

2010 Funding Evaluation Form for LCI Pre-Qualified Projects

Once LCI transportation projects have been Pre-Qualified, the next step in the process is to receive approval to move forward with funding through a region-wide competitive process that evaluates the overall progress of the community implementing their LCI study and the merits of the proposed project.

This form should be completed by sponsors for communities that have completed and approved their LCI study and are seeking funding for a Pre-Qualified project from the ARC Livable Centers Initiative Pre-Qualified Transportation Project List. Projects chosen from the Pre-Qualified List will be able to move forward with a detailed concept study and will be scheduled to receive federal funds for project implementation.

ARC is now accepting evaluation forms for consideration of funding for LCI transportation projects. Evaluations forms will be reviewed by staff and selected projects will be notified by the 1st Quarter Administrative Modification in March of 2010.

For questions regarding this form, you may contact Haley Fleming or David Haynes

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**RETURN THIS FORM (EMAIL PREFERRED) TO HALEY FLEMING BY
5PM ON DECEMBER 4, 2009.**

Section 1: Basic Information

- I. **LCI Pre-Qualified Project/Project Name:** New Franklin Street via Pedestrian Improvements, realignment, from Oak Street to Center Street, Phase 1. (Phase 1 is priority 1 for Avondale Estates)
- II. **LCI Study Area Name:** Avondale Estates
- III. **Local Sponsor:** City of Avondale Estates
- IV. **Sponsor Contact (name, title, email):** Clai Brown, City Manager, rebrown@avondaleestates.org
- V. **Primary County which the project is located:** Dekalb
- VI. **Primary City which the project is located:** Avondale Estates
- VII. **Has the local governing body (city council or county commission) officially approved the LCI Study plan?**

Yes/No: Yes

Date of Meeting when approved: November 22, 2004

VIII. **Does the LCI study have an updated 5 year action plan?** Yes

IX. **Is the QLG status of the local government in good standing with DCA?** Yes

If the answer is No to any of the above questions, the project is not eligible for funding.

X. **Identify additional project location information: other cities, counties, proximity to railroads, rivers, or other significant landmarks:** The project is located in downtown Avondale Estates within the heart of the historic district. US 278 is a border of the project area. The project is within one mile of two MARTA stations to the East and West. The area is within the perimeter and is between the E. Ponce de Leon Exit and Memorial Drive Exit off of I-285.

XI. **Project Type:**

- Bicycle Facility
- Bicycle/Pedestrian Facility
- Bridge Upgrade
- General Purpose Roadway Capacity
- Interchange Upgrades
- ITS –Other
- ITS- Smart Corridor
- Multi-use Bike/Ped Facility
- Other
- Pedestrian Facility
- Roadway Operational Upgrades
- Transit Facilities

XII. **Termini:** The corridor is Franklin Street beginning at Oak Street with Phase 1 termini at Center Street - Phase 2 termini is at North Clarendon Avenue.

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XIII. Provide a detailed description of the project (approximately 100-200 words in length). Attach a project area map (with LCI boundary).

The Master Plan for the Avondale Estates LCI allows improvements on three streets: Franklin Street, Oak Street and North Clarendon Avenue. These three streets are the primary thoroughways within the town center. Providing motorists improved access using these facilities would reduce congestion and allow mobility within the center for local traffic while still maintaining the regional traffic on US 278, located south and parallel to Franklin Street. For the purpose of LCI transportation funding submissions, Franklin Street has been phased into two projects: Phase 1 and Phase 2. Our transportation funding priority is Phase 1. Franklin Street runs parallel to US 278 but does not provide easy and safe through access to motorists. The intersection of Franklin Street and Oak Street will be the origin of the project. The termini for Phase 1 is Center Street. North Clarendon Avenue will be reconstructed and extended during the proposed Phase 2 of the Franklin Street realignment. This intersection extension and phase of Franklin Street and at Oak will be a motorist and pedestrian destination in the town center. A public green, a city hall, and the historic shops of Avondale will be connected eventually by beginning with Phase 1.

XIV. Project Elements:

Elements may be added or deleted during the concept study phase as appropriate. Certain elements may not be eligible for federal funding with ARC staff approval. Also note that the addition or removal of travel lanes will require that this project be reflected in the ARC travel demand model and can only be considered for inclusion in the TIP in conjunction with a full RTP update.

“Inside the Curb” Elements

- Alterations to existing on-street parking
- New on-street parking
- Converting roadway travel lanes to other uses (e.g., parking, wider sidewalks)
- Narrowing existing roadway travel lanes (no change to number of lanes)
- Special purpose motor vehicle travel lanes (e.g., HOV, bus, taxi)
- New roadway capacity for single occupant vehicles
- Bus stop pullouts
- Pedestrian refuge islands
- Wide curb lane or paved shoulders
- Bicycle lanes
- Median
- Repaving
- New or upgraded pavement markings
- Traffic calming elements (e.g., speed humps, bulbouts, chicanes)
- Signal operations improvements
- Consolidation of curb cuts
- Minor intersection reconfiguration (e.g., turn lanes, realigning an approach)
- Major intersection reconfiguration (e.g., complete reconstruction, roundabout)

“Outside the Curb” Elements

- Multi-use facility

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- Construction / reconstruction of curbs and gutters
- Upgrades to existing sidewalks
- New sidewalks
- Signalized intersection crosswalks (new or upgrades)
- Midblock or unsignalized intersection crosswalks (new or upgrades)
- Pedestrian tunnel
- Pedestrian overpass
- Pedestrian signage
- Pedestrian scale lighting
- Other pedestrian upgrades to meet ADA requirements (e.g., ramps)
- Bus shelters and transit patron amenities
- Landscaping and buffers (e.g., grass, bushes, grass, flowers)
- Trees
- Street furniture (e.g., benches, trash receptacles)
- Other elements (e.g., gateways, fountains, banners; describe below)

Section 2: LCI Plan Implementation

- I. **Have the LCI Study recommendations, maps or policies been incorporated into the official local comprehensive plan and/or development regulations?**

Yes/No: Yes

- II. **Describe method of incorporation or attach a resolution:** As planned in the Avondale Estates addendum to the five year plan update, ordinances were adopted by the Avondale Estates Board of Mayor and Commissioners in a progressive timeline to implement our LCI Plan. Ordinance changes had public input with several readings and public hearings. Stakeholders in the LCI plan implementation such as the Downtown Development Authority and the Historic Preservation Commission were involved and a part of the process. The following ordinances were adopted and are attached in the "Avondale Estates Transportation LCI Resolutions " PDF file herein: Overlay map and Design Guidelines - September 2005; Commercial Zoning Ordinance for Central Business District, Overlay Map and Design Guidelines, - September 2006; Accessory Upstairs and Residential Mixed Use - July 2007; Zoning Map, Architectural Review of non-historic residential and commercial developments - February 2009. Additionally, the Commissioners approved a resolution adopting the updated Comprehensive Plan in December of 2007.

- III. **Please answer the following questions using specific examples.**

- IV. **LCI Plan Implementation.** In selecting projects for the dedicated LCI transportation money, priority is given to those communities that have shown continued support for the LCI program and on-going efforts to implement their completed LCI plan. The following questions are intended to gauge the level of acceptance and implementation of the LCI study by the sponsor and overall community.

1. **What local actions have been completed that support implementation of the LCI study (e.g. new ordinances adopted, local infrastructure or capital projects completed, new programs or services initiated)? Attach a *Report of Accomplishments* addressing the progress on each item listed in the LCI Study 5-year action plan (format provided by ARC). Identify below other related actions not listed in the LCI 5-year action plan.**

The City of Avondale Estates conducted a six month community input and visioning portion during the development of the Master Plan. During this process, stakeholders were made aware and made part of the process that was being undertaken. The Avondale Estates Board of Mayor and Commissioners approved the LCI master plan, adopted new commercial zoning ordinances, map and regulations in 2005. They were amended/readopted Sept. 25, 2006.

The City has vigorously sought actions to support implementation of the LCI study. Actions completed predominately improve zoning regulations to adapt to a live, work, play environment. Avondale Estates has completed: a residential zoning, a commercial zoning ordinance, rezoned downtown for mixed use, and set height restrictions. High aesthetic quality guidelines in terms of lighting, brick, tudor theme suggestions and face requirements have also been adopted. Design guidelines had to be incorporated in a historic area. Thus, an overlay map was necessary to integrate the mixed use aspect of our plan. A Commercial Zoning Ordinance for Central Business District with a detailed Overlay Map and Design Guidelines then needed to be adopted to support business development in the LCI. To address mixed use residential portions of our LCI plan, the Board of

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Mayor and Commissioners adopted an Accessory Upstairs and Residential Mixed Use zoning designation. Residential components were around the major areas of our LCI, but not immediately within the town center area. This new designation allows residential use within the town center. The residential zoning aspect further justifies transportation improvements in Phase 1 and Phase 2 of Franklin Street. To stay consistent with historic architecture and to maintain a consistent town center look, zoning was enacted for Architectural Review of non-historic residential and commercial developments. The Board of Mayor and Commissioners approved a resolution adopting the updated Comprehensive Plan in December of 2007. A detailed progression of the actions by date is listed above in Section II, no. II and are available in full ordinance form in the attached resolutions. The five year action plan update is available for view in the "Avondale Estates Five Year Update" Excel attachment.

The City has worked closely with developers, the Downtown Development Authority, the Architectural Review Board, Planning and Zoning Commission and The Historic Preservation Commission to adhere to the original intent of our LCI Plan. The public has been very involved in the process via public meetings and documents made available on our web site.

- 2. What new development projects have been approved and/or constructed in the study area (e.g. residential, non-residential or mixed-use projects; infrastructure projects should be described in question 1 above)? Provide details such as the project name, location, type, land use composition, number of units/square feet, and construction schedule. Particularly highlight residential developments and workforce/affordable units included.**

Adoption of the new Central Business District Ordinance (CBD) in 2006 has garnered five new projects within the LCI Study Area.

Project Name	Land Use	Units	Sq. Footage	Construction
Savage Pizza N. Clarendon	CBD – Restaurant	1	3300	Complete
151 Locust Street	CBD – Incubator	1	3400	Complete
Harriston Lofts 100 N. Avondale	CBD- Residential	3	4400	Underway
Grocery Store Oak Steet & N. Avondale	CBD-Commercial	1	29,000	Conditional use permit
Mixed Use Development executed	CBD-Commerical & Residential	200	365,000	Development Agreement

The mixed use development agreement has been executed between city and developer to construct the first phase of a mixed use development using the LCI master plan land uses to address deficiencies in workforce housing within the LCI area. Housing in the mixed use development will include an estimated 200 units.

- 3. Describe how newly approved or planned developments (e.g. residential, non-residential or mixed-use) relate to the current mix of land uses in the**

study area. Describe how these developments are consistent with the approved LCI plan. Do these developments address a land use deficiency?

The new developments within the LCI area would not have been possible prior to the adopted CBD ordinance as planned in our LCI implementation. All five of the projects above are land uses that adhere to a live, work, play atmosphere. The Board of Mayor and Commissioners and city management are encouraged that the land use, above all, addresses areas of deficiencies in walkability, affordable residential areas, and varied mix use business . To create a walkable community, affordable residential units had to be introduced. The units will be within walking distance from the grocery store, restaurants, business incubator, and proposed mixed use development. Land use changes have been accomplished through the rezoning of the corridors and town center area. This combination of uses will allow pedestrians and motorists to stay within the corridor without using their vehicles. Pedestrian facilities would be improved and the design would include aesthetically pleasing areas for motorists to leave their cars and instead walk to the retail and office spaces. The conceptual development with a potential developer addresses the land use deficiency of mixed use. There were formally no mixed use developments in the downtown area. Therefore the mixed use developments proposed will address a current deficiency in mixed land use .

4. Local government actions not supporting the LCI plan, such as inconsistent development project approvals or rezonings (or consistent project denials), will be factored into the overall ranking. Take this opportunity to discuss issues related to these local actions, other barriers to plan implementation and proposed efforts/strategies to overcome these barriers.

There are no known actions not supporting the LCI plan. The City has worked very hard with the historic district stakeholders and community leaders to make all future planning consistent with the LCI projects.

5. Discretionary points may be awarded to communities that have shown continued support in their completed LCI plan and the LCI program.

Factors taken into consideration include, but are not limited to:

- **attendance at LCI sponsor meetings and annual workshops**
- **participation in events such as the Urban Marketplace, Walkability Workshops, LCI transportation workshops**
- **local efforts to monitor, update and provide feedback on the original LCI plan**

Attendance at LCI Sponsor Meetings:

The City has attended required LCI sponsor workshops. Most recently, the City manager attended the sponsor workshop held on October 6, 2009. In addition, the ARC web site is given to make stakeholders aware of the process and materials.

Local efforts to monitor and update the LCI plan:

Prior to the Comprehensive Plan amendments, the previous City Manager met with ARC officials to ensure the correct the implementation and administration of LCI plan elements were integrated into the plan update.

The ordinances created to update the LCI plan have involved public hearings and comment periods for stakeholders during ordinance hearings. All stages of the last 5 year update have been completed with one exception. The final item is to create a commercial business district design guideline. The anticipated completion date is December 2009.

A meeting was requested by the City manager with ARC officials inclusive of: the LCI Transportation Program Manager, Land Use Division, Programming Manager, Transportation Planning Division, and the LCI Program Manager to ensure compliance and movement in the LCI implementation process. The meeting was held on May 28, 2009.

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To further correct deficiencies within the study area, the city is collaborating with the county to assist in land visioning the Fenner-Dunlop site to annex the property thus expanding the LCI to include the unincorporated area. The site is within one block from the LCI area and the transportation project. This will create a better land use for the city and county and will allow for a larger "work" component within our live, work, play LCI. Public meetings are currently being scheduled with residents, business owners, and city officials to gain their input.

Section 3: Transportation Project Merits

- I. Describe how this proposed transportation project is consistent with the approved LCI plan. Discuss how this transportation project contributes to or supports the mix of transportation options in the study area.**

The Franklin Street project has been phased into two parts. Phase 1 will begin the entry improvements into the heart of the LCI study area and the town center area. Once Franklin Street is realigned and improved, it would be a 'gateway' and main corridor into the town center. The LCI Plan proposes relocating Franklin Street (east of Oak Street) to the south, creating a new 'Main Street.' This new alignment detailed in the LCI plan derived from the master plan will provide for two-way traffic to North Clarendon Avenue. The plan suggests wide parallel parking spaces on both sides of the road. The new alignment will follow plan guidelines to abandon the old Franklin Street and redevelop it. By creating a new "Main Street" the CBD ordinance will draw more desirable developments into the area. The project supports the transportation options by making through traffic and pedestrian traffic flow more efficiently and safely into the town center.

- II. Describe other benefits of this transportation project to support LCI and community goals (e.g. connects a senior center to transit station, links various government service locations to housing in LCI area).**

The improvements to the street network will result in the key benefit of moving traffic through the town center area in a more efficient manner. The present configuration of Franklin Street does not allow easy through or turn movements due to its jagged configuration. The proposed traffic flow for the town center, using the existing network, will reduce congestion by allowing motorists to move in a grid pattern without jagged turns. Phase 1 will begin the entire Franklin Street realignment project. The improved pedestrian access and traffic calming activities will slow down traffic and allow motorists the opportunity to park and walk to the shops, condos, offices and green areas in a safe manner. The improved Franklin Street will then serve as a gateway into the LCI town center area. The town center area connects government service buildings, the newly designed mixed use development and the public town green and trails.

- III. Attach a realistic cost estimate and schedule.**

- IV. Describe coordination with and support from affected agencies and the public.**

The coordination between the public and the City of Avondale Estates includes public hearings and participation with: the Architectural Review Board, the Downtown Development Authority, Historic Preservation Commission, and the Planning and Zoning Commission. The City conducted a six month community input and visioning portion during the development of the Master Plan. During this process, stakeholders were made aware of the process that was being undertaken. One of the key elements of this outreach effort was the coordination with MARTA. A bus stop on the realigned Franklin Street was discussed and is a component that is under negotiation with the Authority. Agency support includes MARTA and the Georgia Department of Transportation. GDOT has re-classified the road as a collector.

The Downtown Development Authority and the Historic Preservation Commission have been very active in ordinance changes, public hearings and plan review. The two groups have provided LCI letters of support in the past, and are eager to see their suggestions implemented through this project.

- V. Describe past success/progress with implementing LCI/TIP funded transportation projects.**

The City of Avondale Estates has not in the past implemented LCI or TIP funded projects.

VI. Describe how this project will improve mobility, accessibility, and safety at the local and/or regional level. What are the potential negative impacts if the project is not implemented?

The Master Plan for the Avondale LCI would allow improvements on three local streets: Franklin Street and Oak Street (Phase I) and Franklin Street and North Clarendon Avenue (Phase II). These streets are the primary thoroughways within the town center. The intersection of Franklin Street and Oak Street is not at a 90 degree angle, but rather is jagged and hard for motorists to maneuver. Motorists must take a left turn and then an immediate right to continue on Franklin. This proposal would realign and adjust the intersection of Franklin and Oak to provide easier turn movements for motorists and direct through movements. By providing motorists improved access through these facilities, congestion would be reduced and mobility within the town center for local traffic would be improved. Motorists not going to the town center or just moving through the area would have access on US 278, a major arterial located south and parallel to Franklin Street. Mobility, accessibility and safety will be enhanced by providing the proposed congestion mitigation.

In addition, the City is working on continuing to decrease the vehicle trips within this area by converting parcels adjacent to City Hall, on Franklin Street, into mixed used developments consisting of office space, retail and condo opportunities. A grocery store will also be located along the Franklin Street corridor (corner of Franklin and Oak). All these land use changes will be accomplished through zoning of the corridors and town center area. This combination of uses would allow motorists to stay within the corridor without using their vehicles. Pedestrian facilities would be improved and the design would include aesthetically pleasing areas for motorists to leave their cars and instead walk to the retail and office spaces.

The approved Avondale Estate Master Plan states, "The Concept Plan also proposes relocating Franklin Street (east of Oak Street) to the south, creating a new 'Main Street.' This new street should provide for two-way traffic, except that the eastern-most block which should be one-way eastbound to avoid vehicular conflicts that would otherwise be associated with cars attempting to turn onto it from North Clarendon Avenue. Travel lanes on the new street should be ten feet wide. Along its two-way portion, eight feet wide parallel parking spaces on both sides should be provided, while 18 feet wide angled spaces should be provided on both sides in the one-way portion. The old Franklin Street and Lake Street, north of the new Franklin Street, should be abandoned by the City and redeveloped. "

Once Franklin Street is realigned and improved, it would create a gateway into the town center. The proposed Franklin Street realignment length is 650 linear feet with a width of 24 feet. The Right of Way width is 80 feet. The square footage of the road is 15,600. The sidewalks and curbs on both sides will be 13 feet wide. With increased pedestrian use along Franklin Street, striped piano cross walks would be installed at the intersections of Franklin with Oak Street and Center Street plus at a third location midway block. Sidewalks are 1300 linear feet running parallel with Franklin Street from Center Street to Oak Street.

If the projects are not implemented, mixed use development that promote live, work play as described in the LCI master plan would not be readily accomplished. The jagged and older infrastructures in the current area does not lend to accessible walking or driving through the area. Congested walk ways and traffic signals do not lend to the mobility of pedestrian and bicycle traffic expected in the area. Also, it is hoped that the proximity to the MARTA stations and the additional stops in the master plan will generate more foot traffic for the area. Without these improvements the negative impact could be that only automobile traffic will bring people into the downtown area. Thus, emissions, and travel time will be elevated.

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VII. Where is the project located on the Atlanta Region Unified Growth Policy Map? Does the project directly connect with a major transit station/system, or regional multi-use bicycle/pedestrian corridor?

The Project is classified as a Regional Center within an Urban Neighborhood in Dekalb County.

The project does connect with Marta bus stops. North Avondale and Oak Street has a MARTA Bus stop. There are multiple pedestrian stops for MARTA within the LCI. There are MARTA stations one mile to the East and one mile to the West of the LCI. There is also a MARTA bus facility adjacent to the plan. The plan addresses the use of Avondale and Clarendon Roads to access the MARTA bus facility. However, buses do not pick up passengers at that location. The current bus circulation will not stress mobility requirements such as traffic calming or increase demand reduction measures when the components of the downtown master plan are implemented. The impact of the MARTA facility on the area is currently minimal with the exception of the above mentioned cut through of the buses on their way to service via Avondale and Clarendon Roads. Consequently, the closeness of the facility gives an opportunity for open dialogue with MARTA regarding the master plan recommendations for existing route improvements and enhanced shelters and signage.

The master plan calls to locate land uses within walking distance, improve access, bicycle facilities and implement traffic calming by reducing additional cut-through drivers in the community. Therefore, the buses will have an improved circulation in and out of their current service facility.

The city has a multi-use bicycle path North of the LCI area built by PATH. The path is a part of the bicycle route to Stone Mountain.

VIII. Does the project connect major activities within the LCI or provide direct connection to major activities, such as employment, public buildings, shopping, etc, within the LCI study area?

The project provides public building access with City Hall, a proposed mixed use shopping area, office district and a residential proposed public green area in downtown. Also, the existing historic district will be accessible.

IX. Describe how the project will incorporate design elements and/or comply with all planning processes and standards required by the American with Disabilities Act (ADA).

X. What is the anticipated completion date of the project? ('open to traffic' date)

Phase 1 2012 - Phase 2 -2013

Section 4: Environmental Information

- I. Describe the socioeconomic and demographic characteristics of the surrounding community. Specifically identify significant concentrations of traditionally underrepresented population groups, such as minorities, elderly, or the physically challenged. Describe the benefits and negative impacts which this project is likely to create on these traditionally underrepresented groups. Also discuss whether these impacts are proportional to the general population in the surrounding community?**

Per the latest census data, there are 2,609 people residing in Avondale Estates. From a demographics perspective, the population is 44.8% male and 55.2% female. Currently, 19.8% of the population is over the age of 65. The racial makeup of the city is 88.8% White and 8.6% African American, 1.5% Hispanic and 1% Asian.

The Avondale Estates Livable Centers Initiative will be beneficial to the city as well as the surrounding community. Specifically, the LCI will have a significant effect on creating a live-work-play environment. The planned retail center along with future office space and condos, will offer residents the ability to walk from home, to work and to shop, thus reducing the need to drive. These initiatives will offer ADA accessibility improving the quality of life for elderly and physically challenged individuals. Another bi-product of the Avondale Estates LCI is it will further create a sense of community by fostering increased interaction between the population groups who comprise the city.

The impacts of the Avondale Estates LCI will be far-reaching and overwhelmingly positive to the community and proportionate to the entire population. Overall, the LCI will make life healthier, happier and more convenient.

- II. What are the modeling and air conformity analysis requirements for this project? Exempt or non-exempt. Non-exempt projects must be modeled for conformity purposes. Non-exempt projects include new or reduced number of travel lanes, new transit service or alterations to existing transit schedules or level of services. Exempt projects include sidewalks, bike lanes, intersection improvements, signalization modifications, crosswalks, etc. Non-exempt projects may be exempt for evaluation; however, project would not be able to move forward until conformity analysis is completed.**

The modeling and air conformity analysis requirements for the Avondale Estates LCI are exempt. The project will include sidewalks, crosswalks as well as an intersection improvement.

- III. Will implementation of this project lead to a direct reduction in motor vehicle emissions? Yes/No If yes, explain.**

The implementation of the Avondale Estates Livable Centers Initiative will have a direct reduction in motor vehicle emissions. In its current state, motorists traveling east to west along Franklin Street must turn left onto Oak Street and then immediately right to continue onto Franklin. Once the intersection of Franklin Street is realigned, motorists will have a safer more direct route through the city. By improving the alignment of the intersection, motorists will travel less distance and spend less time in their vehicles, thus reducing emissions. Mixed use elements within the live, work, play area will maximize pedestrian movement and minimize the need for vehicle use.

Section 5: Financial Information

I. Preliminary Engineering and Design

- a. Amount identified on pre-qualification list: \$20,000.00
- b. What is the TOTAL cost of this phase? \$20,000.00
- c. Do wish to request LCI funding for PE? Yes
 - i. LCI L230 Funding (up to 80%) \$16,000.00
 - ii. Local funding match (min 20%) \$4,000.00
- d. In what fiscal year will this phase occur? 2011

II. Construction

- a. Amount identified on pre-qualification list: \$1,150,805.00
- b. What is the TOTAL cost of this phase? \$1,150,805.00
- c. Do you wish to request LCI funding for construction? Yes
 - i. LCI L230 Funding (up to 80%) \$920,644.00
 - ii. Local funding match (min 20%) \$230,161.00
- d. In what fiscal year will this phase occur? 2011

III. Right-of-Way Acquisition

- a. Amount identified for pre-qualification list: \$1,183,220.00
- b. What is the TOTAL cost of this phase? \$1,183,220.00
- c. Do you wish to request LCI funding for ROW? No
 - i. LCI L230 Funding (up to 80%)
 - ii. Local funding match (min 20%)
- d. In what fiscal year will this phase occur? 2011

Section 6: Required Submittal Documents

- I. Evaluation Form
- II. Report of Accomplishment (based on 5 year work program)
- III. Resolution or letter from chief elected official confirming sponsor's commitment to required local match
- IV. Project location map, including LCI boundaries. Project limits must be entirely within LCI study boundaries
- V. Other pertinent information seen as important to presenting the case to fund the project