public meetings, workshops, and stakeholder meetings with businesses such as Pilgrim's Pride.

Environmental Resources: Resource ID Completed
History: Two listed properties and three additional properties recommended eligible for inclusion in NRHP.
Ecology: One jurisdictional water, two federally protected species and two state protected species.
Air and Noise: Air and noise assessments will be completed as needed.
Archaeology: None

National Environmental Policy Act (NEPA) document: Categorical Exclusion

- ***Erik provided an overview of the alternatives:***

Preferred Alternative: *Sidewalks along the west side of Chase Street and a side path along the east side of Chase Street. Roundabouts at Oneta Street, SR 10 Westbound Entrance/Exit Ramp, SR 10 Eastbound Entrance/Exit Ramp, and Right-In-Right-Out (RIRO) at Rowe Road.*

Alternative 1: *Sidewalks along the west side of Chase Street and a side path along the east side of Chase Street. Install traffic signals at Oneta Street, and SR 10 Eastbound Entrance/Exit Ramp. Update traffic signal at SR 10 Westbound Entrance/Exit Ramp. Install RIRO or RCUT intersection at Rowe Road.*

No Build Alternative: *This alternative would not address the needs of the ACC Community and the strategic initiatives outlined in the AIM Bicycle and pedestrian Master Plan to enhance bicycle and pedestrian corridors.*

- *Bob reviewed layouts for the Preferred Alternative*
  - *Oneta St roundabout will all southbound traffic to turn around and go northbound to access RIRO at Rowe Rd.*
- *Erik stated that southern termini could shift to Bryan Street to mitigate coordination with railroad.*
  - *Laura asks how the shared use path would terminate if it ended at Bryan.*
  - *Erik clarified that limits of the proposed improvements could end at Bryan Street and the shared use path could terminate at the Oneta roundabout providing connection to sidewalks and a share the road typical section.*
  - *Ola noted that we should consider adequate project limits to include advanced warning signs, pavements markings, and rumble strips.*
  - *Benesch agrees and will make note if limits change.*

- *Mark Lenters reviewed the roundabout operations and discussed design checks and optimization of the roundabout geometry.*
- *Bob reviewed through signal alternative layout.*
- *Erik reviewed the Preferred Roundabout Alternative summary versus the Alternative 1 Traffic Signal summary and noted the following:*
    - *Cost: Preferred Roundabout Alternative approx $14M and Alternative 1 approx $10.5M*
    - *Combined ICE Stage 2 Score: Roundabouts are 17.3 and Traffic Signals are 16.3*
    - *B/C Ratio: Roundabouts are 8.62 and Traffic Signals are 29.05*
    - *Level of Service: Roundabouts provided higher level of service than traffic signals.*

Project Budgetary Constraints and Funding Responsibilities: ACC awarded $1M TAP Grant to initiate PE. Project has no additional funding.

- *Erik Summarized by stating that the preferred alternative for the 3 roundabouts is the only alternative that provides ACC with the desired traffic calming to encourage a multi-modal corridor. The roundabouts provide a better level of service and have a higher ICE Stage 2 Score for the interchange. The preferred roundabout alternative was supported by the ACC Community during public outreach in 2018. This alternative was then used to secure $1M TAP Grant funding.*

Open Floor for Questions or Concerns About Presentation:

- Planning
- Structures
- Constructability
- Right-of-Way
- History
- Ecology
- Air and Noise
- Archaeology
- Community Resources
- Environmental Justice
- Public Involvement
- Permits
- Underground Storage Tanks
- Hazardous Waste
- Utility Office
- Design Policy
- Engineering Services
- Intermodal
- Maintenance
- Materials and Testing
- Program Delivery
- Roadway Design
- Traffic Operations
- District
- Open the floor to the entire group

General discussion and questions:

- *Sue Ann Decker noted that the guardrail between curb and sidewalk (Typical Section 3) would not provide pedestrian protection when considering 5' deflection behind guardrail.*
    - *Bob responds that the guardrail is existing condition because of the abutment. Erik added that we need a structure to protect pedestrians/bicyclists.*
    - *Sue Ann stated that standard allows for 5' deflection of guardrail but a concrete barrier may be another alternative.*
    - *Bob agreed and stated that Benesch will investigate barrier alternatives.*
    - *Kevin DeWitt agreed that if we are cutting out for those sidewalks then we will need barrier wall to replace slope paving. Could potentially replace guard rail and put in retaining wall at pier.*
    - *Erik noted that we could also consider reducing side path width down to 5' sidewalk. Slope paving is behind the piers.*
    - *Shirelle Hallum asked if the Barber St was suitable for a roundabout. Erik stated that the intersection is outside the scope of the project for vehicular improvements. John clarified that the intersection was not operationally deficient.*
    - *Shirelle asked if the adjacent Barber Street project includes improvements to the intersection. Erik states that the Barber St project specifically looked at bike/ped improvements only and it does include new cross-walks and ADA ramps at the intersection.*
    - *Laura Nesbitt asked if there is any way to maintain the minimum width of shared use path. Could it be reduced down to 8' minimum to still be a shared use path.*
        - *Rani confirmed that ACC definitely wants to stay at 10' wide minimum shared use path.*
    - *Sue Anne noted that the roundabout layout needed to be revised to show the RIRO from Rowe Rd.*
        - *John Walker states that a porkchop island will be added to separate lanes.*
    - *Laura Nesbitt noted that if the Oneta traffic signal warrant was met, it would not even be considered for the ICE Stage 2 score.*

Additional comments/questions

- *GDOT Planning – None*
- *GDOT Structures – None*
- *Constructability – None*
- *ROW – Michael Lawing on the schedule says that PFPR Spring 2024, ROW summer/Fall 2024 could you elaborate. Erik agrees that is a quick turnaround and the schedule is only tentative at this time.*
    - *Erik states that ACC was awarded the $1M grant which allowed PE to be initiated but no additional funds have been authorized.*
- *Environmental – None*

- *Underground Storage Tanks – Michael asks if Phase I ESA is being scoped. Erik stated that it has been scoped and NTP has been received. Work should begin by the end of 2022.*
- *Utility – Terri Holbrook states that local let means that locals are responsible for utility identification and coordination. She recommends that the project includes SUE. Also recommends to stay away from any GA Power transmission structures. GA Power will want compensation for any impacts to property. Erik states that Benesch will note this.*
- *Design Policy – None*
- *Engineering Services – None*
- *GDOT Intermodal – Michael asks for clarification on Erik stating that the scope might move to Bryan St to avoid railroad coordination. Erik clarifies that sidewalk improvements may be terminated near Bryan Street to mitigate coordination with the railroad. However, coordination may still be needed due to advanced warning signage and pavement markings.*
- *GDOT Maintenance – None*
- *GDOT OMAT – None*
- *GDOT OPD – Concept Report review comments provided in October.*
- *Roadway Design – None*

- *Traffic Operations – Colin Abbey with TMC has a couple questions*
  - *Colin - Were bike lanes at all considered in lieu of multi-use path considering that there are a good number of driveways that conflict with the paths? Erik replied that there are 4-5 driveways with potential conflicts. Athens bike & ped wanted a side path on Barber Street to complement buffered bike lanes on adjacent roads. Bike lanes were not desired in the bike/ped master plan.*
  - *Collin stated that the State Bicycle & Pedestrian Engineer wants bike lanes looked at because shared use path is seen as less of a bicycle facility. Shared use path needs a 5' offset from the roadway, if not, provide design deviations.*
  - *Rani Katreeb stated that the shared use paths are desired to take bicycle traffic out of roadway as part of Athens Master Plan and is supported by a majority of local bike community.*
  - *Colin - Will the slope paving be impacted under the bridges or will existing asphalt footprint be used? Erik states that "slope" paving is behind the piers but the concrete pavement does extend to the curb. The proposed improvements will be between the piers and shouldn't impact the "slope".*
  - *Colin – Is the posted speed limit proposed to be reduced? When speed limit is reduced, if this is on ACC approved speed enforcement list, then it will be unenforceable until a speed study is conducted and the list of roads is revised. Benesch to verify reduced speed is necessary north of the interchange.*
- *Mark Lenters – Question regarding RRFB for two crossings that are multilane. Colin responded that it is a recommendation to install RRFBs for multilane crossings. Roundabout Design Guide has a section regarding RRFBs.*

- *GDOT District 1 Construction – None*

The consultant team will proceed with the Final Concept Report with the Preferred Alternative as discussed at this meeting. If there are any additional comments or questions, please contact Erik Hammarlund or Michael Lawing.

Action Item: Distribution of CTM minutes

Adjourn

❖ Disclaimer – Please refer to the approved concept report for the final design decisions.

CTM Follow-up Comments:

The following questions from Traffic Operations were submitted following the CTM:

Question 1: Do you need to maintain the driveway for parcel 2 on N Chase St? There's currently a fence across the driveway and driveway location is close to the circulatory roadway. Recommend closing driveway.
Response 1: The existing driveway access to Gold Kist Property (Parcel 2) directly from Chase Street is not currently utilized and is fenced. This driveway will be recommended for removal.

Question 2: Driveway in the right bypass lane is not ideal at the northern roundabout
Response 2: The existing driveway access located in the right bypass lane will be gated and will only be utilized for utility access. Access to existing gravel road must be maintained for power transmission.

Question 3: RRFB needed at the crosswalk for the SR 10 EB Entrance Ramp.
Response 3: RRFB's were discussed. Please refer to comment: *"Mark Lenters – Question regarding RRFB for two crossings that are multilane. Colin responded that it is a recommendation to install RRFBs for multilane crossings. Roundabout Design Guide has a section regarding RRFBs."* RRFB's will be included for all multilane crossings.

CR 1037/CHASE STREET FM CR 478/Barber Street to CSX #639916G

PI Number: 0015390 Clarke County

Concept Team Meeting

November 30, 2022, 2:00 PM

Thank you for your attendance today. Please provide your name, email address and who you are representing in the chat box so you can be included in the attendee list.

Team Introduction

Michael Lawing, GDOT Project Manager

Rani Katreeb, PE, ACC - Assistant Director Transportation & Public Works

Erik Hammarlund, PE, Consultant Project Manager (Benesch) 

Bob Baisden, PE - Consultant Roadway Lead (Benesch) 

John Walker, PE – Consultant Traffic Lead (KHA) 

Patrick Smith (and Sean Yates) – Consultant Environmental Lead (KHA) 

Mark Lenters, PE – Consultant Roundabout SME (KHA) 

benesch

Kimley»Horn

TOOLE DESIGN

NOVA PROFESSIONAL | PRACTICAL | PROVEN

PLATINUM geomatics



Project Introduction & History

This project was identified by ACC during the update to the Bicycle and Pedestrian Master Plan in 2018. The proposed project characteristics (including roundabouts) were further refined in the Chase Street Corridor Study prepared in 2018. During this time, the project was reviewed during multiple public outreach events and was supported by Athens In Motion (AIM) Committee, the Athens Community, and Mayor and Commission. The Project was also reviewed with local stakeholders including Pilgrims Pride which is one of the area's largest employers located along Chase Street. The project was then submitted and awarded a $1M Transportation Alternatives Program (TAP) Grant to initiate PE services.

Not only will this project provide needed multimodal (bicycle and pedestrian) infrastructure, but it will also improve the overall level of service (LOS) for the corridor which currently experiences peak hour congestion at the SR 10 Loop Interchange.

Preconstruction Status Report

PI NUMBER:	**0015390**	**CR 1037/CHASE STREET FM CR 478/BARBER STREET TO CSX #639916G**							
COUNTY:	Clarke	**SPONSOR:**	Athens/Clarke County	**MEASURE:**		**BASELINE LET DT:**		**MGMT LET DT:**	**PRINT DATE:** 11/22/22
LENGTH(MI):	0.70	**MPO:**	Athens	**DESIGN FIRM:**	Alfred Benesch and Company	**SCHED LET DT:**		**MGMT ROW DT:**	**PAGE:** 1
PROJ NO:		**TIP#:**		**PRIORITY CD:**	16101	**LIGHTING TYP:**	None	**WHO LETS?:** Local Let	
PROJ MGR:	Lawing, Michael	**MODEL YR:**		**DOT DIST:**	1	**ENV DOC TYPE:**	NEPA	**LET WITH:** 0	
AOHD INITIALS:	ATC	**TYPE WORK:**	Sidewalks	**CONG. DIST:**	009, 010	**ENV CONSULTANT:**	Kimley-Horn and Associates, Inc.		
OFFICE:	Program Delivery	**CONCEPT:**		**COMPLETE STREETS:**					
CONSULTANT:	Local Design, Reimbursed by GDOT funds	**PROG TYPE:**	Enhancement	**SUFF:**					

BASE START	BASE FINISH	TASKS	START DATE	FINISH DATE	ACTUAL START	ACTUAL FINISH	%
3/24/21	4/12/23	Concept Report Development LOE	3/24/21	5/2/23	3/24/21		56
3/24/21	4/12/23	Scoping and Concept Development Phase LOE	3/24/21	5/2/23	3/24/21		56
9/10/21	3/15/22	Environmental Resource Identification Summary	9/10/21	3/15/22	9/10/21	3/15/22	100
1/24/23	2/6/23	PM Review and Submit Finalized Concept Report for Approval	2/10/23	2/23/23			0
4/12/23	4/12/23	Management Concept Approval Complete	5/2/23	5/2/23			0

Phase	Approved	Proposed	Lump Yr	Program	Cost	Fund	Status	Date Auth
PE	2020	2020	2020	LUMP	$1,397,000.00	Z302	AUTHORIZED	3/3/20

COST EST AMTS

PE	$1,397,000.00

STIP AMOUNTS

Activity	Cost	Fund
PE	$0.00	Z302

Project Manager

11/4/22: PE federally funded local let (not GDOT let). Charging number is PE 0017060. TE & LSCR in progress. FB/ML

Design : Designer Contact: Erik Hammarlund, Alfred Benesch & Company, 706-722-4114, EHammarlund@benesch.com

EIS : On Sched. BL Jul24 ROW | Will Cert by 18Jun24 | PCE not approved | Nelson/Smith 16NOV22

Planning : Traffic completed for (2028/2048) & (2030/2050) on 02/28/2022

Programming : LUMP SUM TAP 5K-200K|PE LS 0016102|#1 3-2022

Project Schedule



Concept Approval – Spring 2023
PFPR – Spring/Summer 2024
ROW – Summer/Fall 2024
FFPR – Spring/Summer 2025
LET – Summer/Fall 2025



Description of Proposed Project

- The Chase Street Project is located on the north side of Athens, GA.

- The project begins just north of the bridge over CSX Railroad and continues north for approximately 3,400 linear feet to the intersection of Newton Bridge Road, Dairy Pak Road, and Barber Street.

- Major intersections within the project are located at Oneta Street, Rowe Road, and the SR10 Loop interchange.

- There is one large culvert crossing over a tributary to the North Oconee River. Proposed improvements are intended to fit within the current road and ROW footprint with minimal widening to mitigate property impacts and environmental impacts.

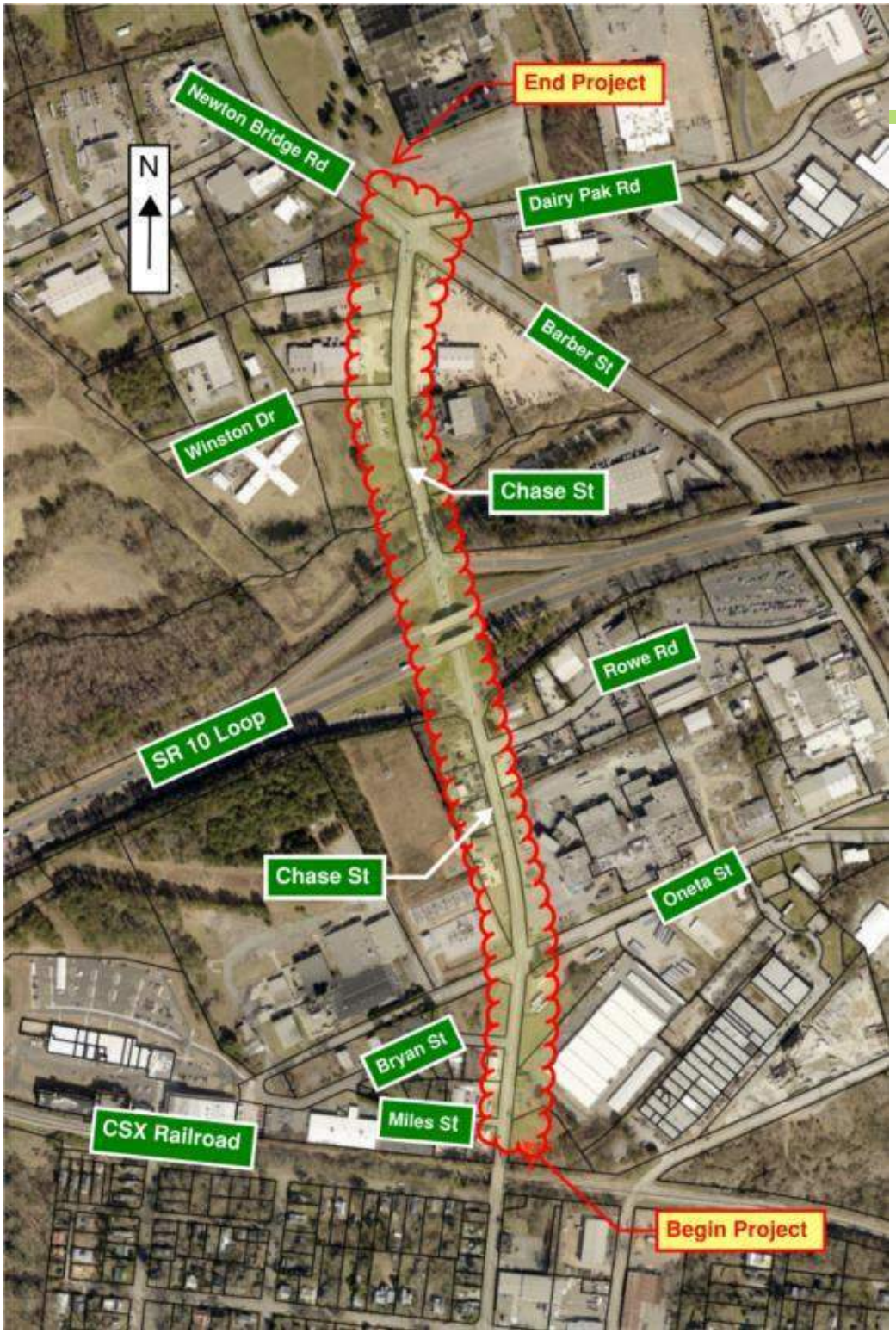
- Initial concepts and design opportunities have been identified to include sidewalks, bicycle lanes, roundabouts, lighting, landscaping, signage, and pavement markings to encourage traffic calming and enhance mobility and efficiency for all users.



Project Location



(Not to Scale)
CR 1037/Chase Street from North of CSX Crossing #639916G to CR 478/Barber Street,
Clarke County, GA





Project Location

(Not to Scale)
CR 1037/Chase Street from North of CSX
Crossing #639916G to CR 478/Barber Street,
Clarke County, GA

Project Justification Statement



The Chase Street corridor is a critical north-south connector in Athens, GA between areas north of the Perimeter (SR 10 Loop) and areas inside the Perimeter (Athens Downtown, University of Georgia, Piedmont Athens Regional Hospital). The corridor does not currently provide infrastructure for pedestrians and bicycles. The corridor lacks sidewalk connectivity, bicycle lanes, ADA infrastructure, and safe intersection crossings. This project was identified within the Athens Clarke County Unified Government's Bicycle and Pedestrian Master Plan and further detailed in the Chase Street Corridor Study. The goals of the project are to provide connected multimodal facilities for enhanced safety, access, mobility and comfort for all users.

The following specific corridor and intersection issues will be addressed by this project:

1) The existing conventional diamond interchange for the SR 10 Loop is currently controlled by one traffic signal for the Outer Loop Intersection (westbound entrance/exit ramps). The Inner Loop Intersection (eastbound entrance/exit ramps) is stop controlled for the exit ramp only. These intersections experience long delays and queues. Specifically, the Inner Loop Intersection operates at a LOS F for both the AM and PM peak hours.

2) The intersection geometry and operational efficiency of the Inner Loop Intersection is further complicated by the proximity of the adjacent intersection of Rowe Road. Rowe Road is located approximately 200 feet south of the Inner Loop and is side-street stop controlled. It allows full movement and has a high truck percentage as it provides direct connectivity to an industry that is one of Athens largest employers.

3) The Oneta Street intersection is side-street stop controlled. This road provides critical access for industrial, commercial, and residential properties. Vehicular speeds along Chase Street through this intersection are not controlled and frequently exceed the posted speed of 30 mph. The vehicular speeds present safety issues for all users.

4) The Chase Street corridor has an ADT of over 12,000 and lacks multimodal infrastructure which presents specific safety issues for bicyclists and pedestrians. The corridor only provides 1,200 LF of sidewalk along the western side of the road. Most of the corridor is not safely accessible on foot or by bicycle as the intersections lack shoulders, sidewalks, ADA ramps, and crosswalks.

Existing Features



The location of this project is along Chase Street in Athens-Clarke County, GA from the CSX Crossing #639916G to CR 478/Newton Bridge Road/Barber Street.

Chase Street is a minor arterial with a posted speed of 30 mph near Oneta Street and a posted speed of 40 mph at the SR 10 Loop Interchange. The roadway is an undivided, four-lane facility from Newton Bridge Road/Barber Street to Rowe Road and a three-lane facility divided by a two-way left-turn lane (TWLTL) south of Rowe Road.
Chase Street provides sidewalks on the west side of Chase Street south of the SR10 Loop Interchange.

Newton Bridge Road is a minor arterial with a posted speed limit of 45 MPH. The roadway is an undivided, four-lane facility with minimal turn-lanes present. Newton Bridge Road transitions to Barber Street west of Chase Street.

Barber Street forms a 62-degree skew angle with the intersection of Chase Street. Barber Street is a major collector with a posted speed limit of 45 MPH. The roadway is an undivided, four-lane facility west of SR 10 (Athens Loop) and an undivided, two-lane facility east of SR 10 (Athens Loop).

Dairy Pak Road is a local roadway. The roadway is an undivided, two-lane facility with no posted speed limit. Dairy Pak Road transitions to Chase Street south of Newton Bridge Road/Barber Street.

The intersection of Newton Bridge Road, Barber Street, Chase Street and Dairy Pak Road is traffic signal controlled and does not provide any pedestrian facilities or crossings.

SR 10 (Athens Loop) is a principal arterial. The SR 10 Loop Interchange at Chase Street consists of a conventional diamond interchange geometry with SR 10 crossing over Chase Street with separate bridges (eastbound/westbound). The eastbound and westbound exit ramps are two-lane (one-way) facilities while the entrance ramps are one-lane (one-way) facilities. The westbound entrance/exit ramps are controlled by a traffic signal and the eastbound entrance/exit ramps are stop-controlled.

Existing Features (Continued)



Oneta Street is local roadway. The roadway is an undivided, two-lane facility with minimal turn-lanes present and a posted speed limit of 25 mph. Oneta Street is side-road stop-controlled and intersects Chase Street at a 65-degree skew angle. Oneta Street is an urban section with curb and gutter and does not have sidewalks.

Winston Drive is a local roadway. The roadway is an undivided, two-lane facility with no posted speed limit. Winston Drive is side-road stop-controlled and intersects Chase Street at 90-degrees. Winston Drive is an urban section with curb and gutter and does not have sidewalks.

Rowe Road is a local roadway. The roadway is an undivided, two-lane facility with minimal turn-lanes present and no posted speed limit. Rowe Road is side-road stop-controlled and intersects Chase Street at 90-degrees. Rowe Road is an urban section with curb and gutter but does not have sidewalks.

Miles Street is a local roadway. The roadway is an undivided, two-lane facility with no posted speed limit. Miles Street is side-road stop-controlled and intersects Chase Street at 90-degrees. Miles Street is an urban section with curb and gutter but does not have sidewalks.

Bryan Street is a local roadway. The roadway is an undivided, two-lane facility with no posted speed limit. Bryan Street is side-road stop-controlled and intersects Chase Street at 90-degrees. Bryan Street is an urban section with curb and gutter but does not have sidewalks.

GA Power has a large substation located in the northwest quadrant of the Oneta Intersection. There is also a power transmission line crossing Chase Street just north of the SR 10 Loop Interchange.

Existing Conditions – Roadway Typical



Chase Street North of SR 10 Loop

Existing Roadway Typical Section:

Chase Street

- Two & Four 10’ to 11’ lanes
- 10’ to 11’ two-way left turn lane
- 0’ – 5’ sidewalks with 2’ beauty strip



Chase Street south of SR 10 Loop

Existing Conditions – Roadway Typical

Existing Roadway Typical Section:

Oneta Street

- Two 11’ travel lanes
- 11’ left turn lane
- No sidewalks



Existing Conditions – Roadway Typical



Existing Roadway Typical Section:

US 129/SR 10 Ramps

- One or Two 10’ to 13’ travel lanes
- No bicycle lanes or sidewalks



Westbound Exit Ramp

Eastbound Entrance Ramp



Existing Conditions – Culvert





Culvert over Tributary to the North Oconee River
Clarke County, GA



- Double Barrel Corrugated Metal Pipe
- Approx. 90’ in Length
- 96” diameter

Existing Conditions – SR 10 Loop Underpass



- SR 10 Loop Bridge Over Chase Street

Existing Conditions – Utilities



Overhead facilities along Chase Street

- Overhead facilities run along both side of Chase Street



Overhead facilities at the intersection of Chase Street & Oneta Street

Existing Conditions – Utilities



- GA Power substation located in the northwest quadrant of the Oneta Intersection



Existing Conditions – Utilities



- Power transmission line crosses Chase Street north of the SR 10 Loop Ramps





Existing Conditions – Utilities



Gas line along the west side of Chase Street near Bryan Street.



Multiple fire hydrants are located along Chase Street. Water mains vary from 8” to 16”. 10” water main located along west side of Chase Street.

Other Projects in the Area



PI 0013954 – SR 15 ALT/CR 1228 from Sunset Drive to South of Pulaski Street – This project proposes the upgrade of seven signalized intersections, ADA improvements, and the installation of midblock crossings. The project corridor is south of PI 0015390 and includes the intersection of Chase Street and SR 15 ALT. This project is in the preliminary design phase. Conflicts with this project are not anticipated.

Athens-Clarke County – Prince Avenue Bicycle Lane Pilot project from Milledge Road to Pulaski Street – The first phase of this local road diet pilot project has been implemented to incorporate buffered bicycle lanes. Further evaluation of traffic will occur prior to making improvements permanent. Conflicts with this project are not anticipated.

Athens-Clarke County – Barber Street Separated Bicycle Facility from Newton Bridge Road to Prince – This local project is in the preliminary engineering phase. Conflicts with this project are not anticipated.

Traffic Projections



Chase (South of Miles Street)
24 HR T: 5 % Current Year (2021): 13,500 Open Year (2028): 16,825 Design Year (2048): 18,525

Chase (North of Rowe Road)
24 HR T: 6 % Current Year (2021): 15,800 Open Year (2028): 19,675 Design Year (2048): 21,525

Chase (North of Eastbound Entrance/Exit Ramps)
24 HR T: 8 % Current Year (2021): 13,800 Open Year (2028): 18,175 Design Year (2048): 19,775

Chase (South of Oconee Medical)
24 HR T: 7 % Current Year (2021): 13,350 Open Year (2028): 18,450 Design Year (2048): 20,000

Chase (South of Newton Bridge Road/Barber Street)
24 HR T: 11.5 % Current Year (2021): 13,000 Open Year (2028): 18,050 Design Year (2048): 19,600

Newton Bridge Road
24 HR T: 9 % Current Year (2021): 14,750 Open Year (2028): 20,200 Design Year (2048): 22,000

Traffic data source: Field Counts
Traffic Projections Performed by: Kimley-Horn
Date approved by the GDOT Office of Planning: *1/18/2022*

Traffic Crash Data



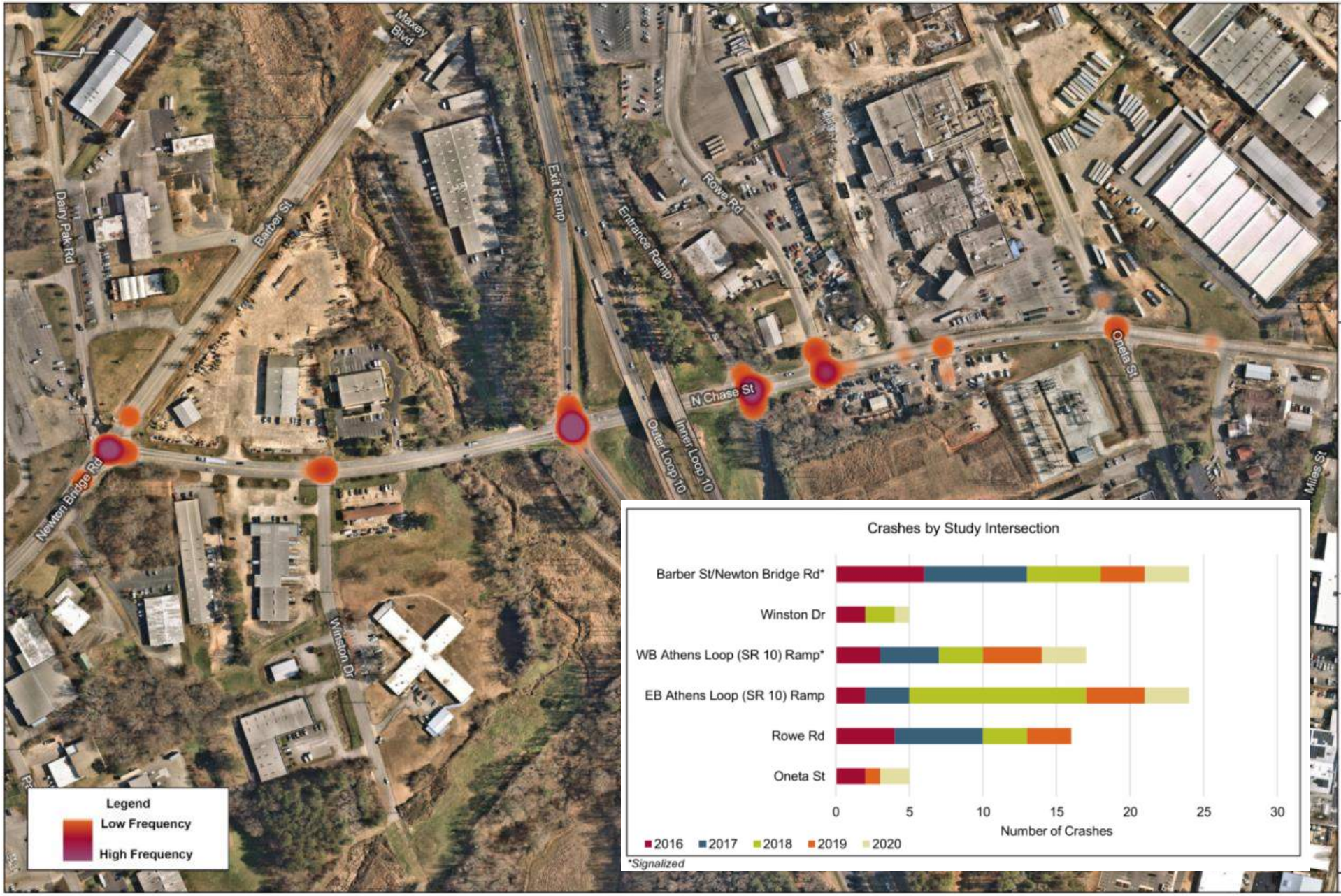


Figure 5

Crash Heat Map

Chase Street (PI 0015390)
Traffic Engineering Study

Kimley»Horn

Traffic – Existing Level of Service



Table 9: Existing and No-Build LOS Summary (delay in seconds)								
ID	Intersection	Approach/ Movement	Existing 2021		Base Year 2028 No-Build		Design Year 2048 No-Build	
			AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1	Chase Street/Dairy Pak Road at Newton Bridge Road/Barber Street *(Signalized)*	Overall	B (19.3)	C (27.8)	C (27.1)	C (31.1)	D (35.1)	D (35.4)
6	Chase Street at SR 10 (Athens Loop) WB Ramps* *(Signalized)*	Overall	C (21.9)	B (13.4)	C (31.4)	B (17.0)	D (53.3)	B (19.4)
7	Chase Street at SR 10 (Athens Loop) EB Ramps *(TWSC)*	SBL	A (9.7)	D (26.5)	B (13.3)	F (132.8)	C (15.3)	F (**)
		EB	F (114.6)	F (183.5)	F (**)	F (**)	F (**)	F (**)
8	Chase Street at Rowe Road *(TWSC, Full-Movement)*	SBL	A (8.5)	B (11.8)	A (9.5)	B (14.9)	A (9.8)	C (17.3)
		WB	C (15.8)	E (39.7)	D (27.0)	F (126.5)	E (36.1)	F (**)
9	Chase Street at Oneta Street *(TWSC)*	NBL	A (9.6)	A (0.0)	B (10.1)	A (0.0)	B (10.8)	A (0.0)
		WB	C (20.7)	D (32.1)	E (36.4)	F (74.5)	F (66.9)	F (113.7)
		SBL	A (8.3)	B (11.2)	A (9.2)	B (13.2)	A (9.4)	B (14.6)
		EB	E (39.8)	F (78.6)	F (85.0)	F (**)	F (136.0)	F (**)

Note: TWSC=Two-Way Stop Control, N/SBL=North/Southbound Left-Turn Movement, EB/WB=East/Westbound Approach
**Due to limitations in HCM 6th Edition, HCM 2000 was used for analysis.*
***Long delays expected.*

Traffic Level of Service



Table 10: Build Preferred Option (Roundabouts) LOS Summary *(delay in seconds)*							
ID	Intersection	Approach/ Movement	Result	Base Year 2028 Build		Design Year 2048 Build	
				AM Peak	PM Peak	AM Peak	PM Peak
1	Chase Street/Dairy Pak Road at Newton Bridge Road/Barber Street *(Signalized)*	Overall	Delay	C (25.7)	D (32.2)	D (40.4)	D (41.4)
6	Chase Street at SR 10 (Athens Loop) WB Ramps *(Single-Lane Roundabout)*	Overall	Delay	B (10.8)	B (10.1)	C (15.3)	B (11.0)
			v/c	0.76	0.75	0.91	0.80
		NB	*Delay*	*A (7.3)*	*A (8.3)*	*A (7.9)*	*A (8.4)*
			v/c	*0.45*	*0.51*	*0.51*	*0.54*
		SB	*Delay*	*C (16.0)*	*B (13.1)*	*D (27.0)*	*C (15.9)*
			v/c	*0.76*	*0.75*	*0.91*	*0.80*
		WB	*Delay*	*A (7.9)*	*A (7.0)*	*A (8.5)*	*A (7.0)*
			v/c	*0.50*	*0.35*	*0.54*	*0.37*
7	Chase Street at SR 10 (Athens Loop) EB Ramps *(Single-Lane Roundabout)*	Overall	Delay	C (15.9)	B (12.8)	D (30.6)	B (14.9)
			v/c	0.90	0.80	1.02	0.84
		NB	*Delay*	*A (2.1)*	*B (11.4)*	*A (2.2)*	*B (14.0)*
			v/c	*0.23*	*0.58*	*0.25*	*0.64*
		SB	*Delay*	*D (25.9)*	*C (16.9)*	*E (36.9)*	*C (18.9)*
			v/c	*0.90*	*0.80*	*0.98*	*0.84*
		EB	*Delay*	*B (14.2)*	*A (7.4)*	*F (61.6)*	*A (8.1)*
			v/c	*0.47*	*0.29*	*1.02*	*0.30*
8	Chase Street at Rowe Road *(RIRO)*	WB	Delay	C (17.5)	F (134.2)	C (20.5)	F (*)
9	Chase Street at Oneta Street *(Single-Lane Roundabout)*	Overall	Delay	B (14.7)	D (33.0)	C (18.9)	E (43.0)
			v/c	0.82	1.02	0.90	1.08

Note: RIRO=Right-In/Right-Out, N/SBL=North/Southbound Left-Turn, NB/SB/EB/WB=North/SouthEast/Westbound Approach, v/c=Volume to Capacity.
**Long delays expected.*

Traffic Level of Service – Interim 2038



Table 14: Interim Year 2038 Comparison							
ID	Intersection	Approach	Result	Roundabouts		Traffic Signals	
				AM Peak	PM Peak	AM Peak	PM Peak
7	Chase Street at SR 10 (Athens Loop) EB Ramps *(Single-Lane Roundabout)*	Overall	Delay	C (16.2)	B (13.6)	B (16.4)	C (26.7)
			v/c	0.91	0.81		
		NB	*Delay*	*A (2.2)*	*B (12.9)*	*A (1.4)*	*C (29.6)*
			v/c	*0.24*	*0.59*		
		SB	*Delay (s)*	*D (25.9)*	*C (17.1)*	*A (9.4)*	*B (18.8)*
			v/c	*0.91*	*0.81*		
			95th Queue (ft)	*SB – 466'*	*SB – 282'*	*SBL – 72'*	*SBL – 387'*
		EB	*Delay (s)*	*C (15.4)*	*A (7.4)*	*E (61.2)*	*E (64.9)*
			v/c	*0.52*	*0.30*		

Note: Northbound/Southbound Left-Turn Movement queue lengths provided for Traffic Signals alternative, 1 car length is assumed to be 25 feet.

Traffic – ICE



Table 13: Alternative Selection Decision				
ID	**Intersection**	**ICE Alternative**	**Stage 2 Score**	**Stage 2 Rank**
6	Chase Street at SR 10 (Athens Loop) WB Ramps	Single-Lane Roundabout	5.4	1
		Traffic Signal (with Turn Lanes)	3.6	2
7	Chase Street at SR 10 (Athens Loop) EB Ramps	Single-Lane Roundabout	6.8	1
		Traffic Signal	6.0	2
8	Chase Street at Rowe Road	RCUT	3.6	2
		RIRO	6.2	1
9	Chase Street at Oneta Street	Single-Lane Roundabout	5.1	2
		Traffic Signal*	6.7	1

**Traffic Signal likely not warranted.*

Bicycle, Pedestrian & Transit Warrants



Complete Streets - Bicycle, Pedestrian, and/or Transit Standards Warrants:

Warrants met: ☐ None ☒ Bicycle ☒ Pedestrian ☒ Transit

- **Standard Bicycle Warrants 1, 2, and 3 are met.** This project corridor was identified in the Athens-In-Motion (AIM) Bicycle and Pedestrian Master Plan as a Tier 2 Priority.

- **Standard Pedestrian Warrants 1, 2, and 4 are met.** This project is located close to industry, businesses, schools, housing, restaurants, and transit stops.

- **Standard Transit Warrants 1 and 2 are met.** This project area is serviced by the Athens-Clarke County Transit Department. This corridor is designated as Bus Route 8 and provides for 3 bus stops within the project limits.

Roadway – Design Criteria



Chase Street	Functional Classification: Minor Arterial		
Feature	Existing	*Policy	Proposed
Typical Section:			
- Number of Through Lanes	2 & 4		2
- Lane Width(s) (-ft)	11-12 ft	11-12 ft	11 - 19 ft
- Median Width (-ft) & Type	N/A	14-ft	3 – 27 ft (Splitter Island)
- Border Area Width (-ft)	Varies	10-16 ft	11 - 17 ft
- Cross Slope (%)	Varies	2%	2%
- Outside Shoulder Slope (%)	Varies	2%	2%
Sidewalks (-ft)	0 - 7 ft	5 ft	5 – 10 ft
- Auxiliary Lanes (# LTL, RTL or TWLTL / -ft width)	TWLTL/10-11 ft		TWLTL/11-14 ft
- Bike Accommodations	N/A	N/A	10 ft Shared-Use Path
- Posted Speed (mph)	30 to 40 mph		35 mph
Design Speed (mph)	30 to 40 mph	35 mph	35 mph
Minimum Horizontal Curve Radius (-ft)	N/A	371 ft	371 ft
Maximum Superelevation Rate (%)	Unknown	4%	4%
Maximum Grade (%)	7.5%	8%	7.5%
Access Control	By Permit	By Permit	By Permit
Design Vehicle	Unknown		WB-62
Check Vehicle	Unknown		WB-67
Pavement Type	HMA		HMA

No Design Variances or Exceptions Anticipated

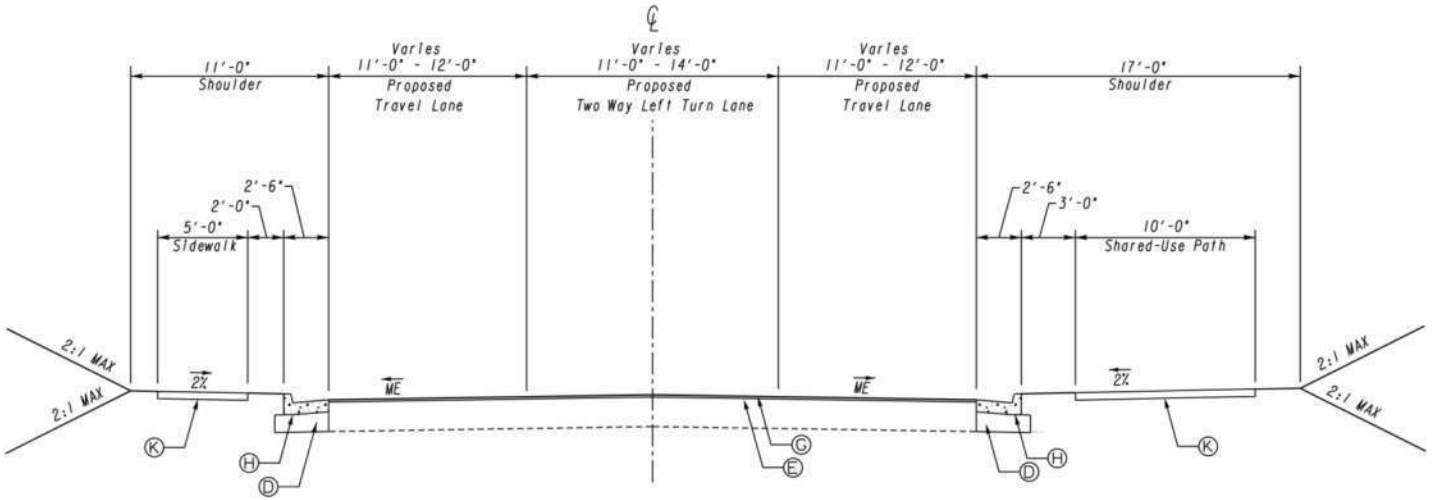
Roadway – Major Structures



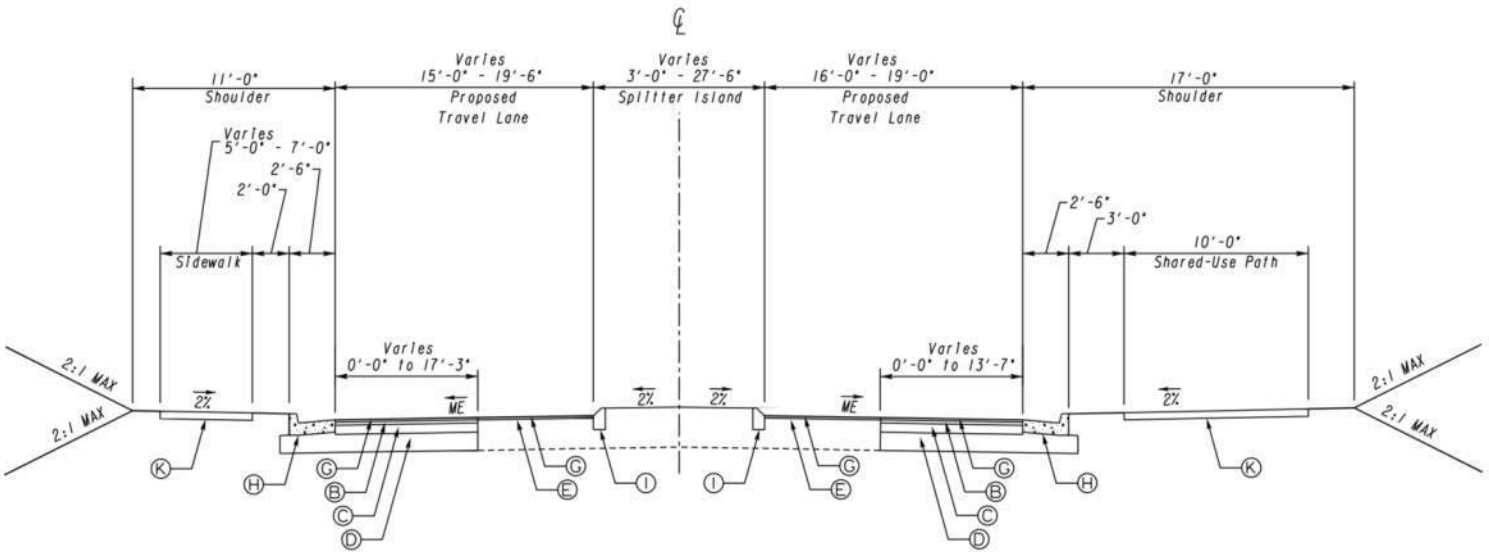
Structure	Existing	Proposed
059-0054-0	Chase Street Bridge over CSX Railroad.	No proposed improvements. Improvements will end approximately 300' from bridge and CSX ROW.
059-0007-0 059-0008-0	US 129 / SR 10 Loop Bridge Over Chase (Westbound) US 129 / SR 10 Loop Bridge Over Chase (Eastbound)	No proposed improvements to structure. Overlay, striping, curb and gutter, sidewalks and guardrail are proposed along roadway under bridge.
Double Barrel Culvert	Approximately 90' Length, 96" Diameter Double Barrel CMP	Proposed improvements will include extension of the culvert, slope stabilization, inlet and outlet protection, headwall and wingwalls.

Proposed Roadway Typical Section





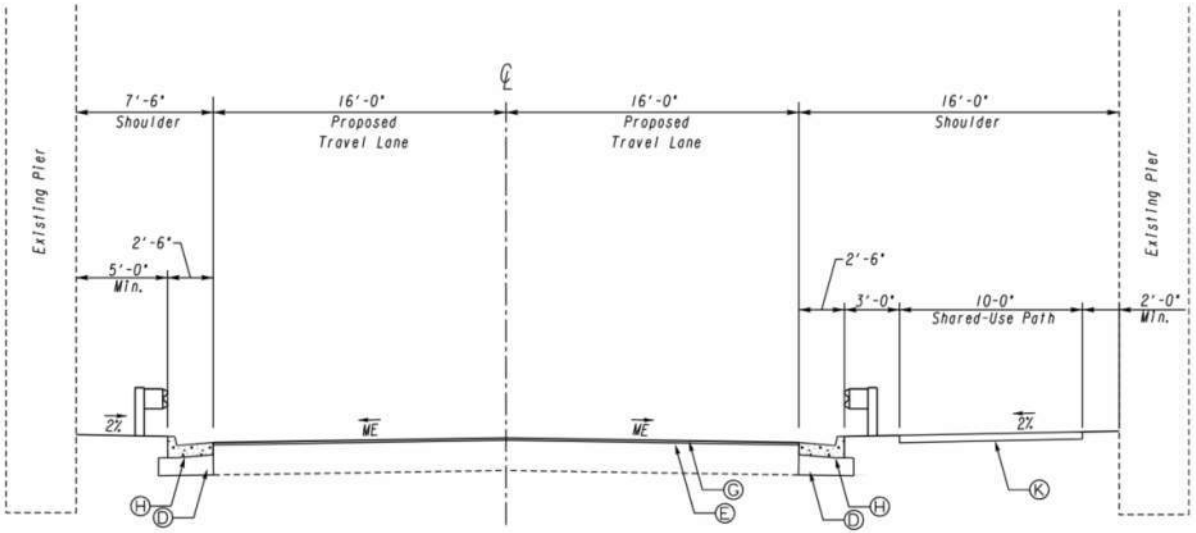
TYPICAL SECTION NO. 1
N. CHASE STREET
With Two Way Left Turn Lane



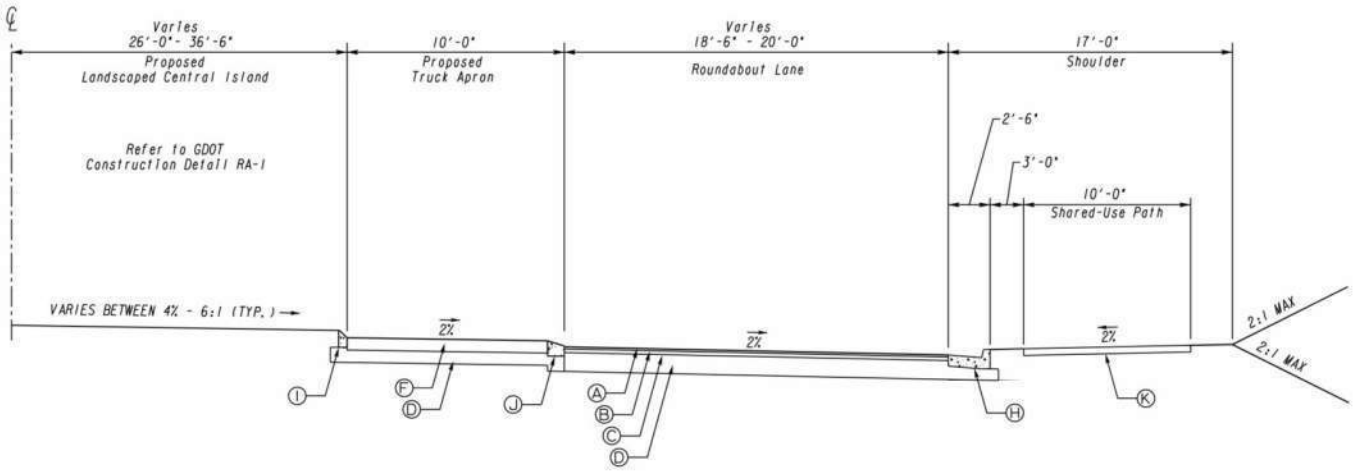
TYPICAL SECTION NO. 2
N. CHASE STREET
With Splitter Island

Proposed Roadway Typical Section



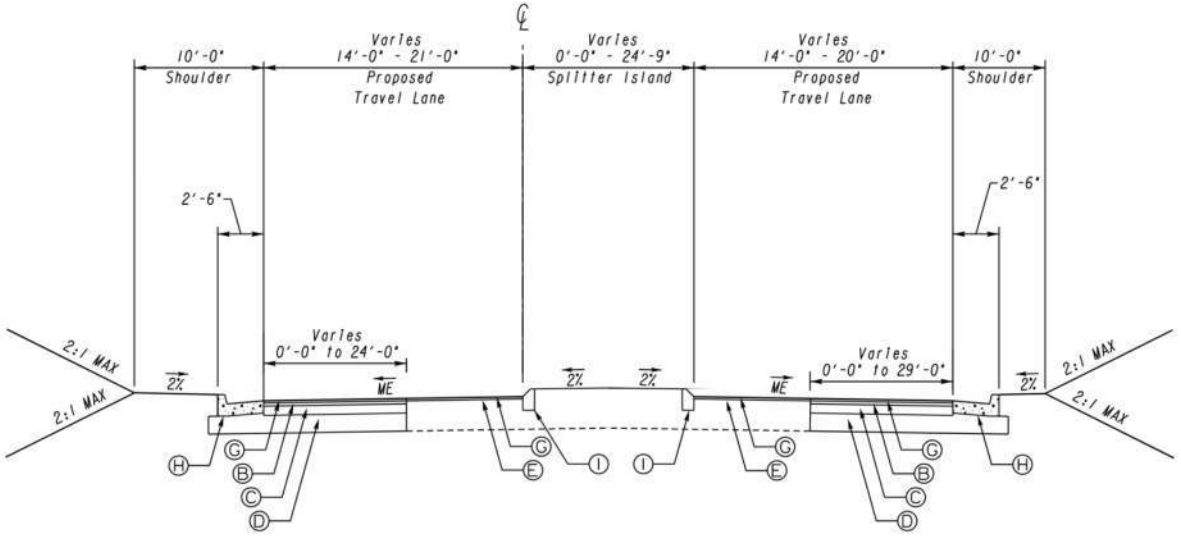


TYPICAL SECTION NO. 3
N. CHASE STREET
Underpass

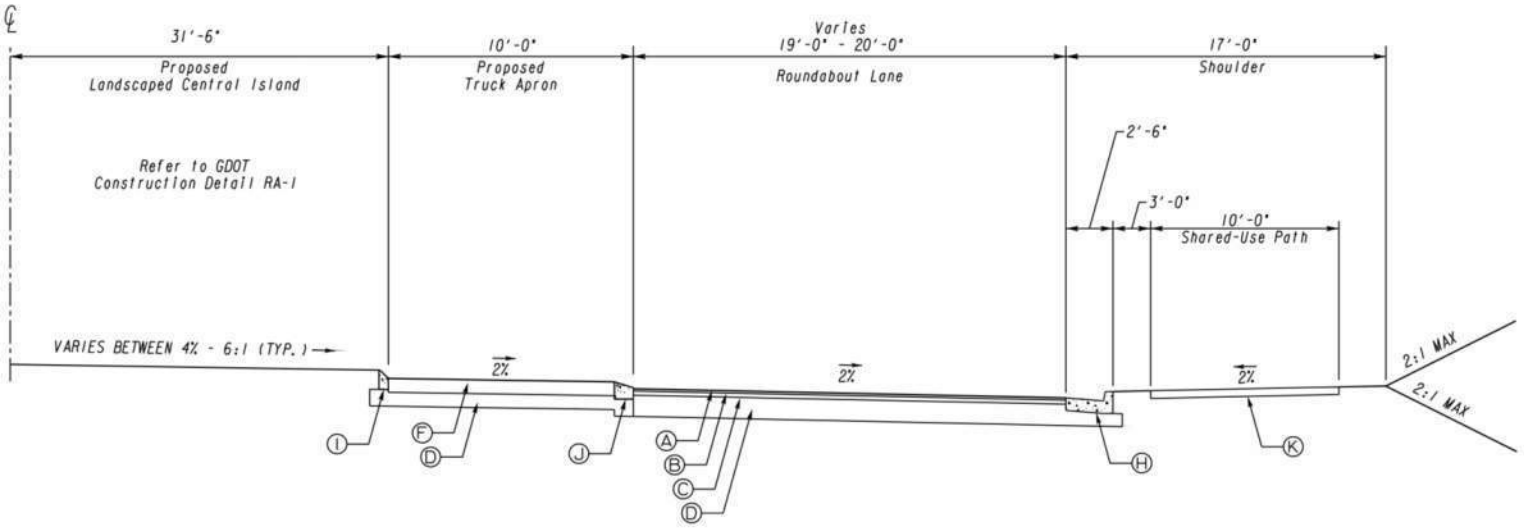


TYPICAL SECTION NO. 4
N. CHASE STREET AND ONETA CENTRAL ISLAND

Proposed Roadway Typical Section

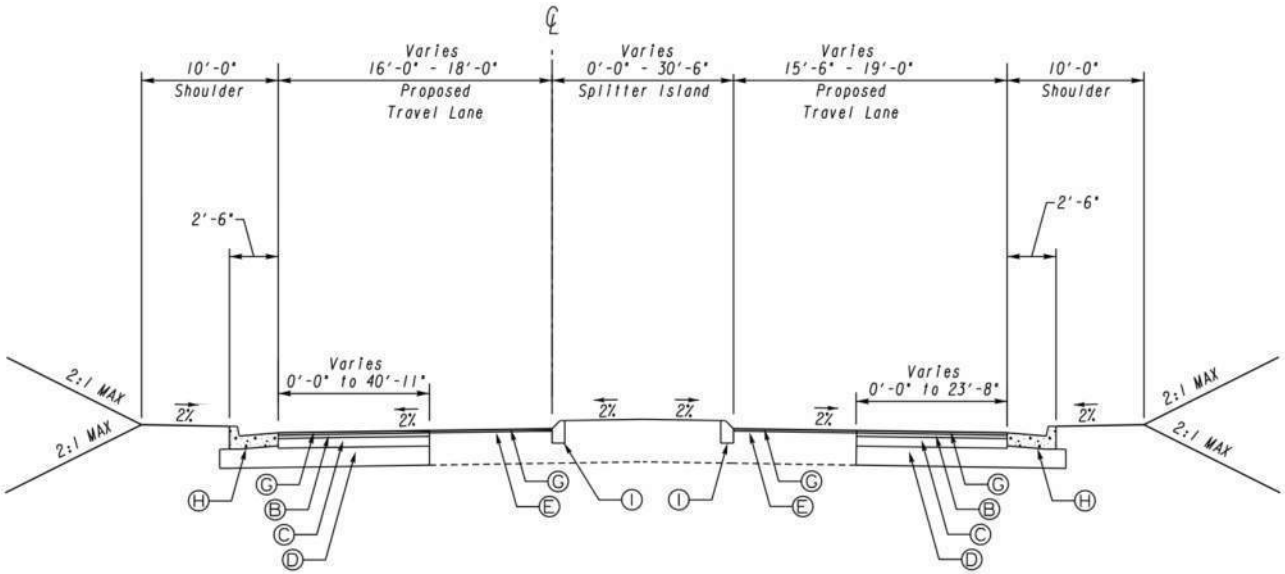


TYPICAL SECTION NO. 5
ONETA STREET



TYPICAL SECTION NO. 6
N. CHASE STREET AND SR 10 RAMPS CENTRAL ISLAND

Proposed Roadway Typical Section



TYPICAL SECTION NO. 7
US 129/SR 10 RAMPS

Utilities and Right-of-Way



Utility Involvements:

- Georgia Power – Distribution & Transmission
- Atlanta Gas Light – Gas
- AT&T – Telecommunications
- Charter – Television
- Comcast – Television
- Parker FiberNet – Telecommunications
- Crown Castle Networks – Power/Telecommunications
- Athens-Clarke County – Water & Sewer
- Municipal Electric Authority of Georgia (MEAG) - Transmission
- Undetermined at this time if SUE is required.

Right-of-Way:

Existing

- Existing width varies 50 to 80 feet

Proposed

- Proposed width is 50 to 80 ft
- 18 parcels impacted with preferred alternative
- No displacements

Environmental Resources



- **NEPA CE document anticipated**

- **Jurisdictional Waters:**
  - 1 perennial stream

- **Protected Species**
  - Potential habitat for the Monarch Butterfly
  - Potential habitat for the Gray Bat
  - Potential habitat for the Altamaha Shiner
  - Potential habitat for the Georgia Aster

- **Historic Properties**
  - Boulevard Historic District is a NRHP-listed property
  - Georgia, Carolina & Northern Railway is a NRHP-eligible property
  - North Chase Street Industrial District, Athens Animal Hospital, & Better Maid Diary Products Building were recommended eligible for inclusion in the NRHP

- **404 permit and stream buffer variance may be required if water resources are impacted. A special provision for Altamaha shiner (aquatic species) will be needed.**

Environmental Resources



- **It is in an MS4 area**

- **Air Quality**
  - Not in an Ozone Non-attainment area
  - Carbon Monoxide hotspot analysis is not needed

- **Archeology**
  - No archeological resources present

- **Public Involvement**
  - Chase Street Corridor Study completed in 2018 was supported by the AIM Committee and the ACC Mayor & Commission

Environmental Document and Permitting



Permit/Variance/Commitment/ Coordination Anticipated	No	Yes	Remarks
1. U.S. Coast Guard Permit	☒	☐	
2. Forest Service/NPS	☒	☐	
3. CWA Section 404 Permit	☐	☒	Impacts to jurisdictional waters anticipated.
4. Tennessee Valley Authority Permit	☒	☐	
5. USACE Real Estate Outgrant	☒	☐	
6. Buffer Variance	☐	☒	Culvert inlet/outlet improvements may extend into buffer.
7. Coastal Zone Management Coordination	☒	☐	
8. NPDES	☐	☒	Land disturbance over 1 acre.
9. FEMA	☒	☐	
10. Cemetery Permit	☒	☐	
11. Other Permits	☒	☐	
12. Other Commitments	☒	☐	
13. Other Coordination	☒	☐	

Alternatives Discussion



- **Preferred Alternative:** Sidewalks along the west side of Chase Street and a side path along the east side of Chase Street. Roundabouts at Oneta Street, SR 10 Westbound Entrance/Exit Ramp, SR 10 Eastbound Entrance/Exit Ramp, and Right-In-Right-Out (RIRO) at Rowe Road.

- **Alternative 1.** Sidewalks along the west side of Chase Street and a side path along the east side of Chase Street. Install traffic signals at Oneta Street, and SR 10 Eastbound Entrance/Exit Ramp. Update traffic signal at SR 10 Westbound Entrance/Exit Ramp. Install RIRO or RCUT intersection at Rowe Road.

- **No Build Alternative:** This alternative would not address the needs of the ACC Community and the strategic initiatives outlined in the AIM Bicycle and pedestrian Master Plan to enhance bicycle and pedestrian corridors.

Preferred Alternative

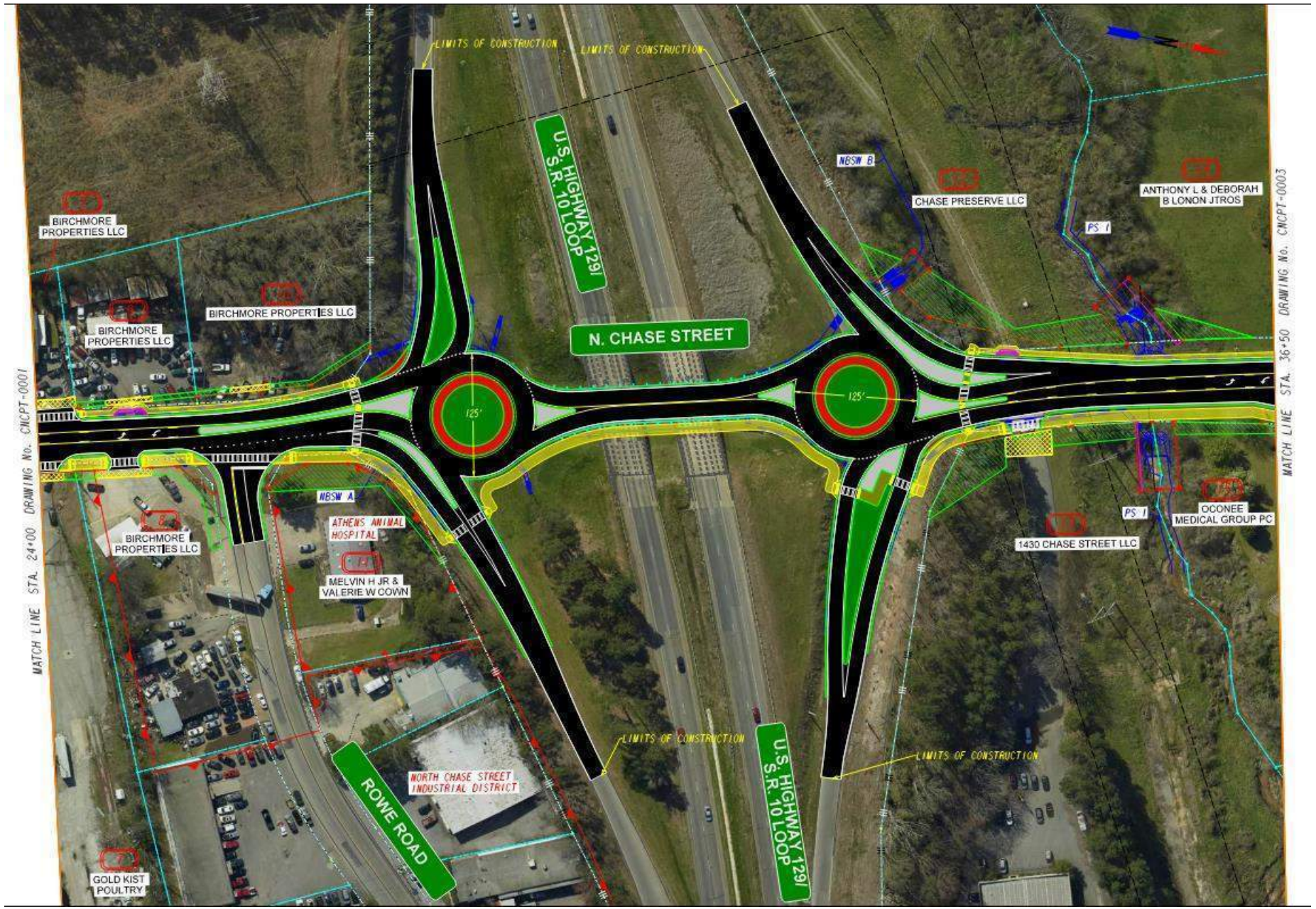


- Provides pedestrian and bicycle access throughout corridor
- Roundabouts provide continuous movement, reduces conflict points, & traffic calming
- Consistent with ACC Complete Streets Policy & Athens-In-Motion (AIM) Bicycle & Pedestrian Master Plan
- WB-62 accommodated for Oneta St east leg and Chase St north-south directions.
- WB-40 accommodated for right-turn from Oneta west leg.
- OSOW trucks making through movements on Chase St.

Preferred Alternative

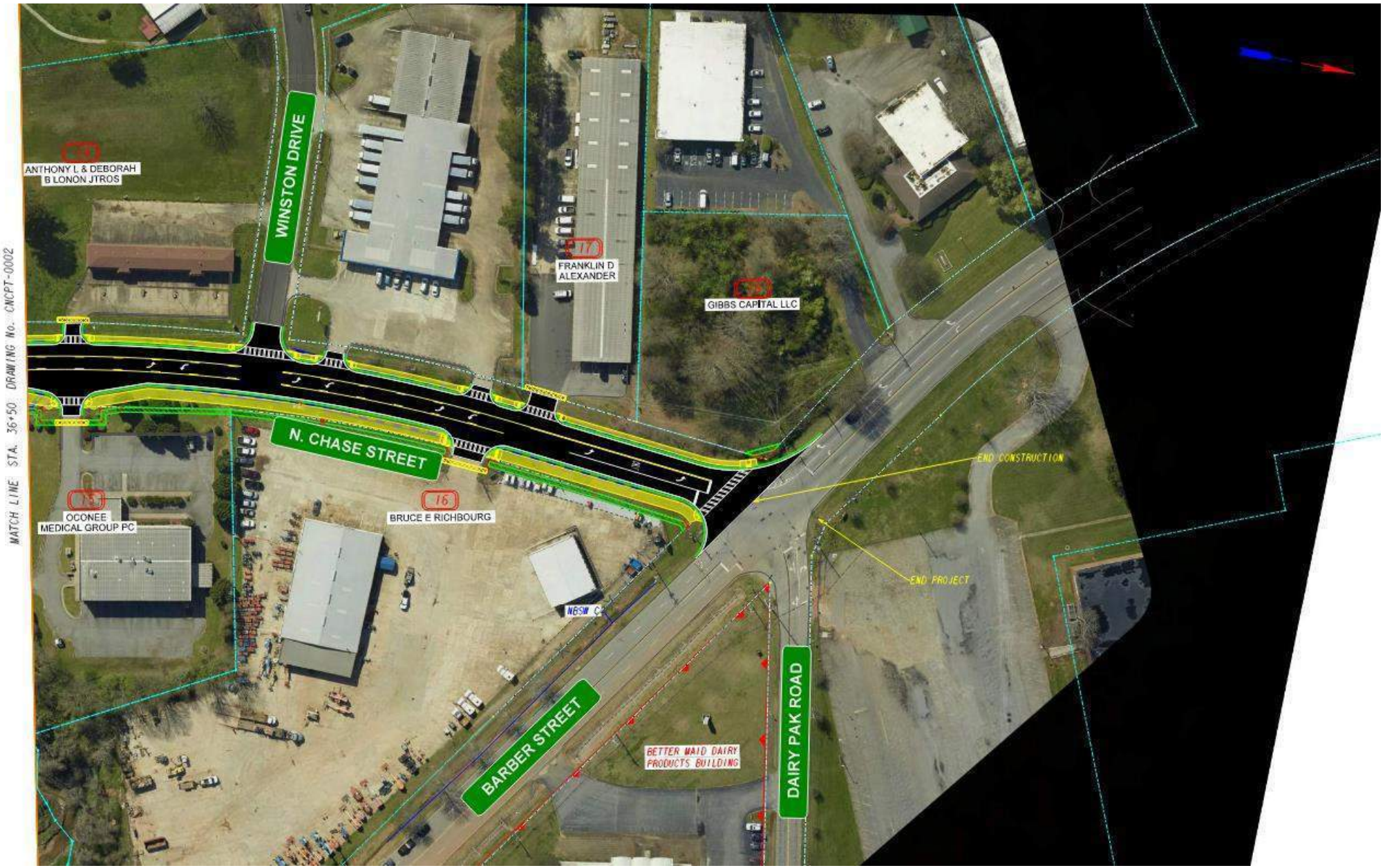






- WB-62 accommodated for all ramps movements. OSOW trucks making all movements in interchange.

Preferred Alternative



Alternative 1



- Does not provide for traffic calming or reduce conflict points

Alternative 1



Two intersection alternatives were considered for the Rowe Road intersection. An RCUT and a RIRO were both analyzed utilizing ICE. The RIRO Stage 2 score is 6.2 and the RCUT Stage 2 score is 3.6. The RIRO is preferred because of the close proximity of the Rowe Road intersection to the SR 10 Loop Interchange.

Alternative 1



Preferred Alternative



Preferred Alternative: Roundbouts at Oneta Street, SR 10 WB & EB Entrance/Exit Ramp, RIRO at Rowe Road, Sidewalks along the west side of Chase Street and side path along the east side of Chase Street.

Estimated Property Impacts:	18 Parcels	Estimated Total Cost:	$13,945,772
Estimated ROW Cost:	$1,856,000	Estimated CST Time:	24-30 months

Project Cost Estimate Summary and Funding Responsibilities:

	PE Activities		ROW[3]	Reimbursable Utilities[4]	CST[5]	Total Cost[6]
	PE Funding[1]	Section 404 Mitigation[2]				
Date of Estimate:	*10/18/2022*	*10/18/2022*	*9/23/2022*	*10/18/2022*	*9/16/2022*	
Proposed Funding Source(s):	Fed/Local	Fed/Local	TBD	TBD	Fed/Local	
Programmed Cost:	$1,000,000		N/A	N/A	N/A	$1,000,000
Estimated Cost:	$2,000,000	$159,390	$1,856,000	$2,000,000	$7,930,382	$13,945,772
Total Cost Difference:						$12,945,772

Preferred Alternative



Rationale: This alternative provides pedestrian and bicycle access throughout the corridor. The three roundabouts provide continuous movement for vehicles to access SR 10 Loop while reducing conflict points, enhancing safety, and providing traffic calming. This alternative provides a higher LOS and ICE Stage 2 score than the other traffic signal alternative. This alternative was presented to the Athens-Clarke County Community through public outreach as part of the Chase Street Corridor Study in 2018. The Corridor Study proposed the three roundabouts, sidewalks, and side path as the preferred alternative. This alternative was used as the supporting documentation to secure the current TAP Grant Funding. The layout is also consistent with the recently adopted ACC Complete Streets Policy and provides bicycle and pedestrian facilities consistent with the Athens-In-Motion (AIM) Bicycle and Pedestrian Master Plan.

The ICE Stage 2 score for the SR10 WB Ramps is 5.4.
The ICE Stage 2 score for the SR10 EB Ramps is 6.8.
The ICE Stage 2 score for the Oneta Street Intersection is 5.1.

The total sum ICE Stage 2 Score for the corridor is 17.3.

The B/C Ratio is 8.62.

Alternative 1



Alternative 1: Sidewalks along the west side of Chase Street and a side path along the east side of Chase Street. Install traffic signals at Oneta Street & SR 10 EB Entrance/Exit Ramp. Update traffic signal at SR 10 WB Entrance/Exit Ramp. Install RIRO or RCUT at Rowe Road

Estimated Property Impacts:	21 Parcels	**Estimated Total Cost:**	$10,549,258
Estimated ROW Cost:	$1,652,000	**Estimated CST Time:**	24-30 months

Rationale: This alternative provides pedestrian and bicycle access throughout the corridor and the traffic signals would provide some benefit for vehicle traffic. However, the roundabout (preferred) alternative provides for better traffic calming and mitigates conflict points within the intersections. The ICE Stage 2 analysis ranked the roundabout alternative higher for the SR10 Loop interchange. The traffic signal alternative would not meet the expectations of the ACC Community based on the public outreach completed during the 2018 Chase Street Study.

The ICE Stage 2 score for the SR10 WB Ramps is 3.6.
The ICE Stage 2 score for the SR10 EB Ramps is 6.0.
The ICE Stage 2 score for the Oneta Street Intersection is 6.7.

The total sum ICE Stage 2 score for the corridor is 16.3.

The B/C Ratio is 29.05.

Questions/Comments?



Local Government Representatives
Utility Owners
District Preconstruction
District ROW
District Traffic Operations
District Construction
State Utility Office
Office of Environmental Services
State Construction Office
Other Attendees

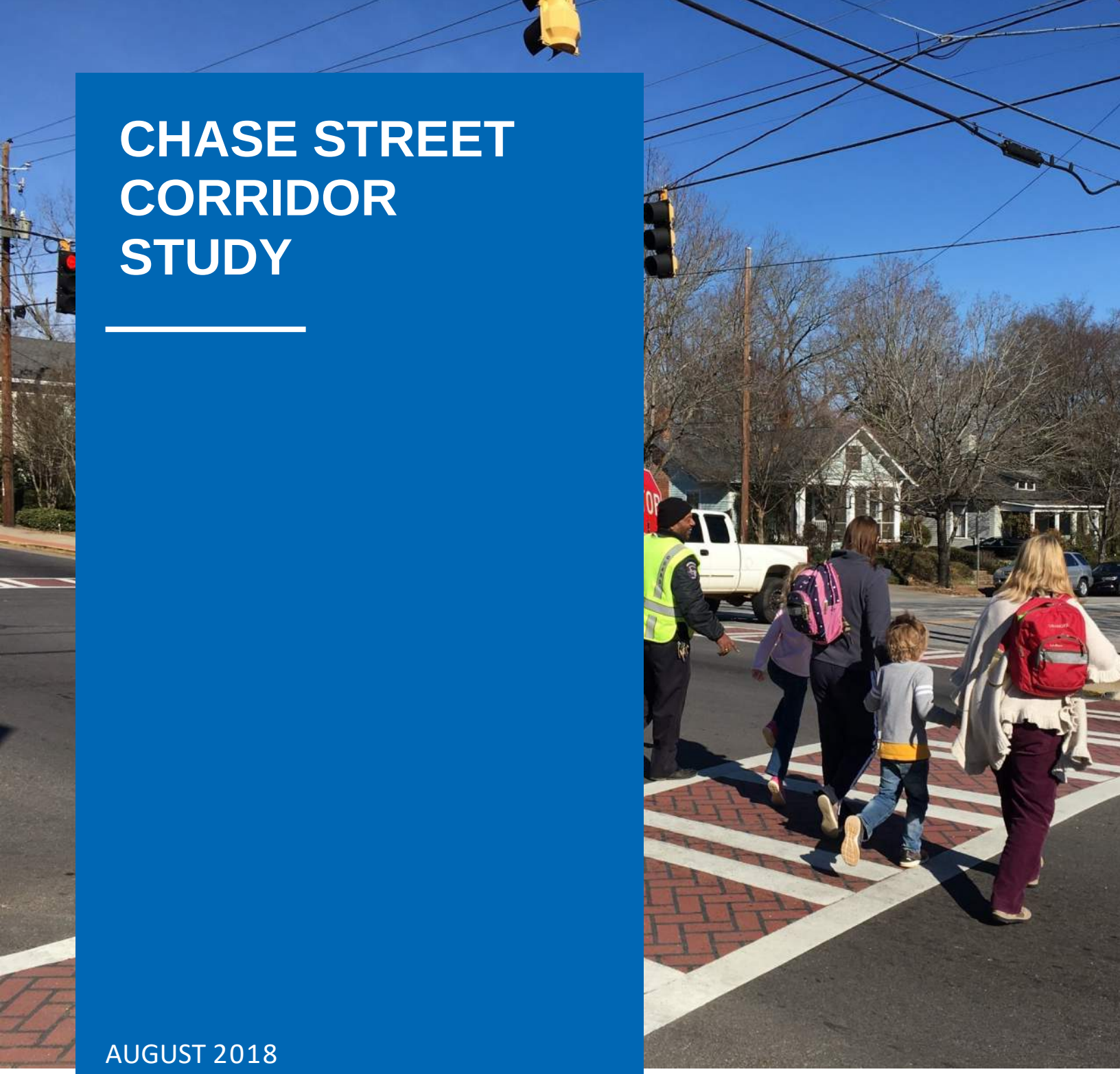
Thank you for your attendance today. Please provide your name, email address and who you are representing in the chat box so you can be included in the attendee list.

Thank you!

Please send any additional comments to

GDOT Project Manager: Michael Lawing, (michael.lawing@oneatlas.com)

Consultant Project Manager: Erik Hammarlund, (Ehammarlund@benesch.com)



CHASE STREET CORRIDOR STUDY

AUGUST 2018

Toole Design Group

Athens-Clarke County Georgia

Approved with Commission Defined Option - September 4, 2018

Table of Contents

Introduction **1**

Public Outreach **2**

Stakeholder Meetings 2

Discovery Workshop 2

Validation Workshop 2

Recommendations **10**

Chase Street Recommendations 12

SR 10 Loop Improvements 12

Rowe Road Intersection 14

Oneta Street Intersection 15

Railroad Bridge 16

Boulevard Recommendations 17

Barber Street Recommendations 19

Prince Avenue to Boulevard 19

Boulevard to SR 10 Loop Overpass 19

SR 10 Loop Overpass to Newton Bridge Road 20

Implementation and Cost **22**

Next Steps **23**

List of Figures

Figure 1: Alternative Alignments for the Chase Street Corridor Study 4
Figure 2: Alternative along Chase Street 5
Figure 3: Alternative along Chase Street, Oneta Street, and Barber Street 6
Figure 4: Alternative along Chase Street, Boulevard, and Barber Street 7
Figure 5: Alternative along Barber Street 8
Figure 6: Traffic Calming Options 9
Figure 7: Complete Chase Street Corridor Concept 11
Figure 8: Proposed Improvements at Loop 10 Interchange 13
Figure 9: Proposed Improvements at Rowe Road 14
Figure 10: Proposed Roundabout at Oneta Street 15
Figure 11: Recommended Improvements to Railroad Bridge along Chase Street 16
Figure 12: Boulevard Improvements at Chase Street 17
Figure 13: Recommended Improvements along Boulevard between Chase Street and Barber Street 18
Figure 14: Recommended Improvements at the intersection of Oneta Street and Barber Street 20
Figure 15: Recommended Improvements at SR 10 Loop Overpass to Newton Bridge Road 21

List of Tables

Table 1: AM Peak Hour 13
Table 2: PM Peak Hour 13
Table 3: Opinion of Probably Cost 22

Introduction

The Chase Street Corridor Study is a guiding document for the Athens-Clarke County Unified Government to develop vehicular and multimodal updates for Chase Street and the surrounding street network. Key tasks of the corridor study included understanding existing conditions, engaging the public, performing technical analysis, developing alternative solutions, and recommending a final concept design. The goal of this study is to recommend multimodal changes that provide low-stress, safe, and comfortable facilities for all users. The project team gathered information and listened to the public through a discovery workshop and then refined alternative solutions based on feedback during a validation workshop. The history of the Chase Street corridor was an important consideration when conducting public outreach and developing recommendations.

The following are key dates that led to this study:

- February 1, 2005 - Mayor & Commission (M&C) adopted the "Guidelines for Three-lane Conversions"
- May 5, 2015 - M&C approved a list of roadways for resurfacing in FY16, which included N. Chase Street
- July 22, 2015 - Transportation & Public Works (T&PW) staff held a public forum to solicit input on lane configuration modifications to N. Chase Street
- September 1, 2015 - M&C approved delaying the N. Chase Street segment from the FY16 paving program to the FY17 program
- March 8, 2016 – T&PW presented possible lane reconfigurations to M&C at a scheduled Work Session
- April 11, 2016 - T&PW staff hosted a public forum to solicit comments on the proposed reconfigurations and pedestrian marking improvements
- May 3, 2016 – M&C approved the FY17 paving program and Commission Defined Option, which included N. Chase Street
- June 7, 2016 – M&C adopted a resolution defining the May 3, 2016 Commission Defined Option
- June 8, 2017 - Asphalt resurfacing activities were complete; staff subsequently observed safety and operational concerns
- July 26, 2017 - T&PW staff hosted a public forum to discuss the N. Chase Street reconfigurations
- August 1. 2017 - M&C approved temporary reconfiguration of N. Chase Street to prior conditions pending completion of a corridor study
- August 7, 2017 - N. Chase Street was reconfigured to prior conditions
- August 8, 2017 - T&PW issued a Notice to Proceed to Toole Design Group (project team) to begin a Chase Street Corridor Study

This history has been an important guide for the project team during the corridor study process. The following information summarizes the public outreach, concept and connectivity recommendations, and implementation and cost of improvements.

Public Outreach

Based on the history of changes to the Chase Street corridor, a thorough public outreach strategy was developed for the corridor study. While consensus among all stakeholders, organizations, and interested parties can be difficult to reach, the goals of public outreach were to provide a transparent planning process, inform the public about opportunities for various improvement along Chase Street, and identify tradeoffs accompanying various types of improvements. The following sections summarize public outreach for the Chase Street Corridor Study, which included efforts to understand existing conditions, challenges, and opportunities, along with alternative solutions presentations that were voted on by the community.

Stakeholder Meetings

Understanding individual stakeholder concerns for the Chase Street Corridor Study was essential to informing recommendations. As part of the public outreach strategy, several stakeholder meetings were conducted to ask about existing conditions, challenges, and opportunities for the corridor. Stakeholders included business owners, community organizations, and interested residents. Major themes from the stakeholder meetings included:

- Congestion at the SR 10 Loop
- Bicycle, pedestrian, and vehicular safety concerns for the neighborhood south of the railroad bridge
- Bicycle and pedestrian connections needed from Prince Avenue to Newton Bridge Road
- New development along and near the corridor will need multimodal access

Discovery Workshop

The first public meeting was held on October 5, 2017, accomplishing two goals: 1) listening to the community regarding the current conditions along the corridor; and 2) identifying how improvements may impact/benefit residents, businesses, and visitors. Participants provided comments on the Chase Street corridor in its existing conditions, expressed desired outcomes, and participated in interactive activities, including a visual preference survey and barrier/desired changes identification. Each of the comments provided by participants were reviewed to discover the issues along the corridor. The comments were also used along with stakeholder meeting comments to develop alternative solutions for the corridor.

Validation Workshop

On January 17, 2018, four (4) alternative solutions for the Chase Street corridor were presented to the public as part of a validation workshop. The validation workshop sought to ensure that recommended improvements for Chase Street corresponded with the community's vision. Each solution focused on improving safety along the corridor and creating parallel routes for multimodal connections from Prince Avenue to Newton Bridge Road. The safety measures presented attempted to minimize impact to residents, businesses, and the general public while improving efficiency of the Chase Street corridor. Intersection improvements at the SR 10 Loop interchange, at Chase Street and Oneta Street, and at Chase Street and Rowe Road were presented as

recommended changes to enhance short- and long-term functionality. Additionally, four (4) alignments were presented (***Figure 1***) as options for bicycle and pedestrian connections from Prince Avenue to Newton Bridge Road.

Potential cross sections for specific multimodal segments along each proposed alignment were illustrated during the meeting. The four alternative routes presented were:

- Chase Street from Prince Avenue to Newton Bridge Road/Barber Street (**Figure 2**).
- Chase Street from Prince Avenue to Oneta Street, then east along Oneta Street to Barber Street. Route continues north along Barber Street to the Newton Bridge Road/Chase Street intersection (**Figure 3**).
- Chase Street from Prince Avenue to Boulevard, east along Boulevard to Barber Street. Route continues north along Barber Street to the Newton Bridge Road/Chase Street intersection (**Figure 4**).
- Barber Street from Prince Avenue to the Newton Bridge Road/Chase Street intersection (**Figure 5**).





Figure 1: Alternative Alignments for the Chase Street Corridor Study



Figure 2: Alternative along Chase Street

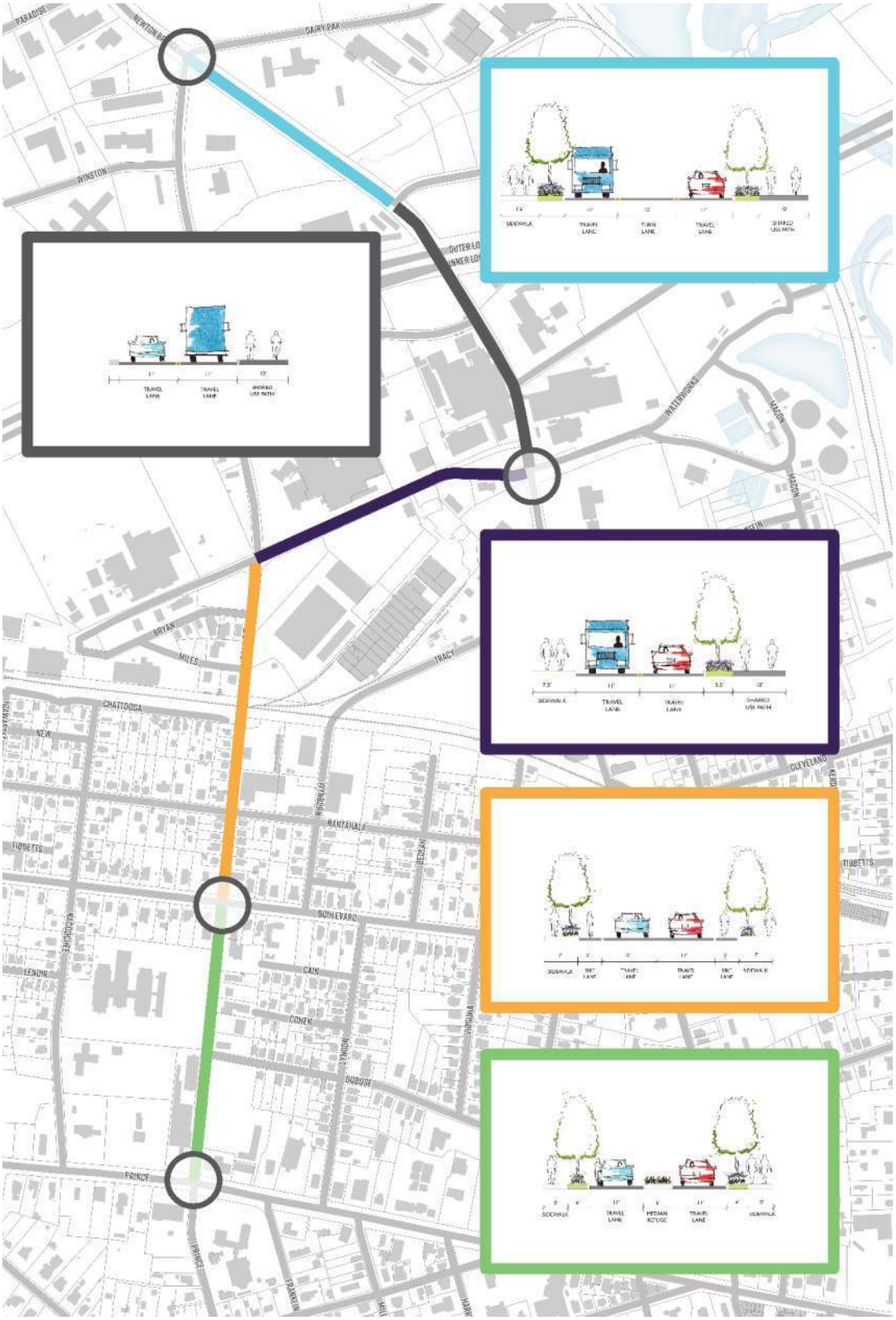


Figure 3: Alternative along Chase Street, Oneta Street, and Barber Street

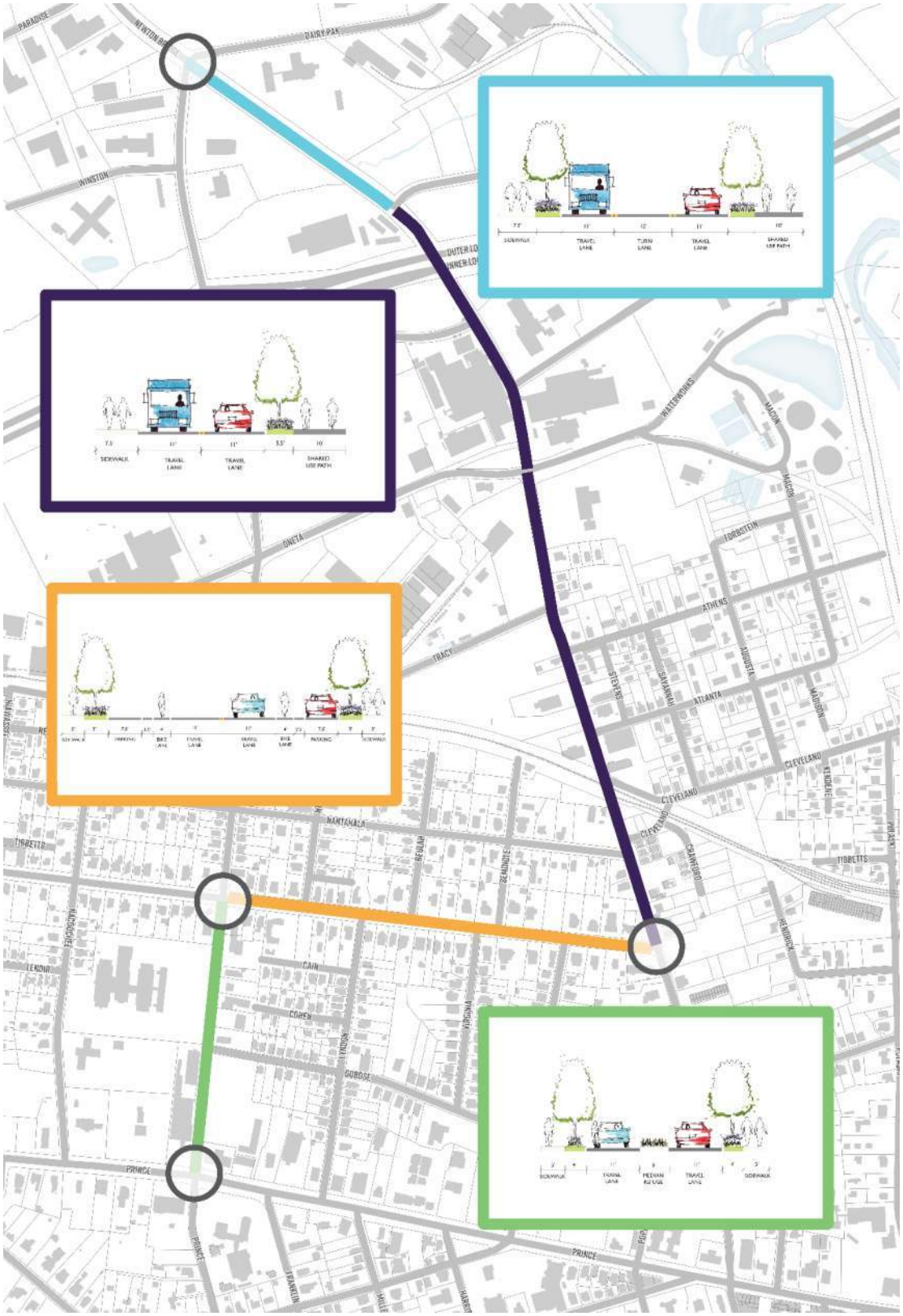


Figure 4: Alternative along Chase Street, Boulevard, and Barber Street

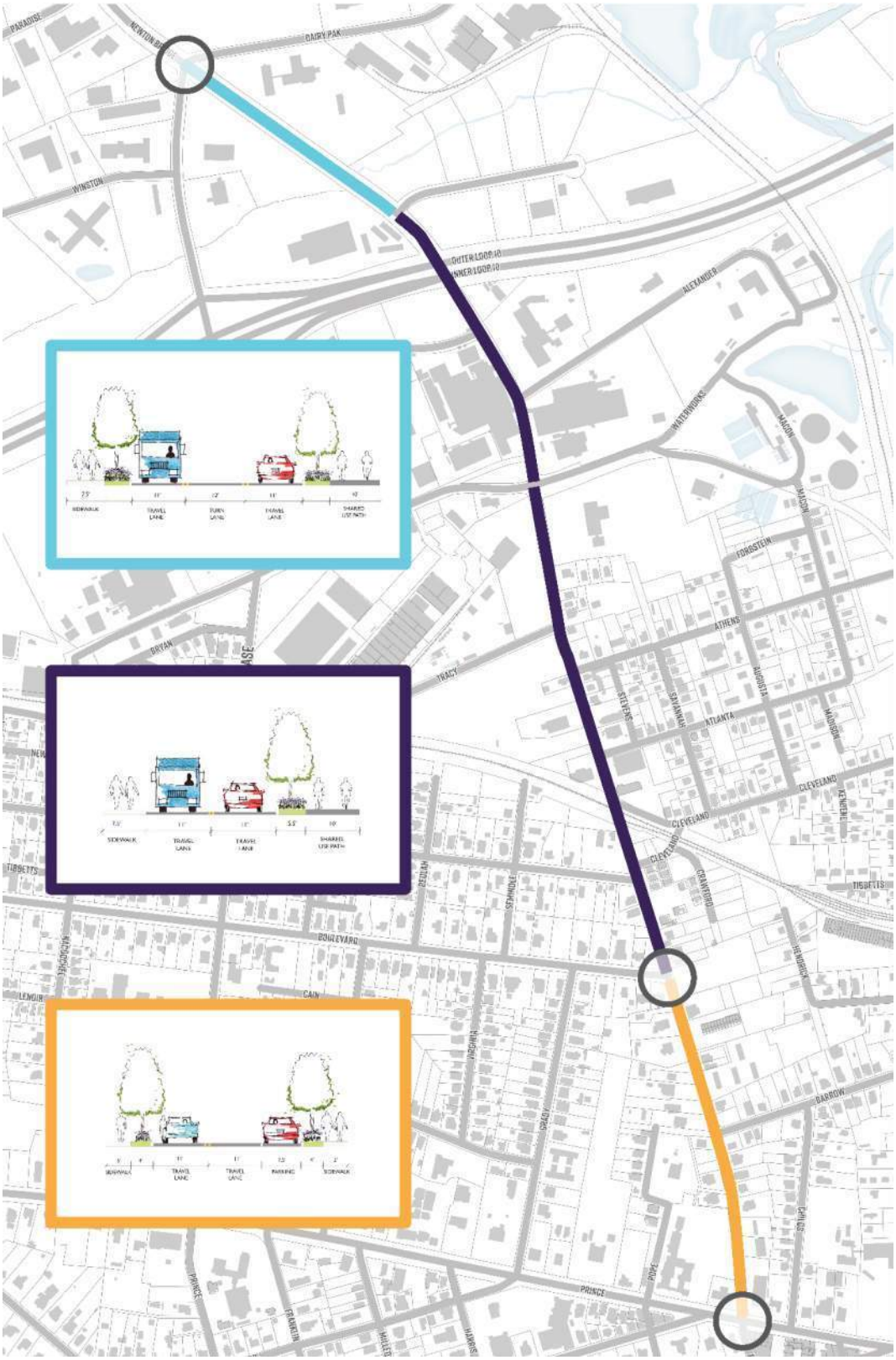


Figure 5: Alternative along Barber Street

Attendees were given the opportunity to vote on traffic calming measures (**Figure 6**) they would like to see, if any, along the corridor. Additionally, workshop participants voted on their preferred alternative for multimodal alignment. A total of 35 participants voted on the alternatives with 49% voting in favor of the alignment along Barber Street (***Figure 5***). Additionally, 29% voted for an alignment along Chase Street north towards Boulevard, connecting to Barber Street (***Figure 4***). Additional feedback during the public meetings included desire to connect new development along Oneta Street with bicycle and pedestrian facilities.

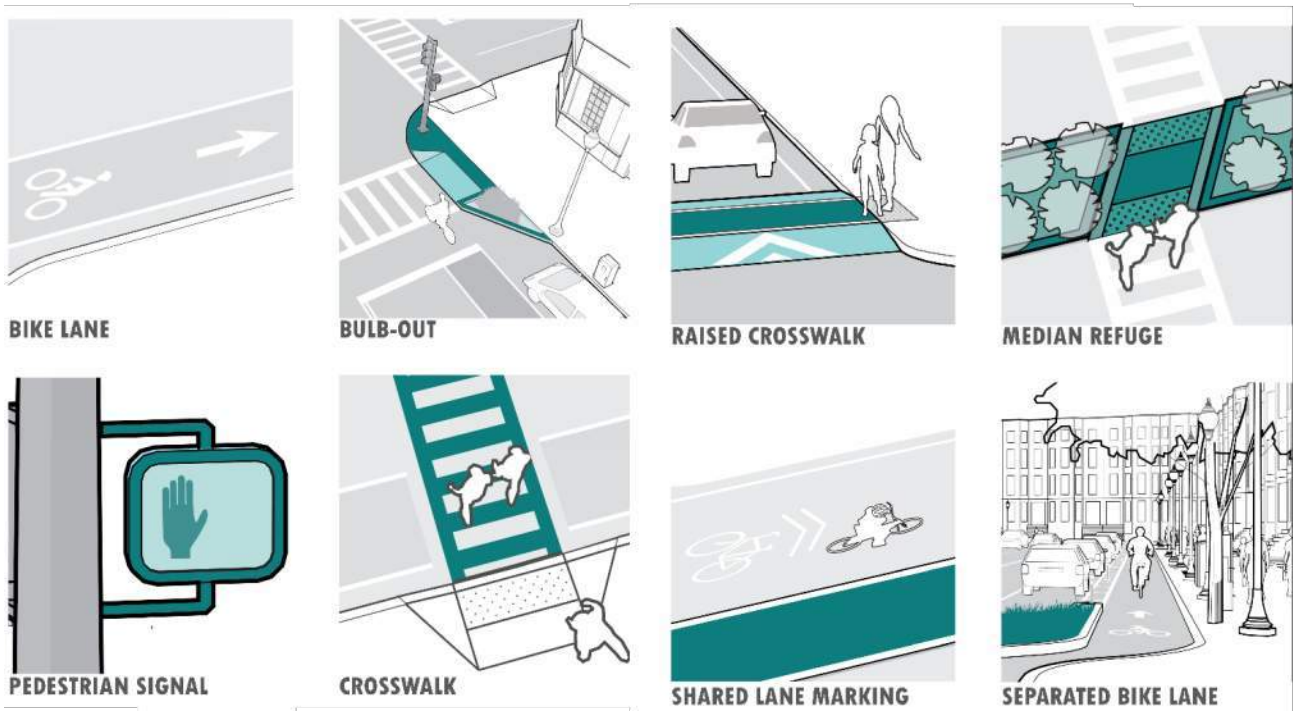


Figure 6: Traffic Calming Options

Based on this feedback and additional analysis, the project team prepared a concept that illustrated geometry changes on Chase Street to improve safety and functionality. The concept focused on the Barber Street alignment, with additional bicycle connections along Boulevard and Oneta Street. Pedestrian facilities were part of both the Chase Street and Barber Street improvements.

Recommendations

The Chase Street corridor, from Prince Avenue to Newton Bridge Road, is the direct connection from downtown Athens to the SR 10 Loop. Being the direct route to the urban core, an ambulatory route to Piedmont Athens Regional Medical Center, and an access point for Chase Street Elementary School, traffic congestion and delays are common along Chase Street. However, when congestion is not an issue, vehicular speeds exceed the posted speed limit and impair the safety of all users along the corridor.

This corridor study conducted a comprehensive analysis for the Chase Street corridor; it provides recommendations considering all users and alternative routing to increase safety and reduce conflicts. Proposed changes target not only Chase Street but also Barber Street, Oneta Street, and Boulevard. These recommendations were developed to alleviate congestion, increase efficiency of the SR 10 Loop interchange, and increase safety of multimodal users.

Critical design considerations include the following:

- Improve safety of both multimodal and vehicular users through updates and increased accommodation
- Increase functionality and efficiency of Chase Street/SR 10 Loop interchange
- Reduce vehicular speeds, including turning speeds
- Accommodate multimodal travel between Prince Avenue and Newton Bridge Road
- Increase pedestrian visibility at problematic intersections
- Minimize impacts to existing right-of-way

Figure 7 illustrates the complete concept along Chase Street and the multimodal recommendations along Barber Street, Oneta Street, and Boulevard. The following sections describe each component of the recommendations proposed in the study. Each recommendation was crafted based on public comments, traffic analysis, and facility designs to improve safety for all users.

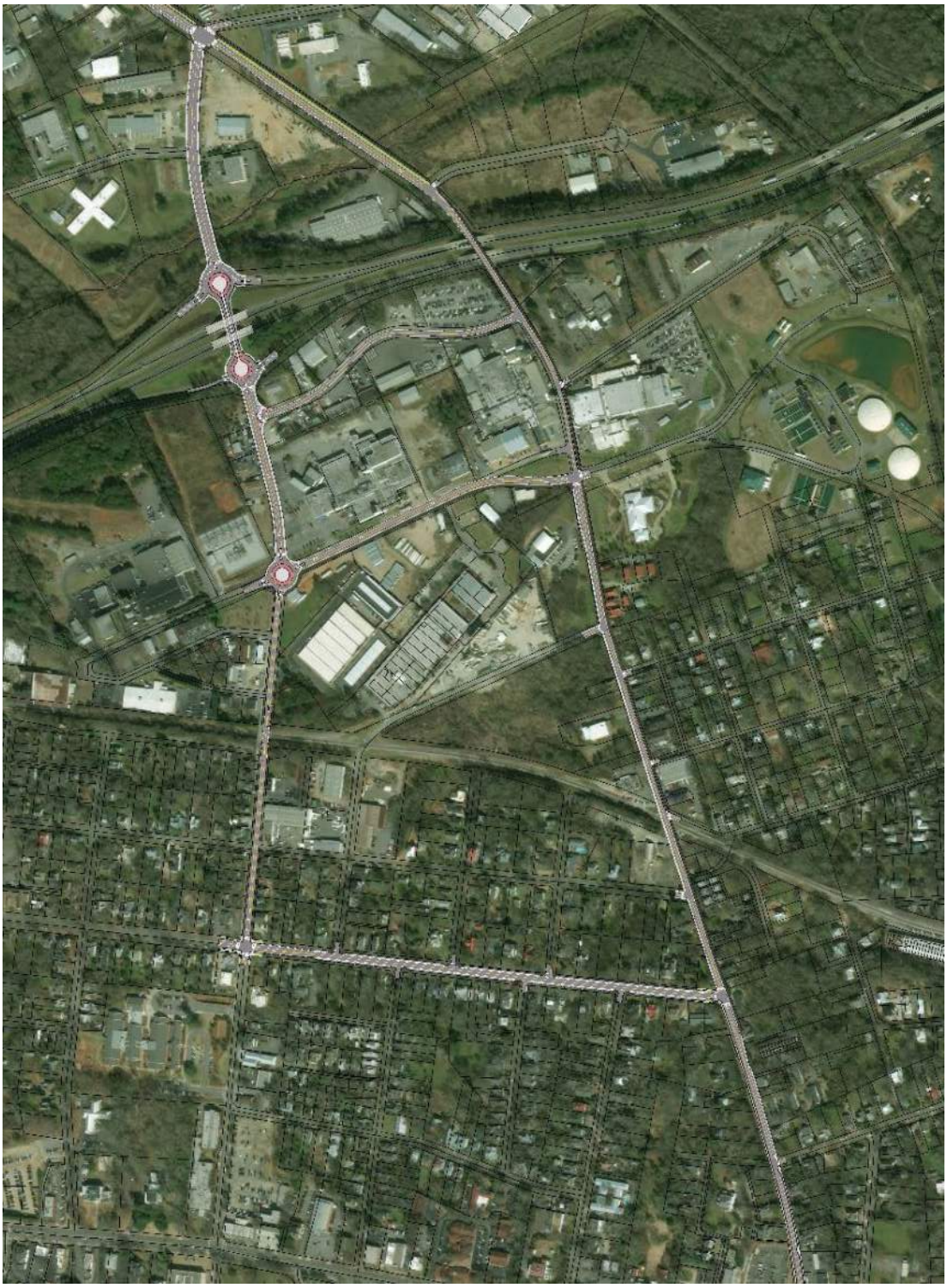


Figure 7: Complete Chase Street Corridor Concept

Chase Street Recommendations

Improvements along Chase Street are targeted at the SR 10 Loop interchange along with the intersections at Rowe Road and Oneta Street. Along Chase Street from Prince Avenue to Boulevard is a two-lane urban section with sidewalk adjacent to both sides of the street. This section includes Chase Street Elementary School. Equipped with mid-block pedestrian crossings, vehicular speeds within this section are calmed due to the existing narrow width of travel lanes and raised median refuges.

From Boulevard heading north to Rowe Road, Chase Street is a three-lane urban street with a center two-way turn lane. Due to heavy commercial and residential access points along this section of roadway, and input from the community, the existing lane configuration will remain. However, the public expressed concern about speeding into and out of the neighborhood south of the railroad bridge. Traffic calming elements have been recommended on and approaching the bridge to reduce vehicular speeds while retaining the center turn lane.

SR 10 Loop Improvements

Today, the SR 10 Loop at Chase Street interchange is oriented as a conventional diamond interchange. Current conditions cause delay and excess queueing at the interchange, and, with future traffic projections and projected future growth for commercial and residential uses, the interchange will require additional vehicular capacity and signalization to meet conventional traffic operations metrics. The goals of the proposed improvements are to increase the efficiency and level of service (LOS) of the interchange while providing a safe connection for pedestrians along the entire Chase Street corridor. See **Table 1** and **Table 2** for LOS analyses at peak hours for various scenarios.

The recommendation for the interchange is to provide dual roundabouts at both locations of ramp convergence and divergence, as shown in **Figure 8**. Understanding the context of this interchange, the proposed roundabouts are equipped with mountable truck aprons to allow for U-turn movements for the standard tractor-trailer vehicle (WB-62). The existing center two-way turn lane is no longer required under the SR 10 Loop bridge with the proposed roundabouts. The remaining width allows for sidewalk connections underneath the bridge and for additional clearance from the existing bridge piers. For the eastbound entrance onto the SR 10 Loop, a dedicated right-turn lane is provided. A dedicated right-turn lane is also provided for the westbound to northbound movement onto Chase Street and for the entrance ramp onto westbound SR 10. This design increases pedestrian connectivity and safety through the interchange with the addition of high visibility pedestrian crossings, pedestrian refuge islands, decreased crossing lengths, and north to south sidewalk connectivity throughout the interchange.

Table 1: AM Peak Hour

Intersection	2017 Existing Conditions	2017 Build Conditions	2027 No-Build Conditions	2027 Build Conditions
Chase Street and SR 10 Outer Loop Ramps	C	A	C	A
Chase Street and SR 10 Inner Loop Ramps	F	B	F	C

Table 2: PM Peak Hour

Intersection	2017 Existing Conditions	2017 Build Conditions	2027 No-Build Conditions	2027 Build Conditions
Chase Street and SR 10 Outer Loop Ramps	B	A	B	A
Chase Street and SR 10 Inner Loop Ramps	F	A	F	B

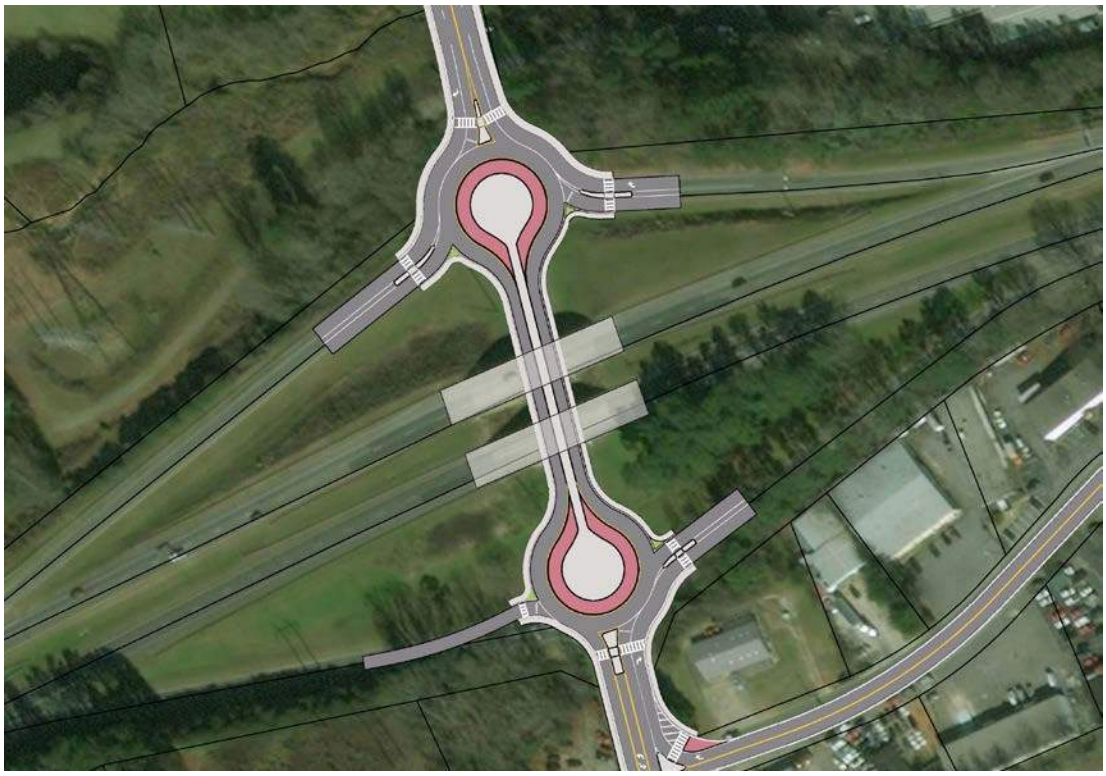


Figure 8: Proposed Improvements at Loop 10 Interchange

Rowe Road Intersection

Rowe Road is a primary truck access route that makes the east-west connection between Chase Street and Barber Street. To provide the updates to the SR 10 Loop interchange, the intersection of Rowe Road and Chase Street required adjustments to increase safety and maintain functionality.

The proposed improvement at Rowe Road makes the intersection a right-in/right-out movement on and off Chase Street. The westbound to northbound movement onto Chase Street will merge into the designated right-turn lane onto eastbound SR 10. Tightening the curb radii reduces turning movement speeds, while the addition of truck aprons ensure that trucks can make the right-turn movement. The recommended Oneta Street roundabout has been designed to allow a U-turn movement for trucks that desire to make a northbound right turn onto Rowe Road. Sidewalk connections, a pedestrian refuge island, and high-visibility crosswalks are provided for increased pedestrian safety. The proposed improvements are shown in **Figure 9**.



Figure 9: Proposed Improvements at Rowe Road

Oneta Street Intersection

Chase Street at Oneta Street is presently a stop-controlled intersection for the eastbound and westbound movements. Northbound and southbound movements along Chase Street do not stop. Based on public comment, vehicular traffic consistently travels more than the posted speed limit through this intersection. Oneta Street offers a direct connection to Barber Street for trucks and other vehicles traveling to a variety of industrial, commercial, and residential uses.

A roundabout is recommended at this intersection to improve safety and mobility for all users, as shown in **Figure 10**. By forcing drivers to slow prior to entering the intersection, the roundabout will allow for all modes, including pedestrians, bicycles, passenger vehicles, and large trucks, to navigate the intersection safely. This 140-foot diameter (70-foot inscribed radius) roundabout will be equipped with a truck apron allowing for U-turn movements for trucks (WB-62) to maintain all current allowable movements. A shared-use path is proposed along the south side of Oneta Street, between Chase Street and Barber to improve connectivity to the proposed path along Barber Street. The path will transition to the north side of Oneta Street, west of Chase Street, to connect to future development. High visibility crossings and reduced crossing distances are provided for all legs of the intersection through the inclusion of pedestrian refuge within the median islands.

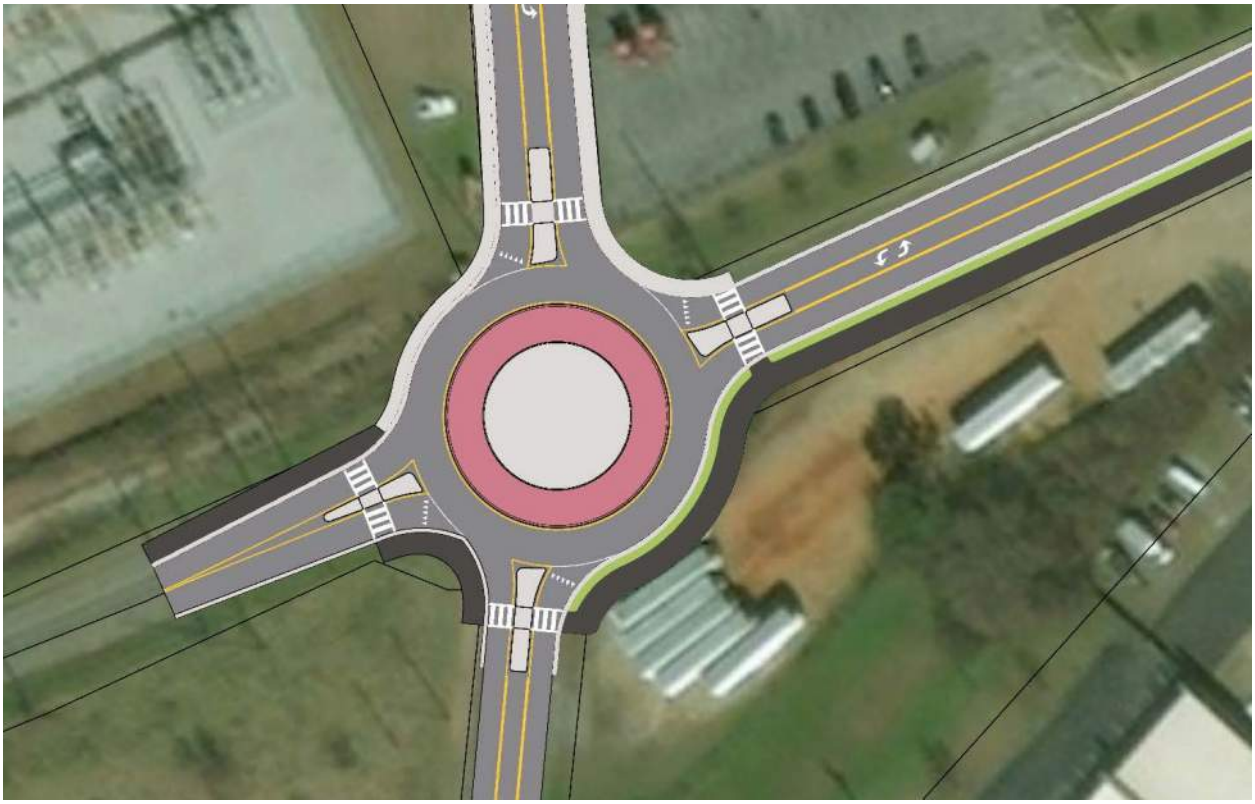


Figure 10: Proposed Roundabout at Oneta Street

Railroad Bridge

Recommended changes on the railroad bridge along Chase Street include removing the center two-way turn lane and narrowing travel lanes. Additionally, the recommendation shifts the existing travel path for vehicles approaching and crossing the bridge to reduce vehicle speeds at a key crossing that has limited visibility due to the existing hill. While the proposed changes can be completed with striping, a more permanent solution includes mountable truck aprons where the travel lanes narrow and enter the bridge. These recommendations, illustrated in **Figure 11**, ensure that emergency vehicles are accommodated and are not negatively impacted by the lane narrowing at the railroad bridge.



Figure 11: Recommended Improvements to Railroad Bridge along Chase Street

Boulevard Recommendations

Boulevard is a residential street connecting from Athens-Clarke County Park Planning Office to Barber Street and all residences in between. Boulevard, between Chase Street and Barber Street, is 50-foot wide with one travel lane in each direction and on-street parking. The existing sidewalk is set back from the curb and buffered by mature landscaping on both sides of the street.

All improvements for Boulevard will occur within existing curbed right-of-way; no street trees will be impacted. At the intersection with Chase Street, improvements increasing pedestrian safety while reducing speed of turning movements and general traffic are recommended. Due to the intersection's proximity to Chase Street Elementary School it is paramount to maintain access while increasing pedestrian visibility and safety. Through the implementation of curb extensions, also known as bulb-outs, pedestrian crossing distances can be reduced while giving priority to more vulnerable users. Reducing the curb radii at the intersection requires slower turning movements and slows vehicles through the intersection. Implementing curb extensions also provides a more formal space for on-street parking and prevents parking too close to intersections where sight distances for drivers could be obstructed. These improvements are shown in **Figure 12** and **Figure 13**.



Figure 12: Boulevard Improvements at Chase Street

Buffered bike lanes are proposed along Boulevard between Chase Street and Barber Street (Figure 13). Through striping, a bike lane with a painted buffer next to the on-street parking can be provided. Buffering reduces the conflict between a person on a bicycle and a driver opening a door. This type of bicycle facility can be implemented independently or concurrently with proposed curb extensions. Curb extensions are proposed at the following intersections:

- Wynburn Avenue
- Lyndon Avenue
- Beulah Avenue
- Virginia Avenue
- Seminole Avenue
- Grady Avenue



Figure 13: Recommended Improvements along Boulevard between Chase Street and Barber Street

Barber Street Recommendations

Barber Street is a parallel street to Chase Street, and it provides a similar connection from Prince Avenue to Newton Bridge Road. Barber Street transitions from a two-lane street with on-street parking to a narrower two-lane section at the intersection with Boulevard. At the overpass of the SR 10 Loop, the street transitions to a four-lane section that continues north along Newton Bridge Road.

In addition to public preference for bicycle facilities along Barber Street rather than Chase Street, there are other reasons to recommend facilities along Barber Street. Lower traffic volumes create a more comfortable environment for bicycling and walking between downtown and destinations along Newton Bridge Road. Additionally, Barber Street avoids intersection with the SR 10 Loop interchange, making design of new facilities more feasible.

Recommended improvements along Barber Street vary along the corridor; they are outlined in more detail in the sections to follow.

Prince Avenue to Boulevard

Due to the constrained right-of-way, recommendations for Barber Street between Prince Avenue and Boulevard are targeted to calm traffic. Sidewalk is recommended on both sides of the street in areas it is currently missing. Additionally, curb extensions at cross-streets along Barber Street will better define on-street parking and increase safety for all users. Extending the curbs at intersections will assist in reducing vehicular turning speeds and will tighten the travel lanes and create a slow street environment that can be shared space for bicycles and vehicles.

Boulevard to SR 10 Loop Overpass

Approaching Boulevard from the south, the existing sidewalk is recommended to transition to a shared use path along the east side of Barber Street. With the restriping along Boulevard and shared-street updates along Barber Street, this intersection and transition is critical in the provision of a low-stress, safe connection along Barber Street and its connection to Chase Street. Through the implementation of curb extensions and reducing the curb radii at the intersection, vehicular turning movements are slowed and conflict areas are minimized.

The shared use path will continue north to the intersection of Oneta Street and Barber Street, and it will connect to the proposed shared use path along the south side of Oneta Street. At the intersection of Oneta Street and Barber Street, recommendations are similar to the Boulevard intersection. A reduction in curb radii, improved pedestrian crossings and ramps, and a reduction in overall intersection size is safer for all users. The sidewalk along the west side of the road will terminate in transition to the shared use path adjacent to Oneta Street. All users will be routed to the shared use paths for all westbound and northbound travel. **Figure 14** shows these improvements.



Figure 14: Recommended Improvements at the intersection of Oneta Street and Barber Street

SR 10 Loop Overpass to Newton Bridge Road

At the overpass of the SR 10 Loop, Barber Street transitions from a two-lane street to a four-lane cross section. This four-lane section continues north through the Chase Street intersection, where Barber Street changes names to Newton Bridge Road.

The recommendation along this section, shown in **Figure 15** is to reduce the number of travel lanes and to continue the shared use path through the Chase Street intersection on the east side of Barber Street. Reducing the existing travel lanes from four lanes to three allows the additional width to be used for the shared use path. It also provides additional separation between it and the vehicular travel lanes. Gore striping for a southbound travel lane is recommended as a cost-friendly solution to achieve the proposed shared use path. However, a long-term solution is to remove the asphalt completely and provide curb and gutter, landscape buffer, and a parallel shared use path. Access to all current and future developments is maintained through the provision of a center two-way left-turn lane.

Recommended lane reduction along Barber Street and the addition of a shared use path result in proposed changes to the intersection of Barber Street and Chase Street. Shared use path crossings with high visibility crosswalks will be provided for all four legs of the intersection. These strategic updates to the intersection provide the safest and most direct connection for all multimodal users while not impeding vehicular traffic.



Figure 15: Recommended Improvements at SR 10 Loop Overpass to Newton Bridge Road

Implementation and Cost

The recommendations along Chase Street and the surrounding street network can improve the safety and connectivity from Prince Avenue north to Newton Bridge Road. While all improvements are important, the cost of implementing all proposed changes at once may be cost prohibitive. Additionally, some of the improvements, such as the roundabouts at the SR 10 Loop interchange, may require additional coordination with the Georgia Department of Transportation (GDOT) before design and construction. **Table 3** shows the cost associated with individual recommendations along with a recommended phased approach to completing the proposed improvements.

Table 3: Opinion of Probable Cost and Phasing

Item	Opinion of Probable Cost*	Phase
Chase Street Railroad Bridge Traffic Calming	$100,000	1
SR 10 Dual Roundabouts	$2,150,000	2
Chase at Rowe Intersection Improvement	$320,000	
Oneta Roundabout	$990,000	
Chase Street Sidewalks (Oneta to Newton Bridge)	$820,000	
Barber Street Shared Use Path and Sidewalk (Boulevard to Newton Bridge)	$3,130,000	3
Boulevard Buffered Bike Lanes (Barber to Chase)	$420,000	4
Oneta Shared Use Path (Barber to Chase)	$850,000	
TOTAL	$8,780,000	

**Costs were estimated as standalone projects; if projects are combined, cost savings may be realized*

Next Steps

The Chase Street Corridor Study provides a framework for the Athens-Clarke County Unified Government to implement multimodal facilities that connect Prince Avenue to Newton Bridge Road. The recommendations made in this study focus on safety for all users while maintaining or improving vehicular performance and access. Although Chase Street was the primary corridor for this study, to provide connectivity that was comfortable for a variety of users, regardless of mode of transportation, additional corridors were analyzed to provide a final concept plan that is comprehensive in nature.

Considering the cost of implementation for all recommendations, a phased approach has been recommended as shown previously in Table 3. This approach will allow some improvements to occur quickly while other changes can be coordinated with potential partnering agencies. This study was conducted concurrently with the Athens in Motion active transportation plan whose proposed projects align with the recommendations in this study. Implementation of each phase of the improvements will build upon the goals of multimodal safety and connectivity and provide an environment that accommodates existing and future users within the vicinity of Chase Street and connecting to downtown.

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PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

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EXISTING LIMIT OF ACCESS
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EXISTING LIMIT OF ACCESS & R/W
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA

GDOT Georgia Department of Transportation

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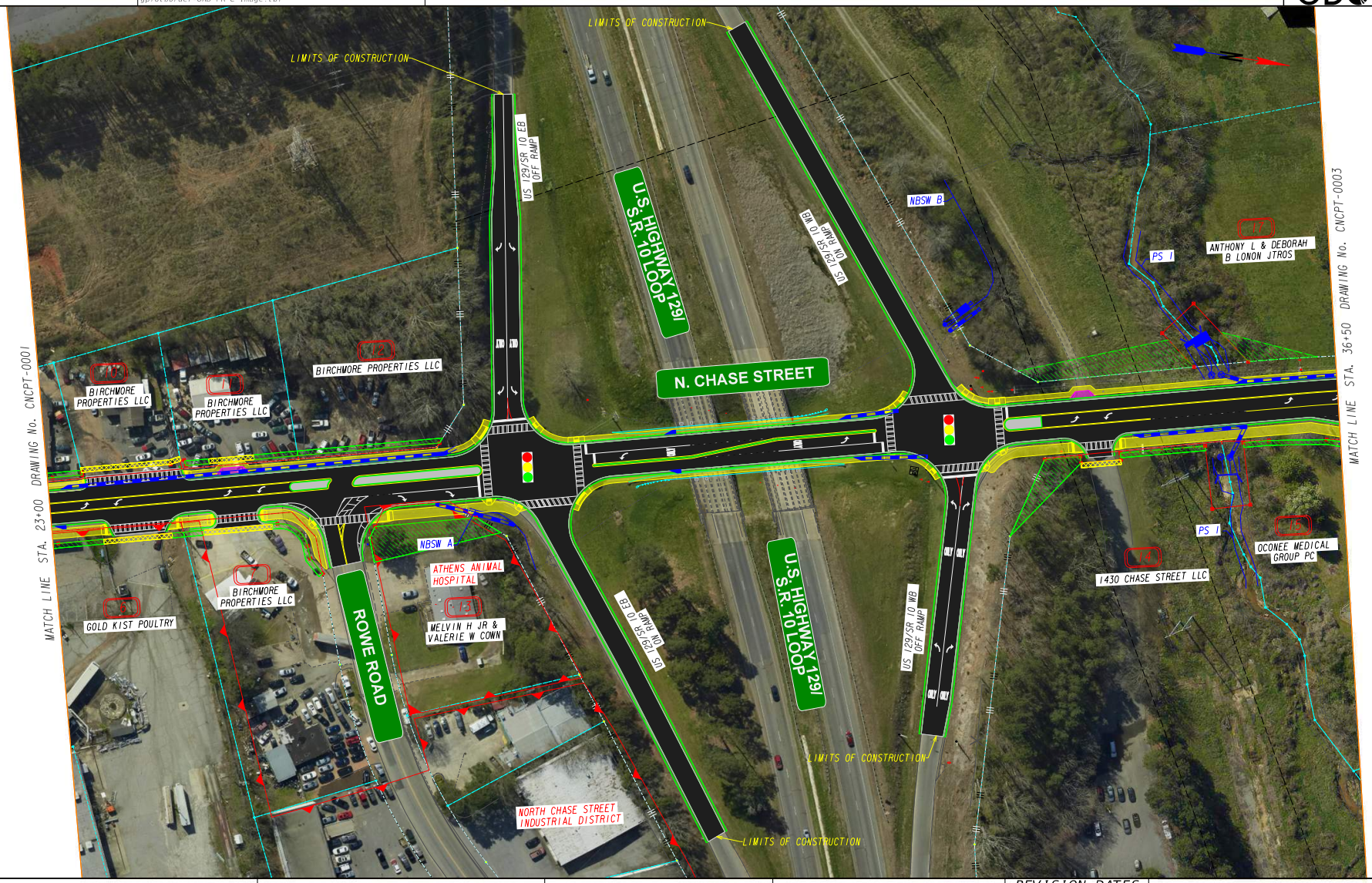
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REVISION DATES

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CR 1037/CHASE STREET FROM CR 478/BARBER STREET TO CSX #639916G
ALTERNATIVE #1

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PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

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ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA

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Georgia Department of Transportation

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REVISION DATES

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REQUIRED R/W LINE
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EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

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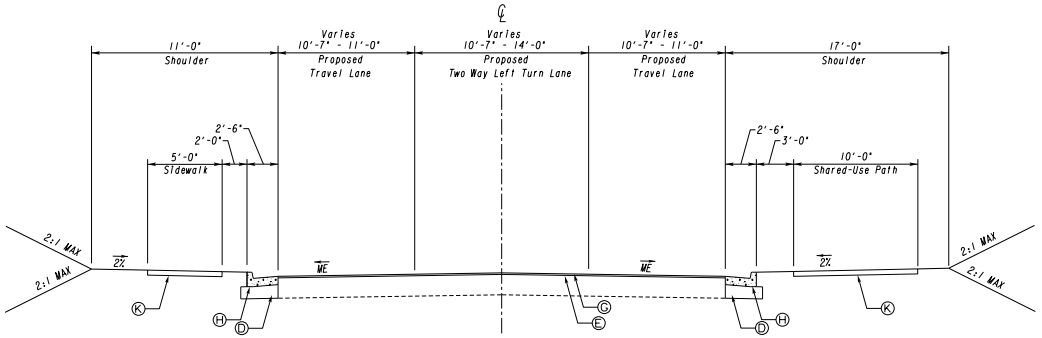
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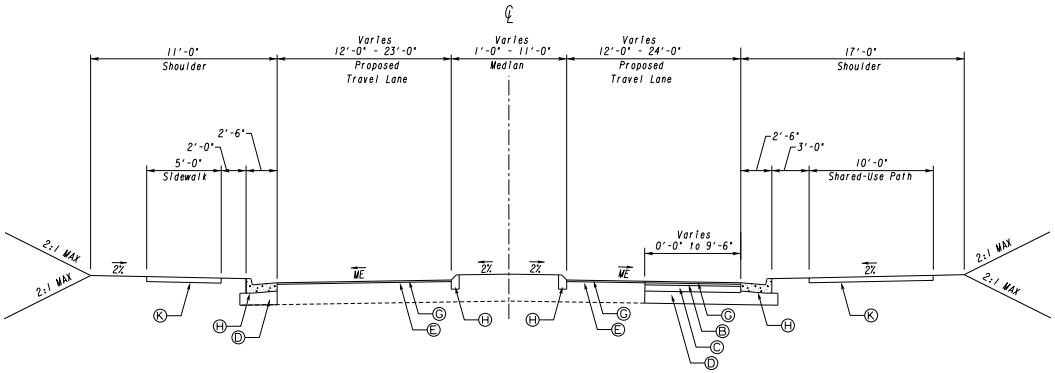
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11/05/2020



TYPICAL SECTION NO. 1
N. CHASE STREET
With Two Way Left Turn Lane



TYPICAL SECTION NO. 2
N. CHASE STREET
With Median

•Note: Class B concrete widening should be used In areas where the widening is less than 5'

A: RECYCLED ASPH CONC. 12.5 mm SUPERPAVE, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME, 165 LBS./SY
B: RECYCLED ASPH CONC. 19 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, 220 LBS./SY
C: RECYCLED ASPH CONC. 25 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, 440 LBS./SY
D: GRADED AGGREGATE BASE COURSE, INCL MATL, 12"
E: MILL ASPH CONC PVMT, 1 1/2 IN DEPTH
F: PLAIN PC CONCRETE PAVEMENT, CL 3 CONC, 10" THICK WITH REINF, STAMPED COLORED
G: RECYCLED ASPH CONC. 12.5 mm SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME, 165 LBS./SY
H: CONCRETE CURB & GUTTER, 8"X30", TYPE 2, GA STD. 9032B
I: CONCRETE HEADER CURB, 6", TYPE 7, GA STD. 9032B
J: CONCRETE HEADER CURB, 4", TYPE 9, GA STD. 9032B
K: CONCRETE SIDEWALK, 4" THICK, GA DETAIL A-3

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Georgia Department of Transportation

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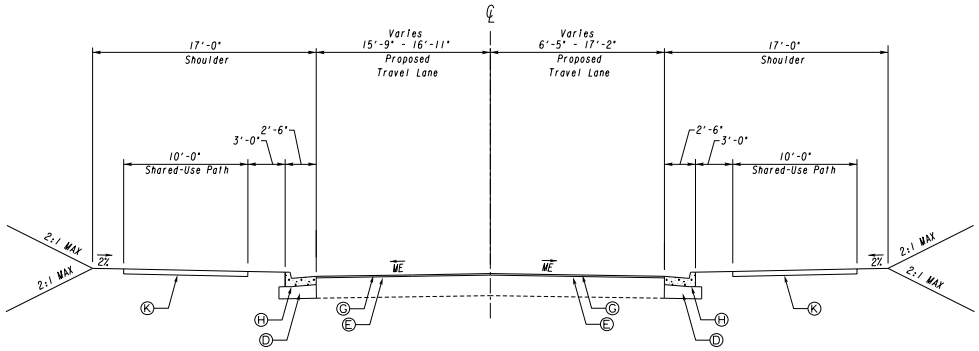
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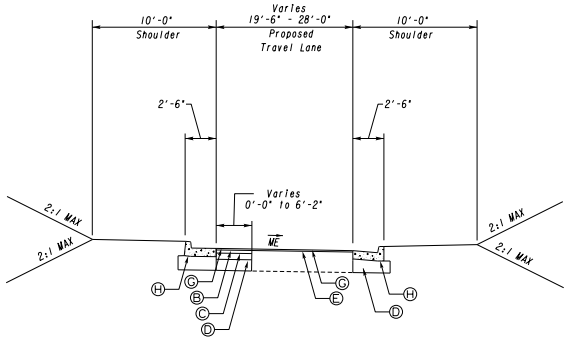
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CR 478/BARBER STREET TO CSX #639916G
ALTERNATIVE #1

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11/05/2020



TYPICAL SECTION NO. 3
ONETA STREET



TYPICAL SECTION NO. 4
US 129/SR 10 RAMPS

•Note: Class B concrete widening should be used In areas where the widening is less than 5'

A: RECYCLED ASPH CONC. 12.5 mm SUPERPAVE, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME, 165 LBS./SY
B: RECYCLED ASPH CONC. 19 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, 220 LBS./SY
C: RECYCLED ASPH CONC. 25 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, 440 LBS./SY
D: GRADED AGGREGATE BASE COURSE, INCL MATL, 12"
E: MILL ASPH CONC PVMT, 1 1/2 IN DEPTH
F: PLAIN PC CONCRETE PAVEMENT, CL 3 CONC, 10" THICK WITH REINF. STAMPED COLORED
G: RECYCLED ASPH CONC. 12.5 mm SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME, 165 LBS./SY
H: CONCRETE CURB & GUTTER, 8"X30", TYPE 2, GA STD. 9032B
I: CONCRETE HEADER CURB, 6", TYPE 7, GA STD. 9032B
J: CONCRETE HEADER CURB, 4", TYPE 9, GA STD. 9032B
K: CONCRETE SIDEWALK, 4" THICK, GA DETAIL A-3

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REVISION DATES

TYPICAL SECTIONS
CR 1037/CHASE STREET FROM
CR 478/BARBER STREET TO CSX #639916G
ALTERNATIVE #1

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GPLN-CE
11/05/2020

Georgia Department of Transportation

Interoffice Memo

FILE

PI NUMBER	0015390	PROJECT DESCRIPTION	
OFFICE	Program Delivery		
DATE			

From:

To: Erik Rohde, P.E., State Project Review Engineer
via email Mailbox: CostEstimatesandUpdates@dot.ga.gov

Subject: **REVISIONS TO PROGRAMMED COSTS**

Project Manager:	
Management Let Date:	
Management Right of Way Date:	

Cost Estimate Review Iteration

Date of Submittal #1	
Date of Submittal #2	
Date of Submittal #3	

Summary of Programmed Costs and Proposed Revised Costs:

Estimate Type	Cost Estimate Amounts (T-Pro Without Inflation)	Last Estimate Date	Revised Cost Estimate
CONSTRUCTION		n/a	$4,737,868.57
RIGHT OF WAY		n/a	$1,652,000.00
UTILITIES		n/a	$2,000,000.00

Explanation for Cost Change and Contingency Justification:

(Please note below if the unit prices presented in the construction cost estimate were reviewed or derived by professional estimators external to GDOT.)

This is the initial concept cost estimate.

Attachments:

Georgia Department of Transportation

Interoffice Memo

Cost Estimate Worksheet:

CONSTRUCTION COST ESTIMATE (Required base estimate entered from AASHTOWare Project Estimation and should not include E&I). →	**A**	$ 4,060,552.05
ENGINEERING AND INSPECTION (The default E&I percentage is 5.0%, but may be adjusted per project scope.) →	**D**	$ 203,027.60

Construction Cost	E&I Percentage	E&I Cost
B	C	D = B x C
$ 4,060,552.05	5%	$ 203,027.60

CONTINGENCY (Refer to the Risk and Contingencies Table included in GDOT Policy 3A-9 Cost Estimating Purpose) →	**I**	$ 426,357.97

Construction Cost	E&I Cost	Construction + E&I	Contingency Percentage	Contingency Cost
E	F	G = E + F	H	I = G x H
$ 4,060,552.05	$ 203,027.60	$ 4,263,579.65	10%	$ 426,357.97

ASPHALT FUEL PRICE ADJUSTMENT (Leave blank if not applicable) →	**Q**	$ 47,930.96

Date	Oct 2022
Regular Unleaded	$3.173/ GAL
Diesel	$4.565/ GAL
Liquid AC	$723.00/ TON

Current Asphalt Fuel Index Prices can be found at the link below:

http://www.dot.ga.gov/PS/Materials/AsphaltFuelIndex

		Tons	Percentage of Asphaltic Concrete	Tons of Asphaltic Concrete	Total Monthly Tonnage of Asphalt Cement (TMT)	Monthly Asphalt Cement Price month project let (APL)	Max. Cap	Monthly Asphalt Cement Price month placed (APM)	Price Adjustment (PA)
Liquid AC	Description	J	K	L = J x K	M = Sum of Columns L, T & W	N	O	P = (N x O)+N	Q = [((P - N) / N)] x M x N
	Leveling	100.00 TN	5.00%	5.00 TN	110.49 TN	$723.00/ TON	60%	$ 1,156.80	$ 47,930.96
	Patching								
	9.5 mm SP								
	12.5 OGFC								
	12.5 PEM								
	12.5 mm SP	1875.00 TN	5.00%	93.75 TN					
	19 mm SP	45.00 TN	5.00%	2.25 TN					
	25 mm SP	90.00 TN	5.00%	4.50 TN					

		Tack Coat	GL/TN	Tons
Bituminous Tack Coat	Description	R	S	T = R/S
	Tack Coat	1162.00 GL	232.8234 GL/TN	4.99 TN

		SY	GL/SY	TN
Bituminous Tack Coat (Surface Treatment)	Description	U	V	W = (U x V) / (232.8234 GL/TN)
	Single Surface Treatment		0.20 Gl/SY	
	Double Surface Treatment		0.44 Gl/SY	
	Triple Surface Treatment		0.71 Gl/SY	

CONSTRUCTION TOTAL COST →	**X = A+D+I+Q**	$ 4,737,868.57
RIGHT OF WAY COST →	**Y**	$ 1,652,000.00
UTILITIES COST (Provided by Utility Office) →	**Z = Sum of Reimbursable Costs**	$ 2,000,000.00

Utility Owner	Reimbursable Cost	Utility Owner	Reimbursable Cost
GA Power Distribution	$ 800,000.00		
Ga Power Transmission	$ 1,200,000.00		

Project Cost Estimate

Processed on: 9/16/2022 2:04:03 PM

Concept Name:	0015390	Cost Estimate Name:	Concept - Signal Alt
Concept Description:	This project is located on N. Chase St in Athens, GA. B	Adhoc Pricing Total:	$244,000.00
Spec Year:	21	Typical Section Total:	$0.00
Item History:	BHP-ALL	Estimate Total:	$4,060,552.05
Cost Estimate Phase:	2-DE		

ITEMS FOR CONCEPT NAME 0015390

0100 - Roadway

Line Number	Item	Quantity	Units	Price	Description	Amount
0005	150-1000	1	LS	400,000.00	TRAFFIC CONTROL - - PI 0015390	$400,000.00
0010	154-1000	1	LS	150,000.00	CONSTRUCTION VIBRATION MONITORING	$150,000.00
0015	210-0100	1	LS	1,500,000.00	GRADING COMPLETE - - PI 0015390	$1,500,000.00
0055	441-0104	4257	SY	32.83	CONC SIDEWALK, 4 IN	$139,737.64
0060	441-0108	534	SY	65.70	CONC SIDEWALK, 8 IN	$35,081.96
0075	441-6222	9813	LF	20.25	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	$198,684.60
0090	634-1200	69	EA	142.58	RIGHT OF WAY MARKERS	$9,838.12
0095	641-1200	455	LF	19.48	GUARDRAIL, TP W	$8,865.39
0100	641-5001	2	EA	1,271.87	GUARDRAIL ANCHORAGE, TP 1	$2,543.73
0105	641-5015	2	EA	3,304.13	GUARDRAIL TERMINAL, TP 12A, 31 IN, TANGENT, ENERGY-ABSORBING	$6,608.26
0100 Total						$2,451,359.70

0110 - Pavement

Line Number	Item	Quantity	Units	Price	Description	Amount
0020	310-1101	2484	TN	39.02	GR AGGR BASE CRS, INCL MATL	$96,919.32
0025	318-3000	250	TN	34.54	AGGR SURF CRS	$8,633.81

0110 - Pavement

Line Number	Item	Quantity	Units	Price	Description	Amount
0030	402-1812	100	TN	146.22	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	$14,622.29
0035	402-3121	90	TN	137.09	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	$12,338.44
0040	402-3130	1875	TN	101.75	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	$190,785.60
0045	402-3190	45	TN	141.25	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2,INCL BITUM MATL & H LIME	$6,356.16
0050	413-0750	1162	GL	2.88	TACK COAT	$3,341.62
0065	441-0754	255	SY	82.04	CONCRETE MEDIAN, 7 1/2 IN	$20,919.18
0070	441-4030	215	SY	84.93	CONC VALLEY GUTTER, 8 IN	$18,259.15
0080	446-1100	2479	LF	9.00	PVMT REINF FABRIC STRIPS, TP 2, 18 INCH WIDTH	$22,313.50
0085	500-9999	177	CY	256.11	CLASS B CONC, BASE OR PVMT WIDENING	$45,330.79
0110 Total						$439,819.86

0200 - Drainage

Line Number	Item	Quantity	Units	Price	Description	Amount
0125	207-0203	48	CY	63.55	FOUND BKFILL MATL, TP II	$3,050.56
0165	500-3800	49	CY	930.81	CLASS A CONCRETE, INCL REINF STEEL	$45,609.63
0110	550-1180	2048	LF	62.79	STORM DRAIN PIPE, 18 IN, H 1-10	$128,590.46
0115	550-1300	32	LF	123.86	STORM DRAIN PIPE, 30 IN, H 1-10	$3,963.37
0120	550-1840	125	LF	400.00	STORM DRAIN PIPE, 84 IN, H 1-10	$50,000.00
0130	550-4218	1	EA	1,071.66	FLARED END SECTION 18 IN, STORM DRAIN	$1,071.66
0135	550-4230	1	EA	1,413.82	FLARED END SECTION 30 IN, STORM DRAIN	$1,413.82
0140	668-1100	26	EA	4,439.59	CATCH BASIN, GP 1	$115,429.30
0145	668-2100	4	EA	3,022.95	DROP INLET, GP 1	$12,091.82
0150	668-4300	3	EA	3,590.49	STORM SEWER MANHOLE, TP 1	$10,771.47
0155	668-4400	4	EA	5,323.61	STORM SEWER MANHOLE, TP 2	$21,294.44
0160	668-4411	10	LF	495.98	STORM SEWER MANHOLE, TP 2, ADDL DEPTH, CL 1	$4,959.81
0200 Total						$398,246.34

0610 - Pavement Marking

Line Number	Item	Quantity	Units	Price	Description	Amount
0170	653-0296	10	EA	227.03	THERMOPLASTIC PVMT MARKING, WORD, TP 15	$2,270.30
0175	653-1501	10935	LF	0.63	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	$6,886.86
0180	653-1502	5789	LF	0.68	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	$3,958.58
0185	653-1704	635	LF	7.38	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	$4,684.99
0190	653-1804	6680	LF	1.66	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	$11,108.51
0195	653-3501	630	GLF	0.63	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	$394.44
0200	653-3502	3186	GLF	0.34	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, YELLOW	$1,095.89
0205	653-6004	36	SY	6.28	THERMOPLASTIC TRAF STRIPING, WHITE	$225.97
0210	654-1001	184	EA	5.46	RAISED PVMT MARKERS TP 1	$1,004.63
0215	654-1003	90	EA	5.51	RAISED PVMT MARKERS TP 3	$495.98
0610 Total						$32,126.15

0700 - Signals

Line Number	Item	Quantity	Units	Price	Description	Amount
0220	647-1000	1	LS	495,000.00	TRAFFIC SIGNAL INSTALLATION NO - - PI 0015390	$495,000.00
0700 Total						$495,000.00

ADHOC PRICING FOR CONCEPT NAME 0015390

Adhoc Name	Description	Amount
Erosion Control	Erosion Control Lump Sum	$70,000.00
Signing	Signing Lump Sum	$24,000.00
Landscaping	Landscaping Lump Sum	$150,000.00
Adhoc Total		$244,000.00

TOTALS FOR CONCEPT NAME 0015390

ITEMS COST:	$3,816,552.05
TYPICAL SECTION:	$0.00
AD-HOC PRICING:	$244,000.00
ESTIMATED COST:	$4,060,552.05
CONTINGENCY PERCENT:	
ENGINEERING AND INSPECTION:	
ESTIMATED COST WITH CONTINGNECY AND E&I:	

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GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 9/23/2022 Project:
Revised: County: Athens-Clarke
PI: 15390
Description: CR 1037/Chase Street FM CR 478/Barber Street to CSX #639916G
Project Termini: CR 1037/Chase Street FM CR 478/Barber Street to CSX #639916G
Existing ROW: Varies
Parcels: 21 (6 D/W only par) Required ROW: Varies

Land and Improvements		$1,100,250.00
Proximity Damage	*$0.00*	
Consequential Damage	*$300,000.00*	
Cost to Cures	*$175,000.00*	
Trade Fixtures	*$121,500.00*	
Improvements	*$25,000.00*	
Valuation Services		$122,500.00
Legal Services		$164,175.00
Relocation		$63,000.00
Demolition		$20,000.00
Administrative		$182,000.00
TOTAL ESTIMATED COSTS		$1,651,925.00
TOTAL ESTIMATED COSTS (ROUNDED)		***$1,652,000.00***

Prepared By: Cheryl H. Brewer Cheryl H Brewer 9/23/2022
Print Name Signature Date

Cost Estimation Supervisor : _____
Print Name Signature Date

NOTE: Superviser is only attesting that the estimate was completed using the correct information provided for the 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:

allsop

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INDICATION OF ROUNDABOUT SUPPORT

Georgia Department of Transportation Office of
Program Delivery, TE and TAP Program
2450 Commerce Avenue, Ste 100
Duluth, Georgia 30096
ATTN: Michael Lawing, TE and TAP Project Manager

Location

Athens-Clarke County Unified Government supports the consideration of roundabouts at locations specified below.

Description: CR 1037/CHASE STREET from CR 478/BARBER STREET to CSX CROSSING #639916G

State/County Route Numbers: SR 10 Loop, CR 1037

Project: PI No. 0015390, Clarke County

Associated Conditions

The undersigned agrees to participate in the following maintenance of the intersection in the event that the roundabout is selected as the preferred concept alternative:

- The full and entire cost to energize the lighting system installed and to provide for the operation/maintenance thereof.
- Any maintenance costs associated with the landscaping as approved by the local government and the Georgia Department of Transportation

We agree to participate in a formal *Local Government Lighting Project Agreement* during the preliminary design phase. This indication of support is submitted and all the conditions are hereby agreed to. The undersigned are duly authorized to execute this agreement.

This 7 day of March ,2023

By: Kelly Girtz

Mayor

Title:

Attest:

Cynthia Lambright

County or City Clerk

Temp. Acting Clerk

Russell R. McMurry, P.E., Commissioner
One Georgia Center
600 West Peachtree Street, NW
Atlanta, GA 30308
(404) 631-1000 Main Office

Attachment #3

OFFICE OF PROGRAM DELIVERY (OPD)
GDOT FEDERAL COMPLIANCE CHECKLIST
LOCALLY ADMINISTERED PROJECTS (LAP)

Local Public Agency (LPA)/Local Sponsor:

Project Description: CR 1037/Chase Street from CR 478/Barber Street to CSX #639916G		
City: Athens	**County**: Clarke	**Date of Review**: 5/23/23
P.I. #: 0015390	**GDOT PM:** Michael Lawing	**GDOT District:** 1
Management LET Date: 3/15/27	**Management ROW Date:** 9/15/25	**Virtual** ☒ **Physical** ☐
Documents Reviewed: Electronic ☒ **Hardcopy** ☐		
Location of Project Files (Address): 605 Spring Valley Road, Athens, Georgia 30605 (ACC Server)		
Local LAP Administrator: Rani Katreeb		

Concept and Preliminary Plans Phases Electronic: x Hardcopy: _____

☒ Executed Project Framework Agreement

GDOT PM Initials: MSL Local Government PM Initials: RK

☒ Approved Traffic Counts

GDOT PM Initials: MSL Local Government PM Initials: RK

☒ Environmental Special Studies (Archaeology, Ecology & History Resource ID Surveys)

GDOT PM Initials: MSL Local Government PM Initials: RK

☒ Concept Report (draft/final – approved report saved to project records and replaced drafts)

GDOT PM Initials: MSL Local Government PM Initials: RK

☒ Concept Team Meeting Minutes

GDOT PM Initials: MSL Local Government PM Initials: RK

☒ Conceptual Cost Estimates from R/W and Utilities

GDOT PM Initials: MSL Local Government PM Initials: RK

☒ Approved Concept Report

GDOT PM Initials: MSL Local Government PM Initials: RK

☐ 1st Submission to Utility Companies Transmittal – anticipated 2023

GDOT PM Initials: _____ Local Government PM Initials: _____

☒ Preliminary Bridge Plans and GDOT approval documentation – not applicable

GDOT PM Initials: MSL Local Government PM Initials: RK

☒ Approved Design Variances/Exceptions – not applicable

GDOT PM Initials: MSL Local Government PM Initials: RK

☒ Annual Cost Estimate Update – dated 3/1/23

GDOT PM Initials: MSL Local Government PM Initials: RK

☒ Office of Environmental Services (OES) approval to hold A3M exists

GDOT PM Initials: MSL Local Government PM Initials: RK

☐ OES approval to proceed with Preliminary Field Plan Review exists – anticipated 2024

GDOT PM Initials: _____ Local Government PM Initials: _____

☐ Preliminary Field Plan Review (Complete Package to Engineering Services) – anticipated 2024

GDOT PM Initials: _____ Local Government PM Initials: _____

☐ Engineering Services approved Preliminary Field Plan Review Report w/ Responses – anticipated 2024

GDOT PM Initials: _____ Local Government PM Initials: _____

☐ Approved Soil Survey – anticipated 2023

GDOT PM Initials: _____ Local Government PM Initials: _____

☒ Approved Hydrology and Hydraulics Study – not applicable

GDOT PM Initials: MSL Local Government PM Initials: RK

Concept and Preliminary Plans Phases Additional Comments:

Final Plans Phase – not applicable

☐ Approved Right of Way Plans

GDOT PM Initials: _____ Local Government PM Initials: _____

☐ Approved Detailed Right of Way Cost Estimate

GDOT PM Initials: _____ Local Government PM Initials: _____

☐ Executed Right of Way Agreement w/Notice to Proceed for Acquisition

GDOT PM Initials: _____ Local Government PM Initials: _____

☐ 2nd Submission to Utility Companies Transmittal

GDOT PM Initials: _____ Local Government PM Initials: _____

☐ Final Bridge Plans and approval documentation

GDOT PM Initials: _____ Local Government PM Initials: _____

☐ Approved Pavement Design

GDOT PM Initials: _____ Local Government PM Initials: _____

☐ Cost Estimate Update (FFPR and Final Plans)

GDOT PM Initials: _____ Local Government PM Initials: _____

☐ Approved Environmental Document and any appropriate supporting documentation (including any necessary re-evaluations)

GDOT PM Initials: _____ Local Government PM Initials: _____

☐ Final Field Plan Review (Complete Package to Engineering Services)

GDOT PM Initials: _____ Local Government PM Initials: _____

☐ Final Field Plan Review Report w/Responses

GDOT PM Initials: _____ Local Government PM Initials: _____

☐ Approved BFI/WFI/CFI

GDOT PM Initials: _____ Local Government PM Initials: _____

Final Plans Phase Additional Comments:

Not applicable

Pre-Construction/Transition – not applicable

☐ Plans, Specifications & Estimate (PS&E) Package

GDOT PM Initials: _____ Local Government PM Initials: _____

☐ EPD Approval of Plans/NOI and any other appropriate environmental permitting documentation

GDOT PM Initials: _____ Local Government PM Initials: _____

☐ Executed Construction Agreement with GDOT

GDOT PM Initials: _____ Local Government PM Initials: _____

☐ Executed Construction Agreement with Contractor

GDOT PM Initials: _____ Local Government PM Initials: _____

☐ Notice to Proceed for Advertisement

GDOT PM Initials: _____ Local Government PM Initials: _____

☐ Notice to Proceed to Construction from GDOT to the Local Government

GDOT PM Initials: _____ Local Government PM Initials: _____

The Office of Program Delivery has completed periodic audit reviews of the Local Government's retention of files for the above referenced project. This letter is being signed by the Local Government prior to the commencement of construction activities. This 5/23/23 audit occurred after the Concept milestone.

Submitted by: Rani Katreeb, ACCGov TPW Assistant Director

Signature: _____ Date: 5/23/2023
LAP Local Government Representative

Recommended by: Michael Lawing 5/25/23
Project Manager

Concurred by: Matt Lawing 5/29/23
Program Manager

Cc: Local Government Administrator
Office of Program Control LAP Coordinator
GDOT Project File

Instructions to complete the GDOT OPD Federal Compliance Checklist

As a result of an audit conducted by FHWA, the Local Administered Projects program is now considered to be a top risk for the Georgia Division Office and they are committed to ensuring that it is administered adequately and proper oversight is given. FHWA has made a number of recommendations for GDOT to follow in order to ensure local government compliance when administering locally sponsored or locally let projects.

The attached document has been created as a result of one of FHWA's recommendations and will be used to help ensure local governments are compliant with federal and state procedures, particularly as it relates to records retention.

- Compliance review should be held annually.
- Compliance Checks completed by the PM, will be filed in ProjectWise. The PM will create a folder named Local Government Compliance under the PI#\Contract folder. *(Ex: PI#\Contract\Local Government Compliance)*
- After the compliance check is signed by DPM in ProjectWise, the PM will update the tracking spreadsheet in Teams at: MSTeams\Office of Program Delivery\General\Files\Local Government Compliance\Fed Project List-GDOT LPA Audit Compliance

The form is to be completed based on the phase that the project is in, but ALL documents from ALL phases should be in the sponsor's files. The items included in the checklist must be at the local's facility and can be either hard copy or stored electronically. Each form much be initiated by the GDOT PM and the local sponsor's PM and signed off by the OPD District Program Manager.

Government Operations Committee
Commission Report

SUBJECT: GOC Report: Inclusive Facilities

DATE: January 29, 2024

EXECUTIVE SUMMARY:

The GOC, with staff support, studied ACCGov facilities to look for opportunities to increase accessibility and inclusivity as it relates to the Americans with Disabilities Act (ADA).

PURPOSE:

This report provides the Mayor and Commission (M&C) with recommendations from the Government Operations Committee (GOC) related to evaluating opportunities for Inclusive Athens-Clarke County Facilities.

HISTORY:

1. On February 2, 2019, M&C approved the Unified Government of Athens-Clarke County ADA Transition Plan. The purpose of the transition plan is to identify barriers in programs, services, and activities that limit the accessibility of such to individuals with disabilities. This plan identifies barriers observed by evaluations and gives a specific plan of action to correct each barrier along with the associated cost and schedule for completing the modifications to ensure compliance with Title II of the ADA.

2. On May 4, 2021, Mayor Kelly Girtz assigned to the GOC "Evaluate opportunities for Inclusive Athens-Clarke County Facilities."

3. On April 17, 2023, the GOC started its work with an introduction from the ACCGov Attorney's Office on ADA. After review of the current ADA Transition Plan, the GOC made a motion to update the ADA Transition Plan after conducting a self-evaluation. This motion passed with a unanimous vote.

4. On May 15, 2023, the GOC learned about Accessible Design from the ACCGov Inclusion Office and Leisure Services staff. The Committee discussed initiating a pilot project at City Hall focused on more accessible signage.

5. From May through October of 2023, Inclusion Office and Leisure Services staff conducted an Inclusive Facility Assessment of ninety-six indoor and outdoor facilities.

6. On November 20, 2023, Central Services staff presented wayfinding signage examples for both interior and exterior spaces, and the Committee considered the incorporation of gender-neutral signage for restrooms in the City Hall pilot project.

7. On January 22, 2024, staff from HR and the Manager's Office discussed the potential need for an ADA Coordinator position. The Inclusion Office and Leisure Services staff presented findings of the Inclusive Facility Assessment to the GOC. Staff had two key findings:

    - Standardize wayfinding signage to simplify facility navigation
    - Identify which public facing restrooms could be single use and still meet code requirements

    The GOC unanimously voted to advance staff's recommended Phase 1 improvements from the Inclusive Facility Assessment utilizing current funding. Additional work outlined in Phase 2 could be done if an ADA Coordinator position is approved in FY25.

RECOMMENDATIONS:

The Government Operations Committee recommends that the Mayor and Commission approve Phase 1 improvements:

- Switch gendered signage for non-gendered signage at public facing existing single use restrooms where building code allows
- Re-sign ADA parking spots at facilities with missing or faded signage
- Re-stripe ADA parking spots at facilities with fading striping
- Install ADA compliant destination signage throughout facility, including at restrooms

ADDITIONAL INFORMATION/COMMENTS:



2/13/24

Patrick Davenport, Chair
Government Operations Committee

Date:

THE UNIFIED GOVERNMENT OF ATHENS-CLARKE COUNTY
COMMISSION AGENDA ITEM

SUBJECT: Revision to ACCGov Facility Naming & Renaming Policy No. COM-002 to include ACCGov owned Bridges and Roadway Intersections

DATE: January 30, 2024

EXECUTIVE SUMMARY:

The proposed action would approve a revision to include the naming of Street Infrastructure located on Athens-Clarke County Rights of Way (ROW), such as Bridges and Intersections, to the existing ACCGov Policy, COM-002, for Naming and Renaming of Public Facilities, Parks, Natural Areas, and Amenities.

BUDGET INFORMATION:

REVENUES: N/A

EXPENSES: N/A

FUNDING SOURCE:

COMMISSION ACTION REQUESTED ON: March 5, 2024

PURPOSE:

To request that the Mayor and Commission approve the revision proposed to the Naming and Renaming of Public Facilities, Street Infrastructures, Parks, Natural Areas, and Amenities, Policy and Procedure Number COM-002, as shown in **Attachment #1**.

HISTORY:

1. On September 7, 1999, Mayor and Commission approved a new policy for the Naming of ACCGov Owned Facilities.

2. In July 2017, Mayor Denson assigned the Government Operations Committee (GOC) with the tasks of updating the 1999 policy.

3. On December 5, 2017, Mayor and Commission approved a new policy for the Naming and Renaming of Public Facilities, Parks, Natural Areas, and Amenities.

4. On March 2, 2021, Mayor and Commission approved an updated policy for Naming of Public Facilities, Parks, Natural Areas, and Amenities that detailed the volume of community support required and provided new opportunities for public input. The policy

further required that an individual must be deceased a minimum of three years before a facility can be named in his/her honor.

5. On March 7, 2023, Mayor and Commission approved another updated policy for Naming and Renaming of Public Facilities, Parks, Natural Areas, and Amenities that reduced the requirement of time an individual must be deceased from three years to one year.

6. On January 8, 2024, department directors from Leisure Services, Planning Department, and Transportation and Public Works met and discussed the inclusion of roadway infrastructure, such as bridges and intersections, into the existing COM-002 policy. See **Attachment #2** for changes proposed.

7. On February 6, 2024, M&C approved a resolution to dedicate the Vince Dooley Memorial Intersection at U.S. Route 78 (AKA Broad Street) and Lumpkin Street following the Georgia House of Representatives, in recognition of his contributions and appreciation to the life and contributions of Mr. Vincent Joseph Dooley

---

FACTS & ISSUES:

1. The naming and renaming of Roadway Infrastructure such as Roadway Intersections and Bridges will only apply for ACCGov fully-owned bridges and roadway intersections and will not apply for bridges or roadways owned by the State of Georgia.

2. There has been no previous policy for ACCGov for naming or renaming of a locally owned bridge or intersection. The proposed changes to the existing COM-002 policy will now include the naming and renaming of ACCGov owned bridges and intersections and will follow the same process as Parks, Amenities, as per the proposed policy (**Attachment #1**).

3. The current ACCGov ordinance, specifically Section 9-15-27 – Naming Streets, addresses the naming and renaming of existing roadways in ACCGov. Staff from Leisure Services, Planning, and Transportation and Public Works Department recommend to maintain the ordinance language and process while the naming of a bridge or an intersection is more of a facility and it is more logical to include it in the COM-002 policy.

4. The cost to install new signs and/or replace all existing signs will be added to future naming/renaming requests as a new capital request by the affiliated department.

5. This recommendation supports the following Strategic Plan Goal Area & Strategy:
    - Good Neighbors, Strategy F: *Examine, understand and improve public safety policies and processes to enhance public trust.*

OPTIONS:

1. Mayor and Commission approve the revision proposed to the Naming and Renaming of Public Facilities, Street Infrastructures, Parks, Natural Areas, and Amenities, Policy and Procedure Number COM-002, and as shown on **Attachment #1**.

2. Mayor and Commission deny the request to revise the current Policy and Procedure Number CPM-002.

3. Mayor and Commission defined option.

DEPARTMENT RECOMMENDED ACTION: Option #1

DEPARTMENT: Transportation & Public Works
Prepared by: Rani Katreeb, Interim Director



Rani Katreeb, P.E.
Interim Director

January 30, 2024
Date:

ADMINISTRATIVE COMMENTS:

ADMINISTRATIVE RECOMMENDATION: Option #1



Manager

February 14, 2024
Date:

ATTACHMENTS:

Attachment #1: Proposed New COM-002 Policy
Attachment #2: Exiting COM-002 Policy with Tracked Changes

POLICY AND PROCEDURE STATEMENT

THE UNIFIED GOVERNMENT OF ATHENS-CLARKE COUNTY, GEORGIA

POLICY SUBJECT: Naming and Renaming of Public Facilities, Street Infrastructure, Parks, Natural Areas, and Amenities

POLICY AND PROCEDURE NUMBER: COM-002 (Revised March 5, 2024)

EFFECTIVE DATE:

I. Purpose

The purpose of this policy is to establish a uniform procedure for the official naming and renaming of public facilities, street infrastructure, parks, natural areas, and their amenities owned and operated by the Unified Government of Athens-Clarke County to ensure that they are easily identified and given names that are consistent with the values and character of the area, neighborhood, and community served.

II. Definitions

- Public Facility: A building owned and/or operated by the Unified Government of Athens-Clarke County.
- Parks: Open space for active and/or passive recreation and/or aesthetic values. Includes traditionally designed parks under the stewardship of the Leisure Services Department.
- Natural Areas: Open space with a mix of natural resource and passive recreation values. Generally possess limited development except for those improvements needed to allow visitor access.
- Amenities: Any component within a building or park to include trails, ball fields, outdoor courts, shelters, playgrounds, etc.
- Street Infrastructure: A bridge or an intersection owned and maintained by the Unified Government of Athens-Clarke County.

III. Policy

It is the policy of the Unified Government of Athens-Clarke County to name existing, newly acquired, developed, or unnamed public facilities, street infrastructure, parks, natural areas, and amenities and to rename existing public facilities, street infrastructure, parks, natural areas, and amenities based upon the procedures set forth in this policy. Every naming should best serve the interest of the Unified Government of Athens-Clarke County and provide a worthy and enduring legacy, while remaining relevant as the community grows and changes.

IV. Guiding Principles

This policy establishes a set of standards and guidelines for the naming and renaming of public facilities, street infrastructure, parks, natural areas, and amenities. The following guiding principles will be taken into account, either collectively or individually, throughout the review process:

- Enhance a sense of community within Athens-Clarke County
- Engender a strong positive image
- Ensure public facilities, street infrastructure, parks, natural areas, and amenities are easily identifiable
- Be appropriate, having regard to the asset's location and/or history
- Ensure consistency with values and characteristics of Athens-Clarke County
- Have historical, cultural, or social significance for future generations
- Ensure quality of name
- Have broad public support
- Encourage and recognize monetary and/or land donations by individuals, businesses, or groups

V.Naming/Renaming Procedure

Names may be nominated by:

- The Mayor;
- A Commissioner;
- The Director of the affiliated department;
- Neighborhood Associations;
- Individuals and Civic Organizations; or
- Authorities that operate an Athens-Clarke County-owned building.

Process for submittal and review:

- Considerations for naming of public facilities, street infrastructure, parks, natural areas, and amenities must be made through the completion of the "Naming of Public Facilities, Parks, Natural Areas, and Amenities Application" and submitted to the Director of the affiliated department. The application should contain the following minimum information:
    - The proposed name
    - Reasons for the proposed name
    - Written documentation indicating community support for the proposed name to include a petition, which will be provided by the affiliated Athens-Clarke County department.
    - The petition should only be signed by people currently living in Athens-Clarke County above the age of 18.
    - The petition should show a printed name and address of each signer.
    - The number of signatures required are based on the following criteria:
        - For naming a street infrastructure, park, building, or natural area – 1,000 signatures to include a minimum of 100 or one-third (1/3) of the population living within a one-mile radius of the location to be named.
        - For naming an aquatic facility, ball field, group shelter/pavilion, gymnasium, or trail – 400 signatures to include a minimum of 60 or one-third (1/3) of the population living within a one-mile radius of the location to be named

        - For all other amenities – 100 signatures
    - If proposing to rename an existing asset, include justification for changing an established name.
    - If proposing to name an asset after an outstanding person, include documentation of the individual's community involvement, civic contributions, and public service.
- The Director of the affiliated department will review the application, conduct appropriate research, and present the findings to the Manager.
- The Manager shall consult with the Mayor and Commission to determine the next review step.
- The Mayor and Commission decide to either:
    - Request the Manager to have staff perform additional research and/or conduct a public hearing,
    - Assign the application to a committee for further review and to make a recommendation for the Mayor and Commission, or
    - Request the Manager to have staff prepare an agenda report for the Mayor and Commission.
- A public notice of the recommended Qualifying Name will occur twice during a sixty (60) day period in the local newspaper(s).
- For the duration of the sixty (60) day period, a sign will be posted at the entrance of the location to be named informing the public of the proposed name change.
- At the end of the sixty (60) day period, the Director shall submit the Qualifying Name alongwith a summary of the public comments to the Manager and Commission for consideration.
- Following approval of a name by the Mayor and Commission, the affiliated Department will install signage designed according to the existing specifications for signage.
- If at any point within the review process the application is denied, the Director of the affiliated department will notify the applicant in writing of the denial.

VI. Naming and Renaming Considerations and Criteria

It is the policy of the Athens-Clarke County Unified Government to use the following considerations and criteria when naming public facilities, street infrastructure, parks, natural areas, and amenities:

- Neighborhood or geographic identifications
- A historical figure, place, event, or other instance of historical or cultural significance
- Natural or geological features
- An individual that has been deceased for at least one year, who:
    - has made a significant land and/or monetary contribution to the particular public facility, park, natural area or amenity at issue,
    - has performed extraordinary or outstanding public service for the good of the community, and/or
    - was an outstanding community leader who made significant civic contributions to Athens-Clarke County.
- Names that duplicate or that are very similar to existing public facilities, street infrastructure, parks, natural areas, or amenities shall not be considered in order to avoid confusion.

- Naming may not conflict with public grant funding policies established by state and/or federal grant funding programs.

Renaming: A name selected for a public facility, street infrastructure, park, natural area, or amenity should be bestowed with the intention that it will be permanent, and changes should be strongly resisted.

Proposed name changes shall be subject to the same considerations and criteria set forth in this policy for the naming of public facilities, street infrastructure, parks, natural areas, and amenities.

VII. Business Naming Policy

- Where naming rights are purchased for a corporate entity or business, the naming rights shall be limited to no longer than the life of the corporate entity.
- Benefits which may violate other Unified Government of Athens-Clarke County policies or ordinances will not be included in any agreement.
- The following criteria must be met for any corporate entity or business applying for corporate naming rights:
    - Does not discriminate against any person, employee, member, or volunteer on the basis of race, color, creed, religion, gender, sexual preference, age, marital status, ancestry, national origin, or physical or mental disability, in compliance with all federal, state, and local laws and statutes.
    - Name does not have connotations that by contemporary community standards are derogatory or offensive.
    - Does not constitute violations of law.
    - Does not participate in unethical business practices as determined by a court of law.
    - Does not exploit participants or staff members of the Unified Government of Athens-Clarke County.
- The Mayor and Commission reserves the right to reject any corporate naming request.

VIII. Recognition

Markers may be placed in facilities, street infrastructure, parks, natural areas, and amenities to recognize those individuals or groups being honored or memorialized. These identifications shall be approved by the affiliated department Director and conform to sign policies. All recognition must be in keeping with the character as defined by the Unified Government of Athens-Clarke County. The Unified Government of Athens-Clarke County reserves the right to modify or remove any marker if deemed appropriate for governmental purposes.

IX. Exclusions

- The dedication of small park amenities with an identifiable lifespan and not intended to be permanent (i.e. park benches, tables, etc.), shall be addressed under a separate Leisure Services Department policy.

X. Responsibilities

The Director of the affiliated department shall administer this policy.

XI. Exceptions

The Athens-Clarke County Commission may make exceptions to this policy when warranted by exceptional circumstances.

Any pending renaming request submitted to Athens-Clarke County Unified Government before March 3, 2021 will not be affected by any changes or updates to this policy and will be immediately sent to the Mayor & Commission for consideration.

Recommended By:

Date: _____

Blaine Williams, Manager

Approved by the Commission of the Unified Government of Athens-Clarke County on: _____

POLICY AND PROCEDURE STATEMENT

THE UNIFIED GOVERNMENT OF ATHENS-CLARKE COUNTY, GEORGIA

POLICY SUBJECT: Naming and Renaming of Public Facilities, Street Infrastructure, Parks, Natural Areas, and Amenities

POLICY AND PROCEDURE NUMBER: COM-002 (Revised ~~March 7, 2023~~ March 5, 2024)

EFFECTIVE DATE:

I. Purpose

The purpose of this policy is to establish a uniform procedure for the official naming and renaming of public facilities, street infrastructure, parks, natural areas, and their amenities owned and operated by the Unified Government of Athens-Clarke County to ensure that they are easily identified and given names that are consistent with the values and character of the area, neighborhood, and community served.

II. Definitions

- Public Facility: A building owned and/or operated by the Unified Government of Athens-Clarke County.
- Parks: Open space for active and/or passive recreation and/or aesthetic values. Includes traditionally designed parks under the stewardship of the Leisure Services Department.
- Natural Areas: Open space with a mix of natural resource and passive recreation values. Generally possess limited development except for those improvements needed to allow visitor access.
- Amenities: Any component within a building or park to include trails, ball fields, outdoor courts, shelters, playgrounds, etc.
- Street Infrastructure: A bridge or an intersection owned and maintained by the Unified Government of Athens-Clarke County.

III. Policy

It is the policy of the Unified Government of Athens-Clarke County to name existing, newly acquired, developed, or unnamed public facilities, street infrastructure, parks, natural areas, and amenities and to rename existing public facilities, street infrastructure, parks, natural areas, and amenities based upon the procedures set forth in this policy. Every naming should best serve the interest of the Unified Government of Athens-Clarke County and provide a worthy and enduring legacy, while remaining relevant as the community grows and changes.

IV. Guiding Principles

This policy establishes a set of standards and guidelines for the naming and renaming of public facilities, street infrastructure, parks, natural areas, and amenities. The following guiding principles will be taken into account, either collectively or individually, throughout the review process:

- Enhance a sense of community within Athens-Clarke County
- Engender a strong positive image
- Ensure public facilities, street infrastructure, parks, natural areas, and amenities are easily identifiable
- Be appropriate, having regard to the asset's location and/or history
- Ensure consistency with values and characteristics of Athens-Clarke County
- Have historical, cultural, or social significance for future generations
- Ensure quality of name
- Have broad public support
- Encourage and recognize monetary and/or land donations by individuals, businesses, or groups

V.Naming/Renaming Procedure

Names may be nominated by:

- The Mayor;
- A Commissioner;
- The Director of the affiliated department;
- Neighborhood Associations;
- Individuals and Civic Organizations; or
- Authorities that operate an Athens-Clarke County-owned building.

Process for submittal and review:

- Considerations for naming of public facilities, street infrastructure, parks, natural areas, and amenities must be made through the completion of the "Naming of Public Facilities, Parks, Natural Areas, and Amenities Application" and submitted to the Director of the affiliated department. The application should contain the following minimum information:
    - The proposed name
    - Reasons for the proposed name
    - Written documentation indicating community support for the proposed name to include a petition, which will be provided by the affiliated Athens-Clarke County department.
    - The petition should only be signed by people currently living in Athens-Clarke County above the age of 18.
    - The petition should show a printed name and address of each signer.
    - The number of signatures required are based on the following criteria:
        - For naming a street infrastructure, park, building, or natural area – 1,000 signatures to include a minimum of 100 or one-third (1/3) of the population living within a one-mile radius of the location to be named.
        - For naming an aquatic facility, ball field, group shelter/pavilion, gymnasium, or trail – 400 signatures to include a minimum of 60 or one-third (1/3) of the population living within a one-mile radius of the location to be named

        - For all other amenities – 100 signatures
    - If proposing to rename an existing asset, include justification for changing an established name.
    - If proposing to name an asset after an outstanding person, include documentation of the individual's community involvement, civic contributions, and public service.
- The Director of the affiliated department will review the application, conduct appropriate research, and present the findings to the Manager.
- The Manager shall consult with the Mayor and Commission to determine the next review step.
- The Mayor and Commission decide to either:
    - Request the Manager to have staff perform additional research and/or conduct a public hearing,
    - Assign the application to a committee for further review and to make a recommendation for the Mayor and Commission, or
    - Request the Manager to have staff prepare an agenda report for the Mayor and Commission.
- A public notice of the recommended Qualifying Name will occur twice during a sixty (60) day period in the local newspaper(s).
- For the duration of the sixty (60) day period, a sign will be posted at the entrance of the location to be named informing the public of the proposed name change.
- At the end of the sixty (60) day period, the Director shall submit the Qualifying Name alongwith a summary of the public comments to the Manager and Commission for consideration.
- Following approval of a name by the Mayor and Commission, the ~~Central Services Department or the Leisure Services~~ affiliated Department will install signage designed according to the existing specifications for signage.
- If at any point within the review process the application is denied, the Director of the affiliated department will notify the applicant in writing of the denial.

VI. Naming and Renaming Considerations and Criteria

It is the policy of the Athens-Clarke County Unified Government to use the following considerations and criteria when naming public facilities, street infrastructure, parks, natural areas, and amenities:

- Neighborhood or geographic identifications
- A historical figure, place, event, or other instance of historical or cultural significance
- Natural or geological features
- An individual that has been deceased for at least one year, who:
    - has made a significant land and/or monetary contribution to the particular public facility, park, natural area or amenity at issue,
    - has performed extraordinary or outstanding public service for the good of the community, and/or
    - was an outstanding community leader who made significant civic contributions to Athens-Clarke County.
- Names that duplicate or that are very similar to existing public facilities, street infrastructure, parks, natural areas, or amenities shall not be considered in order to avoid confusion.

- Naming may not conflict with public grant funding policies established by state and/or federal grant funding programs.

Renaming: A name selected for a public facility, street infrastructure, park, natural area, or amenity should be bestowed with the intention that it will be permanent, and changes should be strongly resisted.

Proposed name changes shall be subject to the same considerations and criteria set forth in this policy for the naming of public facilities, street infrastructure, parks, natural areas, and amenities.

VII. Business Naming Policy

- Where naming rights are purchased for a corporate entity or business, the naming rights shall be limited to no longer than the life of the corporate entity.
- Benefits which may violate other Unified Government of Athens-Clarke County policies or ordinances will not be included in any agreement.
- The following criteria must be met for any corporate entity or business applying for corporate naming rights:
    - Does not discriminate against any person, employee, member, or volunteer on the basis of race, color, creed, religion, gender, sexual preference, age, marital status, ancestry, national origin, or physical or mental disability, in compliance with all federal, state, and local laws and statutes.
    - Name does not have connotations that by contemporary community standards are derogatory or offensive.
    - Does not constitute violations of law.
    - Does not participate in unethical business practices as determined by a court of law.
    - Does not exploit participants or staff members of the Unified Government of Athens-Clarke County.
- The Mayor and Commission reserves the right to reject any corporate naming request.

VIII. Recognition

Markers may be placed in facilities, street infrastructure, parks, natural areas, and amenities to recognize those individuals or groups being honored or memorialized. These identifications shall be approved by the affiliated department Director and conform to sign policies. All recognition must be in keeping with the character as defined by the Unified Government of Athens-Clarke County. The Unified Government of Athens-Clarke County reserves the right to modify or remove any marker if deemed appropriate for governmental purposes.

IX. Exclusions

- The dedication of small park amenities with an identifiable lifespan and not intended to be permanent (i.e. park benches, tables, etc.), shall be addressed under a separate Leisure Services Department policy.

X. Responsibilities

The Director of the affiliated department shall administer this policy.

XI. Exceptions

The Athens-Clarke County Commission may make exceptions to this policy when warranted by exceptional circumstances.

Any pending renaming request submitted to Athens-Clarke County Unified Government before March 3, 2021 will not be affected by any changes or updates to this policy and will be immediately sent to the Mayor & Commission for consideration.

Recommended By:

Date: _____

Blaine Williams, Manager

Approved by the Commission of the Unified Government of Athens-Clarke County on: _____

AN ORDINANCE TO AMEND THE CODE OF ATHENS-CLARKE COUNTY, GEORGIA, WITH RESPECT TO **SPECIAL USE APPROVAL OF A SINGLE-FAMILY RESIDENCE IN THE C-O (COMMERCIAL-OFFICE) DISTRICT FOR A PARCEL OF LAND AT 585 PRINCE AVENUE COMPRISING APPROXIMATELY 0.21 ACRES**; AND FOR OTHER PURPOSES.

The Commission of Athens-Clarke County, Georgia hereby ordains as follows:

SECTION 1. The current C-O (Commercial-Office) District is hereby amended to provide for special use approval of a single-family residence. The affected parcel of land comprises approximately 0.21 acres, is located at 585 Prince Avenue, Athens, Georgia, and is known as tax parcel number 171A1 F001A on the Athens-Clarke County Tax Map, being on file and available for public inspection in the office of the Athens-Clarke County Planning Department, 120 West Dougherty Street, Athens, Georgia. The date of this amendment to the Official Zoning Map of Athens-Clarke County as shown by Attachment A hereto shall be noted on said Official Zoning Map in the office of the Clerk of Commission and duly noted in the minutes of the Commission meeting.

The subject parcel is further described as "Lot 2" in that certain document entitled "Lot Survey for Clarke County School District," prepared by Willard Coy Tunnell, Jr., Georgia registered professional land surveyor, dated December 6, 2022, and being on file and available for public inspection in the office of the Athens-Clarke County Planning Department, 120 West Dougherty Street, Athens, Georgia.

SECTION 2. The binding site plan associated with this ordinance and incorporated herein by reference consists of four pages in total. The description of each page is described in the table below.

Page:	Description:	Date:
Survey (Sheet 1 of 1)	Lot Survey for Clarke County School District	December 6, 2022
Photo	Front elevation	Unknown
Photo	Side/rear elevation	Unknown
Photo	Side/rear elevation	Unknown

Each page listed above is stamped "Binding 2-6-24" and is on file and available for public inspection in the office of the Athens-Clarke County Planning Department, 120 West Dougherty Street, Athens, Georgia.

The binding written report associated with this ordinance and incorporated herein by reference consists of one page, entitled "Application Report," submitted by Ruth and David Darden, stamped "Binding 2-6-24," and is on file and available for public inspection in the office of the Athens-Clarke County Planning Department, 120 West Dougherty Street, Athens, Georgia.

SECTION 3. All ordinances or parts of ordinances in conflict herewith are hereby repealed.



The Official Zoning Map
of Athens-Clarke County

Legend

- P, Parks
- IN, Institutional
- C-G, Commercial-General
- C-D, Commercial-Downtown
- C-N, Commercial-Neighborhood
- C-O, Commercial-Office
- C-R, Commercial-Rural
- E-I, Employment-Industrial
- E-O, Employment-Office
- G, Government
- I, Industrial
- AR, Agricultural Residential (1 unit per 10 acre density)
- RM-1, Mixed Density Residential (16 multi-family units per acre)
- RM-2, Mixed Density Residential (24 multi-family units per acre)
- RM-3, Mixed Density Residential (50 multi-family units per acre)
- RS-5, Single-Family Residential (5,000 sq. ft. min. lot area)
- RS-8, Single-Family Residential (8,000 sq. ft. min. lot area)
- RS-15, Single-Family Residential (15,000 sq. ft. min. lot area)
- RS-25, Single-Family Residential (25,000 sq. ft. min. lot area)
- RS-40, Single-Family Residential (40,000 sq. ft. min. lot area)

Parcel boundaries of the site are determined by legal description. The parcels shown on this map are to be used only as a guide.

- Downtown Design Areas
  - (DHD), Downtown Historic District
  - (WD), West Downtown
  - (ED), East Downtown
  - (DS), Dougherty Street
  - (RIV), River
  - (WE), West End
  - (ND), North Downtown
- Airport Overlay
  - AZ1, Precision Approach Zone
  - AZ2, Larger Than Utility Runway Nonprecision Approach Zone
  - AZ3, Utility Runway Nonprecision Approach Zone
  - TZ, Transitional Zone
  - RPZ, Runway Protection Zone
  - PSZ, Primary Surface Zone
- 78/316 Special District Overlay
- PD, Planned Development
- *, Zoning with Conditions
- Historic District
- RM-LTD, Mixed Density Residential Limited Overlay
- Conditional Use
- GSRC, Gaines School Road Corridor Special District Overlay
- MAC, Milledge Avenue Corridor Special District Overlay
- WBS, West Broad Street Special District Overlay
- Winterville Boundary
- Bogart Boundary
- ACC Boundary
- Railroads
- ▲ Special Use
- ● Historic Landmark

100 50 0 100 200 300 Feet

ATTACHMENT A	SUP-2023-12-2444 SPECIAL USE 585 PRINCE AVE David & Ruth Darden	
560		
FROM: C-O	TO: Special Use in C-O	
TAX PARCEL # 171A1 F001A	PLANNING COMMISSION MEETING DATE February 1, 2024	ATHENS-CLARKE COUNTY COMMISSION MEETING DATE March 5, 2024

ATHENS-CLARKE COUNTY PLANNING COMMISSION
RECOMMENDATION

DATE: February 1, 2024	**FILE NO:** SUP-2023-12-2444

LOCATION: 585 Prince Ave
APPLICANT: David & Ruth Darden
OWNER: David & Ruth Darden
REQUEST: Special Use in C-O
COMMISSION DISTRICT: 4

PLANNING COMMISSION MOTION AND RECOMMENDATION:

NAME	YEA	NAY	ABSTAIN	NAME	YEA	NAY	ABSTAIN
Chair: Matthew Hall Absent				Kristen Morales Present	X		
Vice-Chair: Alice Kinman Present				Taylor Pass Present	X		
Catherine Goodrum Present	X			Alexander Sams Present	X		
Sara Beresford Present	X			Monique Sanders Present	X		
Sarah Gehring Present	X			Joey Tucker Absent			
NOTE: Chair does not vote except in case of tie.				TOTAL VOTES:	7	0	0

For: Ruth Darden (applicant)
Against: None

Discussion: Several Commissioners stated that they were excited to see the vacant property come back to life again.

Motion: Ms. Beresford made a motion to recommend approval. Ms. Gehring seconded the motion, which passed unanimously.

STAFF REPORT
SPECIAL USE
585 PRINCE AVENUE
SUP-2023-12-2444
FEBRUARY 1, 2024

APPLICANT: .....David & Ruth Darden
OWNER: .....David & Ruth Darden
ZONING REQUEST: .....Special Use in C-O
TYPE OF REQUEST: .....Type II
LOCATION: .....585 Prince Avenue
TAX MAP NUMBERS: 171A1 F001A
COUNTY COMMISSION DISTRICT: 4
PROJECT SIZE: .....0.21 Acres
PRESENT USE: .....Vacant Office
PROPOSED USE: .....Residential Single-Family
PUBLIC NOTICE POSTED: .....January 17, 2024
STAFF RECOMMENDATION: .....***APPROVAL***
PLANNING COMM. RECOMMENDATION: .....***APPROVAL***
MAYOR & COMMISSION AGENDA SETTING: ...February 20, 2024
MAYOR & COMMISSION VOTING SESSION: .....March 5, 2024

I. Summary Recommendation

Ruth and David Darden, the owners of the subject parcel at 585 Prince Ave, are requesting a Special Use in a Commercial-Office (C-O) zone for a single-family dwelling. The binding proposal includes no changes to the site and the preservation of the existing structure.

The request requires no change to the Future Land Use map of *Main Street Business*, which is intended to mix residential zoning and business zones to create neighborhoods where people can both live and have easy access to goods and services.

In May 2023, the Mayor & Commission approved a rezone request for this property and the property directly to the rear as the Clarke County School District prepared to sell those properties. The rear property on Hill St. was rezoned to RM-2, and the subject parcel on Prince Ave was rezoned to C-O. A special use permit grants the applicant the ability to convert the structure back into a single-family house—its original purpose—while still allowing all of the other uses the Commercial-Office zoning district grants if the owners wished to change the use in the future. There are multiple buildings on this block that are zoned C-O, but are used for residential purposes, and this request would be compatible with both the zoning and the uses on the block. In Staff's opinion, the proposal satisfies the Special Use test. Therefore, **Staff recommends approval of the request**.

Planning Commission Recommendation: Commissioners were pleased to see the vacant property come back to life as a home and **voted unanimously to recommend approval**.

II. Purpose of Applicant Request

A. Proposal

Ruth and David Darden, the owners of the subject parcel at 585 Prince Avenue, are requesting a Special Use in a C-O zone for the purpose of converting the existing structure from a vacant office into a personal residence. The binding proposal includes no changes to the site and the preservation of the existing structure.

B. Existing Conditions

The existing structure was built as personal residence while the Cobbham neighborhood was expanding westward along Prince Ave. in the early 1900s. It was eventually acquired by Prince Avenue Baptist Church and combined with the parcels at 260 Hill St. and 595 Prince Ave. The Church sold the property to Piedmont College (now Piedmont University) in 2006 and it was subsequently sold to the Clarke County School District in 2021. The District decided to dispose of the subject property and the property at 260 Hill St. in 2023. In preparation for sale, those properties were subdivided from the parent parcel at 595 Prince Ave. and rezoned to C-O (585 Prince Ave) and RM-2 (260 Hill St) respectively to match the prevailing zoning on this block. The rezoning was approved by the Mayor & Commission in May 2023.

The property is bordered on the east by a residential property at 565 Prince Ave. that is zoned C-O. The southern property line borders a residential property that is zoned RM-2. To the west, sits the district office for the Clarke County School District on a property that is zoned Institutional (IN). Across the street to the north sits the official residence of the president of the University of Georgia, which is zoned Government (G). Including the subject parcel, there are seven properties on this block of Prince Ave., all of which are zoned C-O. It appears that at least four of the properties are being used for residential uses.

The site is not included in the surrounding Cobbham Historic District, but it matches the character of this historic neighborhood. Should future owners wish to be included in the District, they would need to apply for acceptance from the Athens-Clarke County Historic Preservation Commission.

III. Policy Analysis

A. Compatibility with Comprehensive Plan

The 2023 Comprehensive Plan calls for the following policies that **are** supported in this project:

- Support and expand housing rehabilitation initiatives and other programs
- Develop incentives to reuse existing development before new developments in greenfields

The proposal fits in with many aspects of the Comprehensive Plan, which speaks to locating people near daily needs, services and amenities. It also involves redevelopment and restoration of an existing historical structure. Lastly the structure is located on one of our most opportunistic corridors for walkability and alternative transportation options.

Overall, the proposal is compatible with the Comprehensive Plan. Bringing people to our enhanced corridors and in close proximity to many needs and opportunities is an overarching goal of the Plan.

B. Compatibility with the Future Land Use Map

The 2023 Future Land Use Map designates the subject parcel as *Main Street Business*, which is described as follows:

Main Street Business

These are commercial areas where development of a storefront commercial type is encouraged. The uses are generally small-scale, but larger scaled uses can be integrated within a Main Street Business classification if a small-scale storefront is developed along the street facade, with the larger-scaled use located behind. Larger scale uses should only be developed in instances where they are compatible with the adjacent uses. Retail and office uses should dominate the ground floors of the Main Street Business facades, with residential uses encouraged on second and third stories. Auto-oriented uses, such as vehicle repair and maintenance, drive-through restaurants, and vehicle sales, are not included in this designation. Walkability and pedestrian scale are important and the development should be oriented to the street with sidewalks, street trees, and pedestrian access provided.

No change to the Future Land Use Map is required since the proposal is already compatible with the Map. Built at a time when walkability and pedestrian-scaled access were the default design, the building is a fine example of the desired design principles for Main Street Business Future Land Use District. While the current owner is not proposing ground-floor commercial uses such as office or retail at this time, the zone would allow for commercial uses, should the owner wish to add them at a later date. Overall, Staff deems the proposal to be compatible with the Future Land Use description for this district.

C. Compatibility with the Zoning Map

The applicant has requested a Special Use in a C-O zone. The following information has been provided to demonstrate the allowances under C-O zoning. Broadly, a demonstration of scale, use, and design is offered here to help decision makers evaluate the changes that would be allowed if the request is approved.

	CURRENT
Standard	**C-O Zoning**
Minimum Lot Size	5,000 sq. ft.
Density	16 bedrooms/acre
Max Lot Coverage	65%
Max Building Height	40 ft.
Setbacks	6-10 ft.
Conserved Canopy	25%
Total Canopy	50%
Parking	1 space/450 sq. ft. of floor area

The Athens-Clarke County Zoning Ordinance includes a list of defined uses and designates where they can or cannot be established. C-O zoned parcels allow limited commercial operations that are associated with offices and professional services. Additionally, they allow multi-family uses above ground floor commercial or in the basement. Along Prince Ave, many historic single-family structures have converted to offices, small businesses or multi-family residences alongside ones that have been restored or maintained as single-family dwellings.

D. Consistency with Other Adopted ACCGov Plans, Studies, or Programs

The site benefits from the calmer traffic along Prince Ave. as a result of implementation of the road diet recommended by the Athens in Motion Plan.

IV. Technical Assessment

A. Environment

There are no environmental areas on this site that would be impacted.

The Arborist has reviewed and approved the proposal without comment.

B. Grading and Drainage

The Transportation and Public Works Department has reviewed the proposal and approved the proposal without comment.

C. Water and Sewer Availability

The Public Utilities Department has reviewed and approved the proposal without comment.

D. Transportation

The Transportation and Public Works Department has reviewed the proposal and offered no comment.

E. Fire Protection

The applicant has indicated that they are planning to renovate the building if their special use permit is approved. Should the applicant wish to maintain the ability for the building to serve commercial or multifamily uses in the future, Staff advises the applicant to consider incorporating commercial-grade renovations like disability access to ease the expense of any future adaptations. The Fire Marshal has reviewed the proposal and offered the following comment:

- *The Fire Marshal's Office does not have jurisdiction over residential properties. Looking ahead, should any part of the property be designated for commercial office space, please be advised that it will be necessary to undergo a complete plan review process. This step ensures that all fire codes applicable to commercial use are met. If you have any questions, feel free to contact our office.*

F. Compliance with the Zoning Ordinance and Development Standards

This proposal comes with a binding site plan. All exemptions to the zoning and development standards must be identified in the application prior to approval of a binding proposal since the development will otherwise be expected to adhere to the ordinance standards. In this case, no waivers or variances have been requested.

Special Use requests are evaluated using the following criteria:

a) *Similarity in scale, bulk, and coverage.*

The existing structure was built in a similar period and manner to the surrounding buildings. Some are single family structures and a few are small businesses. No changes are proposed with this application.

b) *Character and volume of traffic and vehicular parking generated by the proposed use and the effects on surrounding streets. Increases in pedestrian, bicycle, and mass transit use are considered beneficial regardless of capacity of facilities.*

The traffic of a single-family residence will be less than the most recent use as an office. Prince Ave. is also designed for multi-modal transportation options with bike lanes and sidewalks existing along the street at this location.

c) *Architectural compatibility with the surrounding area.*

As mentioned above the existing structure was built at a similar time to the surrounding structures and in a compatible manner.

d) *The possible impact on the environment, including, but not limited to, drainage, soil erosion and sedimentation, flooding, air quality and water quality, including the generation of smoke, dust, odors, or environmental pollutants.*

No changes are proposed on the site and the impact to the environment is minimal as a single-family residence.

e) *Generation of noise, light, and glare.*

Single-family residences are not known to inherently generate high levels of noise, light, and glare, and Staff has no reason to believe that this property would be the exception.

f) *The development of adjacent properties compatible with the future development map and the zoning district.*

The application is in line with the future development map.

g) *Impact on future transportation corridors.*

The proposed use should have minimal impact on the transportation corridor and can take advantage of the enhanced transportation options along Prince Ave.

h) *Impact on the character of the neighborhood by the establishment or expansion of the proposed use in conjunction with similar uses.*

The proposed use is compatible with the surrounding residences, small commercial buildings and adjacent institution.

i) *Other factors found to be relevant by the hearing authority for review of the proposed use.*

No other factors have been found to be relevant.

The Special Use request meets the criteria above. The applicants are proposing to keep the existing single-family structure and re-activate the property through use as their residence.

Code Compliance Issues:

Staff has not identified any zoning ordinance compliance issues for the project, as proposed. If approved, any changes from a single-family use would require review through the planning department and compliance with all relevant code sections.

End of Staff Report.

Reviewed — Zoning Criteria Considered by Staff

The following factors have been considered as set forth in Guhl v. Holcomb Bridge Road Corp., 238 Ga. 322, 232 S.E.2d 830 (1977).

☒ The proposed zoning action conforms to the Future Land Use map, the general plans for the physical development of Athens-Clarke County, and any master plan or portion thereof adopted by the Mayor and Commission.

☒ The proposed use meets all objective criteria set forth for that use provided in the zoning ordinance and conforms to the purpose and intent of the Comprehensive Plan and all its elements.

☒ The proposal will not adversely affect the balance of land uses in Athens-Clarke County.

☒ The cost of the Unified Government and other governmental entities in providing, improving, increasing or maintaining public utilities, schools, streets and other public safety measures.

☒ The existing land use pattern surrounding the property in issue.

☒ The possible creation of an isolated district unrelated to adjacent and nearby districts.

☒ The aesthetic effect of existing and future use of the property as it relates to the surrounding area.

☒ Whether the proposed zoning action will be a deterrent to the value or improvement of development of adjacent property in accordance with existing regulations.

☒ Whether there are substantial reasons why the property cannot be used in accordance with existing zoning; provided, however, evidence that the economic value of the property, as currently zoned, is less than its economic value if zoned as requested will not alone constitute a significant detriment.

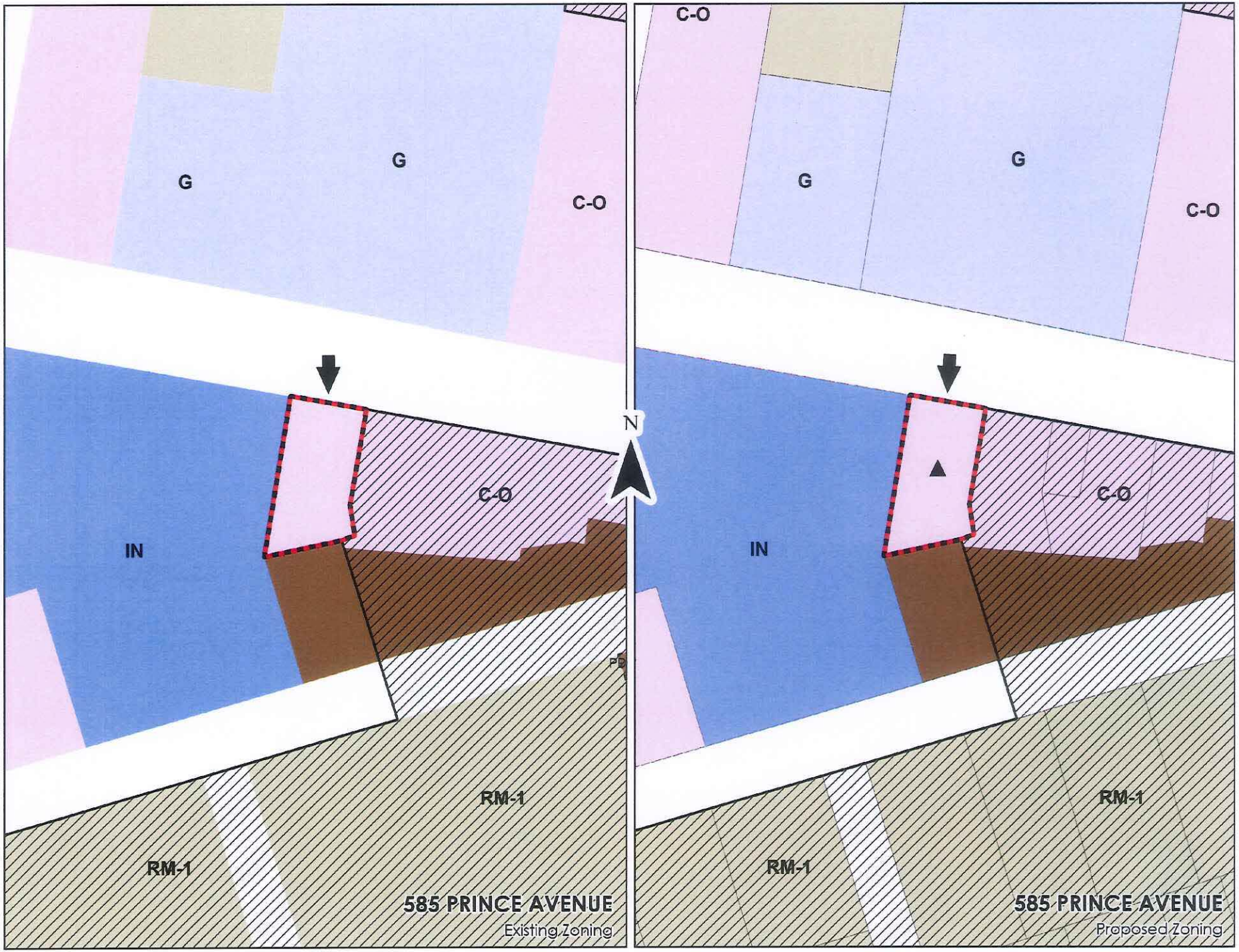
☒ Whether there are other existing or changing conditions affecting the use and development of the property that give supporting grounds for either approval or disapproval of the zoning proposal.

☒ Public services, which include physical facilities and staff capacity, exist sufficient to service the proposal.

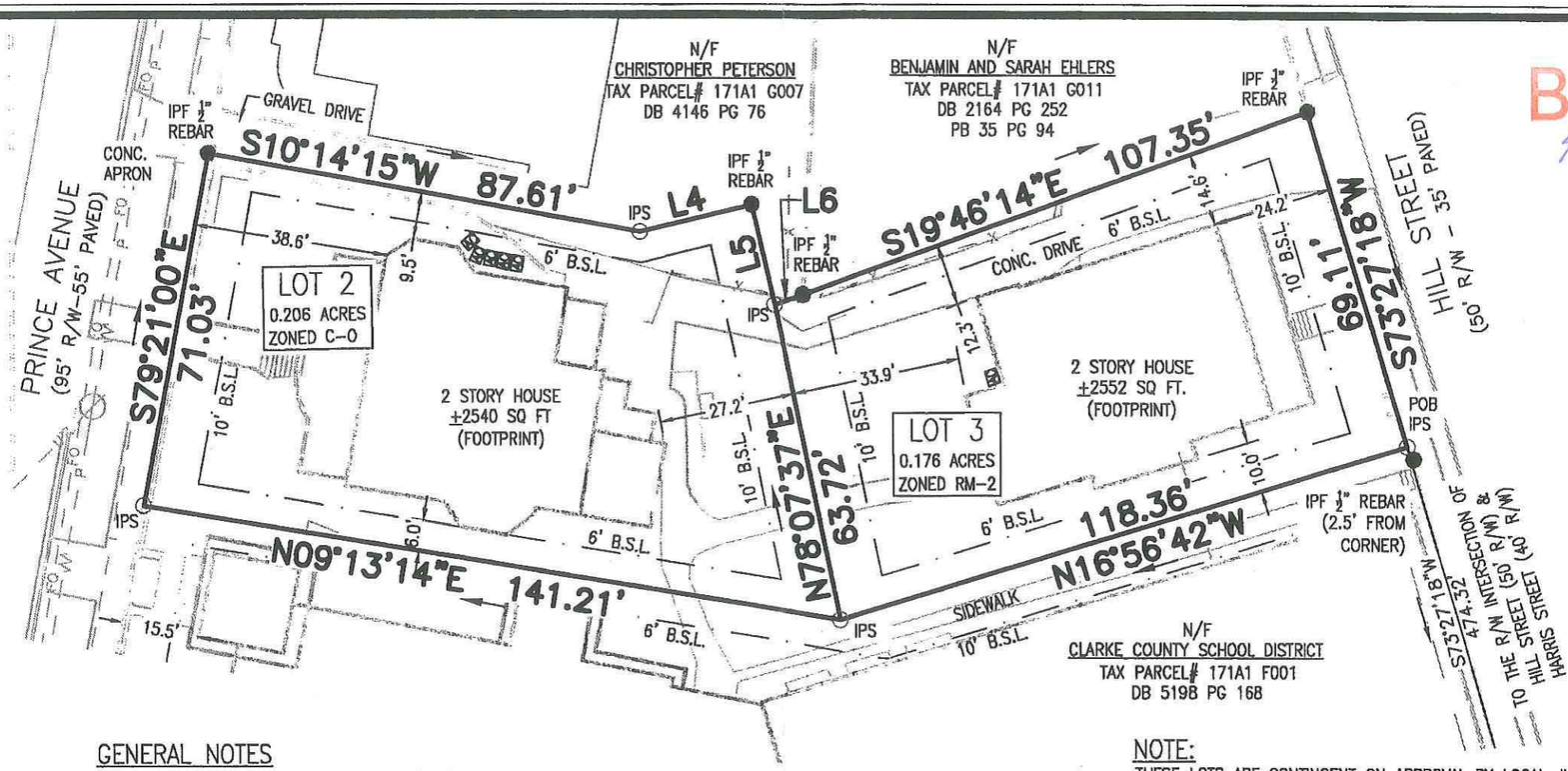
☒ The population density pattern and possible increase or over-taxing of the load on public facilities including, but not limited to, schools, utilities, and streets.

☒ The possible impact on the environment, including but not limited to, drainage, soil erosion and sedimentation, flooding, air quality and water quantity.

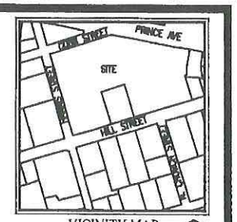

Traditional Neighborhood
Mixed Density Residential
Government
Main Street Business
Grady Ave
Prince Ave
N Pope St
Cobb St
Main Street Business
Hill St
Mixed Density Residential
N Harris St
Traditional Neighborhood
N Church St
Traditional Neighborhood
Main Street Business
585 PRINCE AVENU
Current Future Land
Meigs St


G
G
C-O
IN
C-O
RM-1
RM-1
585 PRINCE AVENUE
Existing Zoning
N
C-O
G
G
C-O
IN
C-O
RM-1
RM-1
585 PRINCE AVENUE
Proposed Zoning

SPACE RESERVED FOR CLERK OF SUPERIOR COURT



Binding
Stephen Jaques
2-6-24



Line Table

Line #	Direction	Length
L4	S13°35'04"E	23.00'
L5	S77°02'06"W	20.42'
L6	S20°10'07"E	6.00'

REFERENCES

DB 31 PG 357
DB 5198 PG 168
PB 24 PG 154
PB 21 PG 282
PB 34 PG 197
PB 35 PG 94

RM-2 ZONING REGULATIONS

FOR SUBDIVISIONS LESS THAN 2 ACRES AND/OR FEWER THAN FIVE LOTS.
MIN. LOT AREA: 5,000 SF MIN. LOT WIDTH: 50'
MIN. LOT DEPTH: 80' MIN. SIDE YARD: 6'
MIN. SIDE YARD ADJ TO STREET: 10' MIN. FRONT YARD: 10'
MIN. REAR YARD: 10' (PLUS ONE-HALF FOOT FOR EACH FOOT OF BUILDING HEIGHT ABOVE 25 FEET.)

UTILITY NOTE:

SOURCE INFORMATION FROM PLANS AND MARKINGS ARE COMBINED WITH OBSERVED EVIDENCE OF UTILITIES TO DEVELOP A VIEW OF THOSE UNDERGROUND UTILITIES. HOWEVER, LACKING EXCAVATION, THE EXACT LOCATION OF UNDERGROUND FEATURES CANNOT BE ACCURATELY, COMPLETELY AND RELIABLY DEPICTED. WHERE ADDITIONAL OR MORE DETAILED INFORMATION IS REQUIRED, THE CLIENT IS ADVISED THAT EXCAVATION MAY BE NECESSARY. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION BUT ARE SHOWN AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

GENERAL NOTES

1. FIELD SURVEY WAS COMPLETED ON 04/06/2022.
2. OWNER OF RECORD FOR THE SUBJECT PROPERTIES IS: ATHENS-CLARKE COUNTY SCHOOL DISTRICT, TAX PARCEL ID# 171A1 F001
3. TITLE REFERENCES REGARDING ADJOINERS ARE SUBJECT TO INFORMATION PROVIDED BY LOCAL GOVERNMENT.
4. SUBJECT PROPERTY IS LOCATED WITHIN AREAS HAVING ZONE DESIGNATIONS OF "ZONE X", DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN BY THE SECRETARY OF HOUSING AND URBAN DEVELOPMENT, ON FLOOD INSURANCE RATE MAP NO. 13059C0025E WITH AN EFFECTIVE DATE OF 09/30/2016 FOR COMMUNITY NUMBER 130040, ATHENS-CLARKE COUNTY, GEORGIA.
5. THIS PROPERTY IS SUBJECT TO ANY AND ALL EASEMENT(S) OR RIGHT(S) OF WAY, WHETHER WRITTEN OR UNWRITTEN, RECORDED OR UNRECORDED.
6. THIS SITE IS ZONED "RM-2" (MIXED DENSITY RESIDENTIAL).
7. NO VISIBLE EVIDENCE OF BURIAL GROUNDS WITHIN THIS SITE NOR WERE ANY REPORTED TO THIS FIRM.
8. THIS PROPERTY MAY OR MAY NOT CONTAIN WETLANDS. NO WETLANDS WERE INVESTIGATED, IDENTIFIED, DELINEATED, LOCATED OR CONFIRMED FOR PURPOSES OF THIS SURVEY.
9. SUBJECT TO DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS BOTH RECORDED AND UNRECORDED.
10. DISTANCES SHOWN HEREON ARE HORIZONTAL GROUND DISTANCES BASED ON THE U.S. SURVEY FOOT.
11. THE BEARINGS SHOWN ON THIS SURVEY ARE COMPUTED ANGLES BASED ON A GRID BEARING BASE (GA WEST ZONE).

NOTE:

THESE LOTS ARE CONTINGENT ON APPROVAL BY LOCAL JURISDICTIONS.

SURVEY NOTES

1. THE FIELD DATA UPON WHICH THIS MAP OR PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 138,831 FEET, AND AN ANGULAR ERROR OF 2" PER ANGLE POINT. ADJUSTED USING THE COMPASS RULE.
2. THE LINEAR AND ANGULAR MEASUREMENTS USED IN THE PREPARATION OF THIS MAP OR PLAT WERE OBTAINED BY USING A LEICA TS16 SERIES TOTAL STATION AND A 100 FOOT STEEL CHAIN.
3. THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN 1 FOOT IN:
   41,992 (LOT 2)
   42,362 (LOT 3)

SURVEYOR'S CERTIFICATE

THE PROPERTY HEREON LIES COMPLETELY WITHIN A JURISDICTION WHICH DOES NOT REVIEW OR APPROVE ANY PLATS OR THIS TYPE OF PLAT PRIOR TO RECORDING. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-6-67.

Willard Tunnell, Jr. 12/06/2022

WILLARD COY TUNNELL, JR. PLS#3224 DATE

W&A ENGINEERING
A Better Communities Collaborative Company
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355 Oneta Street, Ste. D100
Athens, GA 30601
706.310.0400
Info@WAengineering.com
www.WAengineering.com

GA WEST, ZONE 1002
NAD 83

LOT SURVEY FOR:

Clarke County School District

595 PRINCE AVENUE, ATHENS, GA, 30601
ATHENS-CLARKE COUNTY
216TH G.M.D.

SURVEY LEGEND
DB DEED BOOK
IPF IRON PIN FOUND
IPS IRON PIN SET
PB PLAT BOOK
R/W RIGHT-OF-WAY
● PROPERTY CORNER FOUND
⊙ PROPERTY CORNER

0 15 30 60
SCALE 1" = 30'

DATE: 12/06/2022
JOB NUMBER: 20442
DRAFTED BY: AE/RH
REVIEWED BY: AC
REVISION:1
SHEET 1 OF 1

GEORGIA PROFESSIONAL NO. 3224 LAND SURVEYOR WILLARD COY TUNNELL, JR.



Binding
Stephen Jaques
2-6-24



Binding

Stephen Jacques

2-6-24



Binding

Stephen Jaques

2-6-24

Application Report

The special use C /O zoning best suites this historic residence and allows us to reside here enjoying the opportunity to walk to restaurants and venues. We love historic homes and feel this home needs a family to enjoy it. Future residents can also live here or have an office here. We would like to restore the home for our own residence now and after my husband retires in six years. Our hope is to live here fifteen or more years. Our home can accommodate at least three cars in the back yard behind the house, as well as public parallel parking in front of the house and four parking spaces in the Clarke County Board office parking lot. My husband and I will be the only residents here for at least fifteen or more years. There will not be any environmental strain on the surrounding area since we will maintain this historic house as is without changing the beauty as intended, part of the history of Athens is maintained. This should add value and joy to the community of Prince Ave.. It is important to rezone to special use for residency to take place to save this home from deterioration. We want to lovingly maintain the history. We will only have the original kitchen and laundry. We are not adding additional kitchens or laundry rooms. We are reducing five gas HVAC systems to only two, one upstairs and one downstairs. We feel this home needs a family. Thank you

Sincerely, Ruth and David Darden

Binding
Stephen Jayson
2-6-24

Stephen Jaques

From: Max Doty
Sent: Tuesday, January 30, 2024 3:11 PM
To: Stephen Jaques; Marc Beechuk
Cc: Planning Internet Email
Subject: FW: [EXT]Agenda Item 3: Special Use Permit Application for Ruth and David Darden for 585 Prince Avenue

Follow Up Flag: Follow up
Flag Status: Completed

-----Original Message-----
From: Bertis Downs [redacted]
Sent: Tuesday, January 30, 2024 2:52 PM
To: Planning Internet Email <Planning@accgov.com>
Subject: [EXT]Agenda Item 3: Special Use Permit Application for Ruth and David Darden for 585 Prince Avenue

EXTERNAL SENDER: This email originated from outside of the organization.
Do not click links or open attachments unless you recognize the sender and know the content is safe.

I write in support of Ruth and David Darden's Special Use Permit Application for their property located at 585 Prince Avenue. The house will make a beautiful residence and they would make great neighbors— and if the property's use is designated as Single Family, the neighborhood would be stabilized against development pressures in future years as well.

I think this part of town is fortunate to have this family ready to invest in making such a substantial investment in their personal residence and of course they'd be very welcome here.

Thank you for considering my views and please let me know if I may provide any further information.

Many thanks,

Bertis Downs
738 Cobb Street (home)
553 Prince Avenue (Lyceum)
[redacted]

Stephen Jaques

From: Rachel Gomez
Sent: Tuesday, January 30, 2024 4:27 PM
To: Stephen Jaques
Cc: Planning Internet Email
Subject: FW: [EXT]Regarding February 1st Planning Commission Agenda - Item 3 585 PRINCE AVENUE - SUP-2023-12-2444

Follow Up Flag: Follow up
Flag Status: Completed

From: Liz DeMarco [redacted]
Sent: Tuesday, January 30, 2024 3:59 PM
To: Planning Internet Email <Planning@accgov.com>
Subject: [EXT]Regarding February 1st Planning Commission Agenda - Item 3 585 PRINCE AVENUE - SUP-2023-12-2444

EXTERNAL SENDER: This email originated from outside of the organization.
Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Planning Commission,

I am writing in strong support for allowing a Single-Family Dwelling Use for 585 Prince Avenue. I think that its current C-O is not a good fit for this property in any case. Several houses in that block are residential. Also in other areas along Prince Avenue there are single family homes.

Prince Avenue is and can become even more a mix of residential along with businesses, churches, and institutions. Having residential on the ground floor and providing housing to permanent Athens residents will provide neighbors that are invested in the community and "eyes on the street" for a sense of safety and well-being - this will create a sustainable livable corridor.

Thank you for supporting this request for Special Use of Single-Family Residential for C-O.

Regards,
Liz DeMarco
[redacted]

327 Hill Street
Athens, GA 30601

Stephen Jaques

From: Rachel Gomez
Sent: Wednesday, January 31, 2024 8:56 AM
To: Stephen Jaques
Cc: Planning Internet Email
Subject: FW: [EXT]585 Prince Avenue

Follow Up Flag: Follow up
Flag Status: Completed

From: Laurie Jones [redacted]
Sent: Wednesday, January 31, 2024 8:56 AM
To: Planning Internet Email <Planning@accgov.com>
Subject: [EXT]585 Prince Avenue

EXTERNAL SENDER: This email originated from outside of the organization.
Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello, I understand the property at 585 Prince Avenue has requested zoning to be a Single Family dwelling and that the staff has recommended approval for this property. We've lived at 735 Prince Avenue as a single family for many years and we encourage the Commission to approve this recommendation. We love living on Prince and would love to have this neighbor right down the street. It would only enhance the area! Thank you,
Laurie and Kemp Jones

THE UNIFIED GOVERNMENT OF ATHENS-CLARKE COUNTY
COMMISSION AGENDA ITEM

SUBJECT: ARPA Boys & Girls Clubs of Athens Contract Amendment

DATE: ~~January 31, 2023~~ February 27, 2024

EXECUTIVE SUMMARY:

Boys & Girls Clubs of Athens seeks M&C approval to amend their current ARPA Youth Development & Violence Prevention contract by: ~~(a) increasing funding by $1,058,129.12, (b)~~ (a) extending contract, program and budget period for all activities in scope through December 31, 2026; and ~~(c)~~ (b) expanding scope to cover activities at Smilow and HT Edwards centers. The agency will continue supporting all initiatives listed in original scope, including acting as umbrella organization to other local agencies offering youth development & violence prevention programming (including in Summer 2024).

BUDGET INFORMATION:

REVENUES:	$7,500,000	M&C Allocation of ARPA for Youth Development & Violence Prevention (YD&VP) activities
	Current ARPA YD&VP allocations and obligations	
	$1,000,000	ARPA YD&VP funding expended and obligated for Summer 2022 and Summer 2023 youth programs
	$ 230,816	ARPA YD&VP funding obligated to CCSD for their Youth Development Initiatives and Strategies
	$2,875,000	ARPA YD&VP funding obligated to Boys & Girls Clubs of Athens through M&C vote on August 1, 2023
	$3,394,184	Remaining (not allocated nor obligated) ARPA YD&VP funding
EXPENSES:	$2,875,000	ARPA YD&VP funding obligated to Boys & Girls Clubs of Athens through M&C vote on August 1, 2023
	~~$1,058,129~~	~~New ARPA YD&VP funding request from Boys & Girls Clubs of Athens, via proposed contract amendment to support expansion of programming and timeline of activities~~
	~~$3,933,129~~ $2,875,000	Total allocation of ARPA YD&VP Funds to Boys & Girls Clubs of Athens
	~~$ 2,336,055~~ $ 3,394,184	Total ARPA Youth Development & Violence Prevention Funds Remaining

FUNDING SOURCE: American Rescue Plan Local Fiscal Recovery Funds

COMMISSION ACTION REQUESTED ON: March 5, 2024

PURPOSE:

To request that Mayor and Commission:

~~a. Increase funding allocation to Boys & Girls Clubs of Athens by $1,058,129.12, for a total of $3,933,129.12 from ARPA Youth Development & Violence Prevention funding;~~

~~b.~~ a. Extend the contract, program and budget period for all initiatives described in scope through December 31, 2026 (currently July 2025);

~~c.~~ b. Approve the revised Scope of Work (**Attachment #1**) and Budget (**Attachment #2**) that will completely replace Exhibits A and B of current contact between ACCGov and Boys & Girls Clubs of Athens (**Attachment #3)**, so that the agency may:

- Continue supporting all initiatives listed in original scope, including acting as umbrella organization to other local agencies offering youth development & violence prevention programming, including in summer 2024; and
- Add new initiative to support existing and expanded youth development and violence prevention programming at Smilow and HT Edwards centers; and

~~d.~~ c. Authorize Mayor and staff to execute related documents.

HISTORY:

1. On March 11, 2020, World Health Organization (WHO) declared COVID-19 a global pandemic.

2. On March 13, 2020, President Donald Trump declared a National Emergency in the United States in response to COVID-19.

3. On March 14, 2020, Governor Brian Kemp declared a Public Health Emergency in the State of Georgia.

4. On March 11, 2021, the American Rescue Plan Act of 2021 (ARPA) was signed into law. The $1.9 trillion package is intended to combat the COVID-19 pandemic by stabilizing state and local government operations, households, and small businesses.

5. In mid-March 2021, the Unified Government of Athens-Clarke County (ACCGov) was granted $57.6 million of ARPA Coronavirus State and Local Fiscal Recovery Funds (CSLFRF) funding to allocate across defined categories by virtue of being both a city and a county.

6. On June 21, 2021, the Department of Treasury released the Interim Final Guidance for ARPA CSLFRF.

7. On June 22, 2021, ACCGov received the first tranche of ARPA funding in the amount of $28,794,422.

8. On September 17, 2021, Manager Williams emailed a draft pro forma to the M&C regarding the potential use of ARPA funds based on M&C feedback.

9. On October 22, 2021, the M&C discussed youth development approaches and outcomes desired that could be funded by APRA during their retreat.

10. At the November 3, 2021 and the December 2, 2021 retreats, the M&C reviewed potential funding budgets for ARPA.

11. On January 6, 2022, the Department of the Treasury released the Final Guidance for ARPA SLRF.

12. On March 1, 2022, the M&C approved the ARPA funding process and timeline, as well as authorized the allocation of ARPA funds for specific uses and designated program areas. This approval included an amendment to allocate, from the $7 million Youth Development and Violence Prevention program area, $500,000 to summer 2022 community non-profit programming for youth and directed the Manager to return to the Commission with a model to support already-established programs for summer 2022 with said funding as soon as possible. The M&C also voted to name the Clarke County School District as a desired partner in advising on priorities in allocating the ARPA funds dedicated to Youth Development and Violence Prevention.

13. On May 3, 2022, the M&C awarded $500,000 to six non-profit organizations serving Athens - Clarke County youth in the summer of 2022. The funded non-profit groups included: Boys & Girls Clubs of Athens, Camp Timothy (Timothy Baptist Church), Chess and Community, College Factory, East Athens Development Corporation, and First AME Church.

14. On November 1, 2022, the M&C authorized a second $500,000 allocation of ARPA funds for Youth Development and Violence Prevention programming for summer of 2023.

15. On January 3, 2023, under a Commission-Defined Option, the M&C directed the Manager to develop a plan to be considered by the M&C during the FY24 budget discussions that, within the first month of FY24, reopens closed Athens Housing Authority community centers, expand the hours of ACCGov Leisure Services facilities, and expands access to programs in those facilities for youth from low-income households.

16. On January 9, 2023, the Request for Proposals (RFP) to expand the accessibility of youth development and violence prevention programming that serves Athens-Clarke County youth, under 18 years of age, during the summer of 2023 (May 2023 – August 2023) was released and remained open until February 10, 2023.

17. On February 20, 2023, ACCGov staff from the Manager's Office, Leisure Services, Housing & Community Development and the SPLOST Office toured the community centers at the Athens Housing Authority's Broad Acres and Parkview neighborhoods. The goal of the tour

was to gain a better understanding of the condition of the facilities and begin exploring programming options in response to the January 3, 2023 CDO (History #15).

18. Between February 13 and February 23, 2023, the RFP Review Team evaluated eight proposals and scored each against a pre-determined set of criteria. Two additional proposals, including one from the Boys & Girls Clubs of Athens, were not reviewed because they were submitted after the RFP deadline.

19. On March 17, 2023, Manager Williams submitted the response to the M&C's January 9 request for a youth development and violence prevention plan (History #15). This document was informed by conversations between and among key ACCGov departments, the Athens Housing Authority, the Clarke County School District, Boys & Girls Clubs of Athens, and others.

20. On April 4, 2023, M&C awarded a total of $336,164 to six agencies offering youth development and violence prevention programming during summer 2023. The subrecipients included: Athens Land Trust, Timothy Baptist Church (Camp Timothy), College Factory, Destined, Inc., Divas Who Win, and the East Athens Development Corporation.

21. Between April 10, 2023 and May 5, 2023, three different entities submitted a total of four unsolicited proposals seeking funding from the ARPA Youth Development & Violence Prevention monies. These included:
    - Athens Sports Arena – on April 10, 2023, submitted a proposal addressed to Commissioner Houle for: (1) $400,000 in annual subsidy for staffing, overhead and supplies for its youth after-school and summer programs, as well as the cost to cover "open gym" hours for adults at its current sports facility at 280 Commerce Blvd; and (2) an additional $4,307,500 million to construct an additional 2 basketball/volleyball courts, multi-purpose/learning centers, and an outdoor field on its adjacent property at 270 Commerce Blvd.
    - Athens Sports Arena – on May 1, 2023, submitted an amended request addressed to Commissioner Houle for $74,376 from the ARPA Youth Development & Violence Prevention funding to fun an 8–10-week volleyball and basketball camp programs for youth during summer 2023.
    - Clarke County School District – on May 5, 2023, CCSD submitted a request for $311,632 to offer sports programming for students in 3rd-6th grade through its Youth Development Initiative during the 2023-2024 school year.
    - United Community Outreach – on May 5, 2023, submitted an interest letter to M&C and Manager Williams surrounding its Mentoring Young Men program that is focused on preventing gun and gang violence among youth.

22. At the May 4, 2023 retreat, M&C reviewed the status of the ARPA Youth Development & Violence Prevention funding.

23. During a May 9, 2023 budget work session, M&C indicated a desire to allocate funding from

the ARPA Youth Development & Violence Prevention funding approved allocation to the Boys & Girls Clubs of Athens for programming at some Athens Housing Authority community centers, consistent with the directive to open two community centers for programming in conjunction with the Athens Housing Authority from the January 2023 Commission Defined Option.

24. On May 11, 2023, the Boys & Girls Clubs of Athens submitted an unsolicited proposal to serve as facilitators of youth development and violence prevention, and workforce development programming for Athens-Clarke County youth. Staff from the ACCGov Manager's Office, Housing & Community Development and the interdepartmental ARPA team reviewed the submitted proposal.

25. On May 23, 2023, at a work session on Workforce Development, Commissioners Fisher and Taylor indicated their desire to sponsor a Commission Defined Option that would award funds to the Boys and Girls Clubs. Mayor Girtz instructed Manager Williams to bring forth an agenda item to that effect.

26. On May 26, 2023, staff asked the Boys & Girls Clubs of Athens to submit a completed programmatic risk assessment and draft outcomes for their proposed programming. The completed risk assessment was received on May 31, 2023 and draft outcomes on June 1, 2023.

27. During the June 6, 2023 regular session, M&C awarded a grant of $2.875M of the ARPA Youth Development and Violence Prevention designated funds to the Boys & Girls Clubs of Athens for purposes of expanding their programming in two Athens Housing Authority community centers and serving as an umbrella entity for smaller youth-serving organizations. M&C also directed Manager and staff to develop an agreement and scope of services for this purpose.

28. On June 8 and June 12, 2023, staff met with BGCA Executive Director Robert Finch and Director of Development Sterling Gardner to answer questions related to scope of work, budget and applicable ARPA regulations. On June 8, 2023, staff also provided a Request for Information outlining details necessary for the development of an ARPA-compliant contract, including clarifications on the previously-submitted risk assessment; a deadline for requested information was set for June 23, 2023.

29. On June 28, 2023, after staff granted a five-day extension from the original deadline, BGCA submitted a revised proposed scope and budget that required further clarification. On June 29, 2023, staff asked BGCA to meet to gain clarity on the submission.

30. On July 5, 2023, staff met with BGCA's Robert Finch and Sterling Gardner to try to better understand the agency's proposed scope of work and request updated and complete documents by no later than July 10, 2023.

31. On July 10, 2023, BGCA submitted a revised scope of work and budget. Staff met with BGCA's Robert Finch and Sterling Gardner on July 12 to further clarify elements of the proposed work and continued to work with them through July 13 to finalize the scope of services presented at the M&C Special Called Session on July 18, 2023.

32. At the July 18, 2023 special called session, M&C approved a scope of services and a budget of $2.875M of the ARPA Youth Development and Violence Prevention-designated funds to the Boys & Girls Clubs of Athens for purposes of expanding their programming in two Athens Housing Authority community centers and serving as an umbrella entity for smaller youth-serving organizations. The M&C approved a Commission Defined Option put forth that night by Commissioner Fisher to provide an advance payment of $287,000 to the Boys and Girls Club of Athens to cover initial expenses associated with the program.

33. On July 19, 2023, staff asked the Boys & Girls Clubs of Athens to provide additional information in response to M&C's questions during the July 18, 2023 meeting, as well as necessary documentation for the contracting phase (e.g., proof of insurance, etc.).

34. Between July 18-28, 2023, staff reviewed local ordinances, ARPA and federal Uniform Guidance regulations, and consulted with outside counsel regarding the feasibility of providing Boys & Girls Clubs of Athens $287,000 in advance for start-up costs.

35. On July 27, 2023, Boys & Girls Clubs of Athens' CEO Robert Finch agreed to forego the $287,000 advanced payment for start-up costs allocated by M&C during the July 18, 2023 special called meeting. Mr. Finch agreed instead to a $25,000 advanced payment for start-up costs and monthly installment payments of $118,750.

36. On August 1, 2023, during a Regular Session, M&C voted unanimously to approve the following:):
    - Amend the July 18, 2023 vote to reduce the amount of funding ACCGov will provide to the Boys & Girls Clubs of Athens from $287,000 to $25,000;
    - Approve the terms of the subrecipient agreement for $2.875M of ARPA funding between Boys & Girls Clubs of Athens and ACCGov, such that the agency provide youth development and violence prevention programming in Athens-Clarke County at its clubs and in collaboration with subcontracted agencies;
    - Amend the proposed contract to include additional assessments of the program and its participants with regard to violence prevention, as follows:
        - Assessment of participants' sense of safety at home, school, and in the community.
        - Assessment of participants' exposure to incidents of violence at home, at school, and in the community
        - Assessment of participants' involvement in incidents of violence at home, at school, and in the community
        - The above can be achieved through an addition to the pre-post assessments of at least 10 survey questions regarding the above and/or periodic interviews or focus

groups that are conducted with participants before, throughout, and after program participation.
    - If the Boys and Girls Club sees fit to hire a third-party evaluator to conduct such assessments with regard to participants' experiences with violence, and if additional funding is required to achieve this end, then the Boys and Girls Club is encouraged to return to the Mayor and Commission to request funds specifically for that purpose.
- Authorize staff to revise the proposed contract in substantially the same form as included in the agenda report incorporating the above changes; and
- Authorize Mayor and staff to execute related documents.

37. On August 1, 2023, the period of performance and budget period for the Boys & Girls Clubs of Athens contract began, with an end date of July 31, 2025.

38. On August 2, 2023, the contracting process for the Boys & Girls Clubs of Athens ARPA award began.

39. On August 2, 2023, the ARPA team contacted leadership from the Boys & Girls Clubs of Athens to discuss an opportunity to apply to the 2023 Leveraging Evaluation and Evidence For Equitable Recovery (LEVER) Evaluation Incubator program offered by the Jameel Poverty Action Lab (J-PAL North America). The agency expressed that while they did not have capacity to help with the application at the time, they would be open to receiving support to evaluate the ARPA-funded program.

40. On August 4, 2023, the Geospatial Information Office (GIO) submitted an application to the 2023 LEVER Evaluation Incubator program offered by J-PAL North America. The purpose of the application was to receive technical assistance and other support in the development of a strong evaluation of the Boys & Girls Clubs' ARPA-funded activities.

41. On August 31, 2023, the Geospatial Information Office (GIO) was informed that ACCGov was selected as a partner in the 2023 LEVER Evaluation Incubator program. As a partner, ACCGov was eligible to receive ongoing technical support, matchmaking services with J-PAL-affiliated researchers, and up to $7,000 in funding to develop an evaluation of the Boys & Girls Clubs of Athens' Delinquency Prevention Initiative.

42. On September 11, 2023, operations and programming by the Boys & Girls Clubs of Athens at the Broad Acres and Parkview community centers began.

43. Between September and December 2023, staff from the interdepartmental ARPA team, the Geospatial Information Office and the Boys & Girls Clubs received technical support from the J-PAL North America team to help enhance agency's program evaluation (Fact & Issue #13).

44. On November 8, 2023, following required revisions to the contract (per History #36) and

insurance approval process, the contract between ACCGov and the Boys & Girls Clubs of Athens was fully executed (**Attachment #3** is the Scope of Work and Budget included in the contract).

45. On December 27, 2023, following conversations between Manager Blaine Williams and Chief Data Officer Joseph D'Angelo, staff decided that ACCGov would forego the $7,000 in funding offered by J-PAL North America to support the evaluation of Boys & Girls Clubs of Athens DPI program. The decision was largely based on the fact that the agency would be unable to implement any of the proposed evaluation pathways proposed by J-PAL North America.

46. On January 4, 2024, Assistant Manager Niki Jones and staff met virtually with Boys & Girls Clubs of Athens staff to discuss current reporting and subcontracting processes, as well as the agency's intention to request revisions on the contract budget and scope of work. Given that the intended revisions would significantly change the contract, staff informed the agency that an M&C vote on a contract amendment would be necessary.

47. On January 11, 2024, staff met with Boys & Girls Clubs of Athens staff for a regularly scheduled status meeting. The agency confirmed they would want to move forward with amending the existing contract, and staff requested their formal requests in writing.

48. On January 17, 2024, Boys & Girls Clubs submitted an outline of their proposed changes in scope of work and budget. Staff provided feedback and asked clarifying questions via email the next day.

49. On January 24 and 25, 2024, Boys & Girls Clubs submitted to staff an updated proposal on the scope of work and budget. On January 25, 2024, staff met virtually with the agency to discuss staff's questions on the proposed changes to the contract scope and budget. Boys & Girls Clubs confirmed that they had the capacity to subcontract with external agencies in time for summer 2024 programming. Staff also discussed next steps to help line up an M&C vote in March and followed up by email the next day.

50. On February 12, 2024, Boys & Girls Clubs of Athens submitted the final revised scope of work and budget documents as requested by HCD (History #49). Key changes requested through the revised scope and budget are detailed in Fact & Issue #18 and #19.

51. On February 16, 2024, Boys & Girls Clubs of Athens requested a meeting with HCD staff to discuss feedback the agency had received from commissioners regarding their request for an additional ~$1M in ARPA funding. The agency stated it was their intent to withdraw the request for additional funding, but to move forward with other elements of the contract amendment. Staff advised the agency to begin working on updating the scope of work and budget document to reflect these changes.

52. On February 19, 2024, Boys & Girls Clubs of Athens President & CEO sent an email to Manager Williams stating the desire to withdraw their request for additional funding.

53. On February 20, 2024 during the public comment portion of the Agenda Setting meeting, Boys & Girls Clubs of Athens VP of Workforce Development Sterling Gardner stated that the agency was withdrawing their request for additional ARPA Funding, but that they would still like M&C to consider other aspects of the amendment request. Commissioner Dexter Fisher stated that he had conversed with agency leadership leading up to the meeting and had recommended they withdraw the funding request.

54. During the February 20, 2024 Agenda Setting meeting, commissioners also made a series of comments and questions to staff focused on ARPA regulations, HCD's administration of the BGCA contract, and the agency's progress to date. On February 26, 2024, staff submitted to the Manager's Office a document with staff's responses to those comments and questions, as well as BGCA's verbatim responses to questions focused on program status.

55. On February 21, 2024, HCD staff requested from BGCA (1) an updated scope of work and budget reflecting the withdrawal of the additional funding request, and (2) answers to M&C's questions pertaining to program status. Staff gave the agency a deadline of February 23, 2024 to ensure the present Agenda Report would be updated on time for the March 5, 2024 vote.

56. On February 23, 2024, BGCA submitted the updated scope of work and budget, and answers to M&C's questions as described in History #53. Staff requested edits and received final versions of documents on February 27, 2024, which are included as **Attachment #1** and **Attachment #2.**

FACTS & ISSUES:

1. There are four general eligible uses for SLFRF funds by cities and counties:
   - Replace **lost public sector revenue**, using this funding to provide government services up to the amount of revenue lost due to the pandemic;
   - Respond to the far-reaching **public health and negative economic impacts** of the pandemic by supporting the health of communities and helping households, small businesses, impacted industries, nonprofits, and the public sector recover from economic impacts;
   - Provide **premium pay for essential workers**;
   - Invest in **water, sewer, and broadband infrastructure**, making necessary investments to improve access to clean drinking water, to support vital wastewater and stormwater infrastructure, and to expand affordable access to broadband internet; and
   - SLFRF funds may be used for administration of SLFRF programs and projects including costs to support effective management and oversight, compliance with legal and regulatory requirements, and accounting and reporting of SLFRF funds.

2. According to p.210 of the ARPA SLFRF final rule, “Per 2 CFR 200.101 (b)(2) of the Uniform Guidance, the terms and conditions of federal awards flow down to subawards to subrecipients. Therefore, non-federal entities, as defined in the Uniform Guidance, must comply with the applicable requirements in the Uniform Guidance regardless of whether the non-federal entity is a recipient or subrecipient of a federal award. This includes requirements such as the treatment of eligible uses of funds, procurement, and reporting requirements.”

3. Per 2 CFR 200.305(b)(1), “Advance payments to a non-Federal entity must be **limited to the minimum amounts needed** and be timed to be in accordance with the **actual, immediate cash requirements** of the non-Federal entity in carrying out the purpose of the approved program or project. The timing and amount of advance payments must be as close as is administratively feasible to the actual disbursements by the non-Federal entity for direct program or project costs and the proportionate share of any allowable indirect costs.”

4. The Boys & Girls Clubs of Athens utilized their full award ($135,254) of ARPA Youth Development & Violence Prevention funding to facilitate programming for ACC youth during summer 2022. Highlights from this programming include:
   - Boys & Girls Clubs of Athens offered programming at two new locations: the Athens Housing Authority’s Rocksprings and Nellie B community centers.
   - Participating youth were offered programs such as Career Launch, Money Matters, Get STEMulated Workforce Development Excursion, Music Production, IXL Online Academic, and Robotics program
   - A total of 218 youth were served at all Boys & Girls Clubs sites, 34.86% of whom were from extremely or very low-income households, 59.26% from low-income households, and 6.88% from above 80% AMI
   - The majority of youth participating in all agency programs were non-Hispanic African American/Black (88.99%). Approximately 7% were non-Hispanic White, and 3.67% were non-Hispanic Multiracial.

5. Boys & Girls Clubs of Athens requested to receive advanced monthly installment payments instead of monthly reimbursements, to which staff agreed to in the weeks leading up to the July 18, 2023 M&C meeting (History #32).

6. The original proposed scope of work included four key initiatives:
   - Launch Boys & Girls Clubs of America’s Delinquency Prevention Initiative (DPI) framework in Athens-Clarke County, which will be supported through existing BGCA programming (including but not limited to family enrichment and education) and programming offered by subcontracted agencies.
   - Serve as an umbrella organization to support agencies providing and evaluating local youth development and violence prevention programming that fits within the DPI framework.

- Open two new BGCA satellite locations at the Athens Housing Authority's Parkview and Broad Acres communities and continue to support the existing BGCA satellite locations at AHA's Nellie B and Rocksprings.
- New extended Saturday programming at BGCA's Smilow and HT Edwards locations and offer transportation to members of the four satellite AHA locations (Nellie B, Rocksprings, Parkview and Broad Acres).

7. During the Special Called Session on July 18, 2023, M&C requested clarification as to the differences between local agencies that would be eligible for a subgrant without going through an RFP process, vs. those that would be subject to an RFP. In response, Boys & Girls Clubs of Athens submitted a list of 11 potential partners that they feel have the organizational capacity and proficiency to conduct the services requested and would therefore be chosen on the merits of their current work in our community and not through an RFP process. These partners would still be procured following Boys & Girls Clubs of Athens' procurement policy and would still require pre-approval from ACCGov. Potential partners included:
   - Envision Athens - Data collection and assessment
   - Athens Well Being Project - Data Assessment and Student Test design
   - Advantage Behavioral Health Systems - Mental health evaluation for students and awareness training for staff
   - Family Connection - Family Support Services
   - Juvenile Offender Advocacy - In school intervention programs to prevent truancy and expulsion
   - College Factory- Provide services to teens that intend to pursue higher education
   - The Georgia Conflict Center - Focus on Conflict Resolution programs for youth.
   - Family Promise of Athens - Aid children and their families that may be facing housing insecurity
   - Food Bank of Northeast Georgia - Aid children and their families that may be facing food insecurity
   - Mt. Pleasant Baptist Church Youth Enrichment - Youth development
   - Dr. LaKeisha Gantt, Licensed Psychologist

8. During the Special Called Session on July 18, 2023, M&C also requested a more detailed evaluation plan for the program. In response, Boys & Girls Clubs of Athens provided the following, which were incorporated into the proposed scope:
   - A list of outputs for each DPI Action Step, including results of the needs assessment after Action Step 1;
   - Three additional performance measurements;
   - Sample pre-/post-test questions for students, such as the following True/False items:
     - If a friend wanted me to join a gang, I could tell my friend that I didn't want to.
     - I damaged school property on purpose
     - If a friend wanted to give me alcohol, I could tell my friend that I don't want any
     - I went into a house or building when I was not supposed to be there.

Additionally, Section 3.5.1.2 of current contract requires Boys & Girls Clubs of Athens to "within thirty (30) days of the completion of the Delinquency Prevention Initiative Action 3[…], Subrecipient must provide to ACCGov a finalized set of performance measures that Subrecipient will use to evaluate success. If approved by the Director of Housing & Community Development, these performance measures shall replace any other performance measures listed in [Scope of Services]."

Finally, Boys & Girls Clubs of Athens identified both Envision Athens and the Athens Well Being Project as potential partners to provide data collection and analysis services.

9. M&C also requested on July 18, 2023 an outreach plan to ensure youth in higher crime neighborhoods are served through program. The agency's response was incorporated into the scope presented at the August 1, 2023 meeting, including:
    - Partnership with CCSD to identify at-risk youth across all ACC neighborhoods, based on income level and past academic achievement
    - Through partnership with AHA, strategically serve at-risk youth in four public housing neighborhoods, where "youth are most susceptible to gang recruitment and activity"
    - Exploring option to provide transportation to neighborhoods not currently served by large clubs or public housing sites, particularly for weekend program
    - Prioritize RFP responses that provide positive youth development and anti-gang programs serving high crime neighborhoods

10. Finally, during the same July 18, 2023 meeting, M&C also requested that the contract include a clear description of ACCGov's expectations and requirements for Boys & Girls Club of Athens. The following are key sections of the original contract:
    - *Section 3.5.1 and 3.5.1.1. (Advanced Payments)*, detailing conditions around payment of advanced monthly installment payments for programmatic and operational costs, as well as advanced payment for up-front costs.
    - *Section 3.5.1.2 (Reporting Requirements)*, including monthly programmatic progress and financial reports for Boys & Girls Clubs of Athens and any subgrantees.
    - *Article V and Article VI*, outlining core responsibilities of ACCGov and Subrecipient
    - *Article VIII (Administrative and Financial Management Requirements)*, including:
        - Section 8.2, Prior Approval for Contracting Out Programmatic Work to "Subgrantees"
        - *Section 8.3 (Insurance Requirements)*, including a list of required coverage for Subrecipient
        - *Section 8.4 (Documentation, Reports and Recordkeeping),* including a list of records to be maintained, retention expectations, etc.
        - *Section 8.5 (Procurement)*, including expectations surrounding compliance, subcontract provisions, etc.
        - *Section 8.6 (Use and Reversion of Assets)*, outlining the use and disposition of

any real property, equipment and supplies under the agreement (e.g., vehicles purchased with these funds).

- Exhibit A (Scope of Services), outlining all of the activities covered under proposed agreement
- Exhibit B (Contract Budget), including a line-item budget for all activities covered under the agreement

11. Per the original contract, the agency was to track the following performance measures throughout the original contract period:
    - 80% of students will show increased knowledge and skills to resist gang recruitment and develop positive social behavior. This will be measured by administering pre-posttests during the program.
    - 50% of participants will achieve a 20% increase in academic performance in the areas of reading and math, after the first year in program.
    - 80% of students of Boys and Girls Students will have satisfactory school attendance (defined as 90% of days of school). The average attendance rate for students in the Clarke County School District was 91.4% during the 2021-2022 school year. Most published reports state that students who are active in school and after-school activities have a greater chance of graduating high-school and have a 50% less opportunity to be recruited by gangs. This will be measured by school data.
    - 50% of students will have an increase of perceived emotional support and community connectedness. This will be measured through pre-post testing.
    - Serve a total of 380 youth per day will be served across all 6 locations. Average daily attendance of at least 130 per day at each Smilow and Edwards Clubs (260). Average attendance of at least 30 per day at Public Housing sites 4 x (30) = 120.
    - Serve a total of at least 100 youth in Saturday programs each week. Weekend programming at Smilow and H.T. Edwards 9 a.m. – 1 p.m. on Saturdays, including family enrichment. Public Housing sites will be transported to those locations. We expect a minimum of 25 youth per location to attend weekend programs.
    - Subcontract with 3-10 external agencies to implement evidenced youth development and violence prevention programs that fit within the DPI framework, for youth between the ages of 6-18.
    - Open two new BGCA satellite locations at Parkview and Broad Acres community centers in Fall 2023.
    - Through the expansion of our programs, it is Boys & Girls Clubs of Athens' goal to increase youth participation from approximately 970 to 1400 by July 2025.
    - 25% of students will increase grade point average by at least 3-5 percentage points.
    - Students in the program will experience less discipline problems than students not enrolled in the program (aggregate percentage).
    - Students participating in the program will have a lower rate of entering the Juvenile Justice System than peers not participating in the program.

Additionally, as requested by the ACCGov Mayor and Commission in approving the contract (History #36), Boys & Girls Clubs of Athens, Inc., will evaluate the program and activities covered by this agreement (and their impact on participants) as follows:

- Assessment of participants' sense of safety at home, at school, and in the community.
- Assessment of participants' exposure to incidents of violence at home, at school, and in the community.
- Assessment of participants' involvement in incidents of violence at home, at school, and in the community.
- The above can be achieved through an addition to the pre-post assessments of at least 10 survey questions regarding the above and/or periodic interviews or focus groups that are conducted with participants before, throughout, and after program participation.
- If the Boys and Girls Club sees fit to hire a third-party evaluator to conduct such assessments with regard to participants' experiences with violence, and if additional funding is required to achieve this end, then the Boys and Girls Club has been encouraged to return to the Mayor and Commission to request funds specifically for that purpose.

12. To help ensure that Boys & Girls Clubs of Athens had access to data from Clarke County School District that would allow them to effectively report on the contracted performance measurements (Fact & Issue #11), staff from the Geospatial Information Office worked with the Attorney's Office to craft a Memorandum of Understanding (MOU) between the agency, CCSD and ACCGov. As of January 29, 2023, the MOU language has been approved by ACCGov Attorney's Office and the Boys & Girls Clubs of Athens. It is currently being reviewed by CCSD.

13. Between September and December 2023, Boys & Girls Clubs of Athens and ACCGov staff participated in various technical assistance activities offered by J-PAL North America, designed to help the agency develop a randomized evaluation plan for their DPI program (History #43). Activities included:
    a. Trainings on basic evaluation principles, and specific evaluation types (e.g., Phase-in Approach) that could be used to evaluate the Boys & Girls Clubs of Athens' ARPA-funded DPI program;
    b. Weekly technical assistance meetings regarding the feasibility of randomized evaluation of the DPI program, and better defining outcomes of interest and measurement strategies;
    c. Discussion and feedback on the agency's proposed pre-post survey to evaluate DPI program (in accordance to ARPA contract).

    Based on the multidisciplinary and fluid nature of the DPI programming, and the Boys & Girls Clubs of Athens' desire to provide all DPI services to all eligible youth at once, it was decided that a randomized evaluation was not feasible. Instead, Boys & Girls Clubs of Athens will continue to focus on a basic pre-post evaluation utilizing both agency and CCSD data.

14. Between August 1 and December 31, 2023, Boys & Girls Clubs have received a total of $500,000 in advanced payments and expended a total of $255,138.02 in ARPA YD&VP funding (average monthly run rate of $51,027.60). To remain in compliance with 2 CFR 200.305(b)(1), staff has and will continue to withhold additional advanced payments until the balance of unspent ARPA funding in the agency's bank account reaches less than two months' worth of average monthly expenses (~$102,000 based on current monthly run rate).

15. As of December 31, 2023, Boys & Girls Clubs has largely remained in compliance with the current contract. Accomplishments to date include:
    a. 158 total youth served (1,400 goal)
    b. Since September 11, 2023, started offering programming at the Broad Acres and Parkview community centers. The two clubs average 110 youth in attendance per month.
    c. On November 4, 2023, started offering programming at Smilow and HT Edwards on Saturdays. The Saturday program averages 81 youth in attendance per month.
    d. Finalized and delivered pre-test to all participating youth in all Boys & Girls Clubs of Athens locations, to aid with the program evaluation
    e. Hired a Delinquency Prevention Initiative (DPI) coordinator
    f. Finalized Community Assessment (**Attachment #4**)
    g. Began forming the Boys & Girls Clubs of Athens DPI Task Force, to include key community leaders, commissioners, etc.
    h. Partnered with local organizations to offer training for staff and/or programming to youth to address youth delinquency and gang affiliation, at no cost to BGCA. This includes:
        i. Advantage Behavioral Health Services provided training to clubs staff to identify mental health issues, and has offered a referral process to provide mental health services at ABHS sites
        ii. The Clarke County Sheriff's Office agreed to provide educational programs at all clubs sites to address DPI and gang affiliation.
        iii. Clarke County School District is working on a data reporting project to measure student performance in the areas of academics, absenteeism, and disciplinary occurrences. This data will help inform program evaluation.
        iv. Local banks have agreed to provide financial literacy programs to club participants.
    i. Began contracting with the Northeast Georgia Food Bank to provide monthly food pantry to address problem of food insecurity (program will begin February 2024)
    j. Continued discussions and outreach with other local agencies like the Juvenile Offender Advocates, Athens-Clarke County Mentoring, Georgia Conflict Center to provide additional services as subcontractors.

16. During conversations regarding this amendment in January 2024, Boys & Girls Clubs of Athens communicated a loss of over $492,000 in potential GEER Governors Emergency Education Relief Funds to be allocated between October 2023 and Sept. 30, 2024, and were penciled in their 2023-2024 budgets. These dollars were applied for and administrated by

The Georgia Alliance of Boys and Girls Clubs and directly distributed to local clubs. The Alliance communicated to clubs that they fully expected new funds from the Governor's Office to be awarded that would extend or replace GEER, but those dollars were not awarded. This lost funding led to a funding gap Boys & Girls Clubs of Athens is trying to fill via the proposed contract amendment.

17. When asked about their plans to fill this gap beyond the ARPA performance period, Boys & Girls Clubs of Athens shared with staff that they recently hired a new Resource Development Director who will assist the Board of Directors to raise private funding needed to sustain programming.

18. Per History #52-53, Boys & Girls Clubs of Athens revised their proposed scope of work following the February 20, 2024 Agenda Setting meeting. Key proposed changes to the ~~contract~~ scope of work made since February 20th are highlighted in gray, and changes made to the original executed contracted scope are highlighted in blue in **Attachment #1**, which would entirely replace Exhibit A: Scope of Work of current contract. These include:
    a. Extension of the contract, program and budget period for all contracted initiatives through December 31, 2026 (currently July 31, 2025);
    b. Confirmation that the agency will continue to support all initiatives listed in original scope, though with a revised program budget, including the release of an RFP to subgrant funds to external agencies in time for Summer 2024 youth programming (p. 1-7); and
    c. A new initiative that would support existing and expanded youth development and violence prevention programming at Smilow and HT Edwards centers (p. 7-8).

19. Per History #52-53, Boys & Girls Clubs of Athens revised their proposed scope of work following the February 20, 2024 Agenda Setting meeting. Key proposed changes to the contract budget (**Attachment #2**, which would entirely replace Exhibit B: Budget of current contract) include:
    ~~a. Increase funding allocation to Boys & Girls Clubs of Athens by $1,058,129.12, for a total of $3,933,129.12 from ARPA Youth Development & Violence Prevention funding; and~~
    ~~b.~~ a. Reallocation of ~~$825,000~~ $875,181.44 of previous funding among various cost categories described in scope.
    b. Additional changes to budget line items compensate for the withdrawal of the ~$1M in additional ARPA funding, all of which are outlined in Attachment #2. :

    This table is a summary of the proposed budget revision:

COST CATEGORY	CONTRACTED BUDGET	BALANCE TO DATE	AMOUNT OF BUDGET REVISION	SOURCE OF FUNDS TRANSFER	REVISED BUDGET TOTAL
A. DPI Management	$64,942.50	$44,938.31	~~$32,471.25~~		$64,942.50 ~~$97,413.75~~
B. BGCA Subcontractors	$300,000.00	$300,000.00	-$180,000.00	to other location operations (F,K)	$120,000.00
C. BGCA Subgrantees	$1,200,000.00	$1,200,000.00	-$635,000.00 ~~-$584,818.56~~	to other location operations (F,K)	$565,000.00 ~~$615,181.44~~
D. Broad Acres & Parkview Startup	$25,000.00	$181.44	-$181.44	to other location operations (F,K)	$24,818.56
E. Broad Acres & Parkview Ops	$693,467.00	$627,444.99	~~$266,076.01~~		$693,467.00 ~~$959,543.01~~
F. Nellie B & Rocksprings Ops	$115,330.18	$58,949.06	$583,659.68 ~~$751,708.41~~	BGCA Subgrantees, Startup (B,C)	$698,989.76 ~~$867,038.59~~
G. BGCA Weekend Expansion	$93,108.32	$87,892.70	~~$195,860.64~~		$93,108.32 ~~$288,968.96~~
H. Transportation	$70,000.00	$70,000.00	-$60,000.00	to other location operations (F,K)	$10,000.00
I. Admin Costs	$287,500.00	$78,160.90	~~$70,057.19~~		$287,500.00 ~~$357,557.19~~
J. Contingency	$25,652.00	$25,652.00	$0.00		$25,652.00
K. Smilow & HT Edwards Operations	$0.00	$0.00	$291,521.86 ~~$566,955.62~~	BGCA Subgrantees, Startup (B,C)	$291,521.86 ~~$566,955.62~~
TOTAL	**$2,875,000.00**	**$2,493,219.40**	~~**Increase: $1,058,129.12**~~ **Reallocation: ~~$825,000~~ $875,181.44**		**$2,875,000.00** ~~**$3,933,129.12**~~

~~20. If M&C awards Boys & Girls Clubs of Athens the additional $1,058,129.12 requested, it is likely that the agency's advanced monthly installment payments will increase in size. As such, it is possible that insurance requirements—particularly crime coverage—will increase to protect unaudited ARPA funding in the agency's bank account.~~

20. The following points are listed for consideration by the Mayor and Commission related to this request:
    a. The amended contract would still ensure access to youth development and violence prevention programming to ACC youth both *at* Boys & Girls Clubs of Athens centers and through local partner agencies; and
    ~~b. The increased award to Boys & Girls Clubs of Athens will help ACCGov allocate and obligate additional ARPA Youth Development & Violence Prevention funding before the U.S. Treasury deadline of December 31, 2024.~~

21. Generally, ACCGov staff confirms that the Boys & Girls Clubs of Athens continues to have the capacity, programming templates and existing programming that address specific areas of social needs, as well as an ability to effectively manage relevant partnerships that could lead to measurable and substantive outcomes.

22. This recommendation supports the following ACCGov Strategic Plan Goals & Strategies:
    - Identify and Close Gaps in Partnership with the Community Goal, Strategy C*: Identify ways to address unaddressed community needs and develop programs, policies, and*

processes to facilitate community transformation

- Identify and Close Gaps in Partnership with the Community Goal, Strategy D: *Ensure existing resources reach marginalized people and those most in need through effective and accessible social service delivery, non-profit capacity building, and problem solving with connected community partners.*

OPTIONS:

1. Mayor and Commission:
   ~~a. Increase funding allocation to Boys & Girls Clubs of Athens by $1,058,129.12, for a total of $3,933,129.12 from ARPA Youth Development & Violence Prevention funding;~~

   ~~b.~~ a. Extend the contract, program and budget period for all initiatives described in scope through December 31, 2026 (currently July 2025);

   ~~c.~~ b. Approve the revised Scope of Work (**Attachment #1**) and Budget (**Attachment #2**) that will completely replace Exhibits A and B of current contact between ACCGov and Boys & Girls Clubs of Athens (**Attachment #3)**, so that the agency may:
      a. Continue supporting all initiatives listed in original scope, including acting as umbrella organization to other local agencies offering youth development & violence prevention programming, including in summer 2024; and
      b. Add new initiative to support existing and expanded youth development and violence prevention programming at Smilow and HT Edwards centers; and

   ~~d.~~ c. Authorize Mayor and staff to execute related documents.

2. Mayor and Commission do not approve proposed changes to current Boys & Girls Clubs of Athens ARPA contract.

3. Mayor and Commission defined option.

DEPARTMENT RECOMMENDED ACTION: Option #1 a, b, c

DEPARTMENT:
Prepared by: Alejandra Calva

Roderick Wallace — 1/31/2024

Roderick Wallace, Director — Date:
Housing & Community Development

ADMINISTRATIVE COMMENTS:
The existing contract is a direct award from the Mayor and Commission. The awardee (BGCA) is asking to amend the existing contract. They have recently lost a significant source of funding

and are requesting a decrease of funds from the sub-recipient pool be transferred to their existing operations accounts, as well as an increase in funding.

ADMINISTRATIVE RECOMMENDATION:



~~February 14, 2024~~ February 29, 2024
Date:

ATTACHMENTS:

Attachment #1 – Proposed Amended Scope of Work (to replace Exhibit A in current contract) – Revised 2.27.24
Attachment #2 – Proposed Amended Contract Budget (to replace Exhibit B in current contract) Revised 2.27.24
Attachment #3 – BGCA Scope of Work and Budget from Executed Contract
Attachment #4 – BGCA Athens Community Assessment

Attachment #1

Staff Note: Items in gray indicate changes made since February 20, 2024. Items in blue indicate changes made from the original contracted scope, which appeared in gray in the February 20, 2024 Agenda Setting report.

EXHIBIT A - SCOPE OF SERVICES

BOYS & GIRLS CLUBS OF ATHENS

Scope of Work/Services

Updated February 27 ~~January 26~~, 2024

Locations: All club sites, which covers Gaines, Alps, and HB Stroud elementary zones:

- Smiley and HT Edwards BGCA sites
- 4 Athens Housing Authority community centers: Nellie B, Rocksprings, Parkview, Broad Acres

Proposed performance period: August 2023 – December 2026

Days per week: Monday-Friday 2-7pm, Saturday 9am-1pm

Age range: 6-18, Baseline 971, projection 1,400

Youth/Adult Ratio: TBD

Recruitment method: Partnerships, marketing

Established partnerships: Athens Housing Authority, Clarke County School District, faith community, Chess and Community, Community in Schools, (inexhaustive)

COVID-19 safety measures: sanitizer, non-mandatory face masks

Types of activities:

1. Launch Boys & Girls Clubs of America's Delinquency Prevention Initiative (DPI) framework in Athens-Clarke County, which will be supported through existing BGCA programming (including but not limited to family enrichment and education, as described below) and programming offered by subcontracted agencies.
2. Serve as an umbrella organization to support agencies providing and evaluating local youth development and violence prevention programming that fits within the DPI framework.

3. Open two new BGCA satellite locations at the Athens Housing Authority's Parkview and Broad Acres communities and continue to support the existing BGCA satellite locations at AHA's Nellie B and Rocksprings.
4. New extended Saturday programming at BGCA's Smilow and HT Edwards locations and offer transportation to members of the four satellite AHA locations (Nellie B, Rocksprings, Parkview and Broad Acres).
5. Support Smilow and HT Edwards existing youth development and violence prevention programming, and implementation of DPI at these sites.

Evaluation Tool: Key metrics will be developed to track the effectiveness of each program, and these metrics will be reported on a quarterly basis, or as needed.

Fees: Currently, there are no plans to charge fees beyond the $10.00 annual membership fee. This excludes summer camp programming.

Initiative 1: Launch DPI Model at all Boys & Girls Clubs of Athens, Inc., Sites

Gang violence in Athens has been of major concern for the past several years. While we saw a 27% in gang related aggravated assaults in 2022[1], gang murders and gang related violence have presented major problems for a community still looking for solutions to juvenile delinquency and gang violence.

The Boys & Girls Clubs of Athens, Inc., is uniquely equipped to address these issues. In fact, the Boys & Girls Clubs of America has developed an Eight (8) DPI model to assist the local club and its community partners in dealing with gang violence. BGCA will use ~~$97,413.75~~ $64,942.50 of ARPA funding specifically to hire a Director of DPI who will oversee the implementation of the DPI framework unto relevant programming.

THE DPI MODEL

The DPI approach has been developed and field-tested to assist Boys & Girls Clubs organizations in customizing a delinquency prevention strategy and adopting best practices for serving Club members showing signs of delinquent behavior and providing them with a quality youth development experience (see attached program guide for additional information). The planning model features Action Steps for creating a delinquency prevention strategy with the collaboration of community leaders. These Action Steps will prepare Clubs and their local partners to provide youth with high-quality developmental experiences that will have a lifelong positive impact.

Action Step 1: Community Assessment
Action Step 2: Organizational Preparation
Action Step 3: Evaluation
Action Step 4: Identification of Additional Resources

Action Step 5: Community Mobilization
Action Step 6: Recruitment of DPI Youth and Support Team Members
Action Step 7: Provision of Interest-Based and Needs-Based Programming
Action Step 8: Pre- and Post-Assessment and Case Management.

Steps and Timeline:

Immediately:

- Hire a project coordinator to oversee manage grant (not paid for by ARPA). This hire will manage all aspects of the grant, including reporting.
- Hire a Director of DPI.

October-December 31, 2023:

- DPI Action Step 1: Conduct community assessment, complete with summary, by interviewing parents, youth, Athens-Clarke County police Department, Clarke County School District, Faith leaders, grassroots community organizations, and other organizations as needed.

October 2023 - ongoing:

- DPI Action Step 2: Provide appropriate staff, subcontractor, board and other stakeholder training on the DPI model and its implementation.

November 2023 - August 2024:

- DPI Action Step 3: Identify those areas of focus or critical areas for change; conduct pre/post assessments, set benchmarks, and make sure all community partners agree on the same goals.
- RFPs based on identified areas of focus will be issued during this period. Proposals will be accepted and reviewed on a rolling basis.
- DPI, through existing BGCA programming, officially begins in all clubs. Requires working with schools, current members, mental health agencies, juvenile justice system, etc. DPI and will be developed depending on their interests and/or need as determined by agencies and community partners.

November 2023 – December 2026:

- Continuing to review responses to RFP's, select and contract with subcontractors. DPI, through existing BGCA programming and subcontractors, continues in all clubs.

January 15th - April 15th, 2024:

- DPI Action Steps 4,5, & 6: Assess whether additional resources are needed and Identify sources of additional funding, if needed. This funding would be used to replicate or enhance DPI programming or its continuation.

October 1st -October 31st 2024:

- Steps 7 & 8: Participating youth will take post assessments, and effectiveness of program will be reported. Make determination on whether to start additional cohorts.

December 2026:
ARPA funding program period concludes.

Evaluation
The Boys & Girls Clubs of Athens, Inc., will provide at least one output after each DPI Action Step, such as:

1. Action Step 1: Findings from Assessment
2. Action Step 2: Provide training to all hired DPI personnel as well as current staff on DPI model in the areas of safety and expected outcomes
3. Action Step 3: Publish/Provide Pre-test results to HCD
4. Action Step 4: Apply for at least two additional sources of funding for continuity
5. Action Step 5: Please see Proposed Partner's List under Initiative 2 of this scope. This core group has been identified
6. Action Step 6: Convene a support team made up of family, community, schools, and club staff. This Team will work with partners and others to provide feedback in real-time
7. Action Step 7: Provide an assessment of whether participants are benefiting form need-based or interest-based programming
8. Action Step 8: Provide feedback and analysis on key findings

Initiative 2: Serve as Umbrella Organization for DPI Implementation beyond BGCA

The Boys & Girls Clubs of Athens, Inc., will implement its DPI that will address youth gang violence in the Athens-Clarke County, Georgia. Because DPI is meant to be a community-wide framework, at various stages of the implementation, Boys & Girls Clubs will utilize up to $120,000.00 to engage local agencies (as Subcontractors) to provide professional, social, academic, and/or athletic services to those who are enrolled at Boys & Girls Clubs of Athens, Inc. These services will complement existing programming already offered at the clubs, including programming offered in-kind by entities such as Advantage Behavioral Health Services (staff training on youth mental health and a referral process for services), the Clarke County Sheriff's Office (educational programs on gang affiliation and other DPI issues), Clarke County School District (data reporting), and local banks (financial literacy programs).

Additionally, the Boys & Girls Clubs of Athens, Inc., will develop a process to identify Subgrantees who are capable of providing additional youth development and violence prevention programming to Athens-Clarke County residents, regardless of whether Subgrantees' participants are enrolled at Boys & Girls Clubs of Athens, Inc., and shall serve as the umbrella organization that will manage payment, outcomes, and otherwise oversee the

entire DPI. The Boys & Girls Club shall provide up to $565,000 ~~$615,181.44~~ in Subgrants to competitively selected Subgrantees for this purpose.

In addition to designing the selection process, Boys and Girls Club of Athens, Inc., will work with each Subcontractor and Subgrantee to determine scope of services, metrics design, and work with ACCGov on reimbursement process. A total of ~~$735,181.44~~ $685,000 of ARPA funding has been designated for Subcontractors and Subgrantees, as described above, offering youth development and violence prevention services that fit within the DPI framework.

Boys & Girls Clubs of Athens, Inc., shall ensure that all Subcontractors and Subgrantees are only serving Athens-Clarke County residents in relation to services funded as a result of this Agreement.

Project Steps and Timeline:

October 2023:
Develop list of requirements for subcontractors and begin to develop RFP and/or provide a list of preferred subcontractors based on engagements with Boys & Girls Clubs of Athens, Inc., and/or Athens-Clarke County Unified Government.

December 2023 – December 2026:

- Once DPI Action Steps 1-3 are completed, RFP's based on identified areas of focus will be issued on/around March 2024. Proposals will be accepted and reviewed on a rolling basis.
- Conduct onboarding for all subcontractors to include but not limited to 1) background check; 2) W-9's; 3) field certifications; and other requirements as later may be determined.
- Oversee activities, payment and outcomes of each subcontractor and provide required reporting to ACCGov

Boys & Girls Clubs of Athens has identified the following potential Subcontractors and Subgrantees that can provide support to our gang prevention initiative. We will rely on these partners' expertise to fill program gaps that may not be filled through our current staffing matrix. While the Boys & Girls Clubs may not contract with all these vendors, we feel that they have the organizational capacity and proficiency to conduct the services listed and be chosen on the merits of their current work in our community and not through an RFP process. In partnering with these agencies, Boys & Girls Clubs will follow its own procurement policy and all applicable federal requirements related to procurement and gain pre-approval from ACCGov before subcontracts or subgrants are executed.

Envision Athens
Data collection and assessment

Athens Well Being Project

Data Assessment
Student Test design

Advantage Behavioral Health Systems
Mental health evaluation for students and awareness training for staff

Family Connection
Family Support Services

Juvenile Offender Advocacy
In school intervention programs to prevent truancy and expulsion

College Factory
Provide services to teens that intend to pursue higher education

The Georgia Conflict Center
Focus on Conflict Resolution programs for youth.

Family Promise of Athens
Aid children and their families that may be facing housing insecurity

Food Bank of Northeast Georgia
Aid children and their families that may be facing food insecurity

Mt. Pleasant Baptist Church Youth Enrichment
Youth development

Dr. LaKeisha Gantt, Licensed Psychologist

Initiative 3: Support 4 Satellite Locations at AHA Community Centers

In 2022, the Boys & Girls Clubs of Athens, Inc., partnered with Athens Housing Authority to provide Summer and after school programming for the youth in Nellie B and Rocksprings Community Centers. With a total of $1,417,275.32 ~~$1,851,400.16~~ in ARPA funding (including $24,818.56 in funding to cover start-up costs for Broad Acres and Parkview), Boys & Girls Clubs of Athens, Inc., and the Athens Housing Authority will expand on its partnership and open two additional Boys & Girls sites for year around programming at Broad Acres and Parkview locations and provide gap funding for the Nellie B and Rocksprings centers in fall 2024. All programming includes education, family enrichment, and delinquency prevention. The 4 satellite locations will operate using ARPA funding for the entirety of the programming period outlined in the agreement.

Project Steps and Timeline:

Immediately:

- Hire staff for Parkview and Broadacres satellite locations. Ideally, would like to have all staff hired by August 1st, 2023.

August 1st-August 15th, 2023:

- New hire training and onboarding.

August 1st, 2023-ongoing:

- New member recruitment. Daily capacity for each location does not exceed forty (40). While membership may exceed forty (40), daily attendance may never exceed forty (40).

On or about September 1st, 2023 – December 2026:

- Parkview and Broadacres provide afterschool programming in the areas of academic catch-up, athletics and sports, family enrichment, and DPI.
- Members of the four AHA-based clubs are offered transportation to weekend programming at Smilow and HT Edwards locations between September 2023-December 2026 ~~(weekend programming past September 2024 is subject to future funding).~~

Initiative 4: Launch a new Weekend Program Initiative, offering Saturday programming at BGCA's Smilow and HT Edwards locations.

Currently, all BGCA programs are only offered M-F. In order to offer additional youth development and violence prevention activities (through DPI) to Athens youth, $93,108.32 ~~$288,968.96~~ of ARPA funding will be allocated to offer programing on Saturdays between 9am-1pm year-round at the Smilow and HT Edwards locations. These two sites were selected for Saturday programming in order to best leverage limited resources. All members of the four Athens Housing Authority satellite locations will be offered transportation to/from the Saturday programming.

On or about September 1st 2023 – December 2026:

- Weekend programming will begin at existing locations (Smilow, HT Edwards) and transportation will be provided to members of the Parkview, Broad Acres, Nellie B., and Rocksprings satellite locations.

Initiative 5: Support Smilow and HT Edwards existing youth development and violence prevention programming, and implementation of DPI at these sites

The programs at H.T. Edwards and the Joel E Smilow clubs reach approximately 300 young people a day combined. The programs offered at these clubs already follow the DPI model in that they use Project Learn as part of the core curriculum. Youth enrolled in these programs have also been urged to participate in the DPI pre-test / post-testing to help Boys and Girls Club provide more comprehensive data to gauge how effective our programs are in reducing juvenile delinquency and more specific, behavior conducive to resisting gang recruitment. ARPA dollars will help the organization recruit and retain more teens in our program, and provide continued program support to the members that we already serve. A total of ~~$566,955.62~~ $291,521.86 of the ARPA request has been allocated toward this initiative.

Project Steps and Timeline:
March 6, 2024 – December 31, 2026
Ongoing programming at H.T. Edwards and Joel E. Smilow Clubs, that follows the DPI model by incorporating Project Learn as part of the core curriculum.

Evaluation and Performance Measurements:

Boys and Girls Clubs of Athens, Inc., will comply with all necessary ARPA reporting requirements set forth by ACCGov. Throughout the programming period (July 2023 – December 2026), the agency will track the following performance measures:

- Eighty (80%) of students will show increased knowledge and skills to resist gang recruitment and develop positive social behavior. This will be measured by administering pre-posttests during the program.
- Fifty (50%) of participants will achieve a 20% increase in academic performance in the areas of reading and math, after the first year in program.
- Eighty (80%) of students of Boys and Girls Students will have satisfactory school attendance (defined as 90% of days of school). The average attendance rate for students in the Athens Clarke County School District was 91.4% during the 2021-2022 school year. Most published reports state that students who are active in school and after-school activities have a greater chance of graduating high-school and have a 50% less opportunity to be recruited by gangs. This will be measured by school data.
- Fifty (50%) of students will have an increase of perceived emotional support and community connectedness. This will be measured through pre-post testing.
- Serve a total of 380 youth per day will be served across all 6 locations. Average daily attendance of at least 130 per day at each Smilow and Edwards Clubs (260). Average attendance of at least 30 per day at Public Housing sites 4 x (30) = 120.
- Serve a total of at least 100 youth in Saturday programs each week. Weekend programming at Smilow and H.T. Edwards 9 a.m. – 1 p.m. on Saturdays, including family enrichment. Public Housing sites will be transported to those locations. We expect a minimum of 25 youth per location to attend weekend programs.

- Subcontract with 3-10 external agencies to implement evidenced youth development and violence prevention programs that fit within the DPI framework, for youth between the ages of 6-18.
- Open two new BGCA satellite locations at Parkview and Broad Acres community centers in Fall 2023.
- Through the expansion of our programs, it is Boys & Girls Clubs of Athens' goal to increase youth participation from approximately 970 to 1400 by December 2026.
- 25% of students will increase grade point average by at least 3-5 percentage points.
- Students in the program will experience less discipline problems than students not enrolled in the program (aggregate percentage).
- Students participating in the program will have a lower rate of entering the Juvenile Justice System than peers not participating in the program.

Boys & Girls Clubs will utilize a pre-/post-test to measure individual impact of the programs on Athens youth. The following are questions and answers to true and false questions used in many models, including DPI, and G.R.E.A.T (Gant Resistance Education and Training). These are sample answers to questions and are subject to change to reflect findings of early DPI Action Steps.

Resistance Skills

1. I could go up to someone my age and start talking to that person
2. If a friend wants me to do something that I don't want to do, I could tell my friend that I don't want to do it.
3. If a friend wanted to give me alcohol, I could tell my friend that I don't want any.
4. If a friend wanted to give me marijuana, I could tell my friend that I didn't want any.
5. If a friend wanted to give me cocaine, I could tell my friend that I didn't want any
6. If a friend wanted me to join a gang, I could tell my friend that I didn't want to.

Getting into Trouble

1. Got into a fight at school or home.
2. Stayed away from school because I was threatened.
3. Took something not belonging to me from another person.
4. Took something from a store without paying for it.
5. Damaged school property on purpose.
6. Argued or had a fight with either of my parents.
7. Took part in a fight where a group of my friends were against the other group.
8. Went into a house or building when I was not supposed to be there.
9. Got into trouble with police because of something I did.

Gang Membership

1. Do you know any gang members?

2. Do any of your classmates wear colors, jewelry, flash hand signs or display other things which may be gang related?
3. Is there more graffiti in your school or community than last school year?
4. Are there more weapons in your school than last year?
5. Do any of your friends dress like gang members?
6. Do any of your friends belong to gangs?
7. Do any of your family members belong to a gang?
8. Do you belong to a gang?
9. Do you want to become a gang member?

Knowledge Overview

1. G.R.E.A.T. stands for "Gants Reduce Everyone's Ability Totally."
2. A victim is someone who suffers a loss, especially from a criminal act.
3. Culture is made up of beliefs and values.
4. Values only tell us what is wrong to do.
5. Discrimination is a way to treat people all the same.
6. Solving problems without fighting (called conflict resolution) is a way of solving problems without creating new problems.
7. A gang is a group of people who only engage in criminal activities.
8. Gangs are mostly made up of minority people (such as African Americans, Hispanics, or Asians)
9. All drugs are natural substances which changes the way the human body works.
10. There is a relationship between gangs and drugs.
11. Getting in trouble with the law will not keep me from reaching goals I have set for myself.
12. A strong support system (people I trust, who care about me) will help me reach my goals.
13. Once you join a gang it is easy to get out.
14. When you join a gang, you often inherit a lot of enemies.
15. It is possible to make a fresh start by getting out of a gang.

Additionally, as requested by the ACCGov Mayor and Commission by CDO on August 1, 2023, Boys & Girls Clubs of Athens, Inc., will evaluate the program and activities covered by this agreement (and their impact on participants) as follows:

- Assessment of participants' sense of safety at home, at school, and in the community.
- Assessment of participants' exposure to incidents of violence at home, at school, and in the community.
- Assessment of participants' involvement in incidents of violence at home, at school, and in the community.
- The above can be achieved through an addition to the pre-post assessments of at least 10 survey questions regarding the above and/or periodic interviews or focus groups that

are conducted with participants before, throughout, and after program participation.

- If the Boys and Girls Club sees fit to hire a third-party evaluator to conduct such assessments with regard to participants' experiences with violence, and if additional funding is required to achieve this end, then the Boys and Girls Club has been encouraged to return to the Mayor and Commission to request funds specifically for that purpose.

Outreach Plan for At-Risk Neighborhoods

The Boys & Girls Clubs of Athens currently partners with the Athens-Clarke County School District to provide transportation from each elementary and middle school to both the Joel E. Smilow and H. T. Edwards sites during the school year. Additionally, through our partnership with the school district, staff assist us with identifying children most in need of our services, based on income level and past academic achievement. Through our partnership with the Athens Housing Authority, we will strategically serve at risk youth in four public housing neighborhoods, where youth are most susceptible to gang recruitment and activity. Boys and Girls Clubs of Athens, Inc., will also explore providing transportation to neighborhoods not served by our large clubs or public housing sites, especially during our weekend program. We are exploring opportunities to make this happen through contract services with the school district, Athens Clarke County Transit, or acquiring additional vehicles to supplement our current transportation fleet.

Boys and Girls Clubs recognize that outreach through other non-profits or agencies is critical to reaching youth in these neighborhoods, where positive relationships have been established. We will prioritize or award extra points for organizations applying through the (RFP) process, to provide positive youth development and anti-gang programs serving high crime neighborhoods.

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Attachment #2

BOYS & GIRLS CLUBS OF ATHENS
ARPA Budget Proposal (2024 Contract Amendment)
Revised 2.27.24

	Cost Category	Revised Amended Contract (2.23.24)	~~Original Amendment Request (2.12.24)~~	Current Contract Budget
A	DPI Management	$ 64,942.50	~~$97,413.75~~	$64,942.50
B	BGCA Subcontractors	$ 120,000.00	~~$120,000.00~~	$300,000.00
C	BGCA Subgrantees	$ 565,000.00	~~$615,181.44~~	$1,200,000.00
D	Broad Acres & Parkview Start-up Costs	$ 24,818.56	~~$24,818.56~~	$25,000.00
E	Broad Acres & Parkview Operations	$ 693,467.00	~~$959,543.01~~	$693,467.00
F	Nellie B & Rocksprings Operations	$ 698,989.76	~~$867,038.59~~	$115,330.18
G	BGCA Weekend Expansion	$ 93,108.32	~~$288,968.96~~	$93,108.32
H	Transportation	$ 10,000.00	~~$10,000.00~~	$70,000.00
I	Administrative Costs	$ 287,500.00	~~$357,557.19~~	$287,500.00
J	Contingency	$ 25,652.00	~~$25,652.00~~	$25,652.00
K	Smilow and HT Edwards Operations	$ 291,521.86	~~$566,955.62~~	$0.00
TOTAL		**$ 2,875,000.00**	**~~$3,933,129.13~~**	**$2,875,000.00**

Budget Narrative:

A	Provide funding to manage the launch and implementation of DPI framework.
B	These funds can be allocated to proven non-profits without a RFP to support DPI programs, by providing and evaluating programs including but not limited to: family enrichment, mental health and academic recovery.
C	Through a Request for Proposal (RFP), Boys & Girls Clubs of Athens will seek qualified Youth Development Subcontractors and Subgrantees to reach underserved youth and provide services using the DPI model and other evidenced based programs. Our plan is to have an approved RFP process and begin receiving proposals by March 2024. These will likely be one year grants with the possibility of renewal through December 2026, based on subgrantee performance.
D	Direct Start up cost for opening units including: furnishings, computers, signage etc.
E	Provide funding of operations for two new Public Housing Clubs in Broad Acres and Parkview Athens Housing Authority communities.
F	Provide funding of existing Public Housing Clubs in Nellie B and Rocksprings Athens Housing Authority communities.
G	Provide funding for Boys & Girls Club Weekend Program Initiative beginning September 2023. The programs will be operated on Saturdays at the Smilow and H.T. Edwards Clubs. Youth from housing sites will be provided transportation activities at the main clubs. Tentative program hours will be 9 a.m.- 1 p.m.
H	Budget for lease rental or acquisition of transportation for club activities, field trips and weekend pick-up.
I	Indirect and administrative cost 10%.
J	To cover contingency, increased costs due to inflation, etc., that might come up during program period
K	Provide funding of operations of existing BGCA centers: Smilow and HT Edwards.

A. DPI Framework Budget										
Program Budget								ARPA Expenses per Year		
	#	Salary & Wages	hours	Payroll Taxes	Insurance Benefits	Retirement Contribution	Total Compensation per Year	2023-2024	2025	2026
Director of DPI	1	$ 45,000.00		$ 3,442.50	$ 12,000.00	$ 4,500.00	$ 64,942.50	$ 64,942.50	~~$ 64,942.50~~	~~$ 64,942.50~~
Total Programming Cost							**$ 64,942.50**	**$ 64,942.50**	**~~$ 64,942.50~~**	**~~$ 64,942.50~~**
Percent expensed to ARPA:								**100%**	**~~50%~~**	**~~0%~~**
Expensed to ARPA per Year								**$ 64,942.50**	**~~$ 32,471.25~~**	**~~$ -~~**
Total ARPA Expenses										**$64,942.50** **~~$97,413.75~~**

B. BGCA Subcontractors	
	Total Budget for BGCA Sub-contractors
These funds can be allocated to proven non-profits without a RFP to support DPI programs, by providing and evaluating programs including but not limited to: family enrichment, mental health and academic recovery. In partnering with these agencies, Boys & Girls Clubs will follow its own procurement policy and gain pre-approval from ACCGov before subcontracts are executed.	$120,000.00
Total ARPA Expenses	**$ 120,000.00**

C. BGCA Sub-Grantees		
	Budget for BGCA Sub-grantees	**Explanation for Changes since 2/20/24**
Through a Request for Proposal (RFP), Boys & Girls Clubs of Athens will seek qualified Youth Development Subcontractors and Subgrantees to reach underserved youth and provide services using the DPI model and other evidenced based programs. Our plan is to have an approved RFP process and begin receiving proposals by March 2024. These will likely be one year grants with the possibility of renewal through December 2026, based on subgrantee performance.	$565,000.00 ~~$615,181.44~~	Reallocated additional funds toward other initiatives
Total ARPA Expenses	**$565,000.00** **~~$615,181.44~~**	

D. Broad Acres & Parkview Direct Start-up Costs		
		Budget for Broad Acres & Parkview Start-up Costs
Materials and supplies, such as furnishings, computers, signage, etc.	$	24,818.56
Total ARPA Expenses	**$**	**24,818.56**

E. Broad Acres & Parkview Units

Costs for 12 months of programming at 1 club						ARPA Expenses per Year, for 2 Clubs 2023-2024	2025	2026	Explanation for Changes since 2/20/24
Unit Leadership	Salary	Retirement Contribution	Insurance Benefits	Tax Expense	Total Compensation				
Unit Director	$50,000.00	$5,000.00	$5,000.00 ~~$17,000.00~~	$3,825.00	$63,825.00 ~~$58,825.00~~	$127,650.00 ~~$151,650.00~~	$127,650.00 ~~$159,990.75~~	~~$167,990.29~~	Reverted to rates in original contract budget; Removed 2026 expenses
Program Coordinator	$30,400.00			$2,325.60	$32,725.60	$65,451.20 ~~$0~~	$65,451.20 ~~$0~~		Line item was in original contract budget; added back in after 2/20/24
All Year Staff	Hourly Rate	Hours/Mo.	Annual Wages	Tax Expense	School Year Compensation				
Janitor	$15.00	40	$7,200.00	$550.80	$7,750.80	$15,501.60	$15,501.60 ~~$16,354.19~~	~~$17,171.90~~	Reverted to rates in original contract budget; Removed 2026 expenses
School Year Staffing	Hourly Rate	Hours/Wk	School Year Wages	Tax Expense	School Year Compensation				
Club Enrichment 1	$15.00	20	$10,200.00	$780.30	$10,980.30	$21,960.60	$21,960.60 ~~$23,168.43~~	~~$24,326.85~~	Reverted to rates in original contract budget; Removed 2026 expenses
Club Enrichment 2	$15.00	20	$10,200.00	$780.30	$10,980.30	$21,960.60	$21,960.60 ~~$23,168.43~~	~~$24,326.85~~	Reverted to rates in original contract budget; Removed 2026 expenses
Certified Staffing	Hourly Rate	Hours/Wk	School Year Wages	Tax Expense	School Year Compensation				
Supplemental Instructors (Boost Contract)		10	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	
Supplemental Instructors	$35.00	10	$11,900.00	$910.35	$12,810.35	$25,620.70	$25,620.70 ~~$27,029.84~~	~~$28,381.33~~	Reverted to rates in original contract budget Removed 2026 expenses
Summer Staff	Hourly Rate	Hours/Wk	Summer Wages	Payroll Taxes	Summer Compensation				
Club Enrichment 1	$15.00	40	$4,800.00	$367.20	$5,167.20	$10,334.40	$10,334.40 ~~$10,902.79~~	~~$11,447.93~~	Reverted to rates in original contract budget; Removed 2026 expenses
Club Enrichment 2	$15.00	40	$4,800.00	$367.20	$5,167.20	$10,334.40	$10,334.40 ~~$10,902.79~~	~~$11,447.93~~	Reverted to rates in original contract budget; Removed 2026 expenses
				Subtotal Payroll	**$149,406.75** **~~$128,681.15~~**	**$298,813.50** **~~$257,362.30~~**	**$298,813.50** **~~$271,517.23~~**	**~~$285,093.09~~**	Updated subtotal reflect changes outlined above
Building & Operations					Year 1 Cost				
Tech Support/Telecom					$2,400.00 ~~$1,200.00~~	$4,800.00 ~~$2,400.00~~	$9,600.00 ~~$2,532.00~~	~~$2,658.60~~	Reverted to rates in original contract budget; Removed 2026 expenses
General Liability					$6,000.00 ~~$2,500.00~~	$12,000.00 ~~$5,000.00~~	$12,000.00 ~~$5,275.00~~	~~$5,538.75~~	Reverted to rates in original contract budget; Removed 2026 expenses
				Subtotal Building & Operations	**$8,400.00** **~~$2,500.00~~**	**$16,800.00** **~~$5,000.00~~**	**$16,800.00** **~~$5,275.00~~**	**~~$5,538.75~~**	Updated subtotal reflect changes outlined above
Supplies/Equipment					Year 1 Cost				
Maintenance/Repair					$600.00	$1,200.00	$1,200.00		Line item was in original contract budget; added back in after 2/20/24
Software					$4,500.00	$9,000.00	$2,500.00	~~$2,500.00~~	Removed 2026 expenses
Postage					$700.00	$1,400.00	$1,400.00		Line item was in original contract budget; added back in after 2/20/24
Printing					$660.00	$1,320.00	$1,320.00		Line item was in original contract budget; added back in after 2/20/24
Equipment Lease					$1,500.00	$3,000.00	$3,000.00		Line item was in original contract budget; added back in after 2/20/24
Office Supplies (including postage, printing)					$2,500.00	$5,000.00	$5,000.00 ~~$5,275.00~~	~~$5,538.75~~	Reverted to rates in original contract budget; Removed 2026 expenses
Equipment / Program Supplies					$5,000.00 ~~$7,500.00~~	$10,000.00 ~~$15,000.00~~	$10,000.00 ~~$15,825.00~~	~~$16,616.25~~	Reverted to rates in original contract budget; Removed 2026 expenses
Academic Program Modules					$100.00	$200.00	$200.00 ~~$211.00~~	~~$221.55~~	Reverted to rates in original contract budget; Removed 2026 expenses
				Subtotal Building & Operations	**$15,560.00** **~~$20,800.00~~**	**$31,120.00** **~~$41,600.00~~**	**$31,120.00** **~~$36,893.00~~**	**~~$38,612.65~~**	Updated subtotal reflect changes outlined above
Administration									
Staff Development/Training					~~$2,000.00~~	~~$4,000.00~~	~~$4,220.00~~	~~$4,431.00~~	Removed line item; not included in original budget either.
				Subtotal Administration	**~~$2,000.00~~**	**~~$4,000.00~~**	**~~$4,220.00~~**	**~~$4,431.00~~**	Updated subtotal reflect changes outlined above
				Total Programming Cost	**$173,366.75** **~~$151,981.15~~**	**$346,733.50** **~~$307,962.30~~**	**$346,733.50** **~~$317,905.23~~**	**~~$333,675.49~~**	Updated total reflects changes outlined above
				Percent Expensed to ARPA		**100%**	**100%**	**~~100%~~**	
				Expensed to ARPA Per Year		**$346,733.50** **~~$307,962.30~~**	**$346,733.50** **~~$317,905.23~~**	**~~$333,675.49~~**	Updated total reflects changes outlined above
							Total ARPA Expenses	**$693,467.00** **~~$959,543.01~~**	

F. Nellie B & Rocksprings Units									
						ARPA Expenses per Year, for 2 Clubs			Explanation for Changes since 2/20/24
Costs for 12 months of programming at 1 club						**2023-2024**	**2025**	**2026**	
Unit Leadership	Salary	Retirement Contribution	Insurance Benefits	Tax Expense	Total Compensation				
Unit Director	$50,000.00	$ 5,000.00	$5,000.00	$3,829.74 ~~$3,825.00~~	$63,829.74 ~~$63,825.00~~	$127,659.48 ~~$127,650.00~~	$127,659.48 ~~$13,4670.75~~	~~$141,404.29~~	Increased Tax Expense Removed 2026 expenses
Program Coordinator	$30,400.00			$2,325.60	$32,725.60	$65,451.20	$65,451.20		Line item was in original contract budget; added back in after 2/20/24
All Year Staff	Hourly Rate	Hours/Mo.	Annual Wages	Tax Expense	School Year Compensation				
Janitor	$15.00	40	$7,200.00	$550.80	$7,750.80	$15,501.60	$15,501.60 ~~$16,354.18~~	~~$17,171.90~~	Reverted to rates in original contract budget Removed 2026 expenses
School Year Staffing	Hourly Rate	Hours/Wk	School Year Wages	Tax Expense	School Year Compensation				
Club Enrichment 1	$15.00	20	$10,200.00	$780.30	$10,980.30	$21,960.60	$21,960.60 ~~$23,168.43~~	~~$24,326.85~~	Reverted to rates in original contract budget Removed 2026 expenses
Club Enrichment 2	$15.00	20	$10,200.00	$780.30	$10,980.30	$21,960.60	$21,960.60 ~~$23,168.43~~	~~$24,326.85~~	Reverted to rates in original contract budget Removed 2026 expenses
Certified Staffing	Hourly Rate	Hours/Wk	School Year Wages	Tax Expense	School Year Compensation				
Supplemental Instructors (Boost Contract)	$35.00	10	$11,900.00	$910.35	$12,810.35	$25,620.70	$25,620.70 ~~$27,029.84~~	~~$28,381.33~~	Reverted to rates in original contract budget Removed 2026 expenses
Supplemental Instructors (Boost Contract)	$35.00	10	$11,900.00	$910.35	$12,810.35	$25,620.70	$25,620.70 ~~$27,029.84~~	~~$28,381.33~~	Reverted to rates in original contract budget Removed 2026 expenses
				Subtotal Payroll	**$151,887.44** **~~$119,157.10~~**	**$303,774.88** **~~$238,314.20~~**	**$303,774.88** **~~$25,1421.48~~**	**~~$263,992.56~~**	Updated subtotal reflect changes outlined above
Building & Operations					Total Cost				
Tech Support/Telecom					$2,400.00 ~~$1,200.00~~	$4,800.00 ~~$2,400.00~~	$9,600.00 ~~$2,532.00~~	~~$2,658.60~~	Reverted to rates in original contract budget Removed 2026 expenses
General Liability					$6,000.00 ~~$2,500.00~~	$12,000.00 ~~$5,000.00~~	$12,000.00 ~~$5,275.00~~	~~$5,538.75~~	Reverted to rates in original contract budget Removed 2026 expenses
Staff Development/Training					~~$2,000.00~~	~~$4,000.00~~	~~$4,220.00~~	~~$4,431.00~~	Removed line item; not included in original budget either.
				Subtotal Building & Operations	**$8,400.00** **~~$5,700.00~~**	**$16,800.00** **~~$11,400.00~~**	**$16,800.00** **~~$12,027.00~~**	**~~$12,628.35~~**	Updated subtotal reflect changes outlined above
Supplies/Equipment					Total Cost				
Maintenance/Repair					$600.00	$1,200.00	$1,200.00		Line item was in original contract budget; added back in after 2/20/24
Software					$4,500.00	$9,000.00	$9,000.00 ~~$2,500.00~~	~~$2,500.00~~	Reverted to rates in original contract budget Removed 2026 expenses
Postage					$700.00	$1,400.00	$1,400.00		Line item was in original contract budget; added back in after 2/20/24
Printing					$660.00	$1,320.00	$1,320.00		Line item was in original contract budget; added back in after 2/20/24
Equipment Lease					$1,500.00	$3,000.00	$3,000.00		Line item was in original contract budget; added back in after 2/20/24
Office Supplies					$1,500.00 ~~$2,500.00~~	$3,000.00 ~~$5,000.00~~	$3,000.00 ~~$5,275.00~~	~~$5,538.75~~	Reverted to rates in original contract budget Removed 2026 expenses
Equipment / Program Supplies					$5,000.00 ~~$7,500.00~~	$10,000.00 ~~$15,000.00~~	$10,000.00 ~~$15,825.00~~	~~$16,616.25~~	Reverted to rates in original contract budget Removed 2026 expenses
				Subtotal Building & Operations	**$14,460.00** **~~$14,500.00~~**	**$28,920.00** **~~$29,000.00~~**	**$28,920.00** **~~$23,600.00~~**	**~~$24,655.00~~**	Updated subtotal reflect changes outlined above
Administration									
				Subtotal Administration	**$0.00**	**$0.00**	**$0.00**	**~~$0.00~~**	
				Total Programming Costs	**$174,747.44** **~~$139,357.10~~**	**$349,494.88** **~~$278,714.20~~**	**$349,494.88** **~~$287,048.48~~**	**~~$301,275.91~~**	Updated total reflects changes outlined above
				Percent Expensed to ARPA		**100%**	**100%**	**~~100%~~**	
				Expensed to ARPA Per Year		**$349,494.88** **~~$278,714.20~~**	**$349,494.88** **~~$287,048.48~~**	**~~$301,275.91~~**	
							Total ARPA Expenses	**$698,989.76** **~~$867,038.59~~**	

G. Weekend Programming

Costs for 12 months of programming at 1 club								ARPA Expenses per Year			Explanation for Changes since 2/20/24
								2023-2024	2025	2026	
Weekend Enrichment	#	Salary & Wages	hours	Payroll Taxes	Insurance Benefits	Retirement Contribution	Total Compensation				
Program Coordinators - $25/hr, 8hrs/wk	2	$ 10,400.00		$ 795.60			$22,391.20	$22,391.20	~~$23,622.72~~	~~$24,803.85~~	
Academic Success				$ -			$0.00				
Enrichment (3 unit)	6	$ 15.00	416	$ 477.36			$40,304.16	$40,304.16	~~$42,520.89~~	~~$44,646.93~~	Program will only run through 2024 using current ARPA award.
Delinquency Prevention (1/unit)	2	$ 20.00	416	$ 636.48			$17,912.96	$17,912.96	~~$18,898.17~~	~~$19,843.08~~	
Additional Enrichment				-			$0.00				
						Subtotal Payroll	**$80,608.32**	**$80,608.32**	~~**$80,608.32**~~	~~**$80,608.32**~~	Updated subtotal reflect changes outlined above
Other Costs											
Food							$10,000.00	$10,000.00	~~$10,500.00~~	~~$11,025.00~~	Program will only run through 2024 using current ARPA award.
Marketing							$2,500.00	$2,500.00	~~$0.00~~	~~$0.00~~	
						Total Other Costs	**$12,500.00**	**$12,500.00**	~~**$10,500.00**~~	~~**$11,025.00**~~	Updated subtotal reflect changes outlined above
						Total Operational Costs	**$93,108.32**	**$93,108.32**	~~**$91,108.32**~~	~~**$91,633.32**~~	
						Percent Expensed to ARPA		**100%**	~~**100%**~~	~~**100%**~~	
						xpensed to ARPA Per Year		**$93,108.32**	~~**$10,500.00**~~	~~**$11,025.00**~~	Updated total reflects changes outlined above
							Total ARPA Expenses			**$93,108.32** ~~**$288,968.96**~~	

H. Transportation	
	Budget for Transportation
Budget for lease rental or acquisition of transportation for club activities, field trips and weekend pick-up.	$10,000.00
Total ARPA Expenses	**$10,000.00**

I. Administrative Costs		
	Budget for Administrative Costs	**Explanation for Changes since 2/20/24**
Indirect and administrative cost < 10%.	$287,500.00 ~~$339,680.67~~	Updated total reflects cap of 10% of total award toward administrative costs.
Total ARPA Expenses	**$287,500.00** **~~$339,680.67~~**	

J. Contingency	
	Budget for Contingency
To cover contingency, increased costs due to inflation, etc., that might come up during program period	$25,652.00
Total ARPA Expenses	**$25,652.00**

K. Smilow & HT Edwards Centers - beginning March 6, 2024

Costs for 12 months of programming at 1 club							ARPA Expenses per Year, for 2 Clubs 2024	2025	2026	Explanation for Changes since 2/20/24
Staff	Hourly Rate	Hours/Wk	Annual Wages	Tax Expense	Retirement Contribution	School Year Compensation				
~~Smilow~~ Teen Center Coordinator	$20.00	25.00	$17,000.00 ~~$15,000.00~~	$1,300.50 ~~$1,147.50~~	$1,700.00 ~~$1,500.00~~	$20,000.50 ~~$17,647.50~~	$40,001.00 ~~$17,647.50~~	~~$18,618.11~~	~~$19,549.02~~	Increase in annual wages accounts for a correction to the revised budget. BGCA shared that after reviewing with program staff, the $17,000 in schoo year and $7,600 (time+overtime) in summer is more accurate. Removed request for 2025-2026.
~~H.T. Edwards Teen Center Coordinator~~	~~$20.00~~	~~25.00~~	~~$15,000.00~~	~~$1,147.50~~	~~$1,500.00~~	~~$17,647.50~~	~~$17,647.50~~	~~$18,618.11~~	~~$19,549.02~~	Rolled into single line item of "Teen Center Coordinator"
All Year Staff	Hourly Rate	Hours/Mo.	Annual Wages	Tax Expense	Retirement Contribution	School Year Compensation				
Janitorial Assistant	$10.00	30	$12,000.00	$918.00		$12,918.00	$25,836.00 ~~$12,918.00~~	~~$13,628.49~~	~~$14,309.91~~	Updated 2024 total to reflect expenses at 2 clubs. Removed request for 2025-2026.
Summer Staff	Hourly Rate	Hours/Wk	Summer Wages	Payroll Taxes	Retirement Contribution	Summer Compensation				
~~Smilow~~ Teen Center Coordinator	$20.00	40.00	$6,400.00 ~~$24,000.00~~	$490.63 ~~$1,836.00~~	$640.00 ~~$2,400.00~~	$7,530.63 ~~$28,236.00~~	$15,061.26 ~~$28,236.00~~	~~$29,788.98~~	~~$31,278.43~~	Increase in annual wages accounts for a correction to the revised budget. BGCA shared that after reviewing with program staff, the $17,000 in schoo year and $7,600 (time+overtime) in summer is more accurate. Removed request for 2025-2026.
~~H.T. Edwards Teen Center Coordinator~~	~~$20.00~~	~~40.00~~	~~$24,000.00~~	~~$1,836.00~~	~~$2,400.00~~	~~$28,236.00~~	~~$28,236.00~~	~~$29,788.98~~	~~$31,278.43~~	Rolled into single line item of "Teen Center Coordinator"
Overtime	$30.00	5.00	$1,200.00	$91.80	$120.00	$1,411.80	$2,823.60			See comment above re: changes to Teen Center Coordinator salary.
Subtotal Payroll						**$41,860.93** **~~$104,685.00~~**	**$83,721.86** **~~$104,685.00~~**	**~~$110,442.68~~**	**~~$115,964.81~~**	Updated subtotal reflect changes outlined above
Building & Operations						Year 1 Cost				
Transportation & Vech. Maintenance						$5,000.00	$10,000.00			Added line item to cover transportation costs related to field trips and other activities specific to Smilow and HT Edwards.
Utilities						$40,000.00	$80,000.00 ~~$40,000.00~~	~~$42,200.00~~	~~$44,310.00~~	Updated 2024 total to reflect expenses at 2 clubs. Removed request for 2025-2026.
~~Tech Support~~/Telecom						$5,000.00 ~~$4,800.00~~	$10,000.00 ~~$4,800.00~~	~~$5,064.00~~	~~$5,317.20~~	Increased yearly cost by $200. Updated 2024 total to reflect expenses at 2 clubs. Removed request for 2025-2026. Changed label.
~~Staff Development/Training~~						~~$6,000.00~~	~~$6,000.00~~	~~$6,330.00~~	~~$6,646.50~~	Removed line item entirely
General Liability						$5,000.00	$10,000.00 ~~$5,000.00~~	~~$5,275.00~~	~~$5,538.75~~	Updated 2024 total to reflect expenses at 2 clubs. Removed request for 2025-2026.
Maintenance/Repair						$10,000.00	$20,000.00 ~~$10,000.00~~	~~$10,550.00~~	~~$11,077.50~~	Updated 2024 total to reflect expenses at 2 clubs. Removed request for 2025-2026.
Subtotal Building & Operations						**$65,000.00** **~~$65,800.00~~**	**$130,000.00** **~~$65,800.00~~**	**~~$69,419.00~~**	**~~$72,889.95~~**	Updated subtotal reflect changes outlined above
Supplies/Equipment						Year 1 Cost				
Software						$4,500.00 ~~$9,000.0~~	$9,000.00	~~$9,495.00~~	~~$8,100.31~~	Updated annual cost column to reflect more accurate expenss. Removed request for 2025-2026.
Equipment Lease						$1,500.00 ~~$3,000.00~~	$3,000.00	~~$3,497.25~~	~~$3,672.11~~	Updated annual cost column to reflect more accurate expenss. Removed request for 2025-2026.
Office Supplies						$4,500.00 ~~$6,000.00~~	$9,000.00 ~~$6,000.00~~	~~$6,325.07~~	~~$6,641.32~~	Updated annual cost column to reflect more accurate expenss. Removed request for 2025-2026.
Equipment						$7,500.00 ~~$4,000.00~~	$15,000.00 ~~$4,000.00~~	~~$4,220.00~~	~~$4,431.00~~	Updated annual cost column to reflect more accurate expenss. Removed request for 2025-2026.
Tech Support						$4,800.00	$9,600.00			Added line item to reflect agency's needs better.
Janitorial Supplies						$3,600.00	$7,200.00			Added line item to reflect agency's needs better.
Program Supplies & Expenses						$12,500.00 ~~$25,000.00~~	$25,000.00	~~$26,375.00~~	~~$27,693.75~~	Updated annual cost column to reflect more accurate expenss. Removed request for 2025-2026.
Subtotal Building & Operations						**$38,900.00** **~~$47,000.00~~**	**$77,800.00** **~~$47,000.00~~**	**~~$49,912.32~~**	**~~$50,538.50~~**	Updated subtotal reflect changes outilned above
Administration										
Subtotal Administration						**$0.00**	**$0.00**	**$0.00**	**$0.00**	
Total Programming Costs						**$145,760.93** **~~$217,485.00~~**	**$291,521.86** **~~$217,485.00~~**	**~~$229,774.00~~**	**~~$239,393.25~~**	
Percent Expensed to ARPA							**100%**	**~~100%~~**	**~~50%~~**	Updated total reflects changes outlined above
Expensed to ARPA Per Year							**$291,521.86** **~~$217,485.00~~**	**~~$229,774.00~~**	**~~$119,696.63~~**	
Total ARPA Expenses									**$291,521.86** **~~$566,955.62~~**	

EXHIBIT A
SCOPE OF SERVICES

BOYS & GIRLS CLUBS
OF ATHENS

Scope of Work/Services

Updated July 13, 2023

Locations: All club sites, which covers Gaines, Alps, and HB Stroud elementary zones:

- Smiley and HT Edwards BGCA sites
- 4 Athens Housing Authority community centers: Nellie B, Rocksprings, Parkview, Broad Acres

Proposed performance period: August 2023 – July 2025

Days per week: Monday-Friday 2-7pm, Saturday 9am-1pm

Age range: 6-18, Baseline 971, projection 1,400

Youth/Adult Ratio: TBD

Recruitment method: Partnerships, marketing

Established partnerships: Athens Housing Authority, Clarke County School District, faith community, Chess and Community, Community in Schools, (inexhaustive)

COVID-19 safety measures: sanitizer, non-mandatory face masks

Types of activities:

1. Launch Boys & Girls Clubs of America's Delinquency Prevention Initiative (DPI) framework in Athens-Clarke County, which will be supported through existing BGCA programming (including but not limited to family enrichment and education, as described below) and programming offered by subcontracted agencies.
2. Serve as an umbrella organization to support agencies providing and evaluating local youth development and violence prevention programming that fits within the DPI framework.
3. Open two new BGCA satellite locations at the Athens Housing Authority's Parkview and Broad Acres communities, and continue to support the existing BGCA satellite locations at AHA's Nellie B and Rocksprings.

4. New extended Saturday programming at BGCA's Smilow and HT Edwards locations and offer transportation to members of the four satellite AHA locations (Nellie B, Rocksprings, Parkview and Broad Acres).

Evaluation Tool: Key metrics will be developed to track the effectiveness of each program, and these metrics will be reported on a quarterly basis, or as needed.

Fees: Currently, there are no plans to charge fees beyond the $10.00 annual membership fee. This excludes summer camp programming.

Initiative 1: Launch DPI Model at all Boys & Girls Clubs of Athens, Inc., Sites

Gang violence in Athens has been of major concern for the past several years. While we saw a 27% in gang related aggravated assaults in 2022[1], gang murders and gang related violence have presented major problems for a community still looking for solutions to juvenile delinquency and gang violence.

The Boys & Girls Clubs of Athens, Inc., is uniquely equipped to address these issues. In fact, the Boys & Girls Clubs of America has developed an Eight (8) DPI model to assist the local club and its community partners in dealing with gang violence. BGCA will use $64,942.50 of ARPA funding specifically to hire a Director of DPI who will oversee the implementation of the DPI framework unto relevant programming.

THE DPI MODEL

The DPI approach has been developed and field-tested to assist Boys & Girls Clubs organizations in customizing a delinquency prevention strategy and adopting best practices for serving Club members showing signs of delinquent behavior and providing them with a quality youth development experience (see attached program guide for additional information). The planning model features Action Steps for creating a delinquency prevention strategy with the collaboration of community leaders. These Action Steps will prepare Clubs and their local partners to provide youth with high-quality developmental experiences that will have a lifelong positive impact.

Action Step 1: Community Assessment
Action Step 2: Organizational Preparation
Action Step 3: Evaluation
Action Step 4: Identification of Additional Resources
Action Step 5: Community Mobilization
Action Step 6: Recruitment of DPI Youth and Support Team Members
Action Step 7: Provision of Interest-Based and Needs-Based Programming
Action Step 8: Pre- and Post-Assessment and Case Management.

Steps and Timeline:

Immediately:

- Hire a project coordinator to oversee manage grant (paid at least in part through the Administrative Cost line item of contract budget). This hire will manage all aspects of the grant, including reporting.
- Hire a Director of DPI.

August-September 15th, 2023:

- DPI Action Step 1: Conduct community assessment, complete with summary, by interviewing parents, youth, Athens-Clarke County police Department, Clarke County School District, Faith leaders, grassroots community organizations, and other organizations as needed.

September 15th-ongoing:

- DPI Action Step 2: Provide appropriate staff, subcontractor, board and other stakeholder training on the DPI model and its implementation.

September 1st-October 1st, 2023:

- DPI Action Step 3: Identify those areas of focus or critical areas for change; conduct pre/post assessments, set benchmarks, and make sure all community partners agree on the same goals.
- RFPs based on identified areas of focus will be issued during this period. Proposals will be accepted and reviewed on a rolling basis.
- DPI, through existing BGCA programming, officially begins in all clubs. Requires working with schools, current members, mental health agencies, juvenile justice system, etc. DPI and will be developed depending on their interests and/or need as determined by agencies and community partners.

October 2023 – July 2025:

- Continuing to review responses to RFP's, select and contract with subcontractors. DPI, through existing BGCA programming and subcontractors, continues in all clubs.

March 31st-April 15th, 2024:

- DPI Action Steps 4,5, & 6: Assess whether additional resources are needed and Identify sources of additional funding, if needed. This funding would be used to replicate or enhance DPI programming or its continuation.

May 20th-July 31, 2024:

- Steps 7 & 8: Participating youth will take post assessments, and effectiveness of program will be reported. Make determination on whether to start additional cohorts.

July 2025:

- ARPA funding program period concludes.

Evaluation

The Boys & Girls Clubs of Athens, Inc., will provide at least one output after each DPI Action Step, such as:

1. Action Step 1: Findings from Assessment
2. Action Step 2: Provide training to all hired DPI personnel as well as current staff on DPI model in the areas of safety and expected outcomes
3. Action Step 3: Publish/Provide Pre-test results to HCD
4. Action Step 4: Apply for at least two additional sources of funding for continuity
5. Action Step 5: Please see Proposed Partner's List under Initiative 2 of this scope. This core group has been identified
6. Action Step 6: Convene a support team made up of family, community, schools, and club staff. This Team will work with partners and others to provide feedback in real-time
7. Action Step 7: Provide an assessment of whether participants are benefiting form need-based or interest-based programming
8. Action Step 8: Provide feedback and analysis on key findings

Initiative 2: Serve as Umbrella Organization for DPI Implementation beyond BGCA

The Boys & Girls Clubs of Athens, Inc., will implement its DPI that will address youth gang violence in the Athens-Clarke County, Georgia. Because DPI is meant to be a community-wide framework, at various stages of the implementation, Boys & Girls Clubs will utilize up to three hundred thousand dollars ($300,000.00) to engage local agencies (as Subcontractors) to provide professional, social, academic, and/or athletic services to those who are enrolled at Boys & Girls Clubs of Athens, Inc. These services will complement existing programming already offered at the clubs.

Additionally, the Boys & Girls Clubs of Athens, Inc., will develop a process to identify Subgrantees who are capable of providing additional youth development and violence prevention programming to Athens-Clarke County residents, regardless of whether Subgrantees' participants are enrolled at Boys & Girls Clubs of Athens, Inc., and shall serve as the umbrella organization that will manage payment, outcomes, and otherwise oversee the entire DPI. The Boys & Girls Club shall provide up to one million and two hundred thousand dollars ($1,200,000.00) in Subgrants to competitively selected Subgrantees for this purpose.

In addition to designing the selection process, Boys and Girls Club of Athens, Inc., will work with each Subcontractor and Subgrantee to determine scope of services, metrics design, and work with ACCGov on reimbursement process. A total of one million and five hundred thousand dollars ($1,500,000.00) of ARPA funding has been designated for Subcontractors and

Subgrantees, as described above, offering youth development and violence prevention services that fit within the DPI framework.
Boys & Girls Clubs of Athens, Inc., shall ensure that all Subcontractors and Subgrantees are only serving Athens-Clarke County residents in relation to services funded as a result of this Agreement.

Project Steps and Timeline:

August 1st-15th, 2023:

- Develop list of requirements for subcontractors and begin to develop RFP and/or provide a list of preferred subcontractors based on engagements with Boys & Girls Clubs of Athens, Inc., and/or Athens-Clarke County Unified Government.

September 2023 – July 2025:

- Once DPI Action Steps 1-3 are completed, RFP's based on identified areas of focus will be issued on/around September 2023. Proposals will be accepted and reviewed on a rolling basis.
- Conduct onboarding for all subcontractors to include but not limited to 1) background check; 2) W-9's; 3) field certifications; and other requirements as later may be determined.
- Oversee activities, payment and outcomes of each subcontractor and provide required reporting to ACCGov

Boys & Girls Clubs of Athens has identified the following potential Subcontractors and Subgrantees that can provide support to our gang prevention initiative. We will rely on these partners' expertise to fill program gaps that may not be filled through our current staffing matrix. While the Boys & Girls Clubs may not contract with all these vendors, we feel that they have the organizational capacity and proficiency to conduct the services listed and be chosen on the merits of their current work in our community and not through an RFP process. In partnering with these agencies, Boys & Girls Clubs will follow its own procurement policy and all applicable federal requirements related to procurement and gain pre-approval from ACCGov before subcontracts or subgrants are executed.

Envision Athens
Data collection and assessment

Athens Well Being Project
Data Assessment
Student Test design

Advantage Behavioral Health Systems
Mental health evaluation for students and awareness training for staff

Family Connection
Family Support Services

Juvenile Offender Advocacy
In school intervention programs to prevent truancy and expulsion

College Factory
Provide services to teens that intend to pursue higher education

The Georgia Conflict Center
Focus on Conflict Resolution programs for youth.

Family Promise of Athens
Aid children and their families that may be facing housing insecurity

Food Bank of Northeast Georgia
Aid children and their families that may be facing food insecurity

Mt. Pleasant Baptist Church Youth Enrichment
Youth development

Dr. LaKeisha Gantt, Licensed Psychologist

Initiative 3: Support 4 Satellite Locations at AHA Community Centers

In 2022, the Boys & Girls Clubs of Athens, Inc., partnered with Athens Housing Authority to provide Summer and after school programming for the youth in Nellie B and Rocksprings Community Centers. With a total of $831,297.18 in ARPA funding, Boys & Girls Clubs of Athens, Inc., and the Athens Housing Authority will expand on its partnership and open two additional Boys & Girls sites for year around programming at Broad Acres and Parkview locations and provide gap funding for the Nellie B and Rocksprings centers in fall 2024. All programming includes education, family enrichment, and delinquency prevention.

Project Steps and Timeline:

Immediately:

- Hire staff for Parkview and Broadacres satellite locations. Ideally, would like to have all staff hired by August 1st, 2023.

August 1st-August 15th, 2023:

- New hire training and onboarding.

August 1st, 2023-ongoing:

- New member recruitment. Daily capacity for each location does not exceed forty (40). While membership may exceed forty (40), daily attendance may never exceed forty (40).

On or about September 1st, 2023 - July 2025:

- Parkview and Broadacres provide afterschool programming in the areas of academic catch-up, athletics and sports, family enrichment, and DPI.
- Members of the four AHA-based clubs are offered transportation to weekend programming at Smilow an HT Edwards locations between September 2023-September 2024 (weekend programming past September 2024 is subject to future funding).

Initiative 4: Launch a new Weekend Program Initiative, offering Saturday programming at BGCA's Smilow and HT Edwards locations.

Currently, all BGCA programs are only offered M-F. In order to offer additional youth development and violence prevention activities (through DPI) to Athens youth, $93,108.32 of ARPA funding will be allocated to offer programing on Saturdays between 9am-1pm year-round at the Smilow and HT Edwards locations. These two sites were selected for Saturday programming in order to best leverage limited resources. All members of the four Athens Housing Authority satellite locations will be offered transportation to/from the Saturday programming.

On or about September 1st 2023 – September 2024:

- Weekend programming will begin at existing locations (Smilow, HT Edwards) and transportation will be provided to members of the Parkview, Broad Acres, Nellie B., and Rocksprings satellite locations.

Evaluation and Performance Measurements:

Boys and Girls Clubs of Athens, Inc., will comply with all necessary ARPA reporting requirements set forth by ACCGov. Throughout the programming period (July 2023 – July 2025), the agency will track the following performance measures:

- Eighty (80%) of students will show increased knowledge and skills to resist gang recruitment and develop positive social behavior. This will be measured by administering pre-posttests during the program.
- Fifty (50%) of participants will achieve a 20% increase in academic performance in the areas of reading and math, after the first year in program.
- Eighty (80%) of students of Boys and Girls Students will have satisfactory school attendance (defined as 90% of days of school). The average attendance rate for students in the Athens Clarke County School District was 91.4% during the 2021-2022 school year. Most published reports state that students who are active in school and after-school activities have a

greater chance of graduating high-school and have a 50% less opportunity to be recruited by gangs. This will be measured by school data.

- Fifty (50%) of students will have an increase of perceived emotional support and community connectedness. This will be measured through pre-post testing.
- Serve a total of 380 youth per day will be served across all 6 locations. Average daily attendance of at least 130 per day at each Smilow and Edwards Clubs (260). Average attendance of at least 30 per day at Public Housing sites 4 x (30) = 120.
- Serve a total of at least 100 youth in Saturday programs each week. Weekend programming at Smilow and H.T. Edwards 9 a.m. – 1 p.m. on Saturdays, including family enrichment. Public Housing sites will be transported to those locations. We expect a minimum of 25 youth per location to attend weekend programs.
- Subcontract with 3-10 external agencies to implement evidenced youth development and violence prevention programs that fit within the DPI framework, for youth between the ages of 6-18.
- Open two new BGCA satellite locations at Parkview and Broad Acres community centers in Fall 2023.
- Through the expansion of our programs, it is Boys & Girls Clubs of Athens' goal to increase youth participation from approximately 970 to 1400 by July 2025.
- 25% of students will increase grade point average by at least 3-5 percentage points.
- Students in the program will experience less discipline problems than students not enrolled in the program (aggregate percentage).
- Students participating in the program will have a lower rate of entering the Juvenile Justice System than peers not participating in the program.

Boys & Girls Clubs will utilize a pre-/post-test to measure individual impact of the programs on Athens youth. The following are questions and answers to true and false questions used in many models, including DPI, and G.R.E.A.T (Gant Resistance Education and Training). These are sample answers to questions and are subject to change to reflect findings of early DPI Action Steps.

Resistance Skills

1. I could go up to someone my age and start talking to that person
2. If a friend wants me to do something that I don't want to do, I could tell my friend that I don't want to do it.
3. If a friend wanted to give me alcohol, I could tell my friend that I don't want any.
4. If a friend wanted to give me marijuana, I could tell my friend that I didn't want any.
5. If a friend wanted to give me cocaine, I could tell my friend that I didn't want any
6. If a friend wanted me to join a gang, I could tell my friend that I didn't want to.

Getting into Trouble

1. Got into a fight at school or home.
2. Stayed away from school because I was threatened.

3. Took something not belonging to me from another person.
4. Took something from a store without paying for it.
5. Damaged school property on purpose.
6. Argued or had a fight with either of my parents.
7. Took part in a fight where a group of my friends were against the other group.
8. Went into a house or building when I was not supposed to be there.
9. Got into trouble with police because of something I did.

Gang Membership

1. Do you know any gang members?
2. Do any of your classmates wear colors, jewelry, flash hand signs or display other things which may be gang related?
3. Is there more graffiti in your school or community than last school year?
4. Are there more weapons in your school than last year?
5. Do any of your friends dress like gang members?
6. Do any of your friends belong to gangs?
7. Do any of your family members belong to a gang?
8. Do you belong to a gang?
9. Do you want to become a gang member?

Knowledge Overview

1. G.R.E.A.T. stands for "Gants Reduce Everyone's Ability Totally."
2. A victim is someone who suffers a loss, especially from a criminal act.
3. Culture is made up of beliefs and values.
4. Values only tell us what is wrong to do.
5. Discrimination is a way to treat people all the same.
6. Solving problems without fighting (called conflict resolution) is a way of solving problems without creating new problems.
7. A gang is a group of people who only engage in criminal activities.
8. Gangs are mostly made up of minority people (such as African Americans, Hispanics, or Asians)
9. All drugs are natural substances which changes the way the human body works.
10. There is a relationship between gangs and drugs.
11. Getting in trouble with the law will not keep me from reaching goals I have set for myself.
12. A strong support system (people I trust, who care about me) will help me reach my goals.
13. Once you join a gang it is easy to get out.
14. When you join a gang, you often inherit a lot of enemies.
15. It is possible to make a fresh start by getting out of a gang.

Additionally, as requested by the ACCGov Mayor and Commission, Boys & Girls Clubs of Athens, Inc., will evaluate the program and activities covered by this agreement (and their impact on participants) as follows:

- Assessment of participants' sense of safety at home, at school, and in the community.
- Assessment of participants' exposure to incidents of violence at home, at school, and in the community.
- Assessment of participants' involvement in incidents of violence at home, at school, and in the community.
- The above can be achieved through an addition to the pre-post assessments of at least 10 survey questions regarding the above and/or periodic interviews or focus groups that are conducted with participants before, throughout, and after program participation.
- If the Boys and Girls Club sees fit to hire a third-party evaluator to conduct such assessments with regard to participants' experiences with violence, and if additional funding is required to achieve this end, then the Boys and Girls Club has been encouraged to return to the Mayor and Commission to request funds specifically for that purpose.

Outreach Plan for At-Risk Neighborhoods

The Boys & Girls Clubs of Athens currently partners with the Athens-Clarke County School District to provide transportation from each elementary and middle school to both the Joel E. Smilow and H. T. Edwards sites during the school year. Additionally, through our partnership with the school district, staff assist us with identifying children most in need of our services, based on income level and past academic achievement. Through our partnership with the Athens Housing Authority, we will strategically serve at risk youth in four public housing neighborhoods, where youth are most susceptible to gang recruitment and activity. Boys and Girls Clubs of Athens, Inc., will also explore providing transportation to neighborhoods not served by our large clubs or public housing sites, especially during our weekend program. We are exploring opportunities to make this happen through contract services with the school district, Athens Clarke County Transit, or acquiring additional vehicles to supplement our current transportation fleet.

Boys and Girls Clubs recognize that outreach through other non-profits or agencies is critical to reaching youth in these neighborhoods, where positive relationships have been established. We will prioritize or award extra points for organizations applying through the (RFP) process, to provide positive youth development and anti-gang programs serving high crime neighborhoods.

###

EXHIBIT B
PROGRAM BUDGET

BOYS & GIRLS CLUBS OF ATHENS

Budget Overview

A	DPI Management	$64,942.50
B	BGCA Subcontractors	$300,000.00
C	BGCA Subgrantees	$1,200,000.00
D	Broad Acres & Parkview Start-up Costs	$25,000.00
E	Broad Acres & Parkview Operations	$693,467.00
F	Nellie B & Rocksprings Operations	$115,330.18
G	BGCA Weekend Expansion	$93,108.32
H	Transportation	$70,000.00
I	Administrative Costs	$287,500.00
J	Contingency	$25,652.00
	TOTAL	$2,875,000.00

Budget Narrative:

A. Provide funding to manage the launch and implementation of DPI framework.
B. These funds can be allocated to proven non-profits without a RFP to support DPI programs, by providing and evaluating programs including but not limited to: family enrichment, mental health and academic recovery.
C. Through a Request for Proposal (RFP), Boys & Girls Clubs of Athens will seek qualified Youth Development Subcontractors and Subgrantees to reach underserved youth and provide services using the DPI model and other evidenced based programs. Our plan is to have an approved RFP process and begin receiving proposals during 3rd quarter of 2023. Subgrantees will likely receive one year grants with the potential of continued funding for a second year. Subcontractors will also likely be engaged on an annual basis with the potential of continued funding for a second year.
D. Direct Start up cost for opening units including: furnishings, computers, signage etc.
E. Provide funding of operations for two new Public Housing Clubs beginning in July 2023 through July 2025.
F. Provide funding of existing Public Housing Clubs beginning in September 2024 through December 2024.
G. Provide funding for Boys & Girls Club Weekend Program Initiative beginning September 2023 through September 2024. The programs will be operated on Saturdays at the Smilow and H.T. Edwards Clubs. Youth from housing sites will be provided transportation activities at the main clubs. Tentative program hours will be 9 a.m.- 1 p.m.
H. Budget for lease rental or acquisition of transportation for club activities, field trips and weekend pick-up.
I. Indirect and administrative cost 10%.
J. To cover contingency, increased costs due to inflation, etc., that might come up during program period.

Detailed Line-Item Budgets

A. DPI Framework Budget - July 2023-July 2025

	#	Salary & Wages	hours	Payroll Taxes	Insurance Benefits	Retirement Contribution	Total Compensation
Director of DPI (BGCA will use non-ARPA funds to cover salary of director in Year 2)	1	45,000.00		3,442.50	12,000.00	4,500.00	64,942.50
						Subtotal Payroll	64,942.50

B. BGCA Subcontractors - July 2023-July 2025

	Budget for BGCA Sub-contractors
These funds allocated to proven non-profits without a RFP to support DPI programs, by providing and evaluating programs including but not limited to: family enrichment, mental health and academic recovery. In partnering with these agencies, Boys & Girls Clubs will follow its own procurement policy and gain pre-approval from ACCGov before subcontracts are executed.	300,000.00
Total	300,000.00

C. BGCA Sub-Grantees - July 2023-July 2025

	Budget for BGCA SubGrantees
Through a Request for Proposal (RFP), Boys & Girls Clubs of Athens will seek qualified Youth Development partners to reach underserved youth, and provide services using the DPI model and other evidenced based programs. Our plan is to have an approved RFP process and begin receiving proposals during 3rd quarter of 2023. These will likely be one year grants with the potential of continued funding for a second year.	1,200,000.00
Total	1,200,000.00

D. Broad Acres & Parkview Direct Start-up Costs- July 2023-July 2025

	Total
Materials and supplies, such as furnishings, computers, signage, etc.	25,000.00
Total	25,000.00

E. Broad Acres & Parkview Units Operations - July 2023-July 2025

Costs for 12 months of programming at 1 club

Unit Leadership	Salary	Potential Bonus	Retirement Contribution	Insurance Benefits	Tax Expense	Total Fringe	Total Compensation
Unit Director	50,000.00	-	5,000.00	5,000.00	3,825.00	-	63,825.00
Program Coordinator	30,400.00				2,325.60		32,725.60

All Year Staff	Hourly Rate	Potential Bonus	Hours/Mo.	Annual Wages	Tax Expense	Retirement Contribution	School Year Compensation
Janitor	15		40	7,200.00	550.80		7,750.80

School Year Staffing	Hourly Rate	Potential Bonus	Hours/Wk	School Year Wages	Tax Expense	Retirement Contribution	School Year Compensation
Club Enrichment 1	15		20	10,200.00	780.30		10,980.30
Club Enrichment 2	15		20	10,200.00	780.30		10,980.30
				-	-		-
				-	-		-

Certified Staffing	Hourly Rate	Potential Bonus	Hours/Wk	School Year Wages	Tax Expense	Retirement Contribution	School Year Compensation
Supplemental Instructors (Boost Contract)			10	-	-		-
Supplemental Instructors	35		10	11,900.00	910.35		12,810.35
				-	-		-

Summer Staff	Hourly Rate	Potential Bonus	Hours/Wk	Summer Wages	Payroll Taxes	Retirement Contribution	Summer Compensation
Club Enrichment 1	15.00		40	4,800.00	367.20		5,167.20
Club Enrichment 2	15.00		40	4,800.00	367.20		5,167.20
Overtime				-	-		-

Subtotal Payroll	**149,406.75**

Building & Operations	Year 1 Cost
Transportation & Vech. Maintenance	
Lawn Maintenance	-
Telecommunication	2,400.00
Building/Property Ins.	-
General Liability	6,000.00
Property Taxes	-
Subtotal Building & Operations	**8,400.00**

Supplies/Equipment	Year 1 Cost
Maintenance/Repair	600.00
Software	4,500.00
Postage	700.00
Printing	660.00
Equipment Lease	1,500.00
Office Supplies	2,500.00
Equipment / Program Supplies	5,000.00
Academic Program Modules	100.00
Subtotal Building & Operations	**15,560.00**

Administration	
Subtotal Administration	**-**
Total Cost for 12 months of programming at 1 club	**173,366.75**
Total Cost 24 month Cycle for 2 Clubs ($173,366.75*4)	**693,467.00**

F. Nellie B & Rocksprings Units Operations - September-December 2024 (4 months)

Unit Leadership	Salary	Potential Bonus	Retirement Contribution	Insurance Benefits	Tax Expense	Total Fringe	Total Compensation
Unit Director	50,000.00		5,000.00	5,000.00	3,825.00		63,825.00
Program Coordinator	30,400.00				2,325.60		32,725.60
Data Analyst	100.00						

All Year Staff	Hourly Rate	Potential Bonus	Hours/Mo.	Annual Wages	Tax Expense	Retirement Contribution	School Year Compensation
Janitor	15		40	7,200.00	550.80		7,750.80

School Year Staffing	Hourly Rate	Potential Bonus	Hours/Wk	School Year Wages	Tax Expense	Retirement Contribution	School Year Compensation
Club Enrichment 1	15		20	10,200.00	780.30		10,980.30
Club Enrichment 2	15		20	10,200.00	780.30		10,980.30

Certified Staffing	Hourly Rate	Potential Bonus	Hours/Wk	School Year Wages	Tax Expense	Retirement Contribution	School Year Compensation
Supplemental Instructors (Boost Cont	35		10	11,900.00	910.35		12,810.35
Supplemental Instructors (Boost Cont	35		10	11,900.00	910.35		12,810.35
				-	-		-
Overtime				-	-		-
						Subtotal Payroll	**151,882.70**

Building & Operations	Total Cost
Transportation & Vech. Maintenance	
Lawn Maintenance	-
Telecommunication	2,400.00
Building/Property Ins.	-
General Liability	6,000.00
Property Taxes	
Subtotal Building & Operations	**8,400.00**

Supplies/Equipment	Total Cost
Maintenance/Repair	600.00
Software	4,500.00
Postage	700.00
Printing	660.00
Equipment Lease	1,500.00
Office Supplies	1,500.00
Equipment / Program Supplies	5,000.00
Subtotal Building & Operations	**14,460.00**

Administration	
Subtotal Administration	**-**

Total Cost for 12 months at 1 club	**174,742.70**
Total Operational Cost for 1 club - 4 months	**57,665.09**
Total Operational Cost For (2) Clubs - 4 months	**115,330.18**

G. Weekend Programming Operations - September 2023-September 2024							
Weekend Enrichment	#	Salary & Wages	hours	Payroll Taxes	Insurance Benefits	Retirement Contribution	Total Compensation
Program Coordinators - $25/hr, 8hrs/wk	2	10,400.00		795.60			22,391.20
Academic Success				-			-
Enrichment (3 unit) - 8hrs/weekend	6	15.00	416	477.36			40,304.16
Delinquency Prevention (1/unit) - 8hrs/weekend	2	20.00	416	636.48			17,912.96
Additional Enrichment				-			-
						Subtotal Payroll	**80,608.32**
Other Costs							
Food							10,000.00
Transportation							
Marketing							2,500.00
						Total Other Costs	**12,500.00**
						Total Operational Costs	**93,108.32**
						Total Operational Cost 1 year	**93,108.32**

Attachment #4

2023

BOYS & GIRLS CLUBS
OF ATHENS

Community Assessment Findings

REPORT OF INSIGHTS, OBSERVATIONS, AND RECOMMENDATIONS

JULY 20, 2023

FACILITATED BY: BGCA STAFF LISA HURST, VP of SE Region, Paula Mackelburg DOD SE Region, Taquisha Smith DOD, SE Region, and Victoria Klyza DOD, Metro Services.

BOYS & GIRLS CLUBS
OF ATHENS

Community Assessment Overview

On- site: June 27th- 30th, 2023

MISSION STATEMENT

The mission of the Boys & Girls Clubs of Athens is to inspire and enable all young people - especially those that need us most - to realize their full potential as responsible, caring, and productive citizens.

CLUB PROFILE OVERVIEW

Since 1962, the Boys & Girls Clubs of Athens have given the youth of Athens-Clarke County a safe place to learn about life and explore possibilities for the future.

Our youth development programs, both after-school and over the summer, are designed to fully engage our members in skill-building exercises while also encouraging them to have fun. Staff and volunteers work tirelessly to provide our members with positive experiences in an encouraging and constructive environment. Our core focus areas are the arts, education, health & wellness, leadership & service, and sports & recreation.

We have over 1,200 registered club members and serve 450+ children daily between our 5 sites in Athens-Clarke County. Two of our units are located within public housing communities through partnership with the Athens-Clarke County Unified Government and the Athens Housing Authority. Clarke County School District provides after-school transportation to the clubs, so our kids are able to attend regularly.

Organizational Assessment Engagement Schedule

Welcome & Introductions – Tuesday, June 27, 2023

CEO – Robert Finch & several members of the staff leadership team

Stakeholder Assessments- Wednesday, June 28, 2023- Friday, June 30, 2023

- *Community Stakeholder Interviews- Facilitated by Dr. Lisa Hurst*
- *Governance Assessment & Board Member Interviews- Facilitated by Victoria Klyza, BGCA*
- *Operations Assessment & Staff Interviews- Facilitated by Paula Mackelburg, BGCA*
- **Finance Assessment & Stakeholder Interviews-** Facilitated by Taquisha Smith, BGCA

Organizational Assessment Commencement & Next Steps Planning- Friday, June 30, 2023

- **High-level Overview of Findings & Recommendations-** Dr. Lisa Hurst, Paula Mackelburg, Taquisha Smith & Victoria Klyza, BGCA
- **Closing Thoughts-** Walker Keadle & Robert Finch

Community Assessment Findings:

- Families need help addressing post covid education gap, mental health needs, and social/emotional challenges youth are experiencing. Connect with home and listen to what families are struggling with and the type of support that they need. Then meet their needs.
- Kids need a place to go. The club needs to extend hours and provide weekend programming.
- More vocational opportunities are needed to expose youth to other fields besides a 4-year degree.
- Youth Force should partner with the Career Academy.
- Recruit students from the Athens school system that require tutoring to attain grade level in math and reading.
- Young people need financial literacy training.
- Create ways to curtail chronic absenteeism, which has been a problem for the school system/schools are failing.
- Gang involvement and gun violence are on the rise (heard this from every stakeholder)
- Mental Health services are needed, not enough therapists, especially for people of color.
- Partner more with the faith-based community to augment BGCA programs especially in academics.
- Authentically engage with other service providers; this grant will be a great way to show true collaboration and develop partnerships. This includes mental health and medical services.
- Quality staff that provides a nurturing, safe environment for the community youth that needs the types of programs offered who typically wouldn't have access.
- Club holds youth accountable and provides structure. Kids need something positive in their lives and the BGC provides that (character education, mentoring). The program teaches leadership skills and helps kids see the importance of education at a young age.
- The club provides wrap-around services such as providing meals and can reach parents, which is critical. Parent engagement is critical to the success of many of the BGCA programs.
- Good at serving elementary youth but losing them at middle school age. Missing gap age 13-16 entering the juvenile justice system.
- Programs keep youth safe and will curtail gang violence. Strong staff with lots of heart for kids who are a stronger influence than the streets.
- Provide opportunities for field trips and teach life skills like swimming, and sporting events.
- Program access is a challenge. Transportation is a barrier for youth to participate so important to explore alternative solutions for youth to reach satellite locations or increase the fleet.
- Capture data that shows an impact on reducing gang involvement, gun violence, increased academic success, literacy, and personal finance.
- There are a lot of kids who are not being served and are floundering. Develop strategies to identify and pull kids into the program that are not currently attending.
- Create leadership programs to keep teens engaged (offer stipends).
- Schedule monthly meetings to foster and build relationships with key stakeholders; host open house; Host Rotary club meetings at the club. An example, Youth Force is new and shiny. What else do you have that people need to see?
- Continue to build and foster relationships with the school system.
- Develop a more formalized partnership with the Police Department. An example, have officers hand out BGC contact information cards to youth that are out on the streets and encourage parents to sign youth up. Explore partnership with the Youth Cadet Program for ages 15-19.
- The club has a good reputation with parents and families.

- With the increase in violence & gun violence in the community, there is a greater need for teen programming. Workforce Development programs, in particular, Youth Force are seen as critical solutions for this growing issue.
- The overall community needs, and the program quality is high, as evidenced by waiting lists.
- Reported Increase in violence & gun violence in the community. Kids continue to struggle with academic recovery and mental health issues.

Stakeholders Interviewed:

- Mayor Girtz Athens Mayor
- Chief Jerry Saulters Athens Police Chief
- Rick Parker Athens Housing Authority
- Kay Keller United Way
- Rev. Abraham Mosely Mount Pleasant Baptist Church Pastor
- Life LaRouche Community Leader/Entrepreneur
- Tim Johnson Communities and Schools
- Blaine William City Manager
- David Bradley Chamber of Commerce CEO
- Dexter Fisher County Commissioner
- Houston Gaines House of Representatives
- Tom Scott BGCA Board Member
- Sarah McKinney AACF
- Erin Barger Food Bank of NEGA
- James Barlament Executive Director of Innovation, Strategy & Governance (CCSD)
- Eight prominent local businesspeople and Board Members were interviewed.
- All BGCA leadership team members were interviewed.
- BGCA member parents were interviewed.
- BGCA youth members were interviewed.

THE UNIFIED GOVERNMENT OF ATHENS-CLARKE COUNTY
COMMISSION AGENDA ITEM

SUBJECT: Approval of ARPA Salvation Army Contract

DATE: February 27, 2024

EXECUTIVE SUMMARY:

Following the directive of the January 2, 2024 Commission Defined Option (CDO) on this matter, staff is presenting proposed contract language, scope of work and budget from the Salvation Army Center for purposes of facility improvements and operational costs that will result in increased permanent shelter beds from the existing 80-bed to a 90-bed capacity facility through the addition of 10 permanent emergency shelter beds (eight in mens' dorms and two in womens' dorms). This funding also provides 20 cots (10 each for men and women) for warming shelter as needed, including but not limited to weather events, and other emergencies as declared by ACCGov or State of Georgia. This contract includes partial funding for 11 positions to The Salvation Army Center of Home Shelter Facility, including five vacant positions: five Housing Monitors, one Case Worker, and one Social Services Manager. The funding provided includes a salary adjustment increase for each position type. This contract would be funded through the ARPA Homelessness designation.

BUDGET INFORMATION:

REVENUES:	$ 4,960,000	Remaining non-contracted ARPA M&C Designation for Homelessness
EXPENSES:		
	$ 550,000	ARPA Salvation Army Contract
	$ 4,410,000	Remaining non-contracted ARPA M&C Designation for Homelessness

FUNDING SOURCE: American Rescue Plan Act (ARPA) Coronavirus State and Local Fiscal Recovery Funds (SLFRF)

COMMISSION ACTION REQUESTED ON: March 5, 2024

PURPOSE:

To request Mayor and Commission:

a. Approve proposed contract language, scope of work and budget from the Salvation Army Center in Athens, GA, for purposes of facility improvements and operational costs that will result in increased permanent shelter beds from the existing 80-bed to a 90-bed capacity facility through the addition of 10 permanent emergency shelter beds (eight in mens' dorms & two in womens' dorms). This funding also provides 20 cots (10 each for men and women) for warming shelter as needed, including but not limited to weather

events, and other emergencies as declared by ACCGov or State of Georgia. This contract includes partial funding for 11 positions to The Salvation Army Center of Home Shelter Facility, including 5 vacant positions: 3 Housing Monitors, 1 Case Worker, and 1 Social Services Manager. The funding provided includes a salary adjustment increase for each position type. (**Attachment #1)**; and

b. Authorize Mayor and staff to execute all related documents.

HISTORY:

1. On March 11, 2020, the World Health Organization declared COVID-19 a global pandemic.

2. In March 2020, and in response to the COVID-19 pandemic, the Mayor & Commission (M&C) allocated $150,000 in Indigent Services funds from General Fund Balance to provide relief to the homeless in Athens-Clarke County. These funds were used to provide emergency shelter through local hotels.

3. On March 11, 2021, the American Rescue Plan Act of 2021 (ARPA) was signed into law. The $1.9 trillion package is intended to combat the COVID-19 pandemic by stabilizing state and local government operations, households, and small businesses.

4. In mid-March 2021, ACCGov was granted $57.6 million of ARPA Coronavirus State and Local Fiscal Recovery Funds (SLFRF) funding to allocate across defined categories by virtue of being both a city and a county.

5. On June 15, 2021, the M&C adopted a Resolution to Address Homelessness with Immediacy and Strategic Planning. This resolution identified the goal to develop a strategic plan related to homelessness.

6. On August 3, 2021, the M&C authorized up to $250,000 in FY22 General Fund Operating Contingency be used to prepare the North Athens School site to support a Sanctioned Homeless Encampment. The M&C also authorized $50,000 of FY22 General Fund Operating Contingency to be used in the creation of a Strategic Plan to Reduce and Prevent Homelessness (SPRPH).

7. On September, 22, 2021, ACCGov received a grant agreement from HUD to accept the $2,506,309 in HOME-ARP funding for Athens-Clarke County. HOME-ARP funds must be used by September 30, 2030 to benefit qualified populations identified as:
   a. Individuals who are homeless;
   b. Individuals at risk of homelessness;
   c. Individuals who are fleeing or attempting to flee domestic violence, dating violence, sexual assault, stalking, or human trafficking; and
   d. Other populations where providing supportive services or assistance would prevent the family's homelessness or would serve those with the greatest risk of housing stability.

8. On November 21, 2021, the M&C voted to accept the HOME-ARP funding and authorized staff to execute related HUD grant agreements.

9. On December 7, 2021, the M&C awarded $2,542,691 to the Athens Alliance Coalition to operate the Sanctioned Homeless Encampment at 1000 Barber Street. This award provided for a maximum of 22 months of service (ending December 31, 2023), and is in partnership with Advantage Behavioral Health Service to provide case management.

10. On December 7, 2021, the M&C awarded $2,425,000 to the Athenian First Development Corporation to operate the Eviction Prevention Program. This award provided for 12 months of service but may be extended for two additional one-year periods at the direction of the M&C.

11. On January 6, 2022, the U.S. Department of the Treasury released the Final Guidance for ARPA SLFRF.

12. On March 1, 2022, the M&C approved a budget allocating ARPA SLFRF to various programs, including a budget of $5,000,000 to address homelessness. This action included a strategic planning process, followed by an RFP, and the associated timeline. The M&C also designated the existing Athens Homeless Coalition (AHC) as the advisory committee for the homeless ARPA allocation.

13. On March 29, 2022, the members of the AHC met to discuss ARPA funding. At this meeting, they finalized a project scope for the SPRPH. At this time, the group decided to develop an Ad-Hoc Committee to guide plan development. AHC applications for Ad-Hoc Committee participation were due by April 19, 2022.

14. On April 22, 2022, the AHC Board of Directors voted to approve an ad-hoc Committee membership to guide the development of SPRPH.

15. On April 25, 2022, ACCGov released a request for proposals for the SPRPH. This plan became the strategic plan that will inform the ARPA allocation for homelessness.

16. On May 17, 2022, no responses were received for the RFP for a consultant to develop the SPRPH.

17. On June 13, 2022, ACCGov re-released a request for proposals for the SPRPH.

18. On July 26, 2022, ACCGov received a single response from The Cloudburst Group for the SPRPH RFP.

19. On August 8, 2022, a review team composed ACCGov staff and representatives from the AHC completed the review of the Cloudburst Group proposal response.

20. On September 6, 2022, the M&C authorized staff to contract with The Cloudburst Group for the development of the SPRPH. As a part of its scope, this plan would develop the HOME-ARP Allocation Plan by the fall of 2023.

21. On October 31, 2022, HUD released Notice CPD-22-13, which notified all participating jurisdictions of a March 31, 2023 deadline for the submission of all HOME-ARP Allocation Plans.

22. On November 15, 2022, under suspension of rules, M&C authorized the use of $150,000 of existing Eviction Prevention Program funding to provide financial assistance to program participants who were approved at the time that the project administered by the Athenian First Development Corporation was suspended due to federal noncompliance on October 24, 2022.

23. Between December 7, 2022 and January 20, 2023, Housing & Community Development (HCD), supported by the Cloudburst Group, conducted stakeholder and public engagement for the development of the HOME-ARP Allocation Plan. This engagement included a community survey, a survey and interviews of individuals experiencing homelessness, service provider focus groups, and a focus group of individuals experiencing homelessness.

24. On December 13, 2022, M&C directed staff to create and release an RFP structured around the previous eviction prevention program that will utilize at least $800,000 of the remaining ARPA funds previously allocated to the program administered by the Athens First Development Corporation. The RFP was released on February 3, 2023.

25. On February 14, 2023, HCD provided a work session presentation to the M&C to review the draft HOME-ARP Plan and launched a public input process (thru March 7, 2023) that included online survey and community forum.

26. During the March 7, 2023 Regular Session, M&C approved staff's proposed allocation of $2,506,309 of HOME-ARP funds that ACCGov received from HUD. The approved allocation included:

Acquisition, construction & rehabilitation of affordable rental housing	$1,300,000
Supportive services (e.g., financial assistance, mental health, etc.)	$ 625,000
Non-profit operating costs (must be tied to another HOME-ARP activity)	$ 125,315
Non-profit capacity building (must be tied to another HOME-ARP activity)	$ 125,315
ACCGov administration and planning costs	$ 330,679

27. On March 21, 2023, HCD submitted the HOME-ARP Allocation Plan to HUD. The plan was subsequently accepted and approved by HUD.

28. On May 2, 2023, M&C approved the 2023 Eviction Prevention Program contract award to Family Promise of Athens in the amount of $800,000 from the ARPA SLFRP Allocation to EPP, as well as an additional $100,000 from the same fund for use by the agency for additional direct financial assistance to program participants, as needed.

29. Between November 2022-August 2023, HCD staff collaborated with The Cloudburst Group to complete the Strategic Plan to Reduce & Prevent Homelessness in consultation with the ARPA Homelessness Advisory Committee.

30. On June 6, 2023, as part of a Commission Defined Option, the M&C approved the FY2024 ACCGov Annual Budget including, but not limited to:
    a. Allocated $300,000 of the ARPA homelessness funding toward a "Flexible Housing Fund" to support individuals experiencing or at risk of homelessness;
    b. Moved $100,000 from the ARPA homelessness funding to help balance the General Fund budget; and
    c. Increased funding for Homeless Street Outreach program by $100,000 from general funds.

    After these changes, $4,466,884 of ARPA homelessness funding remained to be allocated according to the SPRPH.

31. On August 24, 2023, the Salvation Army submitted an unsolicited proposal for $550,000 to assist in continuing existing services and expanding them to better serve the community.

32. On August 25, 2023, a quorum (12 of 16) of ARPA Homeless Advisory Committee members and an additional *ad hoc* member submitted formal written feedback to the final draft of the SPRPH that was presented during the August 16, 2023 committee meeting. Staff submitted a response to the feedback received on September 5, 2023.

33. Between September 5-27, 2023, staff provided ACC residents and service providers several opportunities to provide input on the SPRPH draft to be presented to M&C for the October 3, 2023 vote. Staff provided M&C with a summary of all public comments received as part of the agenda report.

34. On September 12, 2023, The Cloudburst Group presented an overview of the SPRPH to the M&C during a regularly scheduled Work Session meeting.

35. On October 3, 2023, Mayor & Commission approved a Commission-Defined Option that:
    a. Accepted the Strategic Plan to Reduce and Prevent Homelessness as presented in the agenda report;
    b. Accept funding requests [included in plan] with the addition of $195,000 from ARPA homeless funds for the physical health care of the homeless in accordance with key strategy #4 related to establishing comprehensive street outreach and use $195,000 ARPA workforce funds for "partnerships for employment" (strategy 10);
    c. Directed the Manager to create RFPs for approved funding within 90 days, after having reviewed them with commissioners in a work session;
    d. Directed the Manager to work with Mayor to identify opportunities for regional coordination to reduce homelessness and report back to the commission within 180 days;

i. Direct the manager to communicate with surrounding hospitals, local governments, and local authorities that Athens-Clarke County intends to enforce the provisions of Senate Bill 62 that went into effect on June 1, 2023 […];

e. Request that hired Homeless Coalition staff a) explore opportunities with faith-based organizations to help with our homeless population, b) work with neighboring community leaders and state representatives for regional coordination, and c) engage philanthropic and additional non-profit entities, including educational & healthcare institutions and neighborhood organizations, as well as for-profit entities including major employers, financial institutions, developers, and property owners to invest in strategies to reduce homelessness in Athens-Clarke County; and

f. Request that the Homeless Coalition report back to the Commission every 180 days.

36. Between October 4-November 22, 2023, in response to History #36, staff collaborated with the AHC to develop the Scope of Services and framework for implementation of key strategies # 1, 2, 3 and 8 from the Strategic Plan to Reduce and Prevent Homelessness in Athens-Clarke County. The funding for the delivery of services will be disbursed over a period of 3 years via advanced installment payments.

37. Between October 4- November 22, 2023, in response to History #36, staff prepared draft RFP release notices to solicit homeless initiative projects that increase low-barrier emergency shelter units for homeless individuals & families, conduct street outreach, physical healthcare, and housing surge activities for encampment in alignment with the recommendations, and provide supportive services in support of key strategies from the Strategic Plan to Reduce and Prevent Homelessness.

38. On November 14, 2023, in response to History #36, Manager Williams invited the AHC to attend the March 14, 2024 Annual Update Session to present to the M&C on its progress related to contracted and other related initiatives. Since then, staff has confirmed AHC's attendance.

39. On December 14, 2023 during a Work Session, HCD staff presented to the M&C the AHC scope of services/budget and key elements of the RFPs drafted for activities as described in History #64.

40. On January 2, 2024, during a Regular Session, M&C approved a Commission Defined Option (CDO) to:
(a) Approve the Athens Homeless Coalition scope of work and budget ($1,080,000 ARPA Homelessness Funds);
(b) award $550,000 of ARPA Homelessness funds to the Salvation Army Center in Athens;
(c) authorize use of $500,000 ARPA Homelessness funds to support implementation of ACCGov's Warming Shelter plan;
(d) approve release of $2.83M of ARPA Homelessness funds through three RFPs; and
(e) bring to the M&C for consideration a proposed contract with the Salvation Army (Fact & Issue #8).

41. On January 5, 2024, staff sent to the Salvation Army a Request for Information (RFI) to collect the necessary information needed (e.g., scope, budget, risk assessment, equity assessment, etc.) to develop an ARPA-compliant subrecipient agreement. Staff set a deadline of January 15, 2024 to help ensure M&C would be able to consider the contract, scope and budget during the February 6, 2024 Regular Session.

42. Between January 5, 2024 and February 27, 2024, staff continued to work closely with the Salvation Army to finalize the scope of work and budget included as Exhibits A and B in **Attachment #1**.

FACTS & ISSUES:

1. Since the onset of the COVID-19 pandemic, HCD has deployed more than $8.8 million to address the homeless crisis in Athens-Clarke County. A summary of these activities is listed in the table below:

Deployed Funding for Homeless Services

Activity	Funding Amount	Status
COVID Indigent Services Funds (all rounds)	$600,000	Completed
CDBG-CV (Allocation I)	$829,383	Completed
CDBG-CV (Allocation II)	$893,937	Completed
Continuum of Care Grant (FY2021)	$$880,335	Underway
CDBG (FY23)	$66,943	Completed
Homeless Specialist	$60,300	On Staff
Athens Area Homeless Shelter FY23 GF Support	$220,000	Completed
ABHS Street Outreach FY23 GF Support	$30,000	Completed
Sanction Homeless Encampment Site Preparation	$250,000	Completed
Continuum of Care Grant (FY2022)	$879,338	Underway
Sanctioned Homeless Encampment - Operations	$2,542,691	Completed; project close-out activities ongoing
Eviction Prevention	$2,425,000	2022 program with Athenian First Development Corporation – Completed 2023 program with Family Promise of Athens - Underway
CDBG (FY24)	$93,000	Underway
Athens Area Homeless Shelter FY24 GF Support	$220,000	Underway
ABHS Street Outreach FY24 GF Support	$130,000	Underway
Total Allocations Since March 2020	**$9,226,990**	

2. Additionally, ACCGov has $9.7 million+ from at least five different funding sources available to address homelessness in the community. Much of this funding may be used to create or expand facilities such as shelters, supportive housing, or rapid rehousing. The accepted

strategic plan is meant to guide and make the best use of these funding sources. A summary of each funding source is listed in the table below:

Additional Funding Available Homeless Services

Activity	Funding Amount	Status
HOME-ARP	$2,506,309	Per 10/3/23 CDO, on hold until FY25
Remaining ARPA-SLFRF Homeless Allocation	$4,960,000	RFPs to be released by February 1, 2024.
Continuum of Care Grant (FY2023)	$879,338*	Application and Planning Underway
CDBG (FY25)	$1,381,158	Application period closed; currently reviewing applications. M&C Work Session scheduled for 2/13/24, and vote on 4/2/24.
Total Available for Future Use	**$9,726,805**	

* - Anticipated award based on HUD formula.

3. The U.S. Treasury Department requires that ARPA SLFRF funds be obligated by December 31, 2024 and spent by December 31, 2026. At the March 1, 2022 meeting, the M&C approved five focus areas for the use of SLFRF funding in the community. These include Affordable Housing, Youth Development, Homelessness, Business and Workforce Development, and Behavioral Health. At this meeting, the M&C also approved general timelines for the designation and use of ARPA funds in the community, and designated the AHC as the advisory group for the ARPA Homeless Allocation.

4. The U.S. Treasury Department strongly encourages communities to guide the implementation of ARPA SLFRF funds through a strategic planning process. This process permits SLFRF utilization be informed by a needs assessment and strategies to enhance community equity and provides a platform by which decision makers can determine priorities for funding based on data and community context

5. The SPRPH provides background information on the context of homelessness in Athens-Clarke County, current funding, resources to address homelessness and housing insecurity, and the data collection process for this strategic plan. It suggests six overarching goals, each with specific strategies to further that goal.

6. The SPRPH also included a proposed allocation plan for the remaining $4.46M of ARPA Homelessness funds which was accepted by the M&C via CDO on October 3, 2023:

Strategy	CDO Approved Allocation	ARPA Category
Key Strategy #1: Staff the Coalition	$400,000	Homelessness
Key Strategy #2: Increase participation from persons with Lived Experience Engagement	$30,000	Homelessness
Key Strategy #3: Improve Coordinated Entry Policy and Implementation	$350,000	Homelessness
Key Strategy #4: Establish Comprehensive Street Outreach	$200,000	Homelessness

In support of Key Strategy #4: Physical Healthcare of Homeless Individuals	$195,000	Homelessness
Key Strategy #5: Organize Housing Surges for Encampments	$150,000	Homelessness
Key Strategy #6: Increase Low-Barrier Shelter Units	$2,200,000	Homelessness
Key Strategy #7: Implement Diversion and Rapid Exit	$200,000	Homelessness
Key Strategy #8: Create Support Fund to End and Prevent Homelessness	No additional allocation; M&C allocated through FY24 budget process.	Homelessness
Key Strategy #9: Engage in Landlord-Focused Initiatives	$240,000	Homelessness
Key Strategy #10: Establish Partnerships for Employment	$195,000	Business Dev. & Workforce Support
All other strategies	$500,000	Homelessness

7. The Salvation Army has served the Athens community for a consecutive 107 years through emergency shelter (currently 74 beds available), meals and case management.

8. The unsolicited proposal submitted by the Salvation Army in August 2023, requested $550,000 for a 12-month period funding to continue existing services and expanding them to better serve ACC residents experiencing homelessness. The document did not include sufficient detail on the scope of work or a detailed line-item budget necessary for contract development.

9. The CDO approved by M&C on January 2, 2024 pertaining to the allocation of the remaining $4.96M of ARPA Homelessness funds included the following items related to the Salvation Army Center:
   - *CDO Item #2*: Award $550,000 of ARPA Homelessness funds to the Salvation Army Center in Athens, GA., for the purposes of facility improvements and operational costs that will increase the capacity of existing shelter beds. Authorize Mayor and staff to execute all related documents. The following are examples of how the funding could be utilized:
     - Kitchen appliances functional upgrade
     - Bunk beds - replacement
     - Locker - replacement
     - Restroom/Shower equipment upgrade
     - Exhaust fans replacement
     - Additional Security Cameras
     - Computer equipment for Social Services
     - Washers and Dryers replacement
     - Monitor pay increase from $9 to $15
     - Case Worker pay increase from $17 to $20

- *CDO Item #5:* After documentation (e.g., financial audit, insurance coverage, etc.) as required by Department of Treasury guidelines is completed, staff shall bring to the Mayor & Commission for consideration a proposed contract with the Salvation Army of Athens, based on the unsolicited proposal received by ACCGov from the Salvation Army of Athens on August 24, 2023. Such proposed contract shall include:
    - a budget for use of all funds being allocated by ACCGov, with specified line items and timelines associated with each;
    - a plan for how the operational programming funded by ARPA may be sustained by the Salvation Army of Athens after the funding allocated therein runs out; and
    - a plan for ensuring and promoting inclusivity with regard to clients served, clarifying that all persons of any identity, minority status, and protected class (regardless of religious affiliation and including LGBTQ+ individuals), shall be welcomed into any programs or facilities funded in whole or in part by ACCGov and/or ARPA; and
    - the contract shall be brought to the Mayor & Commission as soon as is feasible, with the possibility of an agenda item being considered in a Special Called Session if applicable.

10. **Attachment #1** is the ARPA-compliant contract language proposed by staff, which includes the following exhibits:
    a. Exhibit A: scope of work submitted by agency
    b. Exhibit B: budget submitted by agency
    c. Exhibit C: equity assessment completed by agency
    d. Exhibit D: advanced payment schedule
    e. Exhibit D: reporting schedule

11. These recommendations support the following ACCGov Strategic Plan Goals and Strategies:
    a. Organizational Improvement Goal, Strategy D: *Increase resident engagement in the decision-making process to give greater emphasis to information and power sharing, mutual respect, and reciprocity between residents and their government.*
    b. Quality, Stable, Affordable Housing Goal, Strategy D: *Prevent and reduce homelessness by enabling supportive housing options that meet a variety of needs.*

OPTIONS:

1. Mayor and Commission:

    a. Approve proposed contract language, scope of work and budget from the Salvation Army Center in Athens, GA, for purposes of facility improvements and operational costs that will result in increased permanent shelter beds from the existing 80-bed to a 90-bed capacity facility through the addition of 10 permanent emergency shelter beds (eight in mens' dorms & two in womens' dorms). This funding also provides 20 cots (10 each for men and women) for warming shelter as needed, including but not limited to weather events, and other emergencies as declared by ACCGov or State of Georgia. This contract includes partial funding for 11 positions to The Salvation Army

Center of Home Shelter Facility, including five vacant positions: three Housing Monitors, one Case Worker, and one Social Services Manager. The funding provided includes a salary adjustment increase for each position type. (**Attachment #1)**; and

b. Authorize Mayor and staff to execute all related documents.

2. Mayor and Commission deny the proposed contract language, scope of work and budget from the Salvation Army Center in Athens, Ga., for purposes of facility improvements and operational costs that will increase the capacity of existing shelter beds (**Attachment #1)**.

3. Mayor and Commission defined option.

DEPARTMENT RECOMMENDED ACTION: Option #1 a & b

DEPARTMENT: Housing and Community Development
Prepared by: Alejandra Calva

Roderick Wallace — 2/8/2024

Roderick Wallace
HCD Director — Date:

ADMINISTRATIVE COMMENTS:

ADMINISTRATIVE RECOMMENDATION: Option # 1 a & b



Manager — February 29, 2024
Date:

ATTACHMENTS:
Attachment #1: Salvation Army Proposed ARPA Contract, Scope and Budget

Attachment #1

ATHENS-CLARKE COUNTY

STATE OF GEORGIA

AGREEMENT BETWEEN THE UNIFIED GOVERNMENT OF ATHENS-CLARKE COUNTY, GEORGIA

AND

THE SALVATION ARMY

DATE: _____

AGREEMENT BETWEEN
THE UNIFIED GOVERNMENT OF ATHENS-CLARKE COUNTY
AND
THE SALVATION ARMY, A GEORGIA CORPORATION

THIS SUBRECIPIENT AGREEMENT (hereinafter “Agreement”) entered this ____ day of _____, 2024 by and between the Unified Government of Athens-Clarke County (hereinafter "Grantee") and The Salvation Army, A Georgia Corporation (hereinafter "Subrecipient").

ARTICLE I: PREAMBLE

WHEREAS, on March 11, 2021, The American Rescue Plan Act (Public L. 117-2) was enacted, through which $57,588,843.00 in funding (the “Prime Award”) was allocated to Grantee to respond to the public health emergency with respect to the Coronavirus Disease 2019 (COVID–19) or its negative economic impacts, including assistance to households, small businesses, and nonprofits, or aid to impacted industries such as tourism, travel, and hospitality; and

WHEREAS, Grantee wishes to engage the Subrecipient to assist in utilizing such funds to carry out a part of Grantee’s federal award by committing up to $550,000 (five hundred and fifty thousand dollars) of Grantee’s federal award, pursuant to this Subrecipient Agreement; and

WHEREAS, the funds made available for use by the Subrecipient under this Agreement constitute a subaward of Grantee’s federal award to Subrecipient for its performance of the work described below; it is a cost-reimbursement agreement pursuant to which Grantee will reimburse Subrecipient for and only for, certain actual and allowable costs incurred in performing the required services; Subrecipient must use the funds provided hereunder in accordance with requirements imposed by Federal statutes, regulations, and the terms and conditions of Grantee’s federal award; and

WHEREAS, Grantee is desirous of disbursing the funds to the Subrecipient for use in the Subrecipient’s project, as more specifically described in this Agreement, including Exhibit A (Scope of Work) and Exhibit B (Budget), attached hereto and incorporated herein by reference; and

WHEREAS, Subrecipient warrants, certifies and represents that it has the legal authority to apply for this subaward of Federal funds, and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project costs) to ensure proper planning, management and completion of the project described herein; and

WHEREAS, Grantee desires to obtain the assurance from the Subrecipient, and Subrecipient so assures the Grantee, that the Subrecipient will comply with all applicable

statutes, rules and regulations of the United States, the State of Georgia, and/or the Grantee relating to the project, as a condition precedent to the release of such funds to the Subrecipient.

NOW, THEREFORE, in consideration of the foregoing recitals and the terms and conditions set for herein, the Parties hereto mutually agree as follows:

ARTICLE II: GENERAL AWARD INFORMATION

Federal Award:
Coronavirus State and Local Fiscal Recovery Funds – American Rescue Plan Act
CFDA #: 21.027

SUBRECIPIENT Name: Salvation Army of Athens

SUBRECIPIENT SAM UEI Number: **HYZUVGLYLWQ2**

Federal Award Identification Number (FAIN):
City (SLFRP3909) and County (SLFRP3907)

Federal Award Date: March 11, 2021

Subaward period of performance & budget period start and end date:
The period of performance and budget period shall begin <day after M&C approval>, 2024 and shall remain in effect until December 31, 2026 or until the obligated federal funds run out, whichever comes sooner, or unless sooner terminated pursuant to Article IX of this agreement. The specific Term of this Agreement is set forth in Article XIV.

Federal Funds Obligated:
$550,000.00

Project Description:
To improve shelter facility located at 484 & 490 Hawthorne Avenue, Athens GA 30606 and support operational costs that will increase the capacity of existing shelter beds for individuals experiencing homelessness.

Federal Awarding Agency/Pass-Through Entity:
Department of the Treasury
Unified Government of Athens-Clarke County (Pass through entity)

Research and Development: No

Fixed Amount Award: No

This Agreement is effective <day after M&C approval>, 2024 and the Term of this Agreement may be automatically extended until December 31, 2026, as described in

Article XIV unless and until the obligated federal funds run out, whichever comes sooner, or unless terminated earlier in accordance with this Agreement.

The Subaward Period of Performance is from <day after M&C approval>, 2024 and ends on December 31, 2026, or until the obligated federal funds run out, whichever comes sooner, unless terminated earlier in accordance with this Agreement.

The Subaward Budget Period is from <day after M&C approval>, 2024 and ends on December 31, 2026, or until the obligated federal funds run out, whichever comes sooner, unless terminated earlier in accordance with this Agreement.

ARTICLE III: PROJECT, BUDGET, PAYMENT AND FINAL ACCOUNTING

3.1 Scope of Project

Grantee agrees to pay to the Subrecipient up to FIVE HUNDRED FIFTY THOUSAND DOLLARS AND 00/100 ($550,000) (the "Subaward) to provide for allowable costs to implement the following project(s): To improve facility and support operational costs that will increase the capacity of existing shelter beds for individuals experiencing homelessness.

The Scope of Project funded under this subaward are defined by the activities described in the Scope of Services attached as **Exhibit A** and the approved budget attached as **Exhibit B**, which are hereby attached and incorporated herein, and have a central role in determining allowability of costs to be reimbursed by Grantee.

3.2 Proposed Changes to Scope of Project

3.2.1 Prior approval Required. In accordance with 2 CFR 200.308, Subrecipient shall request prior approval from Grantee to deviate from the approved Scope of Services. Failure to obtain such prior approval may result in disallowance of costs associated with the deviation, any/or any out-of-scope activity, in accordance with 2 CFR 200.339.

3.2.2 Grantee Review and Approval. Grantee shall consider all requests for changes in the scope of the approved project in good faith. Subrecipient acknowledges that such changes, depending upon the specific facts and circumstances of the request, may require approval of the Federal Awarding Agency, in which case Grantee's review and final action of the request may be delayed.

3.3 Upper Limit

In consideration for performing the activities described in Article III, Grantee shall submit reimbursement payments to Subrecipient pursuant to 2 C.F.R. §200.305(b) for allowable costs (as defined at 2 C.F.R. Part 200 (Subpart E)) up to a total amount not to exceed the maximum (or "ceiling") amount listed in **Exhibit B**.

3.4 Budget

3.4.1 Budgets. Attached hereto and incorporated by reference herein at **Exhibit B**, is a line-item budget (the "Budget") for Subrecipient's Scope of Project. This Budget

has a central role in defining Scope of Project and determining allowability of costs to be reimbursed by Grantee under this Agreement.

3.4.2 Expenditure of Grant Funds.

3.4.2.1 Consistency with Budget. Except as expressly provided herein, Subrecipient shall expend the funds awarded hereunder in a manner consistent with the approved Budget. Notwithstanding any other term of this agreement, no funds shall be used to pay any officer, director, agent, or employee who is not directly involved in the performance of services involved or necessary in carrying out the program's services as outlined in **Exhibit A**, Scope of Services.

3.4.2.2 Budget Revisions. Funds may be shifted between line items of a single project with prior approval of the Grantee. Subrecipient must submit a Budget Revision Form and a written justification to the Grantee. A budget revision must include a revised Program Budget that accurately displays the necessary budget breakdown to carry out the project and a letter signed by the authorized official. Budget revisions must not significantly affect either the scope or objective of the project (the "scope" of the project is the nature, location or magnitude of the work described in the Agreement. The "objectives" of the project are measurable performances involved in the Agreement including the impact and degree of benefit to the identified population and environment that the project is proposed to provide). Reimbursement requests that reflect deviations from approved budgets cannot be processed. Budget revisions are considered "approved" upon written receipt of approval from Grantee.

3.4.2.3 Period of Availability of Funds. Funds made available under this Agreement may only be used for obligations incurred during the project period for which the funds are awarded.

3.4.2.4 Prior Approvals for Certain Deviations from Budget. Deviations from the approved Budget, as well as transfers between direct and indirect budget categories require Grantee's prior approval regardless of amount, unless otherwise authorized, consistent with 2 C.F.R. § 200.308 or the terms and conditions of the Prime Award to Grantee.

3.4.2.5 Allowable Travel. The Subrecipient's expenses charged for travel shall not exceed those allowable under the policies of the Grantee. Documentation shall be provided which shows origination, destination, and purpose of trip, odometer readings, and date with approval by the Sub-recipient Director. Copies of travel policies are available from the Finance Department of the Government.

3.4.2.6 Indirect Costs. The Subrecipient shall be responsible for indirect cost associated with this grant.

3.4.3 Program Income. Subrecipient shall report to Grantee any program income (as defined at 2 C.F.R. §§ 200.1 and 200.307) generated in performance of this Agreement. Program income earned in performance of this Agreement shall be

considered added to the total amount of this sub-award and its expenditure is subject to all the terms and conditions applicable to the federal funds provided under this sub-award Subrecipient agrees that all program income (if any) received will be expended for program expenses prior to use of the subaward funds.

3.5 Payment

3.5.1 Advanced Payment. Pursuant to 2 CFR Part 200.305(b), Grantee may, upon request by the Subrecipient, make advanced payments to Subrecipient in an amount equal to the minimus amounts needed by the Subrecipient and timed in accordance with the actual immediate cash requirements of the Subrecipient in carrying out the purpose of the approved program or project. In the event that Grantee utilizes the advance payment method to fund the Subrecipient's project, Subrecipient shall provide monthly detailed reports to Grantee documenting and certifying actual expenditures of the advanced funds by the fifth (5th) of the month following receipt of the advanced funds. Advanced payments of direct financial assistance are not available to settle claims of multi-property landlords/property owners. For such larger settlements, Subrecipient shall submit claims for re-imbursement as outlined below.

3.5.1.1 Advanced Installment Payments. Advance installment payments of Thirty Six Thousand Two Hundred Fifty dollars and 00/100 cents ($36,250.00) for Month 1 through Month 12 of this Agreement and Eight Thousand Seven Hundred Fifty dollars and 00/100 cents ($8,500.00) for Month 13 through Month 24 may be made to Subrecipient as outlined in the Schedule of Advanced Payments (**Exhibit D**), including the first such payment within 14 days of full execution of this Agreement, provided that all other provisions of this Agreement have been met. ACCGov shall also pay to Subrecipient an advanced installment payment of Ten Thousand dollars and 00/100 cents ($10,000.00) (for initial costs associated with construction contracting activities and staffing costs) within 14 days of execution of this Agreement.

Per 2 CFR 200.305(b)(1), , "Advance payments to a non-Federal entity must be limited to the minimum amounts needed and be timed to be in accordance with the actual, immediate cash requirements of the non-Federal entity in carrying out the purpose of the approved program or project. The timing and amount of advance payments must be as close as is administratively feasible to the actual disbursements by the non-Federal entity for direct program or project costs and the proportionate share of any allowable indirect costs." As such, if at any point the Subrecipient's program bank account has a balance of two (2) or more months' worth of operations and administrative expenses for activities covered in this Agreement, ACCGov may withhold processing advance payments or reimbursement requests until balance is less than the actual, immediate cash requirements of the program.

3.5.1.2 Reporting Requirements. Subrecipient shall submit to Grantee monthly detailed expenditure reports outlining actual operational and administrative expenditure as well as actual initial start-up purchases by the 5th of each month. Such detailed reports shall include receipts; purchase orders; time

sheets for each employee, agent, officer, director, or other individual doing work on behalf of Subrecipient pursuant to this Agreement; and any other documents reasonably requested by Grantee. Said timesheets shall be approved by an employee of Subrecipient *who is not compensated* pursuant to this Agreement, or by a member of the Board of Subrecipient. If Subrecipient fails to submit progress reports, Grantee may withhold processing advance payments or reimbursement requests until Subrecipient submits such progress reports.

In addition to such Progress Reports, Subrecipient shall submit all reports as directed in Article III: Project, Budget, Payment and Final accounting), including but not limited to, weekly status updates to Magistrate Court.

3.5.2 Requests for Payment. Grantee shall make payments to Subrecipient on a reimbursement basis. In which case, no later than thirty (30) days after the end of each calendar month, Subrecipient shall submit to Grantee a request for payment in a form reasonably prescribed by Grantee, which details the specific costs Subrecipient incurred in the previous month to perform the work described in Article II, minus any program income available to cover any or all such costs. The payment request shall display an accounting of any program income received and expended during that calendar month.

3.5.3 Payment by Grantee. Grantee will pay Subrecipient for properly documented costs within thirty (30) days of Subrecipient's submission of a *complete and accurate* request for payment, provided that such costs are allowable and allocable pursuant to 2 C.F.R. Part 200 and consistent with the approved Budget.

3.5.4 Unallowable Costs. Under no circumstances shall Grantee be required to pay in advance or to reimburse unallowable costs.

3.5.4.1 Questioning Costs. If Grantee questions the allowability of any costs reflected in a request for payment or costs shown on the detailed monthly reports, Grantee shall promptly provide Subrecipient with written notice of those questions and their basis. Payment of questioned costs may be withheld by Grantee until the questions are resolved; however, Grantee shall promptly issue payment of all otherwise properly documented and otherwise unreimbursed costs not in question.

3.5.4.2 Grantee's Disallowance Right. Notwithstanding any other term of this Agreement, all payments made under this Agreement shall be considered provisional. In the event that Grantee determines that any cost for which reimbursement is sought, or has been previously paid, is unallowable, (i) Grantee shall be entitled to recoup such amount from Subrecipient and (ii) Subrecipient shall promptly pay over such amount to Grantee. Additionally, if Grantee reasonably believes that Subrecipient is in noncompliance with any applicable rules or regulations, or any provisions of this Agreement, Grantee may choose to withhold processing advance payments or reimbursement requests until such time as the Subrecipient is found to be in compliance by Grantee or is otherwise adjudicated to be in compliance.

3.5.4.3 Liability for Unallowable Costs. Subrecipient shall be liable for payment of any costs (including, but not limited to, interest and penalties) incurred by Subrecipient under this Agreement (whether charged to funds made available under this Agreement or program income generated hereunder) which may be disallowed by the Federal Awarding Agency, or other appropriate federal or state officials. Grantee agrees that, in the event that the Federal Awarding Agency disallows any cost incurred by Subrecipient under this Agreement, Grantee will, at Subrecipient's request, pursue appropriate administrative appeals to the Federal Awarding Agency (or such other agency), *provided that* Subrecipient agrees to pay all costs associated with any such appeal and that Grantee agrees that Subrecipient's claim, or defense is not frivolous.

3.5.4.4 Cooperation Regarding Clarifications and Appeals. In the event of a disallowed or questioned cost, Subrecipient may request that Grantee (i) seek guidance from the Federal Awarding Agency, or (ii) if necessary, pursue an appeal of a Federal Awarding Agency's determination that certain costs are unallowable in accordance with Article 3.5.4 (Unallowable Costs). If necessary to avoid interest or penalties, Grantee may require Subrecipient to pay over the amount in dispute pending any such clarification or appeal.

3.5.4.5 Survival. Grantee's right to question and disallow costs shall survive the termination or expiration of this Agreement.

3.5.5 Payment requests must include a certification, signed by an official who is authorized to legally bind the SUBRECIPIENT, which reads as follows:

By signing this request, I certify to the best of my knowledge and belief that the request is true, complete, and accurate, and the expenditures, disbursements and cash receipts are for the purposes and objectives set forth in the terms and conditions of the reimbursement. I am aware that any false, fictitious, or fraudulent information, or the omission of any material fact, may subject me to criminal, civil or administrative penalties for fraud, false statements, false claims or otherwise. (U.S. Code Title 18, Section 1001 and Title 31, Sections 3729–3730 and 3801–3812).

3.5.6 Grantee shall not be liable to any vendor, supplier or subcontractor for any expenses or liabilities incurred in connection with any Project and Subrecipient shall be solely liable for such expenses and liabilities.

3.5.7. The Subrecipient shall designate a commercial bank as the depository for the receipt of funds. The Subrecipient will furnish the Grantee with a statement submitted by the appropriate financial officer stating that he/she accepts the responsibility for providing financial services adequate to ensure the establishment and maintenance of an accounting system with adequate internal control.

3.6 Availability of Funds Limitation

The continuation of this Agreement and payments hereunder shall be subject to the availability of federal funds to Grantee under the Prime Award. Grantee shall promptly notify Subrecipient, in writing, of any modification or cancellation of said Prime Award that might impact this subaward. If Grantee determines, in its sole discretion, notwithstanding reductions in grant funding, that funding remains available for some or all of Subrecipient's activities hereunder, the Parties will make reasonable efforts to amend this Agreement so as to reasonably achieve its objectives at a reduced level; *provided that* Grantee retains the right to terminate the Agreement in accordance with Article IX.

3.7 Use of Property Improved with Awarded Funds

3.7.1. SUBRECIPIENT shall use the funds provided hereunder solely for activities described in the attached Exhibit "A", scope of work for properties that are used for the purpose of emergency shelter for homeless persons in Athens-Clarke County. The SUBRECIPIENT will take all necessary steps to require and ensure that any facility upon which ARPA funds under this Agreement are expended will be subject to the 20-year use period requirements.

For projects involving rented housing, the resident(s) must meet the income requirements set forth herein and rents charged for the units must be capped at the HUD HOME LOW RENT LIMIT for Athens-Clarke County. Leases of rental properties must include Tenant Protections, no less protective than the requirements of 24 C.F.R. 92.253.

SUBRECIPIENT shall require that projects comply with all applicable federal, state and local building and health codes. Projects should comply with the Grantee design standards, local code and accessibility standards, environmental due diligence, subsidy layering and marketing guidelines. Additionally, all projects must comply with the Fair Housing Amendments Act of 1988, Section 504 of the Rehabilitation Act of 1973, as amended, and the Americans with Disabilities Act of 1990, as applicable.,

SUBRECIPIENT shall require, by written agreement, that contractors that perform work pursuant to this Agreement must provide no less than a 1-year warranty, running from the time of the final inspection, on all materials and workmanship installed in whole or in part with funds provided hereunder. A

3.7.2. With respect to the facility improved with the funds as described herein, SUBRECIPIENT shall exert reasonable good faith efforts to ensure that one hundred percent (100%) of the people served under this Agreement are Athens-Clarke County residents. With respect to the units to be improved or repaired with funds as described herein, SUBRECIPIENT agrees that 100% of all persons served will be homeless individuals or families.

SUBRECIPIENT shall maintain client data demonstrating client eligibility for services provided. Such data shall include, but are not limited to: client name, address, income level or other basis for determining eligibility, and description of services provided. Such information shall be made available to Grantee monitors or Grantee's designees for review upon request.

3.8 Assurances for Construction Subawards

3.8.1. If applicable, SUBRECIPIENT will comply with the requirements of the assistance awarding agency with regard to the drafting, review, and approval of construction plans and specifications;

3.8.2. SUBRECIPIENT will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work conforms with the approved plans and specifications and will furnish progress reports and such other information as may be required by the assistance awarding agency or Grantee;

3.8.3. SUBRECIPIENT will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures;

3.8.4. SUBRECIPIENT will comply, as applicable, with the provisions of the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327333) regarding labor standards for federally-assisted construction subagreements;

3.8.5. SUBRECIPIENT will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq.). In general, this requires concurrence from the State Historic Preservation Officer for all rehabilitation and demolition of historic properties that are fifty years old or older, or that are included on a federal, state, or local historic property list.

3.8.6. Note to SUBRECIPIENT: If SUBRECIPIENT receives other federal funds, other requirements may apply, such as, by way of example only, the Davis-Bacon Act (40 U.S.C. §§276a to 276a-7) and the institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91190) and Executive Order (EO) 11514.

ARTICLE IV: NOTICES

Subrecipient and Grantee agree that all notices required by this Agreement shall be in writing and delivered via mail (postage prepaid), commercial courier, or personal delivery or sent by facsimile or other electronic means. Any notice delivered or sent as aforesaid shall be effective on the date of delivery or sending. All notices and other written communications under this Agreement shall be addressed to the individuals in the capacities indicated below, unless otherwise modified by subsequent written notice.

Communication and details concerning this contract shall be directed to the following contract representatives:

If to Grantee: Unified Government of Athens-Clarke County
Attention: Roderick Wallace, Director

Housing & Community Development
375 Satula Avenue
Athens, GA 30601
(706) 613-3155

If to Subrecipient: The Salvation Army, a Georgia Corporation
Attention: Captain Nicole Greenland & Captain Sheldon Greenland
484 Hawthorne Avenue
Athens GA 30606
(706)543-5350

ARTICLE V: RESPONSIBILITIES OF GRANTEE

Grantee agrees to:

- Provide funding to Subrecipient in accordance with this Agreement and federal, state, and local laws;
- Monitor Subrecipient to ensure the funds subject to this Agreement are used in accordance with all applicable conditions, requirements, and restrictions;
- Provide information on current and any subsequent changes to the terms and conditions of the grant awards addressed by the funds subject to this Agreement;
- Take action to recover funds that are not used in accordance with the conditions, requirements, or restrictions applicable to this Agreement.

ARTICLE VI: RESPONSIBILITIES OF SUBRECIPIENT

Subrecipient agrees to:

- Ensure the funds subject to this Agreement are used in accordance with conditions, requirements, budget, timetable and restrictions of federal, state, and local laws, as well as the federal terms and conditions of the Prime Award and this Subaward;
- Utilize funds subject to this Agreement to supplement rather than supplant funds otherwise available;
- Comply with all financial reporting requirements of Grantee and federal government related to the use of funds subject to this Agreement;
- Promptly reimburse Grantee for any funds Grantee pays to any entity because of an adverse audit finding, adverse quality control finding, final disallowance of federal financial participation, or other sanction or penalty for which Grantee is responsible regarding American Rescue Plan Act funds;
- Take prompt corrective action, including paying amounts resulting from an adverse finding, sanction, or penalty, if Grantee, or any state or Federal auditor, agency or other entity authorized by federal, state, or local law determines compliance with conditions, requirements, and restrictions applicable to the federal program from which this subgrant is awarded has not been achieved;

- Make records and personnel available to Grantee, or any state or Federal auditor, agency or other entity authorized by federal, state, or local law to perform reviews, audits, or investigations in relation to the funds subject to this Agreement;
- Comply with all terms and conditions contained in this Agreement.

ARTICLE VII: ACKNOWLEDGEMENT AND ACCEPTANCE OF GRANTEE'S UNILATERAL RIGHT TO AMEND THIS AGREEMENT AND OTHER AMENDMENTS

7.1. Subrecipient acknowledges and accepts that this Agreement is entered into subject to both Subrecipient's and Grantee's compliance with federal, state, and local law, conditions, requirements, and restrictions, as those may change over time. Grantee reserves the right to unilaterally amend this Agreement 1) to include terms and conditions required by Federal, state, or local governmental guidelines or policies to be included in this Agreement or 2) upon the suggestion of counsel to amend this Agreement to conform with best practices for subgrant agreements. Subrecipient further understands that Grantee is responsible to the Department of Treasury for the administration of funds and may consider and act upon reprogramming recommendations as proposed. In the event that Grantee approves any modification, amendment, or alteration to the funding allocation, the Subrecipient shall be notified, and such notification shall constitute an official amendment to this Agreement. Subrecipient acknowledges and accepts that its retention and use of the funding subject to this Agreement is conditioned upon its consent to and compliance with any amendments to this Agreement made by Grantee subject to this Article.

7.2. Grantee or Subrecipient may amend this Agreement, for reasons other than those stated in subsection 1 of this Article, at any time provided that such amendments make specific reference to this Agreement, and are executed in writing, signed by a duly authorized representative of each organization, and are approved by Grantee's governing body if such approval is required by law. Such amendments shall not invalidate this Agreement, nor relieve or release Grantee or Subrecipient from its respective obligations under this Agreement.

ARTICLE VIII: ADMINISTRATIVE AND FINANCIAL MANAGEMENT REQUIREMENTS

8.1 Administration and Financial Management

Subrecipient acknowledges that this Agreement is a subaward of federal grant funds and that Subrecipient shall be responsible for proper use, management, and safeguarding of such funds. Subrecipient acknowledges as a general matter, that payments from Coronavirus State and Local Fiscal Recovery Funds will be subject to the provisions of the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR part 200, the Uniform Guidance) and 31 CFR 35 Subpart A. In particular, Subrecipient hereby represents that it is, and shall remain, in full compliance with the financial management requirements set forth at 2 C.F.R. § 200.302 and internal controls standards set forth at 2 C.F.R. § 200.303.

8.2 Prior Approval for Contracting Out Substantive Work

Subrecipient shall obtain Grantee's prior written approval for contracting out any substantive programmatic work related to implementation of this Agreement, consistent with 2 C.F.R. § 200.308. Subrecipient shall follow all federal procurement guidelines as well as its own internal procurement policies for all subcontracting, prior to seeking written approval from Grantee.

8.3 Insurance

8.3.1 Insurance Coverage: Subrecipient shall carry sufficient insurance coverage to protect contract assets from loss due to theft, fraud and/or undue physical damage to comply with 2 C.F.R. 200.310 (Insurance Coverage). Subrecipient shall at its own expense, provide and maintain during the entire performance of this contract, at least the kinds and minimum amounts of insurance specified below. The insurer(s) listed on the certificate of insurance shall be in good standing within the state of Georgia through the Insurance Commissioner's Office and must be rated "A" or better and a financial category of VII or higher with AM Best Company. Before commencing work under the contract, Subrecipient will provide Grantee a certificate of insurance evidencing the required kinds and amounts of insurance:

a. Workers' Compensation/Employers Liability: Service provider is required to comply with applicable Federal and Georgia State workers' compensation statutes. Policies covering Workers' Compensation liability shall provide coverage of statutory benefits and employers liability of at least $1,000,000 each accident; at least $1,000,000 each employee for disease and $1,000,000 policy limit for disease.
b. General Liability: $2,000,000 aggregate; $1,000,000 per occurrence;
c. Automobile Liability: Automobile liability insurance shall be written on the comprehensive form of policy – Combined single limit of at least $1,000,000 to include Owned, Hired Autos and Non-owned Autos.
d. Excess Liability: $2,000,000 on a per occurrence basis. Excess coverage should follow form of the primary coverage.
e. Employee Dishonesty/Crime Coverage: Service provider shall provide proof of an employee dishonesty/crime or fidelity policy in the amount of $100,000 or greater.

8.3.2 Additional Insured, Subrogation, and Endorsements: Subrecipient shall provide the following endorsements with the certificate of insurance. Subrecipient shall list the Unified Government of Athens-Clarke County as an additional insured on their General Liability and Auto Liability coverages. The Unified Government of Athens-Clarke County shall be listed as loss payee for the Employee Dishonesty/Crime policy. A waiver of subrogation is to be provided in favor of the Unified Government of Athens-Clarke County for all policies including Workers' Compensation. A primary and non-contributory endorsement shall be provided on their General Liability and Auto Liability coverages. The subrecipient's carrier(s) shall provide an endorsement requiring carrier(s) to provide the Unified Government of Athens Clarke County written notice of any cancellation or substantial change of insurance coverage prior to cancellation for all policies.

8.3.3 Bonding Requirements: If applicable, Subrecipient shall comply with the bonding requirements of 2 C.F.R. § 200.326 (Bonding requirements).

8.3.4 Property Coverage. Pursuant to 2 C.F.R. § 200.310, Subrecipient shall, at a minimum, maintain the equivalent insurance coverage for any real property and equipment acquired or improved with funds provided under this Agreement, or program income generated hereunder, as is maintained for other property owned by Subrecipient.

8.3.5 Self-Insurance. The requirement to maintain general liability, workers' compensation, and/or property coverage under this Section 8.3 (Insurance) may at Grantee's discretion be satisfied by Subrecipient demonstrating that it maintains an adequate program of self-insurance.

8.3.6 Evidence of Coverage and Notices. Subrecipient shall, upon execution of this Agreement and upon any renewal of any of insurance coverage required by this Agreement, furnish certificates of insurance to Grantee. Subrecipient shall give Grantee ten (10) days' advance written notice of any material modification, termination, suspension, expiration or relinquishment of such coverage (except when suspension or termination is due to failure to pay a premium, in which case copies of all notices of pending or actual cancellation by the insurer shall be immediately forwarded to Grantee).

8.3.7 Survival. The rights and obligations of this Section 8.3 (Insurance & Bonding) shall survive the expiration or termination of this Agreement.

8.4 Documentation, Reports and Recordkeeping

8.4.1 Records to be Maintained: Subrecipient shall maintain and furnish such financial and programmatic information and reports which pertain, directly or indirectly, to the services provided and costs incurred by Subrecipient pursuant to this Agreement. All such records shall be considered public records pursuant to the Georgia Open Records Act (O.C.G.A. 50-18-70 et al.). Such records shall include but not be limited to:

a. Records providing a full description of each activity undertaken;
b. Records required to determine the eligibility of activities;
c. Records documenting the number of individuals served;
d. Records documenting the number of households served, to be broken down by program if multiple programs are created (e.g., women's shelter, men's shelter)
e. Records required to document the eligibility criteria of clients
f. Other reports and records necessary to document compliance with federal regulations, including any data required to report on ARPA Expenditure Category E.C. 2.16 Long-term Housing Security: Services for Unhoused Persons.
g. Financial records as required by 31 CFR Part 35, and 2 CFR Part 200

8.4.2 Retention: Subrecipient shall retain all financial records, supporting documents, statistical records, and all other records pertinent to the Agreement for a period of ten (10) years commencing on the date of execution of this Agreement.

Notwithstanding the above, if there is litigation, claims, audits, negotiations, or other actions that involve any of the records cited and that have started before the expiration of said period, then such records must be retained until completion of the actions and resolution of all issues, or the expiration of said period, whichever occurs later. Records for real property and equipment acquired with subaward funds shall be retained for three (3) years after final disposition of the property. Subrecipient shall, upon request, transfer identified records to the custody of Grantee or the Federal Awarding Agency when Grantee or the Federal Awarding Agency determines that such records possess long term retention value.

8.4.3 Data and Reports: Subrecipient shall maintain detailed data, sufficient to demonstrate its successes and failures relative to the goals set forth in this Agreement. Such information shall be made available to Grantee or its authorized agents for review upon request. Moreover, Subrecipient shall provide to Grantee reports reasonably requested by Grantee in furtherance of Grantee's reporting obligations under the Prime Award.

8.4.3.1 Subrecipient warrants that any data provided to Grantee under the terms of this agreement is in the public domain or otherwise unencumbered by intellectual property restrictions on its use by Subrecipient. Subrecipient warrants that Grantee's use of the data shall not be restricted by Subrecipient copyright, patent, or intellectual property considerations.

8.4.3.2. Subrecipient agrees to waive any and all future rights of action against Grantee which may arise from the Grantee's use of program or project data, including but not limited to the reproduction, distribution, copyright, patent, and other intellectual property considerations.

8.4.4 Disclosure: Subrecipient understands that data collected under this Agreement is of a privileged nature and the use or disclosure of such information, when not directly connected with the administration of Grantee's or Subrecipient's responsibilities with respect to services provided under this Agreement, is prohibited. Subrecipient also understands that Grantee is subject to the Georgia Open Records Act and must comply with the requirements thereof. Additionally, Subrecipient shall not post information, photos, videos, or any other identifying material about or including program participants publicly, including on social media, without the express written permission of the participant(s).

8.4.5 Closeout

8.4.5.1 The Parties' obligations under this Agreement shall not end until all closeout requirements are completed. The Parties shall perform the following activities during the closeout period: making final payment, if required; disposing of program assets (including the return of all unused materials, and equipment to Grantee); and determining the custodianship of records. Notwithstanding the foregoing statement, the terms of this Agreement shall remain in effect during any period that the Subrecipient has control over the funds subject to this Agreement.

8.4.5.2 All closeout activities shall be conducted pursuant to 2 C.F.R. § 200.344 (Closeout), including, without limitation, that Subrecipient must submit to Grantee, no later than 90 calendar days after the end date of the period of performance, all financial, performance, and other reports as required hereunder; Subrecipient shall file a Standard Form 429 (Real Property Status Report) upon completion of the activities hereunder and file the appropriate Notice of Federal Interest in the appropriate Land Records, with subsequent, periodic filings as may be required. Moreover, Grantee shall have post-closeout authorities and rights as set forth in 2 C.F.R. § 200.345 (Post closeout adjustments and continuing responsibilities).

8.4.5.3 The closeout of this subaward shall not affect Subrecipient's liability to Grantee for unallowable costs; audit requirements of 2 C.F.R. Part 200, Subpart F; property management, use, and disposition obligations; or record retention obligations. Additionally, in the event of an inquiry or disallowance by the Federal Awarding Agency affecting Grantee after closeout of this subaward, Subrecipient agrees to make available to Grantee, at Grantee's request, all information, in any form, including, but not limited to, documents or employee personal knowledge, for Grantee's use with respect to such inquiry or disallowance.

8.4.5.4 Collection of Amounts Due. With respect to any amounts due from Subrecipient to Grantee upon or after closeout, Grantee shall have collection rights commensurate with those of the Federal Awarding Agency under 2 C.F.R. § 200.346.

8.4.5.5 Survival. This Article 8.4.5 (Closeout) shall survive the expiration or termination of this Agreement.

8.4.5.6 Reversion/Transfer of Funds to Grantee: Subrecipient shall transfer to Grantee any subaward funds remaining at the time of expiration, cancellation or termination of this Agreement, and Grantee may in its discretion reprogram the funds to another eligible project.

8.4.6 Audits & Inspections: All Subrecipient records with respect to any matters covered by this Agreement shall be made available to Grantee and the Comptroller General of the United States or any of their authorized representatives, at any time during normal business hours, as often as deemed necessary, to audit, copy, examine, and make excerpts or transcripts of all relevant data, books, records, reports, documents, and papers as they reasonably deem necessary for as long as such records, reports, books, documents, and papers are retained. This right also includes timely and reasonable access to Subrecipient's personnel for the purpose of interview and discussion related to such documents.

Subrecipient acknowledges that by virtue of this Agreement, it will be subject to audit, and more specifically, per 2 C.F.R. Part 200, Subpart F, may be subject to a Single Audit performed on non-federal entities expending federal grant funds of more than $750,000.00 in a year. For audit purposes, Subrecipient shall consider and describe the

funds provided pursuant to this Agreement as federal "subaward" funds. Any deficiencies noted in audit reports must be fully cleared by Subrecipient within 30 days after receipt by Subrecipient of a notice of deficiencies. Failure of Subrecipient to comply with the above audit requirements will constitute a violation of this Agreement and may result in the withholding of future payments. Subrecipient hereby agrees to have an annual agency audit conducted in accordance with current Grantee policy concerning Subrecipient audits and 2 C.F.R. Part 200, Subpart F, as applicable.

8.4.7 Open Records and Open Meetings: Subrecipient acknowledges that if it receives 33 1/3% of its total funding from a direct allocation of tax funds from a government entity that it is subject to requirements of the Georgia Open Records Act (O.C.G.A. §§ 50-18-70 - 77) and the Georgia Open Meetings Act (O.C.G.A. §§ 50-14-1 - 6).

8.4.8 The rights and obligations of this Article 8.4 (Documentation, Reports and Recordkeeping) shall survive the termination or expiration of this Agreement.

8.5 Procurement

8.5.1 Compliance: Subrecipient shall comply with current Grantee policy concerning the purchase of equipment and shall maintain inventory records of all non-expendable personal property as defined by such policy as may be procured with funds subject to this Agreement. Title, possession and use of all program assets (real property, equipment, etc.), with the exception of the real property and improvements thereon that are titled in the name of the Subrecipient and are contemplated by the Parties to this Agreement to remain titled in the name of and in the possession of the Subrecipient, shall revert to Grantee upon termination of the Agreement.

8.5.1.1 All procurement transactions funded with federal funds provided under this subaward or with program income generated hereunder ("covered procurements"), regardless of whether negotiated or advertised and without regard to dollar value, shall be conducted in a manner so as to provide maximum open free competition consistent with the federal procurement standards set forth in 2 C.F.R. §§ 200.317 through 200.327, and §§ 200.215 and 200.216.

8.5.1.2 Subrecipient shall make positive efforts to utilize small business and minority owned business sources, as well as women-owned businesses, for supplies and services.

8.5.2 Required Contract Provisions: Consistent with the federal procurement standards Subrecipient shall maintain a written procurement policy which it shall apply to covered procurements. Further, for covered procurements, Subrecipient shall comply with the competition requirements and conflict of interest restrictions of the federal procurement standards and shall include, to the extent required by 2 C.F.R. Part 200, Appendix II, certain required contract terms in its contracts.

8.5.3 Security: Subrecipient's obligations under this Agreement shall be secured by a valid first lien security interest in and to all tangible personal property purchased with

the funds subject to this Agreement, as well as all proceeds, products, rents, royalties, issues and profits thereof.

8.6 Use and Reversion of Assets

8.6.1 Compliance with 2 C.F.R. Part 200: The use and disposition of real property and equipment under this Agreement shall be in compliance with the requirements of 2 C.F.R. Part 200.

8.6.1.1 Expectations Regarding Acquisition or Improvement of Real Property and Equipment and Prior Approval Requirement. The Parties anticipate that Subrecipient will acquire or improve real property or equipment with funds made available under this subaward. Acquisition or improvement of real property or equipment may be accomplished with funds provided under this Agreement, or program income generated hereunder, only with the express prior approval of Grantee. To the extent Subrecipient is authorized by Grantee to acquire or improve real property or equipment with such funds, the requirements of this Article 8.6 (Use and Reversion of Assets) shall apply. Subrecipient will not dispose of, modify the use of, or change the terms of the real property title, or other interest in the site and facilities without permission and instructions from Grantee. Subrecipient will record the Federal interest in the title of real property in accordance with Grantee directives and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure nondiscrimination during the useful life of the project.

8.6.1.2 Definition of Equipment. For purposes of this Agreement, “equipment” shall have the meaning set forth at 2 C.F.R. § 200.1.

8.6.1.3 Ownership, Use, Sharing and Disposition. The provisions of 2 C.F.R. § 200.310 *et seq.* (Property Standards), as applicable, shall apply to the ownership, use, sharing and disposition of tangible property (if any) acquired with federal funds made available under this Agreement and/or program income generated hereunder. Grantee reserves its rights pursuant to 2 C.F.R. § 200.311 and 2 C.F.R. § 200.313 to require transfer of real property or equipment acquired with such funds. Subrecipient shall maintain an adequate, up-to-date inventory of all supplies and equipment throughout the term of this Agreement. Subrecipient agrees to transfer title in any used or unused supplies it may have acquired pursuant to 2 C.F.R. § 200.314 to Grantee upon termination or expiration of this Agreement, free of compensation of any kind from Grantee.

8.6.1.4 Equipment Records. Pursuant to 2 C.F.R. § 200.313(d)(1), Subrecipient shall maintain detailed property records for equipment (if any) purchased with funds made available under this Agreement and/or program income generated hereunder.

8.6.2 Equipment and Proceeds: In all cases in which equipment acquired, in whole or in part, with funds subject to this Agreement is sold, the proceeds shall be program income (prorated to reflect the extent to that the funds received under this

Agreement were used to acquire the equipment). Equipment not needed by the Subrecipient for activities under this Agreement shall be, upon Grantee's sole discretion: transferred to Grantee, or retained after compensating Grantee for an amount equal to the current fair market.

8.6.3 Survival. The rights and obligations of this Section 8.6 (Use and Reversion of Assets) shall survive the termination or expiration of this Agreement.

ARTICLE IX: SUSPENSION, TERMINATION, BREACH, DEFAULT, AND RECOVERY OF FUNDS

9.1. Suspension or Termination

9.1.1 General Termination: Grantee may suspend or terminate this Agreement immediately upon delivery of written notice to the Subrecipient if Grantee loses funding or discovers any illegal conduct or allegation of illegal conduct on the part of Subrecipient. In the event of termination of this Agreement prior to the end of the term for any reason, Subrecipient shall immediately return all property, equipment, materials, and/or supplies purchased pursuant to this Agreement and any unexpended portion of the funds received by Subrecipient to Grantee.

9.1.2 Termination for Failure to Materially Comply: In accordance with 2 C.F.R. §§ 200.339 and 200.340, Grantee may suspend or terminate this Agreement if the Subrecipient materially fails to comply with any terms of this Agreement, which include (but are not limited to) the following:

a. Failure to comply with any of the rules, regulations or provisions referred to herein, or such statutes, regulations, executive orders, and federal guidelines, policies or directives as may become applicable at any time;
b. Failure, for any reason, of the Subrecipient to fulfill in a timely and proper manner its obligations under this Agreement;
c. Ineffective or improper use of funds provided under this Agreement; or
d. Submission by the Subrecipient to Grantee reports that are incorrect or incomplete in any material respect.

9.1.3 Termination for Convenience: In accordance with 2 C.F.R. §200.340, this Agreement may also be terminated for convenience by either Grantee or Subrecipient, in whole or in part, by setting forth the reasons for such termination, the effective date, and, in the case of partial termination, the portion to be terminated. If either Party wishes to terminate this Agreement for convenience, it must do so by providing thirty (30) days' Notice to the other Party.

In the event of any termination for convenience, all finished or unfinished documents, data, studies, surveys, maps, models, photographs, reports, or other materials prepared by the Subrecipient under this Agreement shall, at the option of the Grantee, become the property of the Grantee.

9.1.4. Lapse: The award contemplated by this Agreement may lapse if this Agreement has not been not executed by SUBRECIPIENT within 90 days of the award.

Unless the delay is specifically waived in writing by Grantee before the 120th day after execution of this Agreement, if SUBRECIPIENT has not received or obtained a building permit and/or commenced work within 180 days of the execution of this Agreement, this Agreement shall terminate and SUBRECIPIENT shall have no rights hereunder.

9.2 Other Remedies for Failure to Comply

If Subrecipient materially fails to comply with a term of Grantee's federal award, federal, state, or local law, an assurance, this Agreement, or any other applicable rule, Grantee may take any or all of the following actions it deems appropriate in the circumstances:

a. Demand repayment to Grantee of all or part of the funds subject to this Agreement;
b. Withhold further awards for the Program identified in this Agreement;
c. Take any other remedies that may be legally available, including any additional remedies listed elsewhere in this Agreement.

9.3 Refund Provision

If, at any point and for any reason, the Department of Treasury rescinds or seeks to recover from Grantee's American Rescue Plan Act funds, Grantee may rescind the funds subject to this Agreement from Subrecipient. In the event or to the extent that Subrecipient has expended those funds pursuant to the terms of this Agreement, Subrecipient, at Grantee or the Department of Treasury's discretion, may be required to refund those funds to Grantee from another source.

ARTICLE X: PERSONNEL PROVISIONS

10.1 Independent Contractor

Nothing contained in this Agreement is intended to, or shall be construed in any manner, as creating or establishing the relationship of employer/employee between the Parties. The Subrecipient shall at all times remain an "independent contractor" with respect to the services to be performed under this Agreement. Grantee shall be exempt from payment of all Unemployment Compensation, FICA, retirement, life and/or medical insurance and Workers' Compensation Insurance, as the Subrecipient is an independent contractor. Neither of the parties shall be construed to be the agent, partner, co-venturer, employee or representative of the other party.

10.2 Workers' Compensation

Subrecipient shall provide Workers' Compensation Insurance coverage for all of its employees involved in the performance of this Agreement.

10.3 Civil Rights

10.3.1 Compliance

10.3.1.1 The Subrecipient agrees to comply with Title VI of the Civil Rights Act of 1964 as amended, Title VIII of the Civil Rights Act of 1968 as amended, Section 504 of the Rehabilitation Act of 1973, the Americans with Disabilities Act of 1990, the Age Discrimination Act of 1975, and related executive orders.

10.3.1.2 Regarding Equal Employment Opportunity, Subrecipient agrees and understands that no person shall be discriminated against on the grounds of race, color, national origin, age, familial status, handicap or sex. Further assurance is also given that Subrecipient will immediately take any measures necessary to effectuate this policy. Notice of the policy will be placed in plain sight at the Project location, for the benefit of interested parties, and all subcontractors will be notified of the policy provisions.

10.3.2 Nondiscrimination: Subrecipient agrees to comply with the non-discrimination in employment and contracting opportunities laws, regulations, and executive orders. Subrecipient agrees to abide by and be bound by Chapter 6-21 of the Code of Athens-Clarke County, Georgia, regarding Unlawful Discrimination and agrees to ensure that any and all subcontractors operating pursuant to this Agreement also agree to abide by and be bound by Chapter 6-21 of the Code of Athens-Clarke County, Georgia.

10.3.3 Section 504: Subrecipient agrees to comply with all Federal regulations issued pursuant to compliance with Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794), which prohibits discrimination against the individuals with disabilities or handicaps in any Federally assisted program. Grantee shall provide Subrecipient with any guidelines necessary for compliance with that portion of the regulations in force during the term of this Agreement.

10.4 Affirmative Action

10.4.1 Approved Plan: Subrecipient agrees that it shall be committed to carry out pursuant to Grantee's specifications an Affirmative Action Program in keeping with the principles as provided in President's Executive Order 11246 of September 24, 1966.

10.4.2 Women- and Minority-Owned Businesses (W/MBE): Subrecipient will use its best efforts to afford small businesses, minority business enterprises, and women's business enterprises the maximum practicable opportunity to participate in the performance of this agreement. As used in this contract, the terms "small business" means a business that meets the criteria set forth in section 3(a) of the Small Business Act, as amended (15 U.S.C. § 632), and "minority and women's business enterprise" means a business at least fifty-one (51) percent owned and controlled by minority group members or women. For the purpose of this definition, "minority group members" are Afro-Americans, Spanish-speaking, Spanish surnamed or Spanish-heritage Americans, Asian-Americans, and American Indians. Subrecipient may rely on written representations by businesses regarding their status as minority and female business enterprises in lieu of an independent investigation.

10.4.3 Equal Employment Opportunity and Affirmative Action (EEO/AA) Statement: Subrecipient will, in all solicitations or advertisements for employees placed by or on behalf of the Subrecipient; state that it is an Equal Opportunity or Affirmative Action employer.

10.5 Employee Verification

Compliance with O.C.G.A. Sec. 13-10-91 and Georgia Department of Labor Rule 300.10.1.02, regarding verification of new employee information, is a condition of this Agreement. Compliance with 8 U.S.C. § 1621, the Immigration and Nationality Act, and O.C.G.A. §50-36-1, is a condition of this Agreement.

10.6 Conflict of Interest

Subrecipient agrees to abide by the provisions of 2 C.F.R. 200.318 which includes (but are not limited to) the following:

10.6.1 Subrecipient shall maintain a written code or standards of conduct that shall govern the performance of its officers, employees or agents engaged in the award and administration of contracts supported by Federal funds.

10.6.2 No employee, officer or agent of Subrecipient shall participate in the selection, or in the award, or administration of, a contract supported by Federal funds made available under this Agreement, or program income generated hereunder, if a conflict of interest, real or apparent, would be involved.

ARTICLE XI: RESTRICTIONS ON USE OF FUNDS AND CONDUCT

11.1 Restrictions on Use of Funds – Generally

Subrecipient is prohibited from using funds subject to this Agreement or personnel employed in the administration of the Program for: political activities; inherently religious activities; lobbying; political patronage; and nepotism activities.

11.1.1 Hatch Act: Subrecipient agrees that no funds provided, nor personnel employed under this Agreement, shall be in any way or to any extent engaged in the conduct of political activities in violation of Chapter 15 of Title V of the U.S.C.

11.1.2 Religious Activity: Subrecipient agrees that funds provided under this Agreement will not be utilized for inherently religious activities such as worship, religious instruction, or proselytization.

11.2 Conduct

11.2.1 Assignability: Subrecipient shall not assign or transfer any interest in this Agreement without the prior written consent of Grantee; provided, however, that claims for money due or to become due to Subrecipient from Grantee under this contract may be assigned to a bank, trust company, or other financial institution without such approval. Notice of any such assignment or transfer shall be furnished promptly to Grantee.

11.2.2 Indemnity: Subrecipient waives, releases, relinquishes, discharges and agrees to indemnify, protect and save harmless Grantee, its officers and employees, (collectively, “Releasees”), from any and all claims, demands, liabilities, losses, costs or expenses, including attorneys’ fees, for any loss or damage for bodily injury, property damages and attorneys’ fees related thereto, caused by, growing out of, or otherwise happening in connection with this Agreement, due to any act or omission on the part of Subrecipient, its agents, employees, subcontractors, or others working at the direction or

on behalf of Subrecipient. Subrecipient's obligation to indemnify any Releasees shall survive the expiration or termination of this Agreement by either Party for any reason.

11.2.3 Subcontracts:

11.2.3.1 Monitoring: Subrecipient will monitor all subcontracted services on a regular basis to assure contract compliance. Results of monitoring efforts shall be summarized in written reports and supported with documented evidence of follow-up actions taken to correct areas of noncompliance.

11.2.3.2 Content: Subrecipient shall cause all of the provisions of this Agreement in its entirety to be included in and made a part of any subcontract executed in the performance of this Agreement.

11.2.3.3 Selection Process: Subrecipient shall undertake to ensure that all subcontracts let in the performance of this Agreement shall be awarded on a fair and open competition basis in accordance with applicable procurement requirements.

11.2.4 Lobbying: Subrecipient hereby certifies that:

11.2.4.1 No Federal appropriated funds have been paid or will be paid, by or on behalf of it, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;

11.2.4.2 If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, it will complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions; and

11.2.4.3 It will require that the language of paragraph (6) of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all Subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. § 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

11.3 Copyright

If this Agreement results in any copyrightable material or inventions, Grantee and/or grantor agency reserves the right to royalty-free, non-exclusive and irrevocable license to reproduce, publish or otherwise use and to authorize others to use, the work or materials for governmental purposes.

ARTICLE XII: OVERSIGHT AUTHORITIES

12.1 Oversight

Grantee shall have authority to perform any and all necessary oversight functions to ensure Subrecipient's proper management and compliance with federal grant management requirements, including but not limited to the requirements of 2 C.F.R. Part 200 and Federal Awarding Agency requirements under the Prime Award.

12.1.1 Evaluation and Inspection. In furtherance of Grantee's obligations under 2 C.F.R. §§ 200.329 and 200.332(d), Subrecipient agrees to permit Grantee and the Federal Awarding Agency, or any of their duly authorized representatives, to evaluate, through inspection or other means, the quality, appropriateness, and timeliness of work and activities performed under this Agreement, the proper expenditure of federal funds, as well as the proper allocation of funds awarded hereunder to the approved Scope of Project described in Article III. Grantee's evaluation and inspection methods include, but are not limited to: (i) scheduled and unscheduled site visits and (ii) reviews and/or audits of records related to the performance of this Agreement. To the extent feasible, and when advance notice would not frustrate the purpose of the inspection, Grantee shall provide advance notice to Subrecipient, usually seven (7) calendar days, of site visits or audits.

12.1.2 Outside Audit or Monitoring Firm Support. Subrecipient acknowledges and agrees that Grantee may carry out its oversight functions directly or through engagement of an audit or monitoring firm or other appropriate contracted support. In the event a third party is engaged to assist with any audit or monitoring functions, Grantee shall require such entity to sign a reasonable nondisclosure agreement preventing disclosure of Subrecipient's proprietary or otherwise sensitive information to the extent such nondisclosure agreement would not frustrate the purpose of the review.

12.2 Remedies for Non-Compliance

If Subrecipient fails to comply with the terms and conditions of this subaward, Grantee may impose additional conditions on Subrecipient as described at 2 C.F.R. § 200.208 (Specific conditions). If, in its sole discretion, Grantee determines that non-compliance cannot be remedied by imposing special conditions, in accordance with 2 C.F.R. § 200.339 (Remedies for noncompliance), Grantee may: (i) temporarily withhold cash payment pending correction of the deficiency; (ii) disallow all or part of the cost of the activity or action not in compliance; (iii) wholly or partly suspend or terminate this subaward of federal funds; (iv) withhold further awards; or (v) take other remedies that may be legally available.

12.3 Significant Developments

Pursuant to 2 C.F.R. § 200.329(d), as soon as any such condition becomes known, Subrecipient shall report to Grantee: (i) problems, delays, or adverse conditions which may materially impair the ability of Subrecipient to meet the objectives of the subaward, and (ii) favorable developments which may enable Subrecipient to meet time schedules and objectives sooner or at less cost than anticipated or producing more or different beneficial results than originally planned.

12.4 Good Faith Compliance Cooperation

The Parties acknowledge that they share the goals of compliance with federal requirements and efficient performance of this Agreement in furtherance of carrying out the overall project under the Prime Award. Subrecipient hereby confirms that it will raise compliance questions in advance where feasible to avoid possible instances of noncompliance. Grantee hereby confirms that it shall provide reasonable technical assistance and guidance relating to grant management requirements in response to specific questions posed by Subrecipient.

12.5 Survival

The rights and obligations of this Article XII (Oversight Authorities) shall survive the termination or expiration of this Agreement.

ARTICLE XIII: GENERAL PROVISIONS

13.1 Severability

If any provision of this Agreement is held as a matter of law to be invalid, unenforceable, or illegal, the remainder of the Agreement shall be enforceable without such provision.

13.2 Waiver

Grantee's failure to act with respect to a breach by the Subrecipient does not waive its right to act with respect to subsequent or similar breaches. The failure of Grantee to exercise or enforce any right or provision shall not constitute a waiver of such right or provision.

13.3 Section Headings and Subheadings

The section headings and subheadings contained in this Agreement are included for convenience only and shall not limit or otherwise affect the terms of this Agreement.

13.4 Entire Agreement

This Agreement, including Exhibits hereto, constitutes the entire agreement between Grantee and Subrecipient for the use of funds received under this Agreement and it supersedes all prior or contemporaneous communications and proposals, whether electronic, oral, or written between Grantee and Subrecipient with respect to this Agreement.

13.5 Dispute Resolution

In the event of a dispute related to any performance or payment obligation arising under this Agreement, the Parties shall exhaust Grantee's administrative dispute resolution procedures prior to filing a lawsuit or otherwise pursuing legal remedies.

13.6 Choice of Law, Venue, Right to Jury Trial

This Agreement shall be governed by the laws of the State of Georgia, and the Parties agree that exclusive venue for any dispute arising from this Agreement shall be in Athens-Clarke County State or Superior Court, or the United States District Court for the Middle District of Georgia (Athens Division). Grantee does not agree to arbitration nor waive its right to a jury trial. Nothing in this Agreement shall be construed as waiving any immunity held by Grantee under the Eleventh Amendment of the United States Constitution.

13.7 Counterparts

This Agreement may not be executed in separate counterparts.

13.8 Electronic Representations and Records

Parties hereby agree to regard electronic representations of original signatures as legally sufficient for executing this Agreement and scanned signatures emailed by PDF or otherwise shall be as valid as the original. Parties agree not to deny the legal effect or enforceability of the Agreement solely because it is in electronic form or because an electronic record was used in its formation. Parties agree not to object to the admissibility of the Agreement in the form of an electronic record, or a paper copy of an electronic document, or a paper copy of a document bearing an electronic signature, on the ground that it is an electronic record or electronic signature or that it is not in its original form or is not an original.

13.9 Debarment and Suspension

Subrecipient certifies that neither it, nor any of its principal employees, has been debarred, excluded or suspended from participation in federal programs or in federally funded contracts, in accordance with Executive Order 12549 and Executive Order 12689, entitled "Debarment and Suspension," and any applicable implementing regulations.

13.10 Clean Air Act and Federal Water Pollution Control Act

Subrecipient agrees to comply with all applicable standards, orders, and regulations issued pursuant to the Clean Air Act of 1970 (42 U.S.C. § 1857 *et. seq.*) and the Federal Water Pollution Control Act (33 U.S.C. §1251 *et seq.*), as amended.

13.11 On-line Searchable Databases.

13.11.1 OIG Databases. Subrecipient agrees that prior to adding a member to its Board of Directors, employing or contracting with any individual, or contracting with any other entity, Subrecipient will review on-line searchable databases available to determine exclusion, suspension and/or debarment status of such individual/entity, including, but not limited to, the List of Excluded Individuals and Entities ("LEIE") Database and the Exclusions Database operated by the HHS Office of Inspector General ("OIG"). Subrecipient agrees to check the LEIE and OIG databases on a monthly basis and shall

notify Grantee immediately if an employee or contractor is listed on either LEIE or the OIG database.

13.11.2 System for Award Management. Subrecipient agrees that, to the extent required by 2 C.F.R. Part 180, prior to engaging any contractor for supplies or services with funds furnished under this Agreement, it shall review the System for Award Management ("SAM") Excluded Parties List System ("EPLS") operated by the General Services Administration ("GSA") to determine whether the prospective contractor is suspended, debarred, or otherwise excluded.

13.12 Whistleblower Rights and Requirement to Inform Employees of Whistleblower Rights.

13.12.1 Rights. This subaward of federal funds and employees working on this Agreement will be subject to the whistleblower rights and remedies established at 41 U.S.C. § 4712.

13.12.2 Inform Employees. Subrecipient shall inform its employees in writing, in the predominant language of the workforce, of employee whistleblower rights and protections under 41 U.S.C. § 4712, as described in 48 C.F.R. § 3.908.

13.12.3 Inclusion in Subcontracts. Subrecipient shall insert the substance of all of this Section 13.12 (Whistleblower Rights), including this paragraph, in all contracts over the simplified acquisition threshold as defined in 2 C.F.R. § 200.1 (currently, two hundred and fifty thousand dollars ($250,000.00)).

13.13 Mandatory Disclosures

In accordance with 2 C.F.R. § 200.113, Subrecipient shall disclose in a timely manner in writing to Grantee all violations of federal criminal law involving fraud, bribery, or gratuities potentially affecting the Prime Award.

13.14 FFATA Subaward Reporting System.

Subrecipient agrees to comply with the Federal Funding Accountability and Transparency Act ("FFATA") and, if applicable, to provide any information required by Grantee thereunder to meet its reporting obligations.

13.15 No Intended Third-Party Beneficiaries

There are no intended third-party beneficiaries of this Agreement. Neither the beneficiaries of the grant project nor any individuals who may have a role in implementing the project (including, but not limited to, project directors or principal investigators) shall have, or be construed as having, any rights whatsoever to enforce the terms of this Agreement.

13.16 Survivability

Any term, condition, covenant or obligation which requires performance by either party subsequent to termination of this Agreement shall remain enforceable against such party subsequent to such termination.

ARTICLE XIV: TERM

14.1 Term

This Agreement shall take effect <day after M&C approval>, 2024, and shall remain in effect until December 31, 2024, or unless sooner terminated pursuant to Article IX (SUSPENSION, TERMINATION, BREACH, DEFAULT, AND RECOVERY OF FUNDS). Following the initial nine (9) month term, this Agreement shall automatically renew for up to two (2) additional one (1) year terms, unless either (a) this Agreement is terminated earlier pursuant to Article IX, (b) either party gives the other Party thirty (30) days' notice prior to the end of the then-current Term of its intent not to renew, or (c) until the federal funds obligated are depleted, whichever comes sooner. This Agreement shall terminate absolutely on December 31, 2026, if it has not already been terminated earlier.

The services of the Subrecipient shall commence as soon as practicable after the execution of this contract and shall be undertaken and completed in such sequence as to assure the expeditious completion in light of the purposes of this contract. The requirements for contract amendments, if any, as set forth above in Article 7.2 of this agreement, are hereby incorporated in full into this provision.

14.2 Renewal

There shall be no extension or renewal of the terms of this Agreement beyond the automatic two (2) year renewal authorized by Section 14.1 above unless otherwise agreed in writing by the parties hereto in a document with the same level of formality as this Agreement.

ARTICLE XV: SUBRECIPIENT WARRANTY AS TO OTHER DOCUMENTS

Subrecipient warrants that it has not executed or recorded any contract or other instrument, nor is Subrecipient aware of any such document, that in anyway limits Grantee's rights hereunder, limits or effects in any way Subrecipient obligations hereunder, or to which this Agreement would in any way be subject or inferior.

IN WITNESS WHEREOF, the Subrecipient and the Grantee respectively, have caused this Agreement to be executed by their duly authorized representatives.

WHEREFORE, the Parties, having read and understood the terms of this Agreement and having all required authority, do hereby agree to such terms by execution of their signatures below.

On Behalf of the Grantee

By: _____ Date: _____
Kelly Girtz, Mayor

Attest: _____ Date: _____
Gloria J. Spratlin, Clerk of Commission

On Behalf of the Subrecipient

By: _____ Date: _____

Title: _____

Printed Name: _____

Attest: _____ Date: _____

Title: _____

Printed Name: _____

(SEAL)

EXHIBIT A: SCOPE OF WORK

Program Description
American Recovery Plant Act (ARPA) funds are provided to the Subrecipient for facility improvements and operating costs of The Salvation Army Center of Hope located at 484 & 490 Hawthorne Avenue, Athens, GA 30606. The Subrecipient has served the Athens Community for a consecutive one hundred and seven (107) years, serving the lost and the homeless and the housed. The subrecipient provides emergency shelter and supportive services for homeless persons in Athens-Clarke County. Programs benefitting the homeless include: food assistance, housing support for more than 70 neighbors, referrals for healthcare services, other supportive services, and job training in partnership with various community service partners.

Facility Improvements at 484 & 490 Hawthorne Avenue, Athens, GA, 30606: The facility improvements activity may include but are not limited to construction and equipment costs such as interior and exterior improvements, HVAC, kitchen appliances, bunk beds, lockers, restroom and shower upgrades, security cameras, and laundry equipment.

These activities will help the subrecipient increase the *quality* of services and accommodations it provides to its clients. This funding will result in increased permanent shelter beds from the existing 80-bed to a 90-bed capacity facility through the addition of ten (10) permanent emergency shelter beds (8 in men's dorms & 2 in women's dorms). This funding also provides twenty (20) cots (10 each for men and women) for warming shelter as needed (included but not limited to weather events, and other emergencies declared by ACCGov or State of Georgia).

- **Timeline**: These facility improvements will begin no later than 180 days upon the full execution of the award and are expected to be completed within 120 days after construction begins.
- **Contractors and Vendors**: The subrecipient will ensure it follows adequate procurement processes to select vendors and contractors involved in all facility improvements, as outlined in the Contract Section 8.5.

Operations: The Salvation Army Center of Hope will use up to $151,500 of the ARPA award to cover a portion of eligible salary costs for existing and incoming staff. These positions include:

Staff position	# of positions	Hourly Rate	#Hr/Week	#Hr/ Year	Benefits	Total Pay per year	% ARPA	% Subrecipient Funds
Housing Monitor	8	$15	29	1508		$22,620	30%	70%
Case Worker	2	$20	40	2080	13,860	$41,600	15%	85%
Social Service Manager	1	$29	40	2080	13,860	$60,320	20%	80%

This chart includes 5 vacant positions at Salvation Army Center of Hope: 3 Housing Monitors, 1 Case Worker, and 1 Social Services Manager. The funding provided also includes a salary adjustment increase for each position type.

The subrecipient will also use up to $5,000 of ARPA award to provide training on topics specific to homelessness to ensure each staff member is equipped with the necessary tools to deal with the population we serve. Topics such as, but not limited to:

- Drunk or High – How to de-escalate someone who is under the influence.
- Body Odor – How to talk about odor without awkwardness.
- This ongoing training will help increase the overall capacity of the Salvation Army Center of Hope to provide services.
- The majority of training will be held within the first ninety days, with ongoing monthly training and refreshers.
- The subrecipient will ensure it follows adequate procurement processes to select training vendors, as outlined in the Contract Section 8.5.

Indirect Administrative Costs: Eligible indirect costs may include customary administration costs, not to exceed 10% of the APRA award under this contract,

Performance Measures

The subrecipient's goal is to provide an improved, safe emergency shelter space for the existing facility by:

1. Completing interior and exterior improvements including but not limited to: HVAC, kitchen appliances, bunk beds, lockers, restroom and shower upgrades, security cameras, and laundry equipment.

2. Ensuring all staff completes necessary training described in the scope.

3. Increasing bed capacity through an additional ten 10 permanent emergency shelter beds (8 in men's dorms & 2 in women's dorms)

4. The provision of twenty (20) cots (10 each for men and women) for warming shelter as a result of this ARPA award.

5. Utilization of the Athens Clarke County Continuum of Care Homeless Management Information System (HMIS).

6. Actively participate in the daily shelter capacity check-in's via ACCGov GIO survey, in coordination with the ACCGov Emergency Plan, regardless of temperature trigger status.

EXHIBIT B: CONTRACT BUDGET

Shelter Improvement	
Construction Soft Costs	$44,000
Construction Hard Costs	$229,500
Shelter Equipment/Furnishings	$57,000
Landscaping	$8,000
SUBTOTAL	**$338,500**
Indirect Administration Costs	
Administration	$55,000
SUBTOTAL	**$55,000**
Shelter Operation	
Direct Program Staff	$151,500
Staff Training	$5,000
SUBTOTAL	**$211,500**
TOTAL BUDGET	**$550,000**

EXHIBIT C: EQUITY BASED REQUIREMENTS

Equity Impact Assessment

Proposal:

1. What are the desired results and outcomes?

To maximize opportunities for the homeless to attain shelter and resources to mobilize from homelessness to stability with housing, food, employment.

Community Engagement:

1. How have community members and stakeholders been engaged?

Captains Nicole and Sheldon Greenland presented a proposal to the ACC board of commissioners in 2023. The organization's advisory board engages in meetings to discuss the Center for Hope and shelter improvements and potential funding resources. The Salvation Army is a member of the Athens-Clarke County Continuum of Care.

2. Whose voice did you listen to? Whose voice did you possibly leave out?

We listened to shelter residents, staff, and the advisory board on ways to improve the shelter for enhanced capacity. We stay involved in the community and among other agencies addressing homelessness.

3. Did barriers and/or opportunities to engagement exist and were they explored?

We continue to explore opportunities to engage the homeless in various areas where the homeless congregate under bridges and other places less accessible.

Impact:

1. What populations are impacted by the decisions made if this proposal is chosen?

A majority of the shelter population comprises African Americans. We know from the data that the African American community experiences homelessness most disproportionately in our country, cities, and towns, and at a higher rate of its population share. Individuals & families experiencing homelessness, vulnerable population including minorities, LGBTQ+, and those with specific needs (mental health or substance abuse challenges.)

2. Who is burdened by this proposal? Who will benefit?

The homeless population that cannot attain shelter due to limited access will remain a burden to the community. The community will be burdened by the number of homeless remaining on the street. Local business dealing with increase demand for services. will

benefit. The benefits will also be for shelter residents, community at large through reduced homelessness and associated issues

.

3. What does this proposal have the ability to impact (community and equity indicators):

The Salvation Army of Athens Center of Hope Shelter provides crucial services & facility improvements that contribute to the community's overall well-being. These include breakfast & dinner for the needy, group therapy, mindful movement sessions & the Hope Arts music tutelage program for youth. These initiatives improve health & well-being by providing nutritional & personal development opportunities, cultural enrichment & community engagement. By focusing on the holistic well-being of its most vulnerable members, The Salvation Army of Athens Center of Hope Shelter improves individual lives & enhances the entire community's social fabric. This approach exemplifies how targeted support & community engagement can create a positive feedback loop, leading to stronger, more cohesive communities.

Analysis and Strategies:

1. Are there strategies in this proposal for advancing opportunity and/or minimizing negative or unintended outcomes?

Our proposal includes hiring vacant positions (6) and increasing the wages of current shelter staff as strategies to advance opportunities to increase the numbers of homeless served and to retain shelter staff for longer periods.

2. What impacts are aligned with desired community outcomes?

Increasing the numbers of shelter residents who exit the shelter with housing, food, and employment.

3. What have you learned from data and stakeholder involvement that is reflected in this proposal?

We have learned that strategic planning is effective in engaging stakeholder involvement and commitment to improve and grow operations for improved outcomes for the community.

Implementation:

1. What is the plan for implementation of this proposal?

We have a plan to hire a reputable and certified contractor to handle the facility improvements as proposed and to follow the HUD requirements pertaining to hiring practices. We have a project schedule for the work to be performed and for the hiring of new staff. We have a plan to sustain the project after the ARPA funding ends. The contractor will carry out all of the rehab work according to a project schedule s/he will

develop. The hiring of staff will be carried out by Captains Sheldon and Nicole Greenland.

2. Are you adequately funded, staffed, resourced to implement this proposal?

We have capable corps officers with the experience and knowledge base to manage federal funding, and to oversee the project. In addition, we have a licensed case worker on staff who is experienced in managing project goals and outcomes. We have an advisory board that will also work hand-in-hand with the staff to make the project a success.

3. What resources and/or actions are still needed for effective implementation?

We need to ensure that all shelter staff and shelter residents understand the project and the outcomes and are provided a project schedule so that they are aware that they will not be required to relocate to another shelter, and that shelter operations will remain stable.

Data:

1. What data exists to support your proposal? How did you use it?

We use Census data to monitor the population of the homeless in the community, and to help us determine effective responses to an individual's experience in the shelter based on their needs and opportunities to help them to refrain from repeating the crisis of homelessness.

2. Are there gaps in the data?

There is no data that we could find on the percentage or number of repeat emergency shelter enrollees on a national, statewide, or local level.

3. How has the data been broken out: geographic areas, demographics, neighborhoods, populations, existing programs, etc.?

We utilized internal operations data on shelter enrollments, and city demographics data from the USDA Economic Research Service.

Accountability and Evaluation:

1. How will you ensure accountability, communicate, and evaluate results of this funding?

The Corps officers will serve as the project managers and will collaborate with the advisory board to ensure there is accountability in project execution and evaluation of the results. The case worker will maintain accurate and reliable case notes and project

data as required for reporting purposes. The corps officers will oversee shelter operations.

2. How will the impact of this funding on the community be documented and evaluated?

We utilize the Homeless Management Information System (HMIS) data standards developed by HUD to document enrollment, intake data, outcomes, and evaluation data.

3. How will you continue to communicate, partner, and sustain relationships in the community around this proposal's impact?

We will continue our partnership with the Athens Homeless Coalition Continuum of Care and the Athens Area Homeless Shelter. Our advisory board will be helpful in communicating to the community project successes. In the process, we are building new partnerships as we learn about other community organizations that are compatible with the shelter's culture.

EXHIBIT D: ADVANCE INSTALLMENT PAYMENT SCHEDULE

*All advance payments are subject to all reporting requirements in the Agreement, including complete and accurate monthly reports documenting and certifying actual expenditures.

Initial Start-Up Advance Installment Payment		
Payment #	**Date**	**Amount**
1	*Within 14 days of Contract Execution	$10,000

Administrative and Operating Expenses Advance Installment Payments for the Twenty-Four (24) Month Term		
Payment #	**Date**	**Amount**
1	*Within 14 days of Contract Execution	$36,250.00
2	*April 15, 2024	$36,250.00
3	*May 15, 2024	$36,250.00
4	*June 15, 2024	$36,250.00
5	*July 15, 2024	$36,250.00
6	*August 15, 2024	$36,250.00
7	*September 15, 2024	$36,250.00
8	*October 15, 2024	$36,250.00
9	*November 15, 2024	$36,250.00
10	*December 15, 2024	$36,250.00
11	*January 15, 2025	$36,250.00
12	*February 15, 2025	$36,250.00
13	*March 15, 2025	$8,750.00
14	*April 15, 2025	$8,750.00
15	*May 15, 2025	$8,750.00
16	*June 15, 2025	$8,750.00
`17	*July 15, 2025	$8,750.00
18	*August 15, 2025	$8,750.00
19	*September 15, 2025	$8,750.00
20	*October 15, 2025	$8,750.00
21	*November 15, 2025	$8,750.00
22	*December 15, 2025	$8,750.00
23	*January 15, 2026	$8,750.00
24	*February 15, 2026	$8,750.00
Total Maximum Twenty-four (24) Month Expenditure, including Initial Start-Up Expenses:		**$550,000.00**

EXHIBIT E: MONTHLY REPORTING SCHEDULE

Period Covered in Reports	Monthly Progress Report Due Date	Monthly Detailed Expenditure Report Due Date
March 1-31, 2024	April 5, 2024	April 5, 2024
April 1-30, 2024	May 5, 2024	May 5, 2024
May 1-31, 2024	June 5, 2024	June 5, 2024
June 1-30, 2024	July 5, 2024	July 4, 2024
July 1-31, 2024	August 5, 2024	August 5, 2024
August 1-31, 2024	September 5, 2024	September 5, 2024
September 1-30, 2024	October 5, 2024	October 5, 2024
October 1-31, 2024	November 5, 2024	November 5, 2024
November 1-30, 2024	December 5, 2024	December 5, 2024
December 1-31, 2024	January 5, 2025	January 5, 2025
January 1-31, 2025	February 5, 2025	February 5, 2025
February 1-28, 2025	March 5, 2025	March 5, 2025
March 1-31, 2025	April 5, 2025	April 5, 2025
April 1-30, 2025	May 5, 2025	May 5, 2025
May 1-31, 2025	June 5, 2025	June 5, 2025
June 1-30, 2025	July 5, 2025	July 5, 2025
July 1-31, 2025	August 5, 2025	August 5, 2025
August 1-31, 2025	September 5, 2025	September 5, 2025
September 1-30, 2025	October 5, 2025	October 5, 2025
October 1-31, 2025	November 5, 2025	November 5, 2025
November 1-30, 2025	December 5, 2025	December 5, 2025
December 1-31, 2025	January 5, 2026	January 5, 2026
January 1-31, 2026	February 5, 2026	February 5, 2026
February 1-28, 2026	March 5, 2026	March 5, 2026
March 1-31, 2026	April 5, 2026	April 5, 2026
April 1-30, 2026	May 5, 2026	May 5, 2026
May 1-31, 2026	June 5, 2026	June 5, 2026
June 1-30, 2026	July 5, 2026	July 5, 2026

July 1-31, 2026	August 5, 2026	August 5, 2026
August 1-31, 2026	September 5, 2026	September 5, 2026
September 1-30, 2026	October 5, 2026	October 5, 2026
October 1-31, 2026	November 5, 2026	November 5, 2026
November 1-30, 2026	December 5, 2026	December 5, 2026
December 1-31, 2026	January 5, 2027	January 5, 2027

THE UNIFIED GOVERNMENT OF ATHENS-CLARKE COUNTY
COMMISSION AGENDA ITEM

SUBJECT: North Downtown Athens Development Phase I Grant Agreement with the Athens Downtown Development Authority and the Athens Housing Authority

DATE: February 26, 2024

EXECUTIVE SUMMARY:

The North Downtown Athens Development is a partnership between the Athens Housing Authority (AHA), Columbia Residential, and the Jonathan Rose Companies with substantive investment from the Unified Government of Athens-Clarke County (ACCGov) to create new affordable housing opportunities on the former Bethel housing site. Phase I of the development is currently under construction and is funded through multiple sources, including SPLOST, ARPA, and Low-Income Housing Tax Credits. The proposed action finalizes past discussions and decisions that fashioned a loan from the Athens Downtown Development Association (ADDA) to the AHA in the amount of $600,000, an arrangement necessary to receive additional assistance from the State of Georgia for the project. The proposed loan agreement will provide funding from ACCGov to AHA through ADDA.

BUDGET INFORMATION:

REVENUES:	$4,100,000	Additional commitment from NDA partnership
	$4,000,000	Ga Dept. of Community Affairs HOME Loan
	$4,000,000	Additional ACCGov ARPA commitment: Affordable Housing
	$400,000	Anticipated additional interest savings with award of DCA grant
	$1,733,333	ACCGov American Rescue Plan Act (ARPA) funds: Affordable Housing
	$1,733,333	ACCGov American Rescue Plan Act funds: Contingency
	$1,733,334	ACCGov SPLOST 2020 Project #2, Affordable Housing
	$17,700,000	
EXPENSES:	$600,000	Athens Downtown Authority Grant

FUNDING SOURCE:

COMMISSION ACTION REQUESTED ON: March 5, 2024

PURPOSE:

To request that the Mayor and Commission:

a) Approve an Intergovernmental Agreement with the Athens Downtown Development Authority and the Athens Housing Authority to provide grant funding for Phase 1 of the North Downtown Athens Project Development (**Attachment #1**); and
b) Authorize the Mayor, Manager, and appropriate staff to execute all necessary project-related documents.

HISTORY:

1. On February 2, 2018, at the direction of the Mayor & Commission (M&C), Unified Government of Athens-Clarke County (ACCGov) Manager Blaine Williams met with the Athens Housing Authority (AHA) Board at their annual retreat to discuss the potential to partner on a transformational project, given AHA's experience and the specialized nature of developing affordable housing.

2. On January 4, 2019, the Athens-Clarke County Team of the Georgia Initiative for Community Housing (GICH) presented to the 2020 SPLOST Citizens Advisory Committee a request for 2020 SPLOST funds for the purpose of developing a mixed income affordable housing community that may also include mixed-use development.

3. On January 17, 2019, Bethel Midtown Village was announced for sale.

4. On March 14, 2019, the partnership of AHA, Columbia Residential, and Jonathan Rose Company learned their collective bid for the purchase of Bethel Midtown Village was accepted. This partnership ultimately becomes North Downtown Athens Phase 1, LP, referenced as the "Partnership" going forward.

5. On August 6, 2019, the M&C approved the SPLOST 2020 projects list; adopted a resolution calling for a referendum on November 5, 2019 for the imposition of SPLOST to begin on April 1, 2020 and issuance of general obligation debt in conjunction with the SPLOST 2020 Program in a total principal amount not to exceed $127,000,000.

6. On October 1, 2019, the M&C approved a Memorandum of Understanding with the AHA that should the SPLOST 2020 referendum pass, ACCGov would provide from SPLOST 2020 Affordable Housing Project 02 budget approximately $39,000,000 toward governmentally-owned components of the North (Downtown) Athens Development Project or infrastructure supporting the project.

7. On October 2, 2019, the M&C and AHA Board held a joint meeting in the Planning Auditorium. A statement was released in the wake of that meeting:

   "The North (Downtown) *Athens Project is planned to consist of the redevelopment of the 12-acre site currently known as Bethel Midtown Village at 105 and 155 Hickman Drive and may include adjacent areas.*

   The North (Downtown) *Athens Project would include a mixture of housing types, land uses, and density as part of a mixed-use/mixed income development.*

   The MOU agrees to provide funding for the North Athens Project through $39 million from the $44.5 million Affordable Housing Project included in the SPLOST 2020 program, if passed by voters on November 5, 2019.

These funds would be used for governmentally-owned components of the North (Downtown) *Athens Project or infrastructure supporting it. This may take the form of direct expenditures by ACCGov in public infrastructure such as streets, curbing, sidewalks, lighting, utilities, public parking facilities, parks, recreation facilities, and other public facilities or to AHA to expend in support of providing affordable housing such as interests in land, public parking, and investment in affordable housing facilities for this project.*

8. On November 5, 2019, the SPLOST 2020 Program was approved by referendum by the voters of Athens-Clarke County. The Program will collect $314,303,300 over a twelve-year period and can include the issuance of general obligation debt in the principal amount of $127,000,000. The Program included a budgeted amount of $44,500,000 for Project No. 02, Affordable Housing Project.

9. On January 7, 2020, the M&C approved an Intergovernmental Agreement ("IGA #1") with the AHA for Master Planning Services for the North Downtown Athens Development Project in the amount of $450,500.

10. On February 3, 2020, the partnership of Columbia Residential and Jonathan Rose completed the purchase of Bethel Midtown Village and Columbia Residential Property Management took over management responsibilities. The AHA purchase of the property was pending the approval of an intergovernmental agreement with ACCGov and subsequent transfer of SPLOST 2020 Affordable Housing Project funds for those purposes.

11. On February 4, 2020, the M&C adopted a bond resolution authorizing the issuance of Series 2020 SPLOST Bonds to provide $32,200,000 for specific projects, and established the SPLOST 2020 Capital Projects Fund, as well as budgets for Project 01 Facilities Space Modernization ($77,900,000), Project 02 Affordable Housing ($44,500,000), and Project 03 Classic Center Arena ($34,000,000). In this approved bond issuance, approximately $25,000,000 was intended for the Affordable Housing Project.

12. On May 12, 2020, at the regularly scheduled M&C work session, representatives from the AHA and Columbia Residential presented a "North Downtown Athens Transformation Update."

13. On June 10, 2020, ACCGov approved an Intergovernmental Agreement ("IGA #2") with the AHA approving use of $18,000,000 in funds from SPLOST 2020 Project 02 for the purchase of the Bethel Midtown Village Property.

14. On October 6, 2020, the M&C approved a revision to IGA #2 to allow for the acquisition of Bethel Village by AHA prior to the approval of the Master Plan by the ACCGov.

15. On November 19, 2020, Manager Williams selected the User Group Members who would help ensure ACCGov long term goals are promoted during the Project Development Process. User Group Members are:
    - Valdon Daniel (AHA)
    - Charlie Gluodenis (AHA)
    - Brad Griffin (ACCGov Director of Planning)
    - Hayley Banerjee (ACCGov Director of HCD)
    - Keoshawn Maddox (Bethel Resident)
    - LaTasha Sheats (Resident Advocate)

16. On December 10, 2020, AHA closed on the purchase of the Bethel Midtown Village property.

17. On January 28, 2021, the Project 02 - Affordable Housing User Group reviewed the results from multiple public input and informational sessions and agreed that the Proposed Project Concept meets the requirements of the Original Project Intent and the expectations described by the public at the various meetings and informational sessions.

18. On February 9, 2021, at the regularly scheduled M&C Work Session, representatives from ACCGov staff and Columbia Residential presented the North Downtown Master Plan, including the Redevelopment Master Plan for the Bethel site and AHA-owned College & Hoyt community.

19. On March 2, 2021, M&C accepted the North Downtown Master Plan, approved the Project Concept to advance the Redevelopment Master Plan, and approved an intergovernmental agreement ("IGA #3") with AHA for use of SPLOST 2020 Project 02 funds for certain project management services and professional design services (civil, landscape architect, etc.) for horizontal public infrastructure. Professional design services included providing preliminary horizontal infrastructure plans for all proposed phases of Bethel Midtown Village redevelopment and final site construction documents for Phase I demolition and installation of horizontal infrastructure.

20. On March 25, 2021, through a competitive procurement process, AHA and its project manager North Downtown Athens Developer, LLC (NDAD), selected consultants for civil engineering (W&A Engineering), landscape architecture (Dix Hite + Partners), and sustainability (Thornton Tomasetti) to advance design of the horizontal infrastructure needed to support the mixed-income, mixed-use redevelopment outlined in the Redevelopment Master Plan.

21. On May 12, 2021, the Athens Cultural Affairs Commission (ACAC) met and voted to recommend SPLOST 2020 Project 02 as appropriate for SPLOST-funded public art.

22. On May 27, 2021, the User Group met to review the Phase I of Demolition and horizontal Infrastructure Preliminary Plans.

23. On June 10, 2021, the ACCGov Board of Assessors and the Athens Housing Authority agreed to a settlement with regards to the taxes owed on Columbia Brookside.

24. On June 22, 2021, AHA and NDAD held a public engagement session to solicit feedback on the Phase I Preliminary Plans for Infrastructure. The session was attended by 10 participants.

25. On June 24, 2021, a Stakeholder Meeting was held with the Athens Community Council on Aging (ACCA) to garner input on the Project Update. The meeting was attended by 5 participants.

26. On June 25, 2021, NDAD met with board members of the Athens Cultural Affairs Commission to review suggested art locations in the Phase I Infrastructure Preliminary Plans.

27. On July 7, 2021, the User Group met and approved recommending the Preliminary Plans for Phase I to M&C, with participation from the Athens Cultural Affairs Commission.

28. In July 2021, construction estimates rose to $25,141,104, which equated to $209,000 per unit; much higher than historical pricing in Georgia. This created an initial $6.55M shortfall that was covered by the partnership in 2021 by applying for additional tax credit credits from DCA (resulting in $6,056,661 of additional equity for ND Athens) and by deferring $500,000 of developer fee.

29. On September 2, 2021, the M&C approved the Proposed Intergovernmental Agreement with the Athens Housing Authority (IGA #4) for the demolition, design and installation of horizontal infrastructure, and project management to create buildable city blocks to support mixed-income housing and mixed-use redevelopment as outlined in the Project Concept.

30. On November 11, 2021, the Partnership entered into a contract for demolition and mass grading for Phase 1 of the NDA Project with Kevin Price Construction to build Phase 1.

31. At their November 11, 2021 meeting, the ACCGov Board of Assessors agreed that there should be a PILOT agreement established for Phase 1 of the North Downtown Athens Project.

32. In January 2022, the contractor began demolition of the buildings associated with Phase 1 of the NDA project.

33. On March 1, 2022, the Mayor and Commission approved a budget allocating ARPA State and Local Recovery Funds to various programs including a budget of $11,000,000 for Affordable Housing and a budget of $4,555,082 for Contingency/Future Needs. This action included the approval of a strategic planning process, followed by an RFP, and the associated timeline.

34. On March 17, 2022, the ARPA Affordable Housing Advisory Committee met for the first time. At that meeting, the Advisory Committee emphasized the importance of providing funding to housing partners in an expedited manner. Subsequently, the Advisory Committee made a motion to recommend to the Mayor and Commission to carve out $7M from the overall $11M Affordable Housing budget for an RFP that would be released immediately.

35. On March 22, 2022, at a scheduled M&C work session, AHA Executive Director Rick Parker reviewed the requested terms of the proposed PILOT Agreement and Ground Lease/Private Enterprise Agreement.

36. On May 3, 2022, at a regularly scheduled M&C voting meeting the AHA made a presentation that showed a gap in their financing model (Attachment #3) and, the M&C:
    a. Approved the proposed Payment in Lieu of Taxes (PILOT) Agreement with the Athens Housing Authority for Phase 1 of the North Downtown Athens Project;

    b. Approved IGA #5 Related to Approvals Necessary for Implementation of Phase 1 of the North Downtown Athens Development Project, which provides the following:
        i. Approves and authorizes execution of the proposed Ground Lease between the Athens Housing Authority and the North Downtown Athens Phase 1, LP, for Phase 1 of the North Downtown Athens (NDA) Project, including the appraisal and valuation of the ground lease interests which Phase 1 Ground Lease provides the following:
            - Base rental in the amount of not less than $600,000 as established by a written appraisal report prepared by Novogradac, paid in one lump sum upon execution of the Ground Lease agreement, as provided in Section 2.2 of the Phase 1 Ground Lease;
            - Designates the Phase 1 Ground Lease as a Private Enterprise Agreement in accordance with OCGA Section 8-3-3(13.1) and deems all 120 units of Phase 1 as being occupied or reserved for occupancy for persons of low income in accordance with OCGA Section 8-3-8;
            - Provides authority for an ad valorem tax exemption for all 120 units in Phase 1 which are subject to the private enterprise agreement in the same manner as all other property owned by the Athens Housing Authority pursuant to OCGA Section 8-3-8; and
            - Provides the authority for the Unified Government and the Authority to enter into a Payment in Lieu of Taxes (PILOT) Agreement for all 120 units in Phase 1 to require certain payments by the Developer for governmental services provided to the NDA Project.

        The Ground Lease also specifies that the Authority and the Unified Government agree that the base rental proceeds in the amount of $600,000 shall be distributed back into the Affordable Housing Project budget.

ii. Approved an Amendment to IGA #4 to designate all 120 units in Phase 1 as affordable housing, subject to the following affordability restrictions:
    - Forty (40) Units shall be leased and operated in accordance with the HAP requirements;
    - Forty (40) Units shall be leased and operated under and subject to the Low-Income Housing Tax Credit program with such affordability restriction as set forth in Section 42 of the Internal Revenue Code and all supporting regulations, and as further set forth in that certain Land Use Restrictive Covenants for Low Income Housing Tax Credits by and between the Tenant and the Georgia Housing and Finance Authority; and
    - Forty (40) Units shall only be rented to tenants have a household income no greater than one hundred fifteen percent (115%) of the Area Median Income.

iii. Approves that allocated reimbursements of SPLOST proceeds shall not be required for Phase 1 on the following basis:
    - Pursuant to O.C.G.A. § 8-3-8, the property of a housing authority is deemed to be public property used for essential public and governmental purposes and not for purposes of private or corporate benefit or income;
    - As all 120 units of affordable housing in Phase 1 will be occupied by "persons of low income" as defined in O.C.G.A. § 8-3-3 (13), Phase 1 will constitute a "housing project" as per O.C.G.A. § 8-3-3 (10)(A)(ii);
    - O.C.G.A. § 8-3-8 further provides that the portion of any "housing project" that is subject to a private enterprise agreement consisting of eligible units that are occupied or reserved for occupancy by persons of low income is also declared to be public property used for essential public and governmental purposes and not for purposes of private benefit or income;
    - Georgia law provides that SPLOST proceeds may be spent on public property used for essential public and governmental purposes; and
    - Accordingly, as all 120 units in Phase 1 of the NDA development constitute public property used for essential public and governmental purposes and not for purposes of private or corporate benefit or income, then allocated reimbursements of SPLOST Proceeds shall not be required for Phase 1 of the NDA project.

37. On May 10, 2022, at a regularly scheduled M&C work session, AHA Executive Director Rick Parker on behalf of the partnership, gave a presentation outlining the recent gap in financing for the North Athens Redevelopment Project and an ask of ACCGov to provide an additional $5.2M in funding to allow the project to proceed as envisioned. The prospect of a loan to the project through the Athens Downtown Development Authority would be deemed as favorable by the State of Georgia.

38. On May 17, 2022, the Affordable Housing ARPA Advisory Committee met to discuss the Request for Proposal (RFP) process for ARPA funding related to affordable housing

development. The Committee made a recommendation to the M&C to "set aside up to $3M for the North Downtown Athens SPLOST project and to use the remaining funds from the $7M total carve out for an expedited RFP process that would culminate in a December 2022 M&C vote on project funding."

39. On May 17, 2022, the M&C approved a concept to fund a portion of the $13.7 million funding deficit for the North Downtown Athens Redevelopment Project:
    - $1,733,334 of the balance was designated from the ARPA Affordable Housing allocation;
    - $1,733,334 of the balance was designated from the ARPA Contingency; and
    - $1,733,334 of the balance was designated from SPLOST 2020 Project 02 Affordable Housing.

40. On June 3, 2022, the AHA and the partnership submitted an application for DCA assistance in the amount of $4M.

41. On June 7, 2022, the M&C voted to accept the recommendation of the ARPA Affordable Housing Advisory Committee and approve the advance of ARPA funding up to $5.2 million for the Affordable Housing Phase I concept.

42. On August 10, 2022, the Athens Housing Authority submitted a request for additional support beyond the original $5.2M approved at the May 17, 2022, M&C meeting. This request was necessitated by a delay in the Georgia Department of Community Affairs application and award process for additional state funds to support already awarded Low Income Housing Tax Credit projects.

43. On September 2, 2022, the ARPA Affordable Housing Advisory Committee discussed gap funding for the North Athens Downtown Project. The funding was discussed in lieu of potential funding from the Georgia Department of Community Affairs (DCA) funding. With no noted opposition, the Committee supported the additional funding being allocated from Phase 2 of the ARPA Affordable Housing priority area.

44. On September 6, 2022, the M&C approved $4M from the affordable housing ARPA allocation to fill a funding gap in the North Athens Downtown project. This allocation was in lieu of potential funding from DCA.

45. In October 2022, the Athens Housing Authority and the partnership were notified by DCA that they were awarded $4M for the North Athens Downtown Project.

46. On November 7, 2022, Housing Authority Executive Director Rick Parker formally requested that ACCGov allow the previously awarded ARPA funds to remain part of the project's capital stack even though they were awarded DCA funds. The letter further describes that since the September M&C meeting, economic conditions continued to trend in a negative direction.

47. In November 2022, the ARPA Affordable Housing Advisory Committee met to discuss and vote on the request from AHA and their partners to provide $4M to North Athens Downtown project even though the project has received funds from the Georgia Department of Community Affairs.

48. On November 15, 2022, at a special called M&C voting meeting, the M&C Approved IGA #6 related to providing gap funding in the amount of $9,200,000 ($4M + $5.2M) to provide for the implementation of Phase 1 of the North Downtown Athens Development Project and further authorized the manager to approve $600,000 as the base rental amount for the Phase 1 Ground Lease in accordance with section 1 of IGA #5.

49. In December 2022, Kevin Price Construction began the horizontal (Infrastructure) construction of Phase I for the North Downtown Athens Development.

50. On February 9, 2023, the Partnership closed on the initial financing for the North Downtown Athens Development Phase I, amending the Partnership agreement to admit an investor as the Limited Partner.

51. In March 2023, ACCGov took receipt of $600,000 from the Athens Housing Authority as a component of an Intergovernmental Agreement for the purposes of a ground lease in Phase I of the North Downtown Athens Development.

52. On March 31, 2023, the AHA closed on a $4M HOME Loan from DCA.

53. In April 2023, Tuckercraft, Inc. began the vertical construction of Phase I of the North Downtown Athens Development which includes 120-units and is a combination of market-rate, Low-Income Housing Tax Credits, and affordable housing vouchers.

FACTS & ISSUES:

1. The Initial Project Statement for SPLOST 2020 Project 02 reads as follows:

> ***Project 02: Affordable Housing Project:*** *This project will provide funding support for a range of affordable, public, or workforce housing sub-project options in Athens-Clarke County (collectively referred to as "affordable housing"), including, but not limited to, multi-family and single-family developments or redevelopments, which may include associated commercial and retail components of mixed-use developments. Depending upon costs and funding availability, such options may include, but not be limited to, ACCGov ownership of affordable housing; construction of public infrastructure (e.g., public roads, public sidewalks, water lines, sewer lines, and stormwater facilities) to support such housing options; and partnerships with affordable housing providers and investors, public and private, for development and redevelopment of affordable housing, including mixed-income, mixed-use developments or redevelopments that may include affordable or public multi-family rental units and home ownership opportunities. To the extent allowed by law, measures to limit the displacement of existing residents may be considered by the Mayor and Commission when considering available options*

hereunder. Additionally, to the extent allowed by law, funds may be used as matching funds for leveraging grant opportunities. It is the intention of ACCGov and the Athens Housing Authority that the North Downtown Athens Development Project introduce a mixture of housing types, land uses and density in the "Downtown North End" Master Plan District while connecting streets and infrastructure, which would foster a wider and more optimal range of redevelopment options.

2. The Bethel Midtown Village site previously consisted of 190 affordable apartment units in 16 buildings and the College & Hoyt community contains 32 units in 11 buildings. The Master Plan anticipates the phased demolition of all structures on these properties while providing new housing to the residents with same subsidy structure. The original plan was to work through five phases to accomplish this vision.

3. The previous intergovernmental agreements did not include using SPLOST 2020 funding for the private development of housing or non-residential buildings. All SPLOST expenditures shall be related to public land improvements and infrastructure and/or used for essential public and governmental purposes and not for private or corporate benefit or income. All expenditures will adhere to ACCGov requirements/guidelines, and all documentation and reconciliation will be made available for ACCGov review as expenses are encumbered.

4. As AHA Director Rick Parker reported to the M&C on May 10, 2022, as a result of construction pricing and interest rate increases, Phase I of the North Downtown Athens redevelopment project faced a large financing gap. The reported financing gap at this point was $13.7M. A previous shortfall of $6.55M was assimilated by the partnership as indicated in History Item #27.

5. The partnership reported that the financing shortfall put the project at risk of not closing and potentially being in default of DCA, IRS, and HUD requirements, which could limit future Bethel redevelopment.

6. At the time, the reported shortfall of $13.7M was created by several circumstances:
    a. Construction bids received in March 2022 by the partnership were at $33,572,223, or $279,000 per unit which represented a 33% increase from the July 2021 estimate. This created a $8.7M shortfall.
    b. Rising interest rates increased construction interest costs and decreased permanent loan proceeds, creating a $3.9M shortfall.
    c. Increasing design and engineering costs, materials testing, survey work, etc., have driven soft costs higher by an additional $1.1M.

7. There were potential consequences if the project does not close on financing by January 2023, which include, but are not limited to, the following:
    a. Loss of 9% tax credit allocation, which equated to $21.9M of project funding
    b. Default and termination of HUD's Section 8 Project-Based Rental Subsidy contract, which supports affordability for extremely low-income households

c. Relocated residents faced permanent relocation

8. The partnership requested ACCGov' assistance in providing between $5.2M and $9.6M of additional gap funding. The final amount needed at the time was dependent upon competitive funding received under the DCA NOFA. The partnership asked the M&C for a preliminary commitment of $5.2M for additional funding by May 17, 2022. AHA and the partnership noted that an application to DCA for $4M of potential grant funding would offset any additional funds that ACCGov would have to add to the funding stack. The application was due to DCA by June 3, 2022.

9. There were several strategies within the developer's control that could reduce the $13.7M gap. These included, but were not limited to:
    a. Maximizing the deferred developer fee (ultimately the developer fee was deferred by $1M)
    b. Applying for funding from the AHA
    c. Increasing permanent loan amortization to 40 years
    d. Updating to 2022 rents
    e. Identifying construction /design cost savings

10. The project team considered other strategies to reduce the funding shortfall but these strategies were deemed infeasible. These strategies included, but were not limited to:
    - Waiting for the market and pricing to stabilize
    - Applying for additional tax credits from DCA
    - Building fewer units
    - Building more units
    - Rebidding Construction pricing
    - Adjusting unit mix to 100% Section 8

11. To meet the desired schedule for the Project, the anticipated project schedule is:

• Demolition & Infrastructure Construction begun	January 2022
• Project Phase 1 Financing Closing	Fall 2022
• Phase I vertical Construction begins	January 2023
• Completion of Phase I - 120 units	December 2024
• Future Phases II, III, IV, V	2023 ongoing in a phased approach

12. AHA is a governmental entity and is otherwise not subject to formal procurement processes when an intergovernmental agreement is approved. For the purposes of competitive funding processes, however, it is a best practice to solicit general interest in funding opportunities, be transparent in the offering, as well as better understanding the scope and deliverables. In this case, the exigency of the situation indicates a rapid decision process to bolster the project.

13. On May 10, 2022, AHA Director Rick Parker described, and as outlined in Facts and Issues #8 above, the developer's efforts and the ACCGov award of $5.2 million was not sufficient to fully close the funding gap and allow for the successful completion of North Downtown Athens Redevelopment Phase I. The developer anticipated that the remaining gap would be funded by the State of Georgia acting through its Department of Community Affairs (DCA). The original NOFA and application for these funds were anticipated to be submitted in June 2022 with an award announcement July 2022. DCA was delayed, and the development team applied for the remaining $4 million gap on July 18, 2022.

14. In order to submit for financial underwriting and meet DCA's required closing date of January 2023 for this project, additional assistance from M&C was requested in the amount of $4M. At that point, this allowed the Athens Housing Authority (AHA) to guarantee gap funding sufficient for the project to meet the underwriting requirements and close in time for the January 2023 deadline.

15. The intent at that time was to establish that any funding award of all or part of the $4 million requested from DCA would be used to eliminate or reduce any additional request to the M&C, prior to the final closing date in January 2023.

16. Per the Executive Director of the Athens Housing Authority (AHA), the following circumstances have further undermined the financing for the North Downtown Athens project and created an additional gap of over $5 million:

    · Construction loans have increased more than 200 basis points.
    · The underwriting banks have required additional construction interest reserves as a result of much higher than anticipated interest rate increases from the Federal Reserve.
    · The construction contractor increased the reserve for rock and subsurface conditions.
    · Cost of construction has risen substantially as inflation continues to increase

17. The AHA Executive Director has also noted that the development team has already taken significant actions to help cover the current remaining gap. These actions include:

    · Negotiating with the tax-credit equity provider to accelerate the pay-in of their equity thereby reducing construction borrowing costs.
    · Negotiating an increase in tax-credit pricing, increasing the amount of tax-credit equity provided.
    · Obtaining an increase in the amount of the AHA's loan to the project.

18. The contractor selected for the project has provided pricing that is good through the January 5th closing date. Closing beyond then will expose the development to significant risk of increased construction costs in a historically high inflationary environment.

19. As part of the Phase 1 Implementation Approvals IGA, the Unified Government and the Authority agreed that the base rental proceeds from the Phase 1 Ground Lease would be distributed back into the SPLOST Affordable Housing Project budget.

20. For the purposes of development financing associated with the North Downtown Athens Development project, ACCGov desires to enter into an agreement to provide a grant in the amount of $600,000 to the ADDA using the $600,000 in base rental proceeds for the Phase 1 Ground Lease and the ADDA in turn will provide this funding as a loan to the AHA. If the Authority subsequently repays any of the Affordable Housing Grant to the ADDA, the ADDA shall remit said funds to ACCGov.

21. This recommendation supports the following Mayor and Commission Strategic Plan Goals:
    - Quality, Stable, Affordable Housing for All
    - Identify and Close Gaps in Partnership with the Community

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OPTIONS:

1. Mayor and Commission:
    a. Approve an Intergovernmental Agreement with the Athens Downtown Development Authority and the Athens Housing Authority to provide grant funding for Phase 1 of the North Downtown Athens Project Development (**Attachment #1**); and
    b. Authorize the Mayor, Manager, and appropriate staff to execute all necessary project-related documents.

2. Mayor and Commission deny the request.

3. Mayor and Commission defined option.

ADMINISTRATIVE COMMENTS:

ADMINISTRATIVE RECOMMENDATION: Option #1 a & b



Manager

March 4, 2024
Date:

ATTACHMENTS:

Attachment #1: Intergovernmental Agreement
Attachment #2: AHA Gap Presentation

INTERGOVERNMENTAL AGREEMENT TO PROVIDE GRANT FUNDING FOR THE NORTH ATHENS DOWNTOWN DEVELOPMENT PROJECT

This Intergovernmental Agreement, made and entered into as of the effective date hereinafter described, by and between the Downtown Athens Development Authority, a public body corporate and politic (the "ADDA"), the Athens Housing Authority a public body corporate and politic (the "Authority"), and the Unified Government of Athens-Clarke County, Georgia, a body politic and corporate and a political subdivision of the State of Georgia (the "Unified Government"),

W I T N E S S E T H:

WHEREAS, Article IX, Section III, Paragraph I of the Constitution of the State of Georgia authorizes counties and municipalities in this state to enter into contracts with any "public agency, public corporation, or public authority for joint services, for the provision of services or for the joint or separate use of facilities or equipment" dealing with activities, services, or facilities which the contracting parties are authorized by law to undertake or provide, and

WHEREAS, the Unified Government has general powers with respect to public housing and community redevelopment, pursuant to, among other things, its charter and the Constitution and laws of the State of Georgia; and

WHEREAS, the Authority has been created and activated pursuant to the Housing Authorities Act, O.C.G.A. § 8-3-1 et seq., as amended (the "Housing Authorities Act"); and

WHEREAS, under the Housing Authorities Act, the Authority is empowered, among other things, to prepare, carry out, acquire, lease and operate housing projects; and

WHEREAS, the ADDA has been created and activated by Georgia Laws 1977, p. 2533, as amended (the "ADDA Act"); and

WHEREAS, under the ADDA Act, the purpose of the ADDA is the redevelopment of the downtown Athens area; and

WHEREAS, under the ADDA Act, the ADDA has the power to receive and administer gifts, grants, and donations, to encourage and promote economic improvement, development, redevelopment and rehabilitation of the downtown Area and to make long range plans therefor in cooperation with the planning developments of the Mayor and Commission of the Unified Government, and to do any and all acts and things necessary, convenient or desirable to accomplish its purpose under the ADDA Act; and

WHEREAS, the Unified Government's SPLOST 2020 ("SPLOST 2020") was voted on and approved in the referendum conducted on November 5, 2019 and included a budgeted amount of $44,500,000 for Project No. 02, the Athens-Clarke County Affordable Housing Project (the "Affordable Housing Project") to be owned or operated by the Unified Government and the Authority; and

WHEREAS, said Affordable Housing Project is for the purpose of providing funding support for a range of affordable, public, or workforce housing sub-project options in Athens-Clarke County, including, but not limited to, multi-family and single-family developments or

redevelopments, which may include associated commercial and retail components of mixed-use developments, which options may include, but not be limited to, ownership of affordable housing, construction of public infrastructure (for example, public roads, public sidewalks, waterlines, sewer lines and storm water facilities) to support such housing options, and partnerships with affordable housing providers and investors, public and private, for development and redevelopment of affordable housing, including mixed-income, mixed-use developments or redevelopments that may include affordable or public multi-family rental units and homeownership opportunities; and

WHEREAS, the Unified Government intends to use approximately $39,000,000 from the SPLOST Affordable Housing Project budget (the "SPLOST Proceeds," which may include advance bond funding) to support a downtown development project in North Downtown, which is intended to consist of the renovation and/or redevelopment of the approximately 12-acre site that originally consisted of 190 apartment units prior to the beginning of redevelopment activities known as Bethel Midtown Village ("Bethel Village"), together with the redevelopment of adjacent tracts owned by Athens Housing Authority and the Unified Government, as such properties are more fully shown on Exhibit "A" to the Project Implementation Phasing IGA referenced below (collectively, the "North Downtown Athens Development Project"); and

WHEREAS, Bethel Village consisted of aged and underperforming housing that is in need of renovation, redevelopment or revitalization in order to provide a safe, healthy and sustainable environment for affordable housing; and

WHEREAS, it is the intention of the Unified Government and the Authority that the North Downtown Athens Development Project introduce a mixture of housing types, land uses and density in the North Athens area while connecting streets and infrastructure, which would foster a wider and more optimal range of redevelopment options in the North Downtown area; and

WHEREAS, the Unified Government and the Athens Housing Authority are parties to the following intergovernmental contracts related to the implementation of the North Downtown Athens Development Project (the "the NDAD Project IGAs"): (i) that certain Intergovernmental Contract, dated February 4, 2020 with respect to the procurement of master planning services for the North Downtown Athens Development Project (the "Master Planning Services IGA"), (ii) that certain Intergovernmental Contract, dated on or about June 10, 2020 with respect to the acquisition of the North Downtown Athens Development Project and that certain Intergovernmental Contract dated as of October 29, 2020, with respect to the revised agreement for the North Downtown Athens Development Project Acquisition (collectively the "Acquisition IGA"), (iii) that certain Intergovernmental Contract dated as of March 12, 2021 with respect to procuring plans and designs for the North Downtown Athens Development Project (the "Design IGA"); (iv) that certain Intergovernmental Contract dated as of September 2, 2021, with respect to Project Design, Demolition, Construction, and Project Management Services to create buildable city blocks to support mixed-income housing and mixed-use redevelopment (the "Project Implementation Phasing IGA"); (v) that certain Intergovernmental Contract dated as of

May 3, 2022, related to approvals necessary for implementation of Phase 1 of the North Downtown Athens Development Project (the "Phase 1 Implementation Approvals IGA") and (vi) that certain Intergovernmental Contract dated as of December 20, 2022, related to providing Gap Funding for the Affordable Housing Development (the "GAP Funding IGA); and

WHEREAS, the ADDA, the Authority, and the Unified Government desire to work together to promote the development, redevelopment and/or rehabilitation of Phase 1 of the North Downtown Athens Redevelopment Project which will directly benefit the downtown Athens area; and

WHEREAS, as part of the Phase 1 Implementation Approvals IGA, the Unified Government and the Authority agreed that the base rental proceeds from the Phase 1 Ground Lease would be distributed back into the SPLOST Affordable Housing Project budget; and

WHEREAS, the Unified Government received $600,000 in base rental proceeds for the Phase 1 Ground Lease; and

WHEREAS, the parties desire to enter into an agreement to provide a grant in the amount of $600,000 from the Unified Government to the ADDA using the $600,000 in base rental proceeds for the Phase 1 Ground Lease; and

WHEREAS, the ADDA will provide this grant funding to the Athens Housing Authority in support of the North Downtown Athens Redevelopment Project;

Now, therefore, for and in consideration of the mutual covenants contained herein, the sufficiency of such consideration being hereby acknowledged, the parties do hereby agree as follows:

1. Provision of Funds by Unified Government. The Unified Government shall provide $600,000 to the ADDA (the "Affordable Housing Grant") from the SPLOST Affordable Housing Project Budget. ADDA will hold and disburse the Affordable Housing Grant in trust for the purposes described herein.

2. Use of Funds by ADDA. For and during the term of this Agreement, ADDA shall utilize the Affordable Housing Grant solely for the purpose of providing funds to the Authority in support of Phase 1 of the North Downtown Athens Redevelopment Project as more particularly described in the NDAD Project IGAs. If the Authority subsequently repays any of the Affordable Housing Grant to the ADDA, the ADDA shall remit said funds to ACCGov.

3. Use of Funds by the Authority. The Authority shall use the Affordable Housing Grant to help pay for costs related to horizontal infrastructure for Phase 1 of the North Downtown Athens Redevelopment Project as more particularly described in the NDAD Project IGAs.

4. Term. The initial term of this agreement shall be for a period of 50 years from and after the effective date of this Agreement.

5. Entirety of Agreement; Modifications. This Agreement is intended to set forth the entire understanding between the Unified Government, the Authority, and the ADDA regarding the subject matter expressed herein, and supersedes any prior understandings, statements, communications, or negotiations. Any changes, modifications, or amendments to this

Agreement must be made in a written instrument and executed with the same formality as this Agreement.

6. Termination of Intergovernmental Agreement for Affordable Housing Investment. In consideration of the Unified Government's payment of the Affordable Housing Grant to the ADDA for the benefit of the Authority and those other payments previously paid by the Unified Government to the Authority under the NDAD Project IGAs, the Unified Government and the Authority do hereby agree that the Intergovernmental Agreement for Affordable Housing Investment between the Unified Government and the Authority dated March 5, 2019, as amended June 12, 2019, is hereby terminated. The Unified Government and the Authority do hereby further agree that the Unified Government's obligations to provide funds to the Authority thereunder for affordable housing investment have been fully and completely satisfied.

7. Effective Date. The effective date shall be the date that the last party hereto executes this Agreement.

In Witness Whereof, the parties hereto have executed this Agreement as of the effective date described hereinabove.

DOWNTOWN ATHENS DEVELOPMENT AUTHORITY

By: _____
Title:

Date: _____

Attest: _____

(SEAL)

ATHENS HOUSING AUTHORITY

By: _____
Title:

Date: _____

Attest: _____

(SEAL)

UNIFIED GOVERNMENT OF
ATHENS-CLARKE COUNTY, GEORGIA

By: _____
Mayor

Date: _____

Attest: _____
Clerk of Commission

(SEAL)

North Downtown Athens Phase I



Development & Financing Update
May 3, 2022

As a result of construction pricing and interest rate increases, Phase I of the North Downtown Athens redevelopment project is facing a large financing gap that can only be solved with a combination of solutions, including additional direct assistance from local government.

The North Downtown Redevelopment Team is committed to create a mixed-income community that preserves Master Plan's overall goals generated by residents and the community and accepted by Athens-Clarke County Unified Government.

The following is an exploration of the different strategies and our analysis/commentary on each.

With the current financing shortfall, the project is at risk of not closing and potentially being in default of DCA, IRS, and HUD requirements, which could limit future Bethel redevelopment.

Risk of significant consequences if the project does not close on financing by November 2022:



Loss of 9% Tax Credit Allocation

$21.9M of value, biggest funding source



Default and Termination of HUD's Section 8 Project-Based Rental Subsidy Contract

Supports affordability for extremely low-income households



Relocated residents face permanent relocation

Requires ~$50,000 benefits to be paid per household

The current financing gap is $13.7M, even after having previously solved a $6.55M shortfall in 2021.

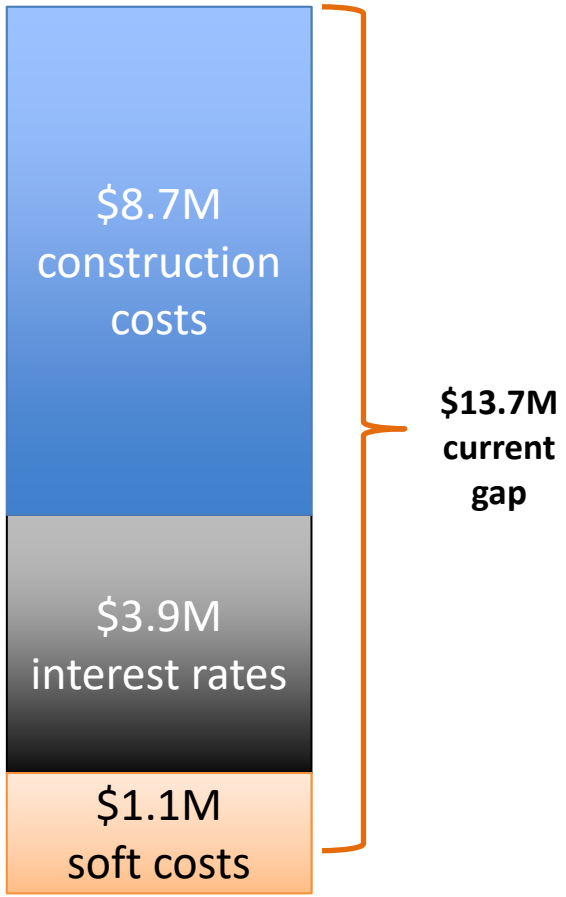
BACKGROUND:

- Last July, construction estimates rose to $25,141,104/ $209k per unit; much higher than historical pricing in Georgia.
- This created **an initial $6.55M** shortfall that was covered by the Development Team in 2021 by applying for additional tax credit credits from DCA (resulting in **$6,056,661 of additional equity** for ND Athens) and by deferring **$500,000 of developer fee.**

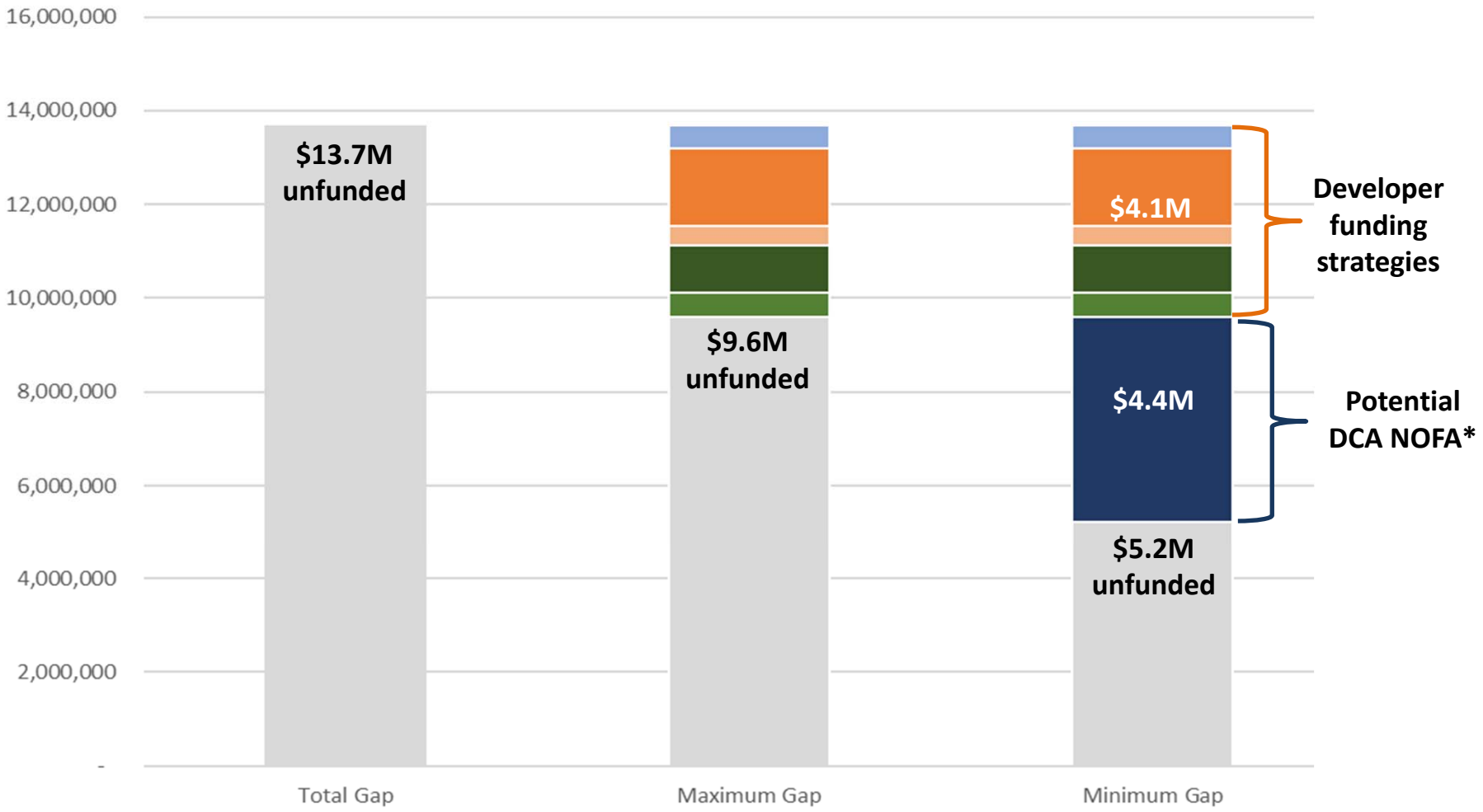
CURRENT SITUATION:

- Construction bids received in March at $33,572,223/ $279k per unit (33% increase from July's estimate) created a **$8.7M** shortfall.
- Rising interest rates have also increased construction interest costs and decreased permanent loan proceeds, creating a **$3.9M** shortfall.
- Increasing design and engineering costs, material testing, survey work, etc. have driven soft costs higher by additional **$1.1M.**

Combined, this leads to an overall current financing gap of **$13.7M.**



Of the anticipated $13.7M total gap, approximately $5.2M to $9.6M remains unfunded. This is after the implementation of ~$4.1M of strategies within the Development team's control. A pending DCA NOFA could alleviate another $4.4 million of funding shortfall.



**$4M DCA loan assumes it comes in at closing and saves the project $400,000 in const. interest.*

There are several strategies within the developer's control that can reduce the current $13.7M gap by $4.1M, in addition to DCA's competitive NOFA.

DEVELOPER LED STRATEGIES		
Maximize Deferred Developer Fee	$ 500,000	This is in addition to $500,000 previously deferred by the developer and reaches the 50% maximum allowed to be 'deferred' (paid with available cashflow) by DCA and the IRS; it represents roughly 15 years of cash-flow. Developer fees are capped by the agency, and the deferred portion represents the amount reinvested into the project by the developer.
Apply for funding from AHA	$1,700,000	Athens Housing Authority has committed soft funding to help bridge the gap, which also reduces construction interest costs.
Increase Permanent Loan Amortization to 40 Years	$ 400,000	Key Bank and Freddie Mac agreed to lengthen the amortization period on the permanent loan from 35 to 40 years, which increases the allowable permanent mortgage amount by roughly $400,000.
Update to 2022 Rents	$1,000,000	HUD released updated 2022 AMIs in April showing a 12% increase in family incomes in Athens, GA, which allows a commensurate increase in rents on LIHTC and unrestricted units.
Identify construction / design cost savings	$ 500,000	Ongoing value engineering efforts and extraordinary cost containment measures.
SUB-TOTAL	$4,100,000	
DCA COMPETITIVE NOFA		
Apply for funds from DCA	$ 0 - $4.4M	Georgia DCA issued a draft NOFA on 4/22/22 of up to $4M per project. The Draft NOFA shows an anticipated application date of 6/3/22 and a funding award date of 7/1/22. The receipt of DCA funding could also reduce construction interest costs by up to $400,000.
TOTAL	$4.1- $8.5M	

The team requests ACC UG's assistance in providing between $5.2M and $9.6M of additional gap funding. The final amount needed is dependent upon any competitive funding received under the DCA NOFA.

Goals:

- **Preserve existing mixed-income nature across all phases of redevelopment:** 1/3 Section 8, 1/3 LIHTC, 1/3 unrestricted/market.
- Close and start construction by November 2022 to **meet IRS and DCA deadlines, and keep us in compliance with DCA and HUD** regarding offsite relocation, pass-through leases, and existing regulatory agreements.
- **Ensure all current off-site residents would be able to move into the new building** when it opens in 2024, as currently planned.
- **Demonstrate near-term progress to the community** and conveys a certainty to the future of the overall project.

Challenges:

- **$4M in potential DCA funding is subject to a competitive NOFA** (this funding would also have the benefit of reducing construction interest by up to an additional $400k).
- **Need a preliminary commitment of $5.2M for additional funding by 5/17/2022 to submit to DCA for funding.**
- **Need to secure firm commitment of $5.2M-$9.6M funding by 7/15/2022** or risk project not closing this year.

The project team has considered many strategies to reduce the funding shortfall, but some have already been deemed infeasible.

STATEGY CONSIDERED	ISSUES / COMPLICATIONS
Wait for market/pricing to stabilize.	There are no indications that the market will start to stabilize in 2022. LIHTC timing will not allow for significant delay to wait out price fluctuations.
Apply for additional tax credits from DCA.	The team has reached out to DCA and was informed this is not a tool that will be made available in 2022. Waiting for this to change will create a default on the current allocation of credits.
Build fewer units.	The project committed to building 120 units to the Department of Community Affairs. The award of credits is based on the unit count in the application and cannot be changed.
Build more units.	This was examined to see if additional unrestricted units would make efficient use of building structure and produce additional first mortgage proceeds. Unfortunately, doing so would change construction type and increase construction costs up to 15%. Additionally, it would require an additional parking level (with commensurate cost) and redesign of leasing area due to interaction with the podium parking. Ultimately this strategy would increase the gap.
Rebid Construction Pricing.	All indications are that rebidding construction pricing to the same subcontractor base will result in similar pricing or additional price increases. Additional time to rebid delays the process and likely increases costs due to continually rising inflation.
Adjust unit mix to 100% Section 8.	The team evaluated reallocating the Bethel Section 8 project based rental assistance contract to cover 100% of new units, instead of the current “1/3, 1/3, 1/3” mixed income approach. Leveraging rental assistance across the addition 2/3 of units would allow for a substantially larger permanent first mortgage; however, this would fundamentally change the character of the project, run counter to the master planning process, risk further concentrating poverty, and potentially be an invalid project concept change in the eyes of DCA.

Firm commitment of ACC UG funding is needed by mid July 2022 for construction closing in early November 2022.

Note on Timing of Funds

The financing model assumes that ACC-UG funds are utilized with other soft funding sources commencing with closing and during the early months of construction to reduce required construction interest.

If funds come in later, there will be an increase in required construction interest and a larger funding gap.

A projected sources and uses outlining the anticipated minimum gap of $5.2M is outlined at right.

PERMANENT SOURCES	
1st Mortgage	$11,040,000
ADDA Loan	$600,000
DCA NOFA	$4,000,000
AHA Loan	$1,500,000
9% Federal TC Equity	$11,228,763
9% State TC Equity	$10,626,764
Managing Member Equity	$100
Deferred Developer Fee	$1,000,000
Gap	$5,212,306
Total	**$45,207,933**

USES	
Ground Lease Payment	$600,000
Construction Costs	$35,599,285
Soft Costs	$2,564,646
Financing Fees	$902,010
Carrying Costs	$2,390,979
Reserves and Contingency	$1,151,014
Deferred Developer Fee	$1,000,000
Paid Developer's Fee	$1,000,000
Total Uses	**$45,207,933**

Anticipated Project Schedule

Timing	Milestone
May 17, 2022	Preliminary Commitment of $5.2M needed for DCA NOFA application
July 1, 2022	Anticipated DCA NOFA award
Mid July 2022	Firm Commitment of ACC-UG gap funding ($5.2M-$9.6M) depending on amount of DCA award.
August 1, 2022	**Submit underwriting package to Key Bank/Freddie Bank**
Early November 2022	Vertical Financing Closing
November 15, 2022	**DCA Deadline to start construction**
November 2022-September 2024	Vertical Construction
December 2024	Placed In Service deadline

THE UNIFIED GOVERNMENT OF ATHENS-CLARKE COUNTY

COMMISSION AGENDA ITEM

SUBJECT: Public Safety Equipment and Services Enhancement for the Athens-Clarke County Police Department (ACCPD)

DATE: February 28, 2024

EXECUTIVE SUMMARY:

Requests approval for funding, and approval to expend funds, consistent with up to $300,000 in support of the ACCPD's Real-Time Crime Center; $100,000 for the Public Safety Camera System; $90,000 for Mobile Heavy Duty Surveillance Trailers; and $35,000 for All-Terrain Vehicles for Patrol Operations to further community safety.

BUDGET INFORMATION:

REVENUES: N/A

EXPENSES:
ANNUAL:
CAPITAL:
OTHER: $525,000

FUNDING SOURCE: General Fund Operating Contingency

COMMISSION ACTION REQUESTED ON: March 5, 2024 Under Suspension of Rules

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PURPOSE:

To request that the Mayor and Commission:

a. Approve the expenditure of funds consistent with up to:
   - $300,000 in support of the Real-Time Crime Center;
   - $100,000 for the Public Safety Camera System;
   - $90,000 for Mobile Heavy Duty Surveillance Trailers; and
   - $35,000 for All-Terrain Vehicles for Patrol Operations;
b. Adopt the associated budget ordinance (**Attachment #1**); and
c. Authorize the Mayor and appropriate staff to execute all documents necessary for the purchase of such equipment and services.

HISTORY:

1. On July 7, 2005, the first generation of the Public Safety Camera System was made operational. The system has since expanded to meet dynamic operational needs and has been maintained.

2. In August 2021, staff began the process of evaluating a potential expansion of the Public Safety Camera System with the assistance of UGA stakeholders and resources.

3. In September 2021, stakeholders inclusive of the UGA Police Department (UGAPD), Athens-Clarke County Police Department (ACCPD), and camera system installers examined potential sites for camera system expansion and retrofitting to meet nascent operational needs. Such observations informed an ongoing discussion of where camera coverage and lighting could be enhanced to best address the presence and fear of crime.

4. On October 26, 2021, the University of Georgia announced a one-time allocation offer of $250,000 for the ACCGov to address lighting and/or security camera improvements in the downtown business district and poorly lit pathways to and from campus.

5. In January 2022, the ACCGov Attorney's Office was contacted to assist in the development of an Intergovernmental Agreement between the Board of Regents / UGA and ACCGov.

6. In April 2022, a mutually acceptable draft agreement was returned and transmitted to UGAPD for approval and signature.

7. In May 2022, UGAPD approved the Intergovernmental Agreement and returned the project for ACCGov review and consent.

8. On June 28, 2022, the UGAPD and ACCPD were able to link their existing camera systems so that they may be viewed by the partner agency in support of actions inclusive of officer safety, situational awareness, and investigative purposes.

9. On August 2, 2022, the ACCGov approved an Intergovernmental Agreement with the Board of Regents / University of Georgia in support of the Public Safety Camera System and improved lighting. Such Intergovernmental Agreement allowed for up to $250,000 in support.

10. On September 15, 2022, the University of Georgia's Office of the President advised that the University was prepared to offer an additional $100,000 to ACCGov "to support further advancements in technology, lighting and/or cameras in the downtown corridor as determined through collaboration" with the UGA and Athens-Clarke County police chiefs.

11. On November 1, 2022, acceptance of the additional $100,000 in funding from the University of Georgia was approved by the Mayor & Commission.

12. On June 29, 2023, the ACCPD was informed that the $100,000 requested in support of the Real-Time Crime Center (RTCC) was approved as a New Initiative in the ACCPD's FY2024 Operating Expense Budget.

13. On November 11, 2023, the ACCPD transmitted its FY2025 Capital Project Requests with funding for two All-Terrain Vehicles among the requests.

14. On February 22, 2024, Laken Riley was murdered at the intramural complex at the University of Georgia.

15. On February 23, 2024, a murder suspect in the Riley case was arrested.

16. On February 27, 2024, President Jere Morehead announced a number of public safety initiatives for the University of Georgia, totaling $7 million.

17. On February 28, 2024, Mayor Kelly Girtz held a press conference to address issues surrounding Ms. Riley's murder as well as allegations that the Mayor and Commission had enacted policies determining that Athens-Clarke County was a "Sanctuary City." Mayor Girtz announced a number of public safety initiatives he would place on the agenda for the Mayor and Commission's consideration on March 5, 2024 **(Attachment #2**).

FACTS & ISSUES:

1. The Athens-Clarke County Police Department (ACCPD) is ever mindful of its mandate to address crime, the fear of crime, and to effectively manage nascent operational concerns via data-driven, established solutions. The below requests are consistent with experienced, sustained operational needs.

2. The investment in this equipment and services will enable the Athens-Clarke County Police Department (ACCPD) to better address experienced, sustained crime prevention needs and to meaningfully and effectively address articulated public safety concerns in an expedient manner.

3. Variations of the requested projects and equipment (RTCC Development, Downtown Cameras, Mobile CCTV Trailers, and All-Terrain Vehicles) are part of the ACCPD's strategic and budgetary directions; however, with approved funding and managerial direction, such programs could be fully-actualized within an expedited timeframe and with great effect.

4. The ACCPD seeks to allow for an expedited development and expansion of the **Real-Time Crime Center (RTCC)** at an enhanced cost of $300,000:

a) The RTCC program enhancements seek to allow for the expedited development and expansion of the RTCC's capabilities through equipment, software, and services. Staffing of the RTCC is a future budgetary discussion.
b) The ACCPD exhibits space available for the expanded RTCC's footprint within the ACCPD Headquarters facility, with the movement of investigative personnel.
c) In what was intended to be a multi-year development process, "pilot project," the ACCPD now seeks to allow for an expedited renovation of space and acquisition of equipment and software which was originally anticipated for Fall 2024, at the earliest.
d) The ACCPD proposes a phased approach to allow for a fully-realized RTCC Program:
    1. Phase I - Currently in the implementation phase of the RTCC. The downtown cameras have been integrated and launched the "Connect Athens" website where residents and business owners can register their cameras and/or start the process of integrating their cameras within the RTCC.
    2. Phase II - Once the space is available, staff will begin the process of building out a room for the RTCC. This room will include a video wall, multiple work stations, state of the art computers, and other advanced technology to allow the RTCC to operate in the most efficient manner possible.
    3. Phase III (Future Budgetary Discussion) - Once the space is built, the RTCC will be staffed with at least one Real Time Crime Center Analyst per patrol shift which will result in four RTCC Analysts. Along with the RTCC Analyst will be a secondary employee such as an intern, cadet, or officer on light duty that will work hand in hand with the RTCC Analyst. These Analysts will report to the Crime & Intelligence Analyst Supervisor.
e) The requested funds seek to address equipment and software needs inclusive of:
    1. Additional core system software expansion and data connectivity to allow for enhanced data processing speed;
    2. CPUs and workstations for the renovated space to allow for the expanded footprint beyond the pilot program;
    3. Video Wall to allow for real-time collaborative data sharing in the workspace;
    4. Installation of an access card system door reader to allow for secure access to the workspace;
    5. Minimal renovations to the workspace to allow for efficient use of the workspace as with wall renovations and movement of the access door; and
    6. Licenses as necessary to connect to additional video streams.

5. The ACCPD seeks to allow for an additional phased expansion of the **Public Safety Camera System** at an enhanced cost of $100,000:
    a) In the most recent refresh of the Public Safety Camera System more than 30 cameras were added. Such live camera feeds are available to the E911 Center, will be availability to the RTCC, and have assisted in general situational awareness and investigative actions.

b) The most recent refresh of the camera system in 2023 allowed for the use of both static cameras and pan-tilt-zoom capacities, as appropriate. Such cameras have enhanced the image quality and availability within the Downtown District.
c) Funds for the most recent camera expansions originated from both ACCGov and the University of Georgia. The ACCPD intends to allow for at least an additional 20 cameras with remaining program funds for the next camera expansion.
d) An additional $100,000 would allow for enhanced infrastructure and cameras throughout the community. Placement of cameras will be based upon data-driven approaches to reduce crime and the fear of crime.

6. The ACCPD seeks to allow for the purchase of two **Mobile Heavy-Duty Surveillance Trailers** at a total enhanced cost of $90,000:
   a) The mobile camera units would be stationed at special events (e.g., UGA Football, Twilight Criterium, AthFest, etc.) and in geographies not easily serviced by traditional wired CCTV camera systems, as needed, to allow for enhanced situational awareness in an expedient and effective manner.
   b) The proposed cameras would have connectivity with the ACCPD's Real-Time Crime Center.
   c) The proposed unit type includes four pan-tilt-zoom high-definition cameras, cellular router, and a generator all housed on a trailer frame. Power would be provided via solar power and/or generator capacity, as appropriate.

7. The ACCPD seeks to allow for the purchase of four **All-Terrain Vehicles (ATVs)** for police operations at a total enhanced cost of $35,000:
   a) The ATVs are proposed for use in environments not easily accessible by traditional patrol vehicles, or by foot. As such, ATVs would help facilitate additional presence along the Greenway, Firefly Trail, and other recreational spaces.
   b) ATVs would be available to complement traditional patrol methods (e.g., bicycle, foot, etc.) in support of community events.
   c) The proposed ATVs will be trailered to allow for deployment throughout the county, as needed. However, primary assignment of the ATVs is to be within the Downtown District and Greenway.

8. These recommendations support the following ACCGov Strategic Plan Goals, Strategies, and/or initiatives:
   a) Good Neighbors
   b) Organizational Improvement

OPTIONS:

1. Mayor and Commission:
   a. Approve the expenditure of funds consistent with up to:
      - $300,000 in support of the Real-Time Crime Center;
      - $100,000 for the Public Safety Camera System;

- $90,000 for Mobile Heavy Duty Surveillance Trailers; and
- $35,000 for All-Terrain Vehicles for Patrol Operations;

b. Adopt the associated budget ordinance (**Attachment #1**); and
c. Authorize the Mayor and appropriate staff to execute all documents necessary for the purchase of such equipment and services.

2. Mayor and Commission deny the requested funding for enhanced equipment and services.

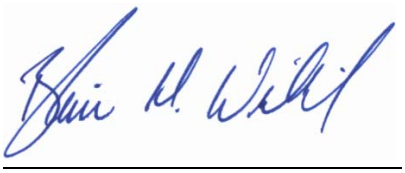
3. Mayor and Commission defined option.

DEPARTMENT RECOMMENDED ACTION: Option #1 a, b, & c

DEPARTMENT: Police Department
Prepared by: Joshua Watkins

ADMINISTRATIVE COMMENTS:

ADMINISTRATIVE RECOMMENDATION: Option #1 a, b, & c



Manager

February 29, 2024
Date

ATTACHMENTS:

Attachment #1 – Associated Budget Ordinance
Attachment #2 – Mayor Girtz' Recommended Public Safety Initiatives

Attachment #1

AN ORDINANCE TO AMEND THE FY2024 ANNUAL OPERATING AND CAPITAL BUDGET FOR ATHENS-CLARKE COUNTY, GEORGIA SO AS TO PROVIDE FUNDING TO THE POLICE DEPARTMENT FOR PUBLIC SAFETY INITIATIVES; AND FOR OTHER PURPOSES.

The Commission of Athens-Clarke County, Georgia hereby ordains as follows:

SECTION 1. The Commission of Athens-Clarke County, Georgia desires to amend the General Fund to provide funding to the Police Department for Public Safety initiatives; and for other purposes.

Said Operating and Capital budget is hereby amended as follows:

General Fund:

EXPENDITURES:	
Decrease:	
Operating Contingency	$525,000
Increase:	
Police Department	
Public Safety Initiatives	$525,000

SECTION 2. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

Athens-Clarke County Unified Government

Public Safety Information Sheet

February 28, 2024

New Investments February 2024

- **Real-Time Crime Center (RTCC) Expedited Development & Expansion ($300,000)**
  - Funded in FY24 budget enhancements to PD technology as pilot and is up and running
  - Multi-year expansion project was expected
  - Expedited development, staffing, and expansion being sought
- **Mobile CCTV Heavy Duty Surveillance Trailers ($90,000)**
  - Mobile camera trailers for daily operations in response to data-driven crime trends, as well as major community events (e.g., UGA football, Twilight, Athfest, etc)
  - Allows for connectivity with RTCC and improved operational safety
- **All-Terrain Vehicles (ATV's) for Police Operations (4 units, $35,000)**
  - Allow for police patrol presence along FireFly Trail, greenway, and other under-monitored recreational spaces
  - Available for more rapid response in densely populated areas to support bicycle patrols for large community events
- **Camera Arrays in High Traffic and High Crime Areas ($100,000)**
  - Data-driven initiative replicating the pan/tilt/zoom functionality of downtown array, and feeding into the Real-Time Crime Center

Recent Investments

- **Real time crime center phase one** (includes UGA information-sharing partnership)
  - Allows ACCPD to provide accurate, timely information to officers in response to scenes and an improve patrol response to in-progress crimes and critical events
  - Opportunity to expedite expansion of intended multi-year expansion to include infrastructure, technology, and staffing
- **Ballistics identification apparatus**
  - National Integrated Ballistic Information Network (NIBIN) Funded in 2022 and implemented July 2023
  - 426 casings entered and 88 investigative leads generated
  - reduced ballistic comparison results timeline from weeks to hours or days has allowed for more timely investigations and resulted in criminal arrests
- **Salary increases** - - resulting in net gain in officers. First year hire $53,733 minimum.

    - Step Plan for officers introduced 2021
    - Net gain of 5 officers in 2023; first net positive recruitment in 5 years
    - Quickly filling vacancies
- **Cadet Corp**
    - Provides opportunities for young individuals to develop work skills/experience, contribute to their community, and prepare for the workforce
    - First cadets hired in March 2023 and to date 9 cadets have been hired (5 currently active)
    - Cadets help with community engagement and have led over 20 community events/activities and participated in more than 40 events across the community
- **Camera array details**
    - ACCPD has installed more than 30 new cameras with pan/tilt/zoom capacity and fixed views in downtown district
    - ACCPD is in the process of order and deploying 24 additional cameras
    - We have also purchased equipment to enhance network infrastructure for public safety cameras
- **Take-home vehicles**
    - Expanded in 2019 to include officers residing out of county
    - Allow for more patrol officer visibility and police presence within community
    - faster responses to crime scenes for on-call personnel
    - expansion needed to meet personnel growth and continue one-to-one officer/vehicle ratio
- **District Attorney** – pay flexibility provided to contract attorneys allowing for expedited case activity

Other investments that yield Public Safety benefits

- **Quality housing**
    - $50MM in ACC-directed funds toward housing since 2020
    - North Downtown revitalization in conjunction with Athens Housing Authority
    - Micah's Creek small home subdivision with Habitat for Humanity
    - Single Family Home investment with Athens Land Trust, East Athens Development Corporation and others.
    - Down payment assistance program
- **Youth Development programs and facilities funded by ACC**
    - $3MM+ in new programing funding to Clarke County School District
    - $2MM+ in new and expanded provided to Boys & Girls Clubs
    - $500,000 provided in new programming by a range of providers each of the last two summers

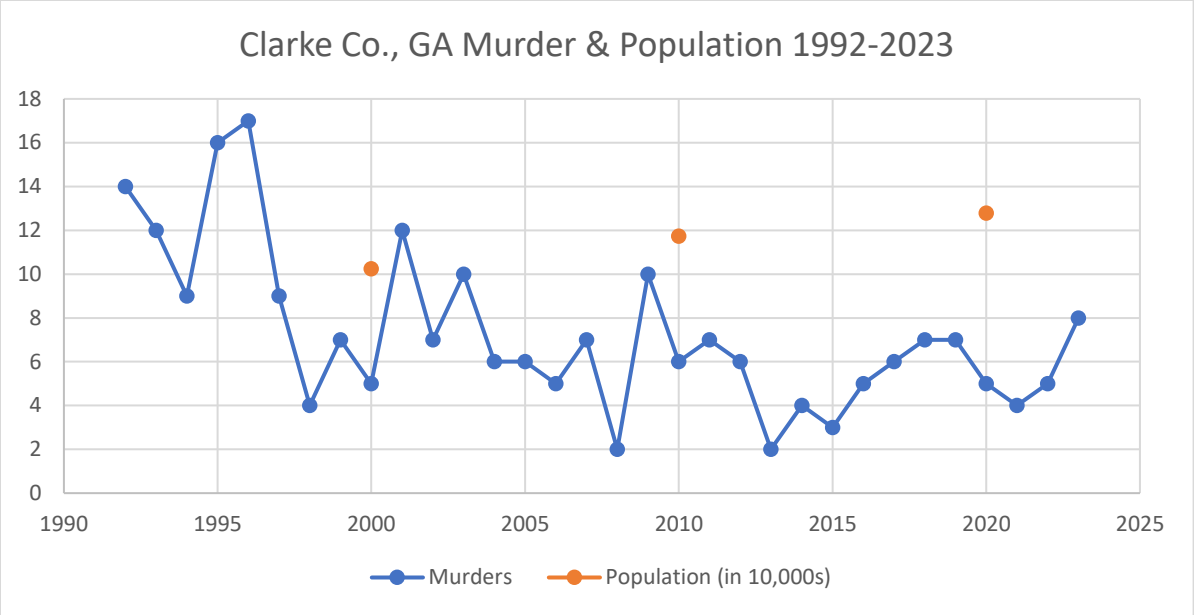
- **<u>Neighborhood Leaders</u>**
    - Approximately $1M funding each year from 2019-present to provide 19 community facilitators through Family Connection/Communities in Schools of Athens connecting residents with resources: employment, nutrition, child support, etc.
- **<u>Workforce and employment opportunities</u>**
    - Multiple high wage employment attracted, including skill development support through Athens Community Career Academy and Athens Technical College
    - Example: Meissner, vaccine apparatus manufacturer: 1700 jobs, median wage $85,000 annually, training partnerships extend from high school through PhD.

"Sanctuary City" status?

- *The term "sanctuary city" does not have a sole legal or procedural definition; instead it is a somewhat generic term that means different things depending on the context of a discussion. Many of the elements ascribed to "sanctuary cities" are explicitly prohibited by state code. Annually, we submit information to the Georgia Department of Audits demonstrating our compliance with this code, and **<u>no policies</u>** have been adopted by the Mayor and Commission that have created "Sanctuary City" status.*

Historical and Current Crime Data

- Overall Crime Down 2% in 2023 from 2022
- ACCPD arrests up 16% in 2023 from 2022 (felony arrests up 6%)
- Violent Crime Down 6.8% in 2023 from 2022
- Shootings down 22% in 2023 from 2022
- Property Crime Down 2.6% in 2023 from 2022



Year	Murders	Population		Year	Murders	Pop.
1992	14			2010	6	117389
1993	12			2011	7	
1994	9			2012	6	
1995	16			2013	2	
1996	17			2014	4	
1997	9			2015	3	
1998	4			2016	5	
1999	7			2017	6	
2000	5	102401		2018	7	
2001	12			2019	7	
2002	7			2020	5	127795
2003	10			2021	4	
2004	6			2022	5	
2005	6			2023	8	
2006	5					
2007	7					
2008	2					
2009	10					

SEC Host City Comparisons

Source is FBI UCR Data (https://cde.ucr.cjis.gov/LATEST/webapp/#/pages/home)

City	All Offenses Rate/1k
Baton Rouge	123.3
Knoxville	100.7
Nashville	99.1
Tuscaloosa	92.4
Fayetteville	88.3
Columbia, SC	73.2
Columbia, MO	69.9
Athens	66.0
Lexington	65.6
Starkville	63.7
Oxford	58.1
College Station	45.5
Auburn	41.7

City	Crimes Against Persons Rate/1k
Nashville	30.4
Knoxville	28.4
Tuscaloosa	27.1
Baton Rouge	26.8
Columbia, MO	21.7
Athens	20.8
Fayetteville	19.0
Oxford	18.5
Lexington	15.4
Starkville	15.0
Columbia, SC	14.7
Auburn	10.2
College Station	9.0

City	Crimes Against Property Rate/1k
Fayetteville	82.7
Starkville	63.1
Columbia, SC	58.4
Baton Rouge	53.7
College Station	48.8
Lexington	45.8
Columbia, MO	43.4
Knoxville	41.3
Nashville	40.3
Athens	38.9
Tuscaloosa	27.6
Auburn	27.4
Oxford	20.6

City	Crimes Against Society Rate 1/k
Fayetteville	19.6
Baton Rouge	18.6
Columbia, SC	13.8
Starkville	12.0
Knoxville	10.8
Columbia, MO	10.3
Lexington	9.7
Tuscaloosa	9.1
Oxford	7.8
Athens	7.4
Nashville	6.7
College Station	6.3
Auburn	6.2

Athens-Clarke County Contract Awards
In Excess of $10,000 - January 2024

Contract Award Date	Vendor Name	Commodity or Service	Contract Amount	Department	Funding Source
Manager Awarded Contracts: Total $913,638.95					
01/09/2024	GEORGIA INTERLOCAL RISK MANAGEMENT AGENCY	Deductibles - September 2023	138,664.12	Safety & Risk	Self Funded Insurance & Claims Intr Serv
01/09/2024	GEORGIA INTERLOCAL RISK MANAGEMENT AGENCY	Deductibles - August 2023	133,165.61	Safety & Risk	Self Funded Insurance & Claims Intr Serv
01/09/2024	FUSUS INC	Software: Fusus Real-time Crime Center	100,000.00	Police Field Operations Bureau	General Fund
01/18/2024	PARKSON CORPORATION	Equipment Repair: North Oconee Water Reclamation Facility	119,763.00	Water & Sewer Administration	Water & Sewer Construction Ent Fund
01/18/2024	SHI INTERNATIONAL CORP	Software Renewal: Office 365	422,046.22	Information Technologies	General Fund
Purchasing Awarded Contracts: Total $1,117,624.44					
01/02/2024	AUTO ART SOUTHEASTERN SIGNS INC	Firefly Trail Artwork and Installation	11,370.00	Program Administration	TSPLOST 2018 Cap Proj Fund
01/03/2024	THOMPSON TELLAS R	Easements	11,070.00	Program Administration	TSPLOST 2018 Cap Proj Fund
01/04/2024	CANNON COCHRAN MANAGEMENT SERVICES INC	Funding Reimbursement - December 2023	28,922.96	Safety & Risk	Self Funded Insurance & Claims Intr Serv
01/04/2024	CORE & MAIN LP	Pipe for Replacement Projects - Various locations	26,079.60	Streets & Drainage	American Rescue Plan
01/05/2024	SITEONE LANDSCAPE SUPPLY HOLDING LLC	Plants - Mixed Types (Quantity of 2750)	22,590.30	Landscape Management	General Fund
01/08/2024	GEORGIA INTERLOCAL RISK MANAGEMENT AGENCY	Deductibles - October 2023	65,797.51	Safety & Risk	Self Funded Insurance & Claims Intr Serv
01/09/2024	KILLER CREEK HARLEY-DAVIDSON	Police Motorcycles (Quantity of 2)	66,404.20	Police Field Operations Bureau	General Capital Projects Fund
01/09/2024	THE CLASSIC CENTER	Employee Holiday Luncheon	39,640.20	Leisure Services	General Fund
01/09/2024	KETTLE CREEK CORPORATION	96 Gallon Wheeled Trash Cart Enclosure	10,507.60	Collection	General Fund
01/11/2024	ALLAN VIGIL FORD	F350 Crew Cab Long Bed Truck	76,349.00	Landscape Management	General Capital Projects Fund
01/11/2024	DUKES ROOT CONTROL INC	Root Control for Sewer Maintenance	55,000.00	Water & Sewer Administration	Water & Sewer Ent Fund
01/11/2024	ONE BEAT CPR LEARNING CENTER LLC	AED Kits (Quantity of 22)	29,392.00	Sheriff Administration	Grant Spec Revenue Fund
01/11/2024	MOTOROLA INC	Radios (Quantity of 4)	13,120.40	Leisure Services	General Fund
01/12/2024	A-Z SERVICES INC	Janitorial Services - PUD Customer Service Center	16,500.00	PUD Administration	Water & Sewer Ent Fund
01/16/2024	ASSOCIATION COUNTY COMMISSIONERS OF GA	2024 Annual Membership Dues	18,520.86	Finance	General Fund
01/17/2024	DALTON CARPET ONE INC	Flooring Installation - Heard Park	50,401.00	Leisure Services	Grant Spec Revenue Fund
01/17/2024	PYRO SHOWS EAST COAST INC	2024 Star Spangled Classic Firework Show	45,000.00	Leisure Services	General Fund Hotel/Motel Spec Rev Fund
01/17/2024	APPLIED TECHNICAL SYSTEMS INC	Camera System Replacement - Rocksprings	34,860.00	Leisure Services	General Capital Projects Fund
01/17/2024	AMERICAN TANK MAINTENANCE LLC	6" Drain Pipe and Valve - Removal and Installation	32,892.00	Plant Maintenance	Water & Sewer Ent Fund
01/17/2024	NE GEORGIA TEMPORARY SERVICE INC	Contract Labor Jan - June 2024	15,000.00	Fleet Management	Fleet Management Intr Serv Fund
01/18/2024	JACOBS ENGINEERING GROUP INC	Staff Augmentation Services - RAISE Grant - September 2023	51,930.47	Program Administration	SPLOST 2011 Cap Proj Fund
01/18/2024	JACOBS ENGINEERING GROUP INC	Staff Augmentation Services - RAISE Grant - October 2023	23,720.05	Program Administration	SPLOST 2011 Cap Proj Fund
01/19/2024	ASC CONSTRUCTION EQUIPMENT USA INC	Repair: Dump Truck Accumulator	11,039.33	Landfill	Landfill Ent Fund
01/22/2024	CORE & MAIN LP	8" Ductile Pipe	31,200.00	Water & Sewer Administration	Water & Sewer Ent Fund
01/22/2024	CORE & MAIN LP	6" Ductile Pipe	21,840.00	Water & Sewer Administration	Water & Sewer Ent Fund
01/22/2024	GOVCONNECTION INC	Mobile Docking Stations for Toughbook (Quantity of 25)	21,081.75	Police Field Operations Bureau	General Capital Projects Fund
01/22/2024	POWERDMS INC	Software Renewal	13,911.11	Police Field Operations Bureau	General Fund
01/23/2024	REEDWICK LLC	Signal Repair	13,500.00	Transportation & Public Works	General Capital Projects Fund
01/24/2024	KOFILE TECHNOLOGIES, INC	Newspaper Imaging	49,724.00	Clerk of Courts	Special Programs Spec Rev Fund
01/24/2024	THE CLASSIC CENTER	ACC Health Fair 2024	10,641.84	Benefits & Wellness	Self Funded Health Insurance Intr Serv Fund
01/25/2024	AMERICAN VAN EQUIPMENT LLC	Shelving Insert Packages for E-Transits	10,663.55	Fleet Management	Fleet Replacement Intr Serv Fund
01/26/2024	WILLINGWAY INC	Inpatient Treatment - Willingway Addiction Center	17,370.84	Superior Court	Grant Spec Revenue Fund
01/26/2024	HEIDELBERG MATERIALS SOUTHEAST AGG LLC	500 Tons of Rock	11,875.00	Landfill	Landfill Ent Fund
01/30/2024	CLYDE ARMORY	Tactical Vests (Quantity of 52)	19,500.00	Police Field Operations Bureau	General Fund
01/31/2024	DOMINION VOTING SYSTEMS, INC	Voting Equipment Annual Warranties - 2024	57,216.67	Board of Elections	General Fund
01/31/2024	CONTROL TECHNOLOGIES INC	Traffic Controller (Quantity of 12)	41,677.20	Transportation & Public Works	General Fund
01/31/2024	GOFORTH WILLIAMSON INC	Hose Pump Repair - Labor and Parts	27,815.00	Plant Maintenance	Water & Sewer Ent Fund
01/31/2024	TEMSCO INC	UV System Maintenance at North Oconee Water Reclamation Facility	13,500.00	Plant Maintenance	Water & Sewer Ent Fund
Number of Contracts	**43**	**Total of Contract Awarded**	**$ 2,031,263.39**	Submitted by: Jessica Beri Purchasing Administrator February 9, 2024	