

Eastern Federal Lands Access Program Project Application

General Information:

The Federal Lands Access Program was created by the "Moving Ahead for Progress in the 21st Century Act" (MAP-21) to improve state and local transportation facilities that provide access to and through federal lands for visitors, recreationists and resource users. See <http://flh.fhwa.dot.gov/programs/flap/> for more information.

Instructions:

Proposed projects or studies must be located on a public highway, road, bridge, trail or transit system that is located on, is adjacent to, or provides access to Federal lands for which the facility title or maintenance responsibility is vested with a State, county, city, township, tribal, municipal, or local government. A 20% matching share is required for this program. Other Federal (non-title 23 or 49) funds may be used as match.

All projects must be submitted using this Eastern Federal Lands (EFL) Access Program Application form. The applicant must be the facility owner, have maintenance responsibility or must supply a letter from the facility owner/maintainer indicating the application is being submitted on their behalf. It is the responsibility of the applicant to supply the necessary information to complete the application to the best of their ability.

Project applications must be sponsored by the appropriate Federal Land Management Agency (FLMA) with an application signature and/or letter of support. Attachments such as cost estimates, maps, photos etc. may be included but are limited to 10 pages. Letters supporting the project do NOT count towards the 10 additional pages allowed for application support.

E-mail your completed application package to Efl.planning@dot.gov. If you need assistance in completing this application form or have questions about the program, please contact: Lewis Grimm, PE, FHWA-EFL Planning Team Leader at 703-404-6289 or Lewis.Grimm@dot.gov or the FHWA PDC member listed on the EFL FLAP web page for the respective state.

Implementation:

The Programming Decisions Committee (PDC) for each state will review project applications and prioritize them based on weighted selection criteria developed by the PDC. The selection criteria are reflective of needs in that state and Federal regulations and guidelines. Project approval resides with the PDC. The PDC will select a balanced program that maximizes funding and addresses critical needs, in consultation with applicable FLMAs.

Memorandums of Agreement (MOA) will be required for each programmed project. The project MOA will indicate the project delivery method, match requirements, funding sources/limitations, scope, schedule, and responsibilities of the project signatories.

Project delivery with stewardship and oversight will be through FHWA-EFL or State Department of Transportation (DOT). Local public agencies that are certified by the State DOT may be permitted to deliver the projects contingent on the joint approval of the FHWA-EFL and the State DOT.

For partner delivered projects, fund obligations will be requested following an executed MOA by the State DOTs through a standardized PR-2 form. Access program funds will not reimburse work performed prior to execution of the MOA and the PR-2 (i.e. Right of Way transfers or Engineering services).

Program goals, eligible activities, application tips and the Call for Projects Standard Operating Procedures (including the selection criteria) for this application are located under the appropriate state on the Eastern Federal Lands web site at: <http://www.efl.fhwa.dot.gov/programs/federal-lands-access.aspx>

Eastern Federal Lands Access Program Project Application

Project Name: <input style="width: 90%;" type="text" value="Lake Lanier Pedestrian Bridge and Boat Access"/>	Route Number: <input style="width: 90%;" type="text" value="Varies - GA 347/Shadburn Ferry Rd/Gainesville"/>												
Facility Owner: <input style="width: 90%;" type="text" value="Defense Department -USACE"/>	Facility Maintainer: <input style="width: 90%;" type="text" value="Lake Lanier Islands Development Authority"/>												
Requested Project Delivery Agency:													
<input type="checkbox"/> Eastern Federal Lands (EFLHD) <input type="checkbox"/> State DOT <input type="checkbox"/> Local Agency <input checked="" type="checkbox"/> Other <input style="width: 150px;" type="text" value="LLIDA - a State Agency of Georgia"/>													
Functional Classification: <input type="checkbox"/> National Highway System <input type="checkbox"/> Arterial <input type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input type="checkbox"/> Local Road <input checked="" type="checkbox"/> Other	Project Design Standards: <input type="checkbox"/> AASHTO <input type="checkbox"/> State DOT <input checked="" type="checkbox"/> Local Government <input type="checkbox"/> Federal Lands Highway (FLH)												
Type of Project Proposed: (Check all that apply)	Estimated Project Budget												
<input checked="" type="checkbox"/> New Project <input checked="" type="checkbox"/> Rehabilitation <input checked="" type="checkbox"/> Expansion/Enhancement <input checked="" type="checkbox"/> Other	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 70%;">Preliminary Engineering:</td><td style="width: 30%; text-align: right;">\$136,000.00</td></tr> <tr><td>Construction Engineering:</td><td style="text-align: right;">\$53,000.00</td></tr> <tr><td>Construction Cost:</td><td style="text-align: right;">\$2,316,919.00</td></tr> <tr><td>Right-of-Way:</td><td style="text-align: right;"> </td></tr> <tr><td>Other Costs:</td><td style="text-align: right;"> </td></tr> <tr><td>Total Project Cost:</td><td style="text-align: right;">\$2,505,919.00</td></tr> </table>	Preliminary Engineering:	\$136,000.00	Construction Engineering:	\$53,000.00	Construction Cost:	\$2,316,919.00	Right-of-Way:		Other Costs:		Total Project Cost:	\$2,505,919.00
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<input checked="" type="checkbox"/> Design <input checked="" type="checkbox"/> Preliminary Engineering <input checked="" type="checkbox"/> Environmental (NEPA Document) <input type="checkbox"/> Right of Way <input checked="" type="checkbox"/> Construction <input checked="" type="checkbox"/> Paving, road base or surface course projects <input checked="" type="checkbox"/> Safety enhancements or structures <input checked="" type="checkbox"/> Minor drainage <input checked="" type="checkbox"/> Major concrete structures <input checked="" type="checkbox"/> Bicycle/pedestrian facility <input type="checkbox"/> Construction Contract <input type="checkbox"/> Construction Engineering <input type="checkbox"/> Planning/Technical Study or Research <input checked="" type="checkbox"/> Other (e.g. Intermodal or transit facilities, ITS, environmental mitigation) If Other, specify: <input style="width: 150px;" type="text" value="Water quality enhancement"/>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td colspan="2" style="text-align: center;">Project Funding</td></tr> <tr><td>Requested FLAP Funds:</td><td style="text-align: right;">\$1,820,340.00</td></tr> <tr><td>Estimated Match State:</td><td style="text-align: right;">\$685,579.00</td></tr> <tr><td>Other:</td><td style="text-align: right;"> </td></tr> <tr><td>Total Project Cost:</td><td style="text-align: right;">\$2,505,919.00</td></tr> <tr><td>Calculated Match Percent:</td><td style="text-align: right;">27%</td></tr> </table> <p style="font-size: small;">Match Formula: FLAP Funds / Federal Share(80%) - FLAP Funds</p>	Project Funding		Requested FLAP Funds:	\$1,820,340.00	Estimated Match State:	\$685,579.00	Other:		Total Project Cost:	\$2,505,919.00	Calculated Match Percent:	27%
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Project Applicant: Name: <input style="width: 90%;" type="text" value="Bill Donohue"/> Position: <input style="width: 90%;" type="text" value="Executive Director"/> Agency: <input style="width: 90%;" type="text" value="LLIDA - Lake Lanier Islands Development Authority"/> Phone: <input style="width: 90%;" type="text" value="(770) 932-6608"/> E-mail: <input style="width: 90%;" type="text" value="bdonohue@llida.ga.gov"/> Address: <input style="width: 90%;" type="text" value="3280 McEver Road, Buford, GA 30518"/>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td colspan="2" style="text-align: center;">FLMA Signature of Project Acknowledgement & Concurrence</td></tr> <tr><td colspan="2" style="text-align: center;"></td></tr> <tr><td>Name:</td><td style="text-align: right;"><input style="width: 90%;" type="text" value="Timothy Rainey"/></td></tr> <tr><td>Title:</td><td style="text-align: right;"><input style="width: 90%;" type="text" value="Operations Project Manager, Lake Lanier"/></td></tr> <tr><td>Phone:</td><td style="text-align: right;"><input style="width: 90%;" type="text" value="770-945-9531"/></td></tr> <tr><td>E-mail:</td><td style="text-align: right;"><input style="width: 90%;" type="text" value="timothy.a.rainey2@usace.army.mil"/></td></tr> </table>	FLMA Signature of Project Acknowledgement & Concurrence				Name:	<input style="width: 90%;" type="text" value="Timothy Rainey"/>	Title:	<input style="width: 90%;" type="text" value="Operations Project Manager, Lake Lanier"/>	Phone:	<input style="width: 90%;" type="text" value="770-945-9531"/>	E-mail:	<input style="width: 90%;" type="text" value="timothy.a.rainey2@usace.army.mil"/>
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Prioritization Factors:

- FLMA, StateDOT, and facility owner agree that the project is an Economic/Visitation Generator. Yes No
- FLMA, StateDOT, and facility owner agree that the project is a priority. Yes No
- Project is consistent with the metropolitan, statewide and/or regional planning process. Yes No
- Project is consistent with currently adopted agency plans. Yes No
- If local delivery is requested, the applicant is certified by the State DOT to administer local agency projects following Federal Highway Administration requirements. Yes No

Project Development Status

	Not Started	In Progress	Completed	N/A	Completion Date/Comments
Project on TIP/STIP	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	TIP/STIP not typical or required for these projects
Right of Way	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Work is planned within existing rights-of-way
Utilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Needed utilities available all four sites
Preliminary Engineering	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
NEPA Document	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Permits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Anticipated Delivery Calendar Year:	2016-2017				
Latest Possible Delivery Calendar Year	2017				If concurrent, otherwise could be longer if phased

Resource Protection:

Please identify any impacts to known natural, cultural or physical resources associated with this project. (Check all that apply)

- | Negative Impact | Positive Impact | |
|--------------------------|-------------------------------------|--|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Wetlands/Water Resources |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Threatened & Endangered Species |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Species of concern/state listed |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Other biological resources (fisheries, rookeries) |
| <input type="checkbox"/> | <input type="checkbox"/> | Wild & Scenic River (or other state classifications) |
| <input type="checkbox"/> | <input type="checkbox"/> | Non-attainment areas (air quality) |
| <input type="checkbox"/> | <input type="checkbox"/> | Historic & archeological resources |
| <input type="checkbox"/> | <input type="checkbox"/> | Native American areas/concerns |
| <input type="checkbox"/> | <input type="checkbox"/> | Wilderness or roadless areas |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Parks & recreation areas/wildlife refuge [Section 4(f) 6(f)] |
| <input type="checkbox"/> | <input type="checkbox"/> | Hazardous materials/contamination site |
| <input type="checkbox"/> | <input type="checkbox"/> | Air, noise, and/or visual impacts |

Print Form

Submit by E-mail

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1. Project Description

Please provide a summary of the purpose and need for the proposed project. Provide a detailed description of the project activities that would be funded with Access Program funds. Describe the overall design concept, any unusual design elements, design standards, and any work affecting structures (bridges and major culverts). Include widths, surfacing type, earthwork needs or roadside safety features. Include options and funding breakdown for scaling/phasing the project, if applicable.

With 38,000 acres of surface water Lake Sidney Lanier in northeast Georgia is one of the largest and most popular US Army Corps of Engineers multi-use lakes in the country. It attracts an estimated 7.6 million visitors in typical years and has an overall annual economic impact estimated at over \$35 billion. These benefits are shared across the five counties along its 650 miles of shoreline and throughout the rest of the Metro Atlanta and northeast Georgia regions. Please see Figure 1.

A state agency of Georgia, the Lake Lanier Islands Development Authority (LLIDA), is the applicant. Since 1962 LLIDA's purpose has been to "plan, develop, and operate four islands in the southern portion of Lake Sidney Lanier for resort and recreation purposes and to enhance the tourism potential of North Georgia". The 1,500 acres now known as Lake Lanier Islands is the primary charge of LLIDA and is the largest active recreation developed facility on Lanier, in Metro Atlanta and in the state. It is one of the largest freshwater entertainment venues in the country. The Islands offer a host of year-round family-oriented water based activities. Three federal park facilities near The Islands and along the lake shore (Big Creek Park, Shoal Creek Park and Chestnut Ridge Park) were later placed under LLIDA's responsibility for maintenance and operations. All four are proposed for access improvements to the federally managed lands of the lake itself by this application. Please see Figure 2.

With a normal full pool elevation of 1,071' above mean sea level Lake Lanier is susceptible to annual and other natural and human-caused variations in pool elevation. The annual average fluctuation is slightly more than four feet with significant variation occurring in years of drought. Unusually low in-season (May-September) water levels have reoccurred every few years and have tended to last one to three seasons. Although the 2007-2009 drought was the longest and most severe over Lake Lanier's 50 year history and brought the pool to 1,050.79', other less severe periods of low water (down 15 feet or more) have occurred in 1971, 1979, 1981-1982, 1987-1989, 2000-2001. Each of these low water conditions has had significant impact on the number of lake visitors and their average length of stay. The combination results in significant adverse impacts to the local economy.

Monthly visitation records are available for Big Creek Park for the period 2005-2011. It has four boat ramps and little else in the way of developed infrastructure so serves for purposes of this application as a proxy for the drought effects on boating activity at the applicant's other locations. Records show increased visits from 2005 to 2007 with a peak of 121,665 in 2007, while annual visits since have not exceeded 100,000. Peak six months are April through September for the entire period 2005-2011, while peak three months are June - August. Visits from the peak three month periods for 2005-2008 were below 50% of the total visits for each year, while 2009-2011 were above 50% of each year's total visits, suggestive of strong summer activity.

Peak month activity varies by year as a function of weather, but occurred in June or July for each of the years 2005-2011. The average peak month rose by roughly 14% when comparing 2005-2008 with 2009-2011 by 14.6% (from 19,634 to 22,500). Even so, annual visits have not yet come back to the same level in terms of number of visits before the 2007-2009 drought. The lowest ramps presently found on Lanier are all at significant distance from population and the southern end of the lake, which is the primary area of activity. Ramps at Balus Creek Park, Charleston Park, Laurel Park and Tidwell Park in theory can all serve to the historic low water level of 1,051', but there are none in the Lake Lanier Islands area. One ramp at Big Creek (East-Right) theoretically serves to 1,053' but was closed in the 2007 drought, one ramp at Shoal Creek (Day use Right) serves to 1,053', while Chestnut Ridge serves to 1,058'. During December 2007 102 of the 104 ramps on the lake were closed, thus demonstrating the need for improvements of this request.

Sponsor match for Lake Lanier Islands - 31%, Big Creek Park - 31%, Shoal Creek Park - 21% and Chestnut Ridge Park - 21%.

Please see accompanying material for additional Project Description.

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2. Safety Benefits

Please describe how this project addresses issues related to safety. Will the project improve safety for all users (pedestrians, bicycles, motor vehicles, etc.)? Will this project improve identified crash sites or hazardous conditions (road safety audits or engineering assessments)?

Lanier Islands Pedestrian Bridge -The planned bridge across Lanier Islands Parkway is to provide safe pedestrian access for visitors of all ages to and from the central parking lot to the Lanierworld shoreline and large swim beach. In conjunction with the bridge the lessee will be building outdoor moving sidewalks (e.g., Magic Carpet, etc) similar to those used in ski resorts and other recreation-oriented facilities to assist families with the grade changes and distances involved. An at-grade pedestrian crossing is infeasible because of the horizontal curvature and sight distance along a hard curve and the extremely high volume of pedestrian traffic in the area. The location is currently not in use because of the otherwise hazardous conditions. Year round safe access to Lanierworld is vital to achieving additional visitor days and associated economic impact.

Big Creek Park Improvements - Because of location near the marinas and commercial boat repair facilities the four ramps at Big Creek are very popular and generally quite active. The proposed boat ramp extension will include an ADA-compliant dock approach to allow all users of the lake access to boating. The multi-use trail to and from the Islands would connect Big Creek Park to the multi-use trail system to be built in conjunction with the widening of GA 347 (Lanier Islands Parkway). The trail would be in existing right-of-way along Big Creek Road and separate pedestrians and cyclists from current motor vehicle traffic (motorcycles, cars, motor homes, towed boat trailers, etc.). In the current condition all modes are combined. As a result of the hazards there is very little pedestrian traffic and cyclists are at risk as well. Approximately 0.5 miles of trail is needed along Big Creek Road to connect it with 1.25 miles being constructed along Lanier Islands Parkway, which in turn connects to existing multi-use trails in the Islands.

Please see additional text for safety benefits from Shoal Creek Park and Chestnut Ridge Park improvements.

3. Accessibility and Mobility Benefits

Please describe how the proposed project routes are connected to a FLMA inventory route. Describe how the project addresses the need on FLMA plan, State or County Comprehensive Plan. Describe how the proposed project will fill missing links in the network, remove travel restrictions and bottlenecks. How will the plan improve mode choice, explore and enhance transit system (i.e. operation and maintenance of transit facilities, etc.)? Will the plan reduce traffic congestion; enhance visitor mobility and accessibility?

Lanier Islands Pedestrian Bridge - The planned pedestrian bridge reduces the time, distance and effort needed by visitors to the Islands to access the shoreline and lake. The large central parking lot is on the top of a leveled hill top and there is no suitable or appropriate place for its relocation. All lakeside activities are downhill to access or uphill for departure after a long day of water-based activity. Most visitors to Lanierworld carry towel bags, inflatables for children, lawn chairs, etc. and find the many steps and distance involved to be challenging. The bridge will facilitate a better visitor experience for all ages and level of mobility (and in particular grandparents), which translates to return visitors, bringing of guests, positive exposure, etc.

Big Creek Park - Improvement of the boat ramp at Big Creek will facilitate boater access to the lake at the public boat ramp which is already most used on the lake. It is the most directly accessible park and ramp access from the Interstate system (I-985 via GA SR 347 to Big Creek Road). As a result of its location and access it tends to launch and retrieve some of the larger trailer-based boats on the lake.

Shoal Creek Park - Improvement of the boat ramp at Shoal Creek Park will facilitate boater access to the lake at a public boat ramp which is one of the steepest on the lake. Although the Park is located in Hall County its location primarily serves residents and visitors of northern Gwinnett County, who access it from two-lane county roads. As a result it serves smaller boats and more local boating interests.

Please see additional text for accessibility and mobility benefits from Chestnut Ridge Park improvements.

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4. Preservation Benefits

Will this project improve the National Bridge Inventory System (NBIS) deficient bridge rating? How will the project improve surface conditions? Will the project reduce operating costs? How will the project contribute to the protection of specific natural, cultural, historic, and/or scenic resources?

The bridge at Lanier Islands would be new construction for pedestrian use only, so would have no impact on the NBIS. By improving safe access it will increase public enjoyment of scenic resources at the already most intensely developed commercial location on the lake. This will preserve or have no adverse impact to scenic resources elsewhere on Lanier.

Ramp and parking lot improvements at Big Creek, Shoal Creek and Chestnut Ridge parks will correct existing deficiencies from initial design or deferred maintenance and improve surface conditions of the ramps, approach and retrieval lanes, and parking lots. All will facilitate boater access to the water and increase scenic resource enjoyment of the shoreline and lake.

The water quality of the lake will be improved through interception of stormwater runoff via improvements to be made at Big Creek, Shoal Creek and Chestnut Ridge parking lots and boat ramps. Runoff is currently uncontrolled at all three locations, so any gain is beneficial. It is hoped that one or more of these locations can serve as a best-practices demonstration project(s) for the rest of this highly visible lake, so alternative approaches may be simultaneously employed among the sites.

5. Economic Development Benefits

Please describe how this project will attract tourism/visitation. Will the project address more than one Federal Land Management Agency (FLMA) area? How will this project influence economic development? How will this project address visitor mobility, access, and experience?

Overall the applicant's proposal benefits four separate properties under the stewardship responsibility of the Corps. Each site's efforts stand alone and would be beneficial, but in combination result in cumulative synergistic benefits greater than the sum of their individual parts. Additional beneficial spillover effects over time for other federally managed land on the lake and elsewhere in the country are also present.

The pedestrian bridge at Lanier Islands will facilitate safe access to the shoreline and lake at the most intensely used property on the lake. It will enhance overall visitor experience regardless of lake level. In combination with the moving sidewalks to be installed, they will reduce the effort required to get down from the parking lot to lakeshore or back up. Ease of effort and enhanced mobility translate to positive exposure and higher frequency of return trips by all age groups. Return visits increase the number of accompanying guests. Both equate to higher activity and beneficial economic impact. Please see additional text for economic development benefits from improvements to the three parks.

6. Sustainability and Environmental Quality Benefits

Please describe how the proposed project contributes to the environmental goals and objectives of the Federal Land Management Plan or other applicable land management plan. How will the proposed project avoid/minimize/mitigate potential impacts to environmental or cultural resources? Will the project improve fish passage and/or wildlife connectivity? How does the proposed project contribute to the use of sustainable energy sources for transportation?

All four properties to benefit from the applicant's proposal are consistent with the goals and objectives of the US Army Corps of Engineers Master Plan and Shoreline Management Plan for Lake Lanier. Some of the proposed improvements are specifically shown in long range master plan documents but have been deferred for decades due to lack of funds. Others correct deficiencies from initial design or deferred maintenance. Stormwater improvements at the parking lots and ramps of Big Creek, Shoal Creek and Chestnut Ridge parks will reduce the frequency and amount of parking lot based pollutants entering Lanier.

SUPPLEMENTAL MATERIAL- LLIDA PEDESTRIAN BRIDGE AND PARKS

Figure 1 –Location of Projects

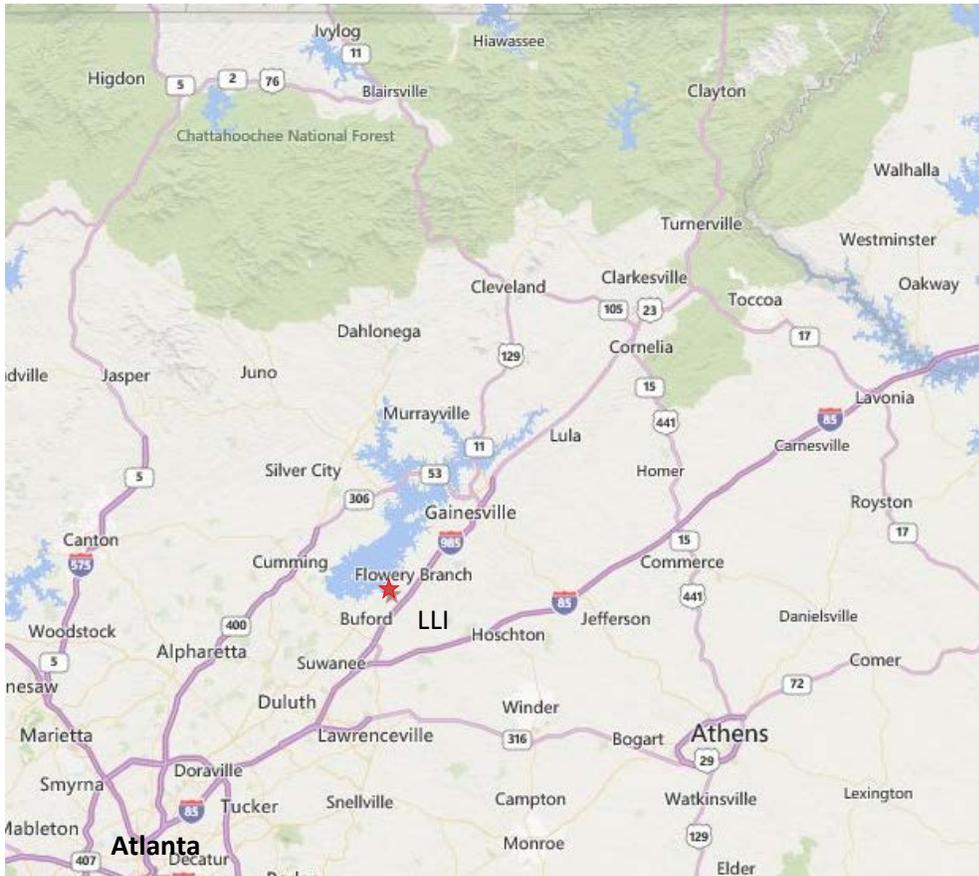


Figure 2 –Project Sites



SUPPLEMENTAL MATERIAL- LLIDA PEDESTRIAN BRIDGE AND PARKS

PROJECT DESCRIPTION (Continued) - As previously shown the effects of drought-related closure are not only significant in the short-run, but have implications for following years. Furthermore, the closure of public ramps has an easily and often overlooked public impact. As the lake level falls and ramps close, less of the general boating public (and by extension less of the general public) finds it convenient to use the lake. Instead, the lake becomes more of a private facility for use by those whose boats are permanently on the lake (in marinas) or in private residential slips. During these periods boating by lake residents becomes a higher percentage of the overall boating usage and the general public benefit is reduced. By having additional drought-resistant public ramps in the highly used southern end of the lake such equity/benefit shifts can be reduced.

The proposed access improvements to be facilitated by grant approval would allow correction of long-outstanding deferred maintenance issues, improve safe public access to the shore and lake itself, and reduce environmental impact. Even if not fully funded in the initial program year, each location has improvements that can be phased, or the locations themselves can be phased in the order which follows. This application does not include total costs of projects planned by the applicant at each location or offsite such as much-needed directional signage. Letters of support are incorporated by reference. Special reference is made to the Lake Sydney Lanier Economic Impact Analysis of December 2010 prepared for the 1071 Coalition and available at <http://lakelanier.org>

Project locations with Latitudes and Longitudes and summary project descriptions are:

Lake Lanier Islands - Pedestrian Bridge – Lat. 34.174808N / Long. 84.028147W

In combination with other improvements this new bridge will facilitate safe pedestrian connection from the main parking lot to the lakeside entertainment district of Lanierworld on the opposite side of the main road, Lanier Islands Parkway. Lanierworld is the most intensive commercial use along the shore and within the Lake and contains the region's largest swim beach, which attracts families with children. The proposed improvements are consistent with Lanier's Master Plan and Shoreline Management Plan.

Lanierworld is served from four large parking areas. At present the large central parking lot is not used for maximum potential because guests perceive the distances to the entrance to be long and the grade changes to be challenging. The curvature of Lanier Islands Parkway limits other options and necessitates grade separation of pedestrians from vehicular traffic. The lessee will be constructing moving sidewalks to deal with concurrent grade change and distance issues, but LLIDA seeks financial assistance for the pedestrian bridge.

Big Creek Park – Upgraded Boat Ramp and Multi-use Trail – Lat. 34.165611N / Long 83.993864W

The projects at Big Creek Park provide better access to the lake at the most directly accessible and active public ramp on the lake. Efforts address deferred maintenance in the parking lot and access drive and upgrade a two lane boat ramp by lengthening it for drought conditions, adding storm water runoff enhancements, and providing for ADA access to the degree feasible to a public boat loading dock. A 0.5 mile multi-purpose trail is also planned along Big Creek Drive for

SUPPLEMENTAL MATERIAL- LLIDA PEDESTRIAN BRIDGE AND PARKS

pedestrian and bicycle access. It will connect with the multi-purpose trail being constructed along SR 347 by the Georgia Department of Transportation in conjunction with widening of Lanier Islands Parkway. The multi-purpose trail will separate pedestrians and cyclists from motor vehicles and will connect to existing multi-use trails in the Islands approximately 1.7 miles away from the Park.

Shoal Creek Park –Upgraded Boat Ramp at Little Shoal Creek - Lat 34.159125N / Long. 84.007669W

The projects at Shoal Creek Park (Little Shoal Creek) provide better access to the lake at the most accessible public ramp for the highest percentage of Gwinnett County's population (by distance from residence). Gwinnett is the second most populous county in the state. Its 2010 population of 805,000 is projected to grow to 1.2 million by 2030. Efforts address deferred maintenance in the parking lot and access drive and upgrade a two lane boat ramp by lengthening it for drought conditions, adding storm water runoff enhancements, and providing for ADA access to a public dock to the degree feasible. These improvements also provide back up to nearby Big Creek Park, which is parking limited and has to be access controlled at peak periods.

Chestnut Ridge Park – Upgraded Boat Ramp – Lat. 34.179697/Long. 83.974742W

The projects at Chestnut Ridge Park address long deferred maintenance of the park and 84 site campground in south Hall County and prepare it for re-opening by updating entrance features, clearing storm damage, providing better access to the lake by extending and adding an additional ramp lane. The dual ramp will also add storm water runoff enhancements, and to the degree feasible provide for ADA access to a public dock. These improvements also provide back up to nearby Big Creek Park, which is parking limited and has to be access controlled at peak periods.

SAFETY BENEFITS (Continued)

Shoal Creek Park Improvements - The day use boat ramp at Shoal Creek is one of the steepest along the lake and is the steepest of those in the four applicant facilities. The steepness of the ramp and small vertical curve at the top makes the ramp approach entering and exiting the lake dangerous for all but more skilled drivers and boaters. In addition to correcting a current hazard the proposed boat ramp extension will include an ADA-compliant dock approach to allow all users of the lake access to boating.

Chestnut Ridge Park Improvements - The boat ramp at Chestnut Ridge Park is also steep and its replacement is beneficial for the same reasons described above. In addition it functions as a single lane ramp. The Park and Campground is currently closed to public use due to long-deferred maintenance and budgetary cutbacks. Its reopening will provide an on-going presence on the property and reduce security concerns.

SUPPLEMENTAL MATERIAL- LLIDA PEDESTRIAN BRIDGE AND PARKS

ACCESSIBILITY AND MOBILITY BENEFITS (Continued)

Chestnut Ridge Park - Improvement of the boat ramp at Chestnut Ridge Park will facilitate boater access to the lake at a public boat ramp which is one of the steeper ones on the lake and presently closed. Located in south Hall County west of the city of Flowery Branch its location primarily serves residents and visitors of southern Hall County, who access it from two-lane county roads. As a result it serves smaller boats and more local boating interests. Its improvement to two drought resistant lanes with modern parking is important to the re-opening of this formerly popular but now closed park and large campground.

ECONOMIC DEVELOPMENT BENEFITS (Continued)

The Big Creek, Shoal Creek and Chestnut Ridge boat ramp and parking improvements will provide improved year round access for boaters with even greater importance in drought cycles. Improved boater access is directly linked to length of stay of campers, who have even greater economic impact than do day users of the lake. Tens of thousands of permanent residents live near the south end of the lake but do not own docks or property adjacent to the Corps line. Millions more in the Metro Atlanta area lack direct access and would benefit from having better year-round access to the lake for boating-based activities. This increases food and beverage sales, fuel sales, fishing licenses and bait, etc.

LLIDA has the administrative capability to undertake improvements at all four locations concurrently to take advantage of economies of scale. Alternatively, they can be done sequentially over time, if grant approval favors phasing.

PRELIMINARY PROJECT COST SUMMARY

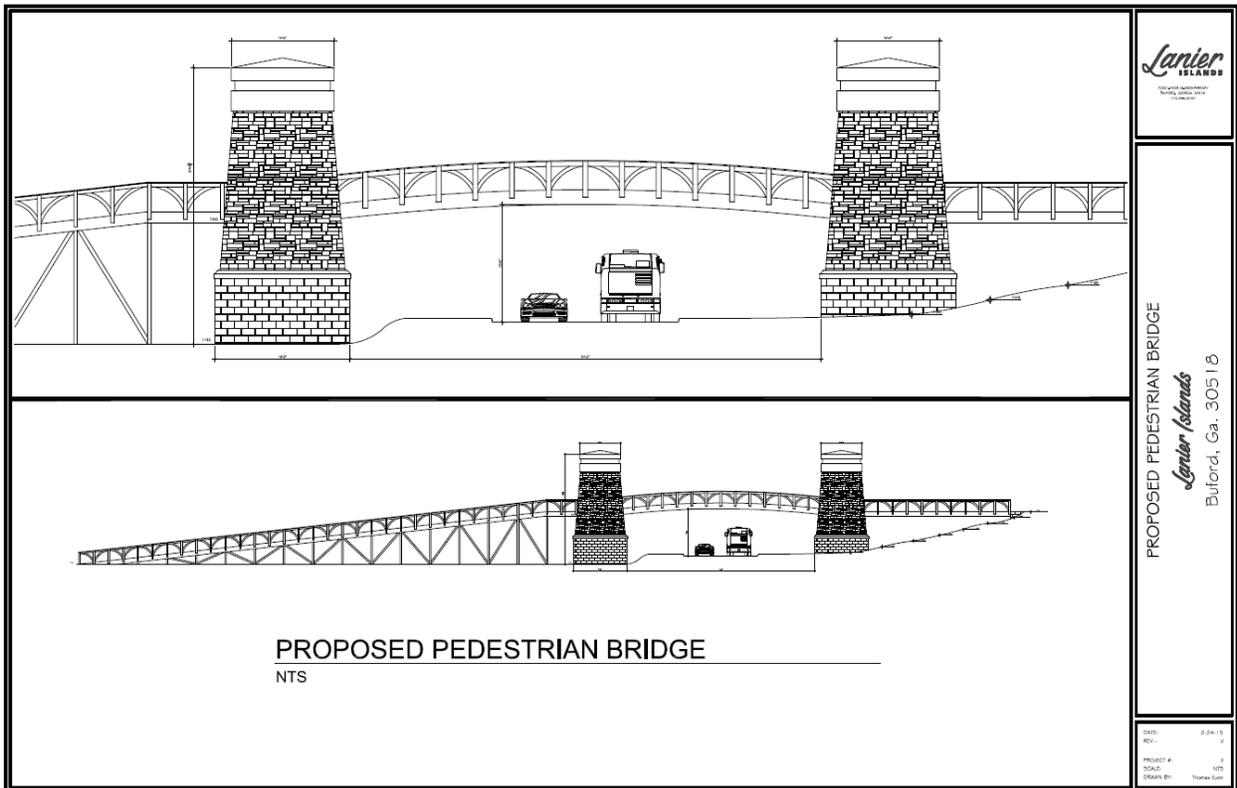
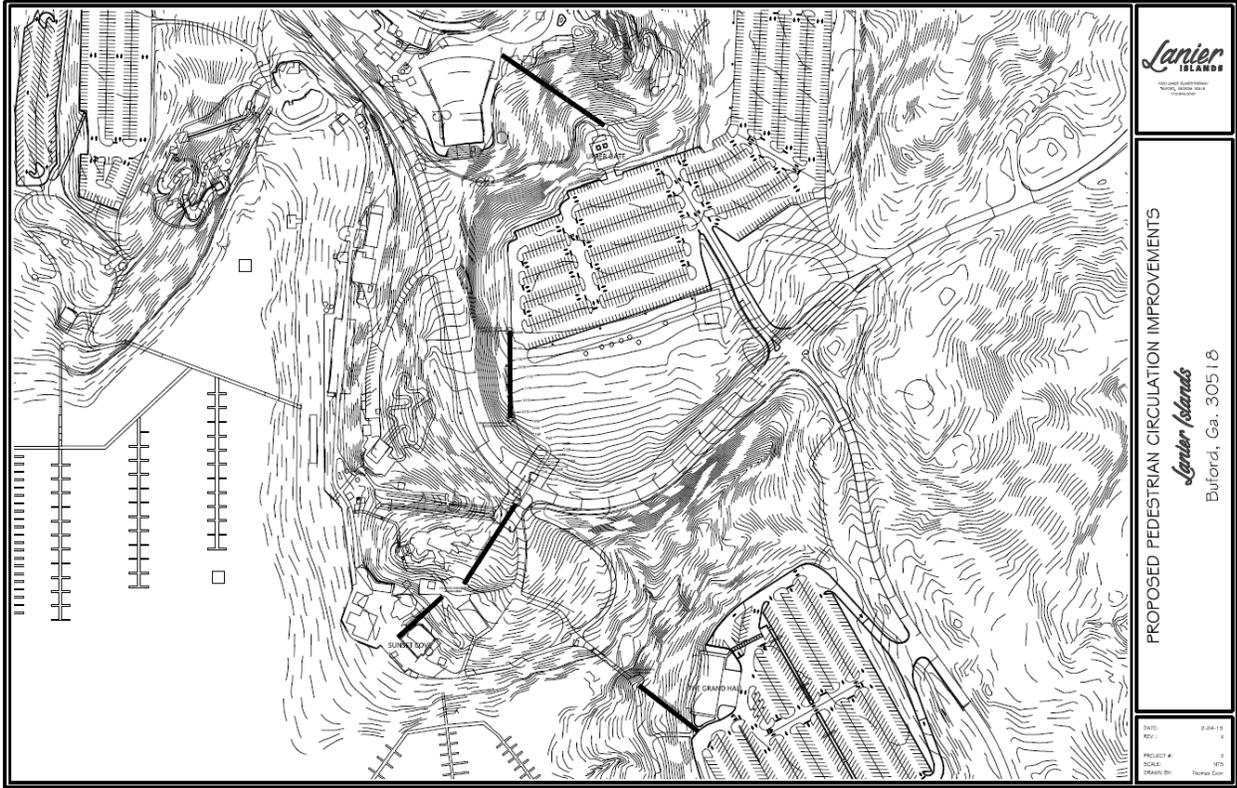
LAKE LANIER ISLANDS DEVELOPMENT AUTHORITY
LAKE LANIER ISLANDS, BIG CREEK, SHOAL CREEK & CHESTNUT RIDGE ACCESS IMPROVEMENTS
March 12, 2015

ITEM & DESCRIPTION	LLI Bridge	Big Creek	Shoal Creek	Chestnut Ridge	TOTAL
Preliminary Engineering	\$ 55,000.00	\$ 43,000.00	\$ 16,000.00	\$ 22,000.00	\$ 136,000.00
Construction Engineering	\$ 25,000.00	\$ 15,000.00	\$ 5,500.00	\$ 7,500.00	\$ 53,000.00
Construction Cost	\$ 812,400.00	\$ 642,958.00	\$ 416,831.00	\$ 444,730.00	\$ 2,316,919.00
Right-Of-Way	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL PROJECT COST:	\$ 892,400.00	\$ 700,958.00	\$ 438,331.00	\$ 474,230.00	\$ 2,505,919.00
PROPOSED MATCH (\$):	\$ 276,644.00	\$ 217,297.00	\$ 92,050.00	\$ 99,588.00	\$ 685,579.00
PROPOSED MATCH (%):	31%	31%	21%	21%	27.36%
REQUESTED FLAP FUNDS:	\$ 615,756.00	\$ 483,661.00	\$ 346,281.00	\$ 374,642.00	\$ 1,820,340.00

Additional detail for the project budgets and planned work can be provided upon request.

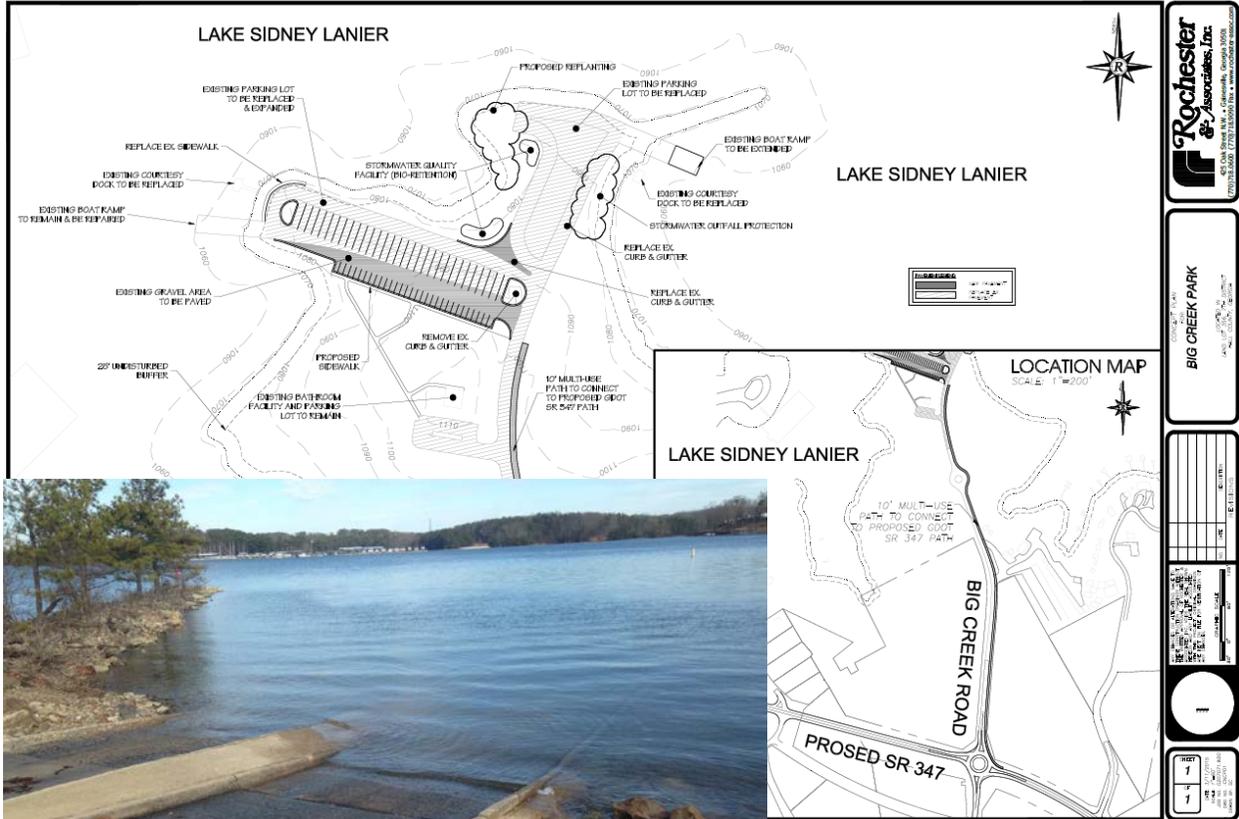
SUPPLEMENTAL MATERIAL- LLIDA PEDESTRIAN BRIDGE AND PARKS

Lake Lanier Islands Pedestrian Bridge



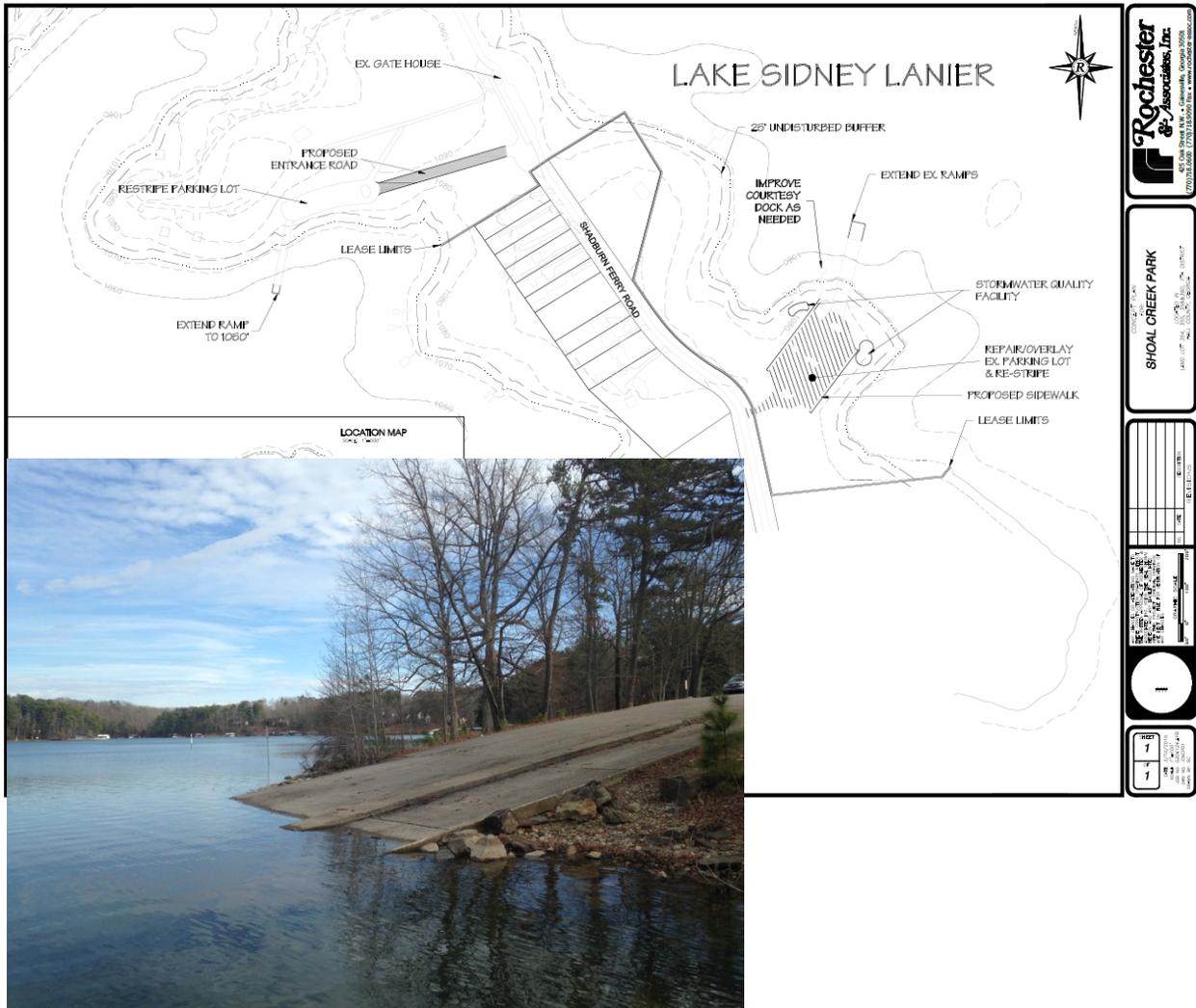
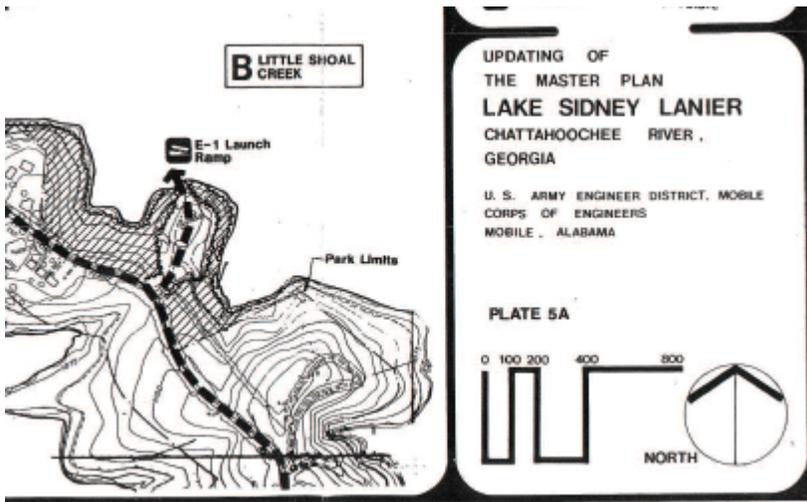
SUPPLEMENTAL MATERIAL- LLIDA PEDESTRIAN BRIDGE AND PARKS

Big Creek Park



SUPPLEMENTAL MATERIAL- LLIDA PEDESTRIAN BRIDGE AND PARKS

Shoal Creek Park



SUPPLEMENTAL MATERIAL- LLIDA PEDESTRIAN BRIDGE AND PARKS

Chestnut Ridge Park

