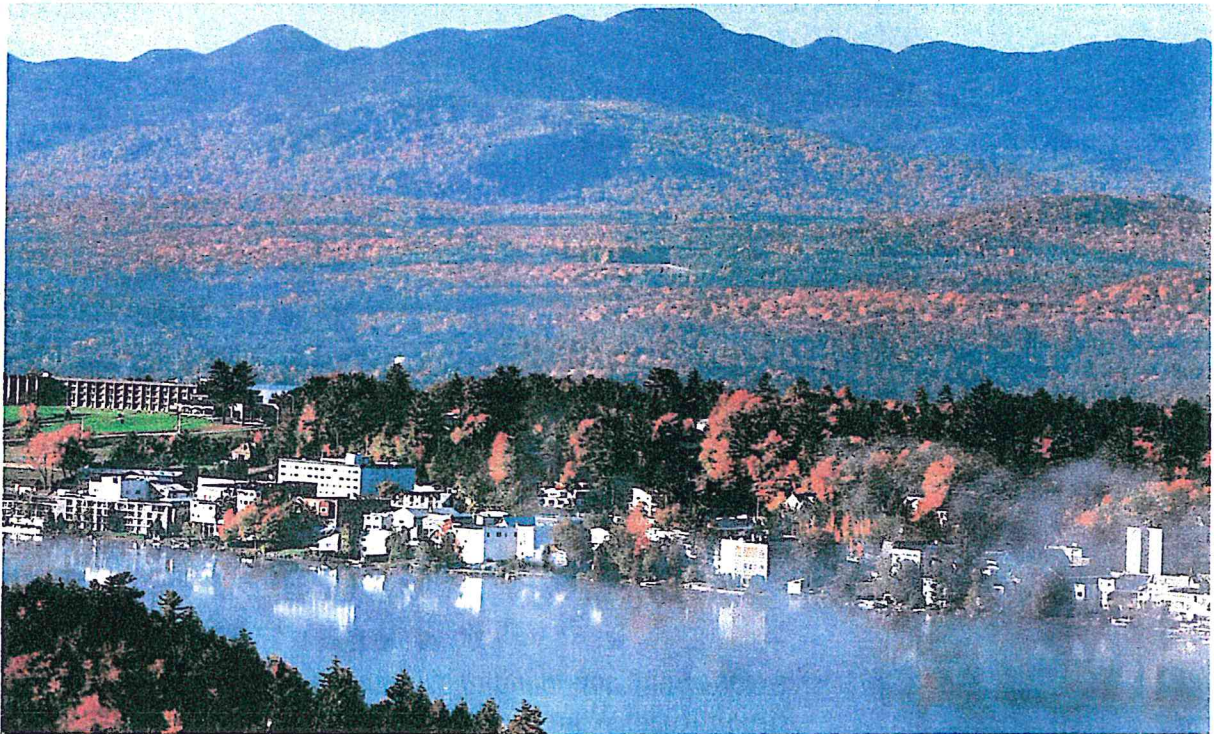


Central Main Street Strategic Planning Committee

Conceptual Solutions for Main Street Present and Future

Lake Placid, New York



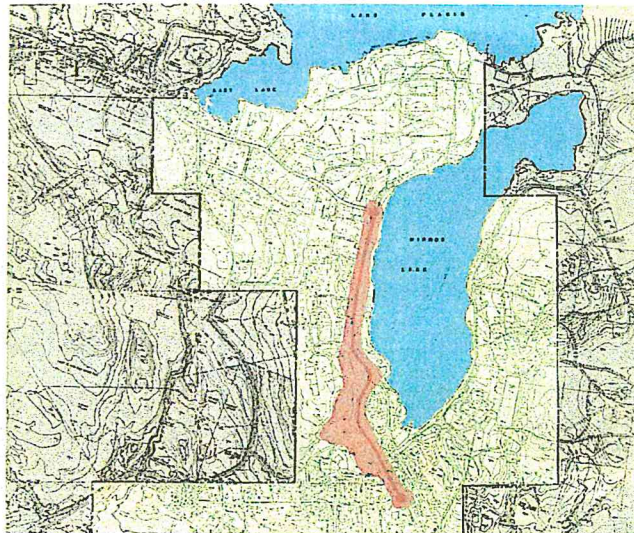
March 5, 2007

Edgcomb Design Group, Inc.
and Creighton Manning Engineering, LLP

Central Main Street Strategic Planning Committee

Conceptual Solutions for Main Street Present and Future

Lake Placid, New York



**EDGCOMB
DESIGN
GROUP**

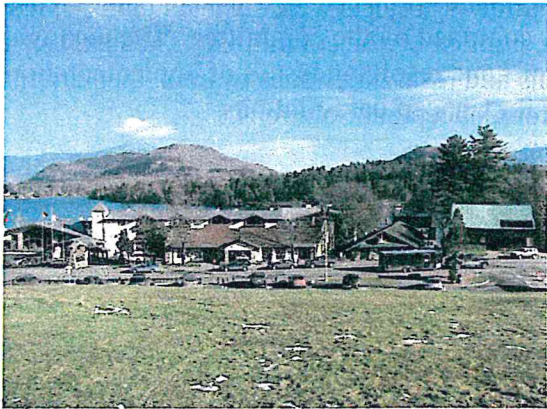
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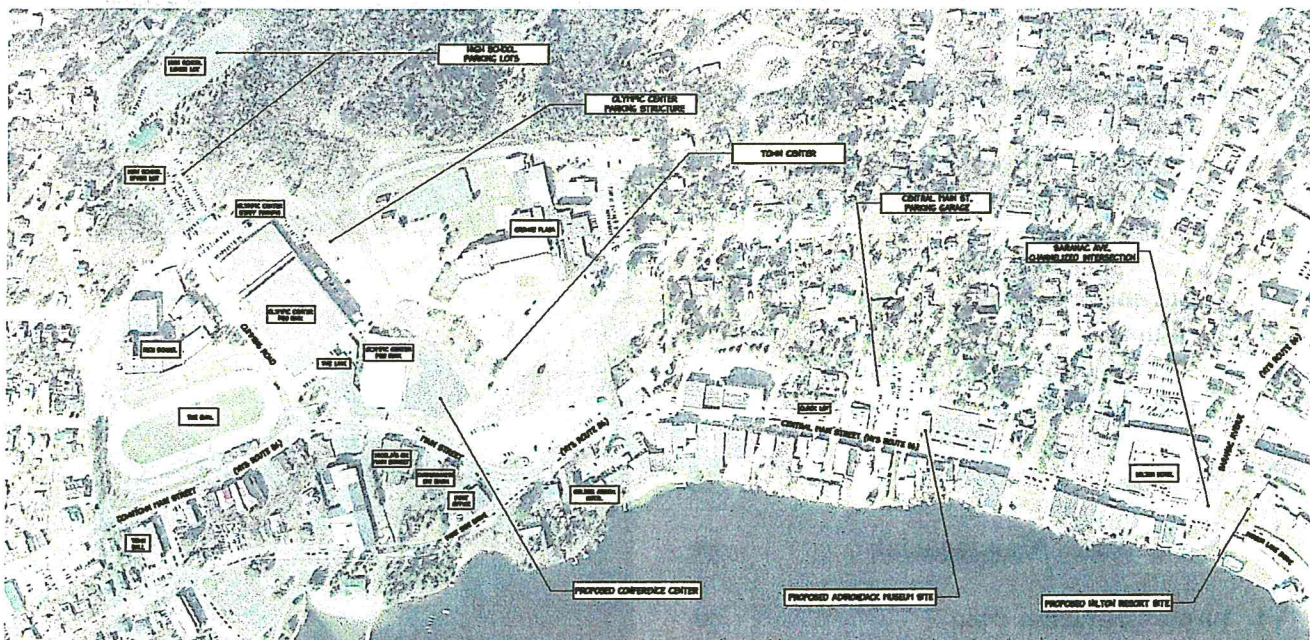
Introduction to Study

The Concept Plan

The Village of Lake Placid, in the town of North Elba, nestled in the Adirondack Mountains of New York State, is a year-round resort town, as well as an active residential and business community. Well-known as the host of the 1932 and 1980 Olympic Games, Lake Placid continues to thrive as a recreational mecca, thanks to the spectacular geography, scenery and the facilities of the Olympic Regional Development Authority.

In October of 2006, Lake Placid was anticipating several capital projects located on Main Street that could have a significant positive impact on the community. First, the design was underway for a new Conference Center on the site of the existing Convention Center at the Olympic Center complex. Also, the Adirondack Museum had obtained the property of the former Nazarene Church and was planning to construct a new branch museum. These two projects opened up the opportunity to address some Main Street design issues, such as automobile and pedestrian circulation, lack of adequate parking and community gathering space and the preservation of natural views and connections.

The simultaneously occurring projects set in motion the process to create a unified vision for Main Street. The newly-formed Central Main Street Strategic Planning Committee released a request for proposals for a master plan study. Once the design professionals were selected, the project committee and team met to initially discuss and define the scope of the master plan study. During the first meeting, focus projects were selected that seemed to best respond to the guiding principles and design issues compiled by the committee. The next two meetings were chiefly about studying design solutions and resolving issues of implementation. This manual is the culmination of the Main Street Study for Conceptual Solutions.



Concurrent Development

Because of their locations, spread out along the length of Main Street, and their proximity to sites that were identified as focus projects in the initial project meeting, the following sites were considered by the project design team throughout the study process. The team had on-going contact with the design professionals from each of these projects in order to inform the team's project proposals and to identify common construction opportunities.



The Lake Placid Conference Center

The Proposed Conference Center project offers the ability to help create a Village/Town Center that will connect the Olympic Center complex with the pedestrian environment of Main Street. The proposed design relocates the delivery/service access to the rear of the building, so the reconfiguration of Olympic Drive and the Town Center could invaluably enhance the site. Currently hemmed in by a steep hillside, the 1932 Rink, Main Street and Olympic Drive, the proposed Conference Center could really benefit from more adjacent space in order to accommodate easily accessible visitor parking and a larger drop-off/short term parking area.

Adirondack Museum

The Adirondack Museum site offers a unique opportunity to create a new public space that enhances its environment and central Main Street. The Museum building will house a store, multi-purpose gallery and core exhibit hall and will feature public terraces and a rooftop garden that would be open to the public visiting the Museum. The concept of the structure is that it will step back from the street and follow the contour of the landscape. The museum will provide staff parking, but no visitor parking, as it will rely on mostly passerby visitors. The driveway access will continue to serve the Museum and the adjacent parking facilities.

Hilton Resort

Hilton's parent company announced plans to replace the Lake View Motel with condominiums at the intersection of Main Street, Saranac Avenue and Mirror Lake Drive. The proposed plans developed the property right up to the street-front setback. The proposed project required community support and several variances from the Adirondack Park Agency. In early December 2006, the project's permit application was withdrawn as residents were concerned with the design, but the Hilton design team announced that they would work with the community to redesign the project.

The Project Team

The project team that was selected to facilitate the study was made up of Edgcomb Design Group (EDG) and Creighton Manning Engineering (CME). Both EDG and CME have worked in Lake Placid since 1988. EDG participated in the STEPPS work, and has since worked for Serge Lussi on the Holiday Inn and Crowne Plaza facilities, as well as a variety of planning studies. CME created the Mobility Plan in the 1990s, designed special event transportation for the 2000 Goodwill Games, and also completed the Lake Placid Parking Garage Traffic Impact Study in 2005.

The project team envisioned the project as an exciting opportunity to combine the momentum of the new architectural changes to the downtown with the necessary infrastructure to make this area a cohesive whole that promotes the character of the area and supports a strengthened economy and community.

The Project Committee

A committee, with representatives from many invested parties, each with a unique and valuable perspective, oversaw and participated in the master plan study process. The committee's mission was to begin the design work that will impact future generations of Lake Placid residents and visitors. The dedicated individuals who participated in the Main Street Study are:

Chuck Damp, Town of North Elba

John Huttlinger, Village of Lake Placid

Michael Clarke, NE/LP Joint Planning Commission

John Hopkinson, NE/LP Joint Planning Commission

Bob Hammond, ORDA

David Pamperin, Adirondack Museum

Liz Garger, Adirondack Museum

Michael Beglin, LPCVB Board (Merchants Association)

Ernie Stretton, School Superintendent

Jim McKenna, Lake Placid/Essex county Visitors Bureau

Angel Granger, Lake Placid/Essex county Visitors Bureau

Guiding Principles

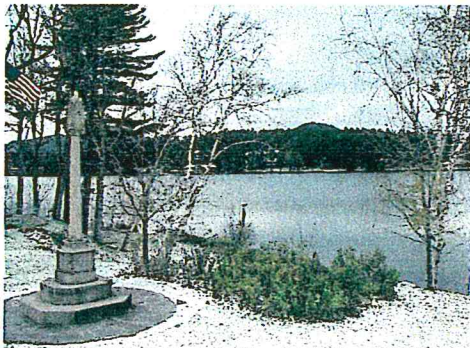
Prior to the study process commencement, the committee compiled a list of general guiding principles which was utilized to create a specific list of design issues, establish focus projects and provide a framework for the study process.

The Ten Guiding Principles identified by the Committee are:

1. Resident needs should be considered equally with event and visitor needs.
2. Design should be visually welcoming and blend with the surrounding natural and historic elements.
3. The authentic small-town feeling of activity and energy should be preserved.
4. Pedestrian needs should be placed above the needs of the automobile.
5. The downtown should remain mixed use.
6. Lake and mountain view sheds should be preserved and improved.
7. "Green technology" should be dominant—Lake Placid would be a great showcase for the next technology.
8. An outdoor Main street gathering place for community events/performances should be created.
9. Commercial infill on Main Street is desirable, including consideration of retail development with access to lake-front.
10. Parking is an issue that needs to be addressed through considerate placement of a garage or lots and possible re-use of existing lots. At no time shall there be a net loss of parking.



Study Process



Goals

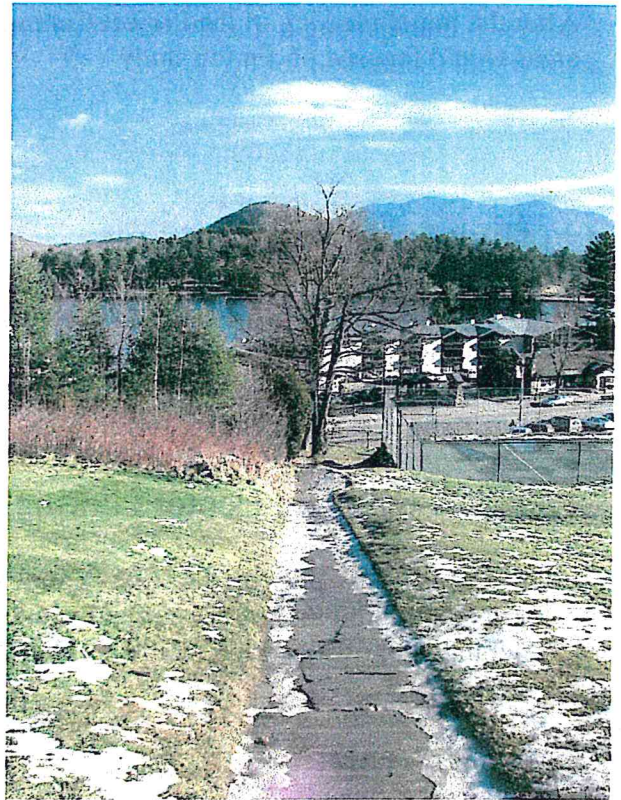
The main goals that the Project Team focused on are:

- **To create a more cohesive downtown Town Center that connects the Olympic complex and Main Street and is inviting for visitors and residents alike.** This includes the creation of green space, pedestrian access to commercial space, and pedestrian access to the new Conference Center. The new built environment should be designed to blend with the surrounding natural and historic elements to welcome all people visiting Main Street: tourists, residents, conference attendees, recreational users, families, sports enthusiasts, business owners and employees. The Town Center should maximize the connection of indoors with outdoors while providing gathering places for outdoor recreation.
- **To develop a parking master plan that will serve the Lake Placid Conference Center, Adirondack Museum and all downtown businesses and future downtown activities.** The lack of adequate parking is a historic, longstanding problem that has never adequately been solved in Lake Placid. Parking is needed to accommodate local and out-of-town visitors for large public events, ORDA events, access to Mirror Lake recreational activities, Main Street retail and dining establishments, and it also needs to be available for Main Street residents and workers. Easily accessible parking would ensure a safer and more pleasant pedestrian experience, thereby encouraging people to drive less frequently from one destination on Main Street to another.

Summary of Design Issues

After the initial meeting of the Project Committee and Project Team, the following summary of design issues was developed.

- The Main Street Study should equally consider resident and visitor requirements.
- The Main Street Study should maintain and enhance natural views and connections.
- The Main Street Study should examine how to simplify traffic flow and establish better signage.
- The Main Street Study should propose the re-configuration of problematic intersections, such as Saranac Drive/Main Street/Mirror Lake Drive and Olympic Drive/Main Street.
- The Main Street Study should investigate the feasibility for a +/- 250 car parking garage in the central Main Street shopping district area.
- The Main Street Study should consider pedestrian circulation with continuous sidewalks, clearly marked crosswalks and connection between the Olympic Center and central Main Street.
- The Main Street Study should study new uses for the municipal parking lot, such as a town green/amphitheater/community gathering space.
- The Main Street Study should assume that the High School parking lots will continue to be used for Olympic Center events.
- The Main Street Study should encourage that a shuttle transports surrounding area hotel visitors into Lake Placid and a trolley serves the Main Street year round.



Focus Projects

After the initial meeting of the Project Committee and Project Team, it was decided that the following areas would be focused on for the study.

1. High School Parking Lots

The lots currently provide parking for civic and ORDA events when school is not in session. At some point, the lots could possibly be expanded to create more parking.



2. ORDA Olympic Center Parking

ORDA presently relies on the High School and Municipal parking lots for visitor parking. They are currently studying the feasibility of developing their own parking facilities behind the 1980 Rink.



3. Town Center

Both the town and the village would like to see civic and community space at the location of the current municipal parking lot. However, there is a strong desire to continue to provide parking here as well.



4. Central Main Street Parking Garage

In order to maintain a thriving shopping district, the community and business owners feel that more convenient parking is a priority. The village-owned NBT Lot is an ideal location for a parking garage.



5. Saranac Avenue Intersection

Because of traffic congestion and pedestrian confusion, the intersection of Saranac Ave. and Main St. is unsafe and inefficient. The intersection could be improved by the construction of a channelized intersection with a traffic island.



High School Parking Lots

Issues/Observations:

- The High School upper and lower parking lots provide enough spaces for all school events except for Graduation. The overflow parking is accommodated in the center of the oval for school events, excluding Graduation (which is held in the oval).
- The High School upper and lower parking lots provide for Olympic Center and special event parking, with overflow sometimes going into the oval.
- Bus parking for Olympic Center events presents a dilemma because it takes away so many regular parking spaces, but busing is highly encouraged in order to get people to stop driving individually into Lake Placid.
- For heavily attended events, unpaved lots at West Valley Road are used and buses bring visitors to the Olympic Center.



High School Parking Lots

Conclusions:

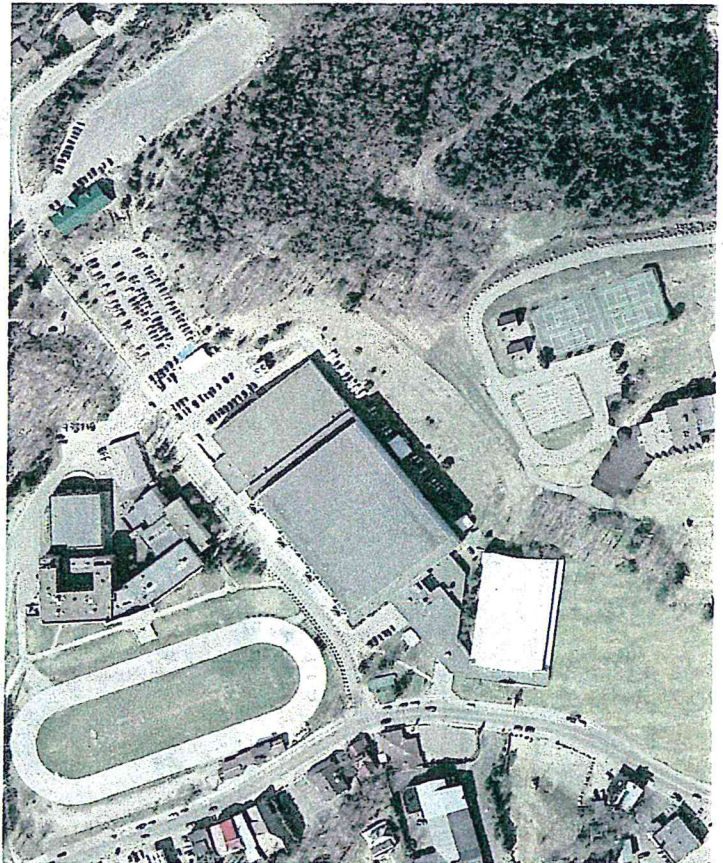
- For the time being, the High School lots will be used for Olympic Center parking while school is not in session. The parking lots at West Valley Road will be used for bus parking, after visitors have been dropped off at the Olympic Center, and for overflow parking.
- One way to connect the West Valley Road and High School parking lots to Main Street events, shopping and dining is to provide trolley or shuttle bus service from the lots to points of destination along Main Street.
- The High School announced that it would support the construction of a two tier parking garage in one of their parking lots, which could be used to supplement Olympic Center parking. The committee agreed that it would be most economical to endorse the addition of a second parking level onto the Upper Parking Lot. The current lot accommodates approximately 100 parking spaces and it is estimated that an open-air second level can contribute to a net gain of 90 more parking spaces.



ORDA Olympic Center Parking

Issues/Observations:

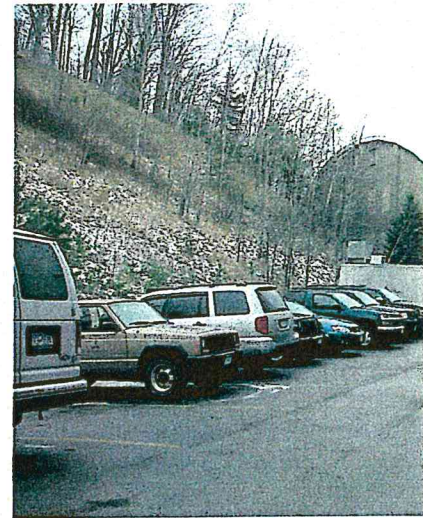
- The current needs for Olympic Center event parking are typically met by the availability of the High School and Municipal parking lots.
- If the Municipal parking lot were replaced with the open spaces of the desired Town Center, there would be a shortage of parking for Olympic Center events, particularly events that take place while school is in session.
- The Olympic Center needs parking for event visitors which is in close proximity to the facilities. It is generally thought that the visitors to the Olympic Center would pay if parking were provided and ORDA would like to create revenue by providing parking.
- Although any lot for the Olympic Center does not serve Central Main Street directly, pedestrian connections should still be encouraged between these lots and Main Street.
- There are small parking lots at the north and west of the 1980 Arena building that are currently used for parking for ORDA staff.



ORDA Olympic Center Parking

Conclusions:

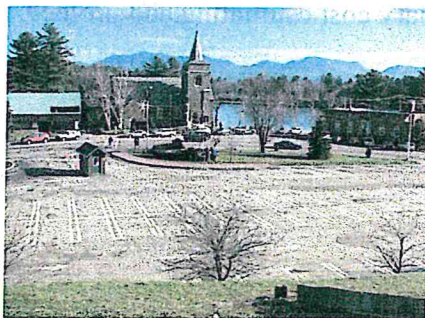
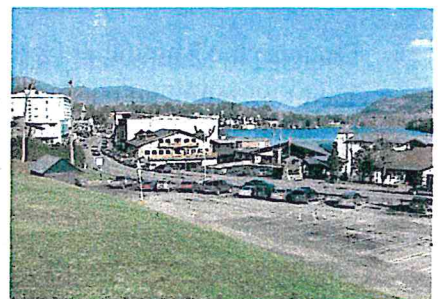
- Plans to widen the narrow strip of parking lot between the back of the building and the adjacent steep hillside is included in the new Conference Center tear-down and rebuild project proposal in order to accommodate a service entrance to the Center at the rear of the building.
- ORDA is pursuing the feasibility of enhancing and creating more parking at the rear of the Olympic Center facilities by excavating and retaining the adjacent hillside slope. As these plans progress, pedestrian connections to Main Street should be included.



Town Center

Issues/Observations:

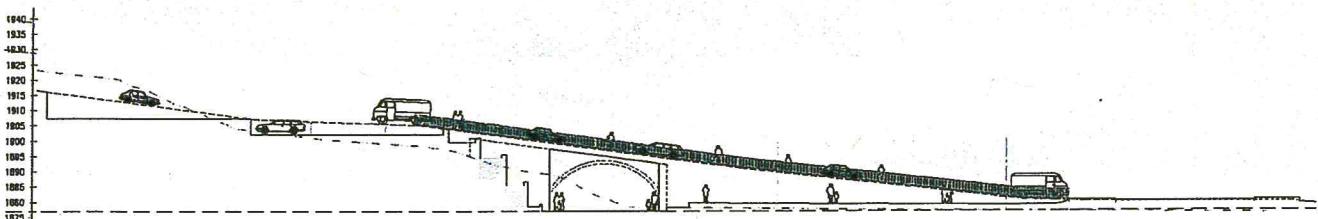
- The Committee agreed that the current Municipal Lot at the intersection of Olympic Drive and Main Street is not a desirable use for this space. Furthermore, the Committee cited that intersection as problematic for automobile and pedestrian traffic.
- The Committee agreed they would like this location to feature a Town Green/Plaza, as well as the re-routing of Olympic Drive onto Main Street as long as the road relocation did not interfere with long range views. The main goals for the planning of the space are to focus on safe traffic flow and a clear connection between the Olympic Center and the central Main Street Shopping District.
- Bus/car drop-off and short term parking will be addressed in the new plans for the Conference Center. However, if Olympic Drive were to be rerouted, there would be more space for the Conference Center drop-off and short term parking.
- The prospect of continued parking lots at this location needs to be evaluated. There is a dilemma between the desire for an attractive town center and the need for centrally available parking.
- The current municipal parking lot property is owned by several parties (the Town, the Village and the Lussi family), with all of the property above the parking lot owned by the Lussi family.



Town Center

Conclusions:

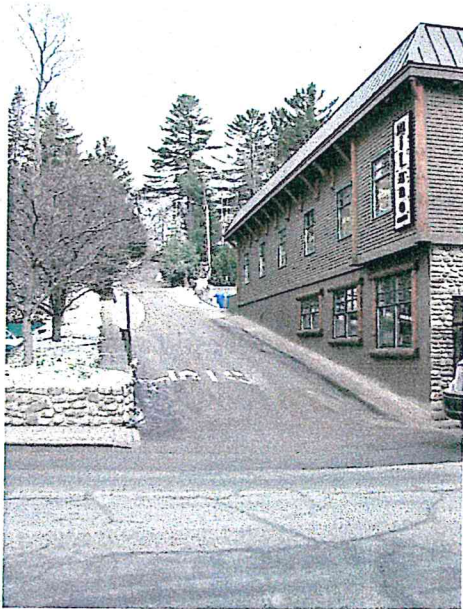
- Since the Conference Center is currently planning a tear-down and rebuild, design and implementation of any proposed changes to the surrounding public streets, sidewalks and spaces could be coordinated with the Conference Center plans. The coordination of site work and construction could result in possible financial savings.
- Studies show that Olympic Drive can be successfully re-routed to reduce the current slope and create a safer intersection at Main Street, as well as allow more space for current or future development of the Conference Center.
- When Olympic Drive is re-routed, the intersection of Olympic Drive and Main Street will be at the high point of Main Street. It has been determined that the sight distance from the new location of the intersection appear to be adequate.
- The creation of a small gathering space/parking island in front of the Post Office and the designation of Park Side Drive as a one-way street would increase the safety at that intersection. More parking would also be created on Park Side Drive eastbound, between Main Street and Mirror Lake Drive, as well as along Main Street.
- A grand pedestrian-only street crossing the Town Center, under the relocated Olympic Drive overpass, would connect the Olympic Center with the shopping district of central Main Street.
- The Town Center open spaces could be used for parks, recreation, an amphitheater and temporary parking.
- Because the Municipal Lot is being replaced by the Town Center, there is a small parking lot provided for continued parking convenience and some revenue. Until the additional parking facilities are added at the High School Parking Lots and the proposed Hillside Parking Structure behind the Olympic Center, some of the existing parking could be retained in the Town Center.
- Cost estimates for the Town Center construction could come from Town Highway Department or Conference Center construction team.
- Conceptual studies for the Town Center could be used for preliminary cost estimating and project funding outside of the scope of this study.



Central Main St. Parking Garage

Issues/Observations:

- There is a specific need to increase parking availability in the Central Main Street shopping district.
- In their 2005 traffic study, CME established that a +/- 325 car parking garage at the current location of the NBT Street Parking Lot would not adversely affect traffic flow. The Clock Parking Lot will not be modified and will continue to be used for Main Street parking.
- A parking garage scheme with street front commercial space would provide future real estate revenue. A parking garage scheme without street front commercial space would maximize the amount of parking in the lot, but would not have the best relationship to Main Street.
- The current NBT Lot is tiered according to the existing grade. Any parking garage plans would have to rely on expensive excavation or building on the existing grade thereby affecting the view of the neighborhood above.
- The committee agreed that the views of the proposed Adirondack Museum, on the site adjacent to the NBT Lot/Central Main Street Parking Garage, should be preserved and protected.

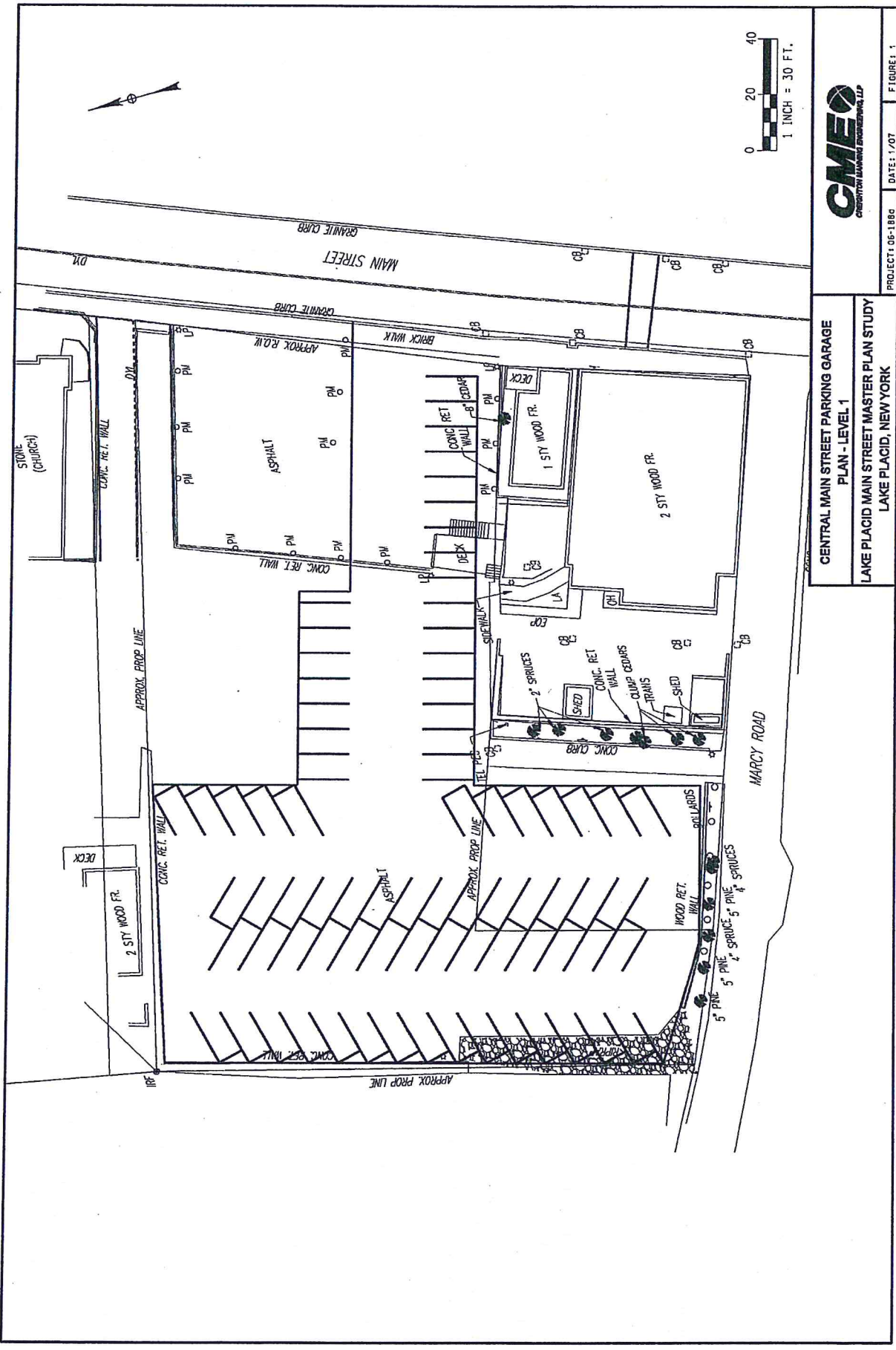


Central Main St. Parking Garage

Conclusions:

- Since the Adirondack Museum is planning demolition and extensive excavation at their site on the adjacent lot, it is a good time to consider the planning and proposal for a parking garage.
- The committee decided that the minimum capacity for the parking garage is between 220-240 parking spaces.
- This study concluded that a three level parking garage was feasible with the capacity of 228 parking spaces. Determining the final number of spaces will depend on further discussions with adjacent property owners. The parking garage is designed for the rear of the lot with a one-story retail building at the street-front.
- The lowest level of the proposed parking garage will be accessed via a driveway between the existing and proposed retail buildings on the block.
- The existing driveway between the current parking lot and the Adirondack Museum site will be used to access the middle level of the proposed parking garage.
- The top level of the proposed parking garage will be accessed by Marcy Road and will provide parking spaces for Main Street business workers and residents. Marcy Road north of the parking garage entrance would be one-way or closed.
- Conceptual studies for the parking garage could be used for preliminary cost estimating and project funding outside of the scope of this study.

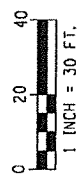
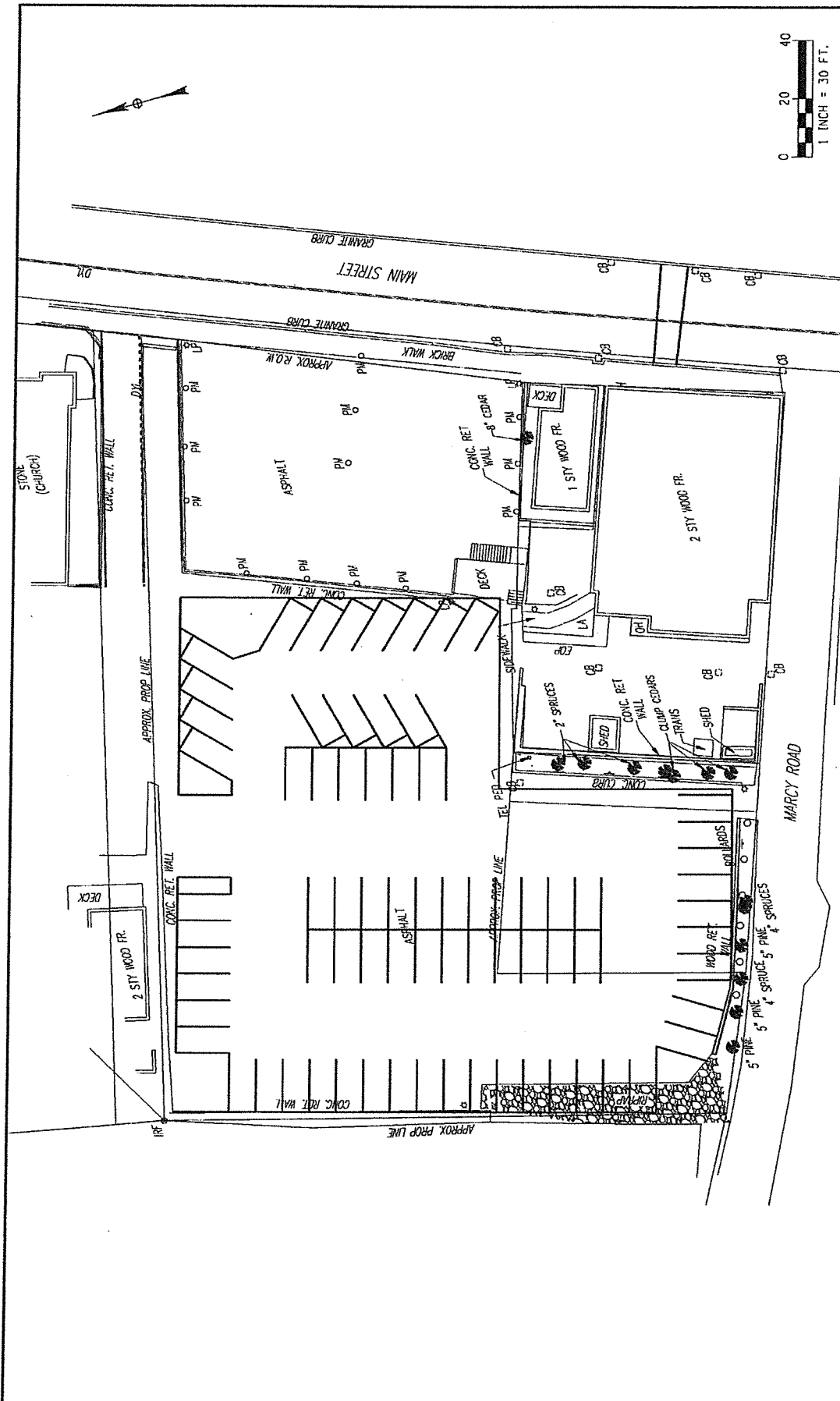




PROJECT: 05-188C DATE: 1/07 FIGURE: 1

CENTRAL MAIN STREET PARKING GARAGE
 PLAN - LEVEL 1
 LAKE PLACID MAIN STREET MASTER PLAN STUDY
 LAKE PLACID, NEW YORK

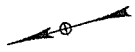
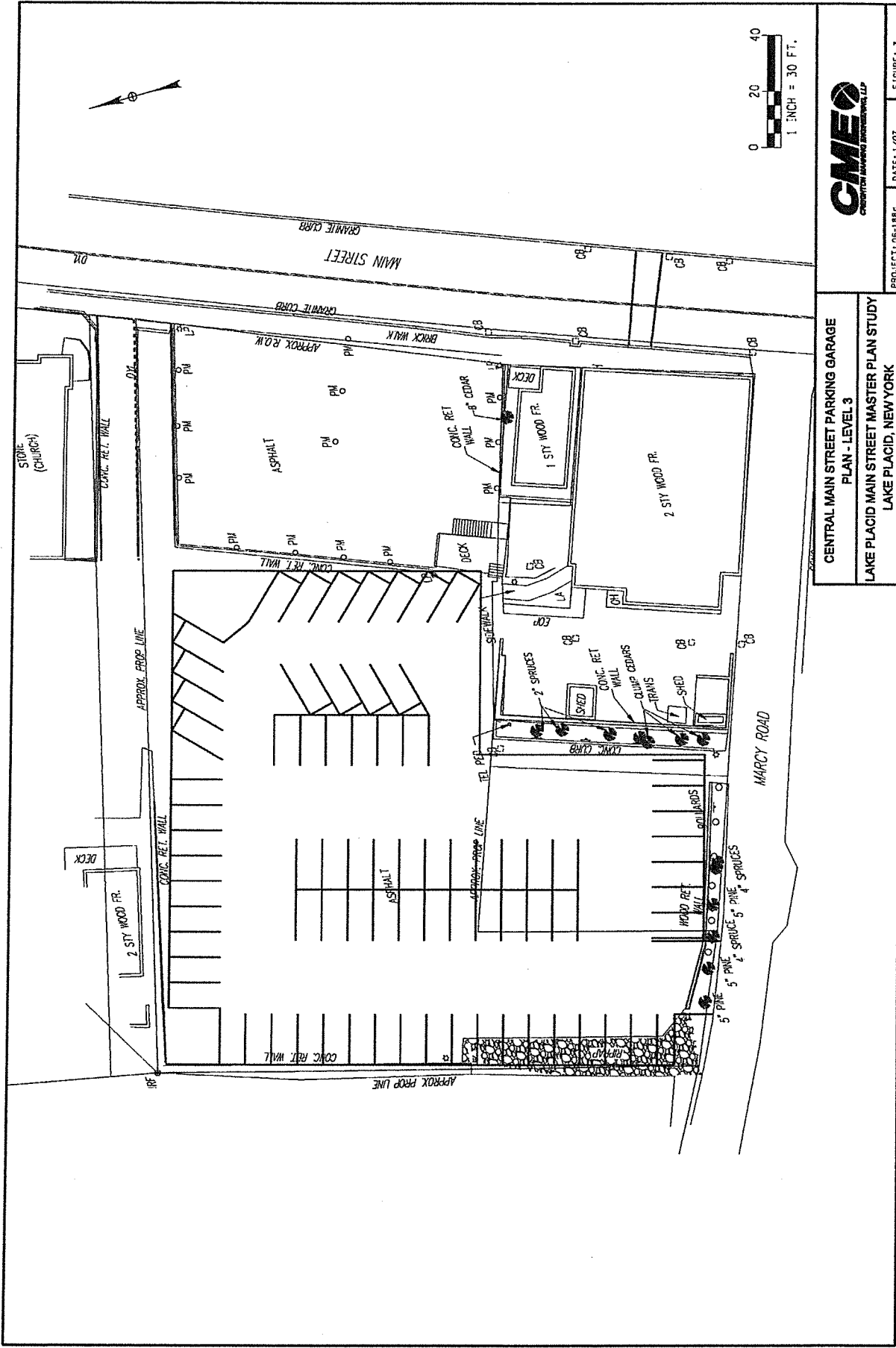
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CENTRAL MAIN STREET PARKING GARAGE
PLAN - LEVEL 2
LAKE PLACID MAIN STREET MASTER PLAN STUDY
LAKE PLACID, NEW YORK

PROJECT: 06-188G DATE: 1/207 FIGURE: 2

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CENTRAL MAIN STREET PARKING GARAGE
PLAN - LEVEL 3
 LAKE PLACID MAIN STREET MASTER PLAN STUDY
 LAKE PLACID, NEW YORK

PROJECT: 08-18EC DATE: 1/07 FIGURE: 3

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Saranac Ave. Intersection

Issues/Observations:

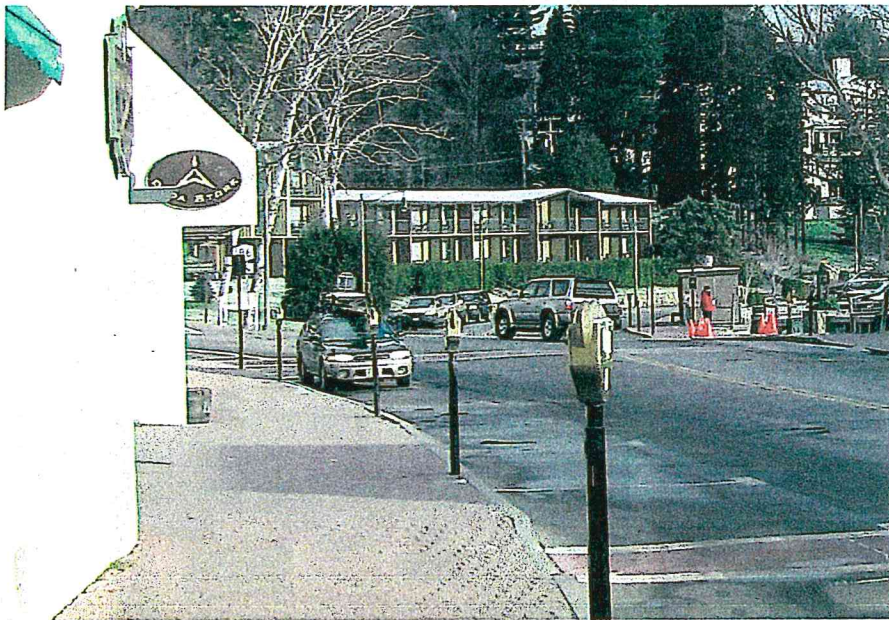
- The Saranac Avenue intersection at Main Street is a specific point where traffic is congested or confused as it enters or turns around to head back to Main Street.
- Pedestrian circulation at the intersection is dangerous due to automobile traffic, lack of signage, lack of cross walks and the overall width of the streets.
- A full-scale roundabout will not work at this intersection without significant impact on the adjacent sidewalks and pocket park, but other traffic options should be studied to make the intersection safer for both automobiles and pedestrians.



Saranac Ave. Intersection

Conclusions:

- A channelized intersection provides greater pedestrian safety, an easier and safer u-turn, as well as traffic calming at this intersection.
- Since Saranac Avenue and Main Street are New York State Route 86, and the Department of Transportation is planning road work this year, the conceptual studies for the channelized intersection have been forwarded to the planning department.
- DOT thinks that the idea is worth considering and may fund the engineering study and construction costs if the community thinks that the project is desirable and necessary. The committee will send a letter of interest to DOT requesting that the intersection be studied and the channelized concept that was proposed be considered.



Parking

Issues/Observations:

- Before the Main Street Study was even conceived, parking was an issue that needed to be addressed in various places on Main Street.
- The Municipal Parking Lot next to the Olympic Center accommodates 154 cars, but it is not ideally located for central Main Street and it is not attractive. A better use for this location is for a community gathering space.
- In the shopping district, on-street parking seems inadequate for the local shoppers, and the lots are near or at capacity during days with peak tourist activity. There was conversation about a parking garage, but the location or size could not be decided.

Conclusions:

- This study suggested projects that would produce a net gain in public parking spaces for the Olympic Center and for the Central Main Street Shopping district. These numbers will be further refined during the design, public input and funding process.

Main Street Location	Parking	
	Existing	Proposed
School Parking Lots		
Upper Lot (add 2nd deck level for 120 cars that will be partially extended over USA Rink Parking Lot)	100	220
Total	100	220
School Parking Lots - Net Gain		120
ORDA Parking		
Hillside Parking Structure	0	300
Total	0	300
ORDA Parking - Net Gain		300
Town Center		
Municipal Parking Lot (realign Olympic Drive/maintain temporary lot)	154	50
Proposed Hillside Lot		44
Olympic Drive		22
West Side of Main Street (add 15 angled parking spaces)	12	27
East Side of Main Street (add 1 angled and 7 parallel parking spaces)	14	22
Park Side Drive Parking (both sides)	56	76
Total	236	241
Town Center - Net Gain		5
Central Main Street Parking		
Central Main St. Parking Lot/Proposed Garage (3 parking levels w/ retail storefront)	118	228
Clock Parking Lot	28	28
West Side of Main Street (lose 2 parking spaces for Channelized Intersection)	20	18
East Side of Main Street (lose 4 parking spaces for Channelized Intersection)	87	83
Total	253	357
Central Main Street Parking - Net Gain		104
TOTAL PARKING NET GAIN		529

Storm Water Management

The Village of Lake Placid maintains storm water management devices (Vortech units) at several of their drainage system outfalls. These systems directly discharge into Mirror Lake and capture a large percentage of suspended solids. Regular maintenance is performed by vacuuming the units of debris and sediment on a monthly basis. These units perform well in the village setting especially in an area with limited right-of-way and steep topography.

The proposed focus projects should investigate the implementation of depression swales, dry swales, permanent turf reinforcement mats and soil stabilization and other low impact treatment techniques that may be employed to improve water quality and quantity control. Given the existing design constraints such as topography, soil type, right-of-way and other environmental factors, other methods of storm water treatment such as detention ponds, storm water wetlands, and wet swales are not practical. The focus project designs should seek a balance between what can be reasonably attained and what is reasonably feasible.

High permeability green space areas adjacent to the relocated Olympic Drive, and any parking areas can be used to temporarily store and filter storm water runoff. One way this may be accomplished is by using slightly depressed infiltration swales with perforated drain pipes below the surface. This method would filter the initial runoff from most storm events prior to it entering the existing municipal storm water system and eventually Mirror Lake. An additional benefit is that the system would have a "green" appearance, not be as conspicuous as a storm water pond, and it would reduce the load on the existing storm water units (Vortech Units) already in place as part of the Village's storm water system.

Porous pavement surfaces, underground temporary detention and other infiltration techniques can be investigated for the parking areas and the proposed parking garage(s). Oil separator units installed in drainage basins (if necessary) can eliminate more than 99% of the oil runoff from parking areas and will be considered where natural treatment processes are not feasible.

Vortech (suspended solid separator) units can be placed at additional outfalls of the closed drainage systems that drain to Mirror Lake, thus, helping to improve overall water quality in the lake and Village.

In conclusion, by combining techniques and available opportunities for improvements, the storm water design for the proposed focus projects can provide an improvement over the existing conditions. As part of each of the proposed focus projects, storm water quantity control and water quality treatment should be provided wherever reasonable and feasible.

Concept Plan Implementation

Sustainable Planning Charrette

The Central Main Street Strategic Planning Committee has expressed interest in presenting the village as a showcase of “green” design and technology. In order to take a proactive stance to maintain and improve the quality of life for present and future development, it is recommended that Lake Placid host a public sustainable planning charrette. Local “green” design and planning experts could be scheduled for a day of presentations and discussions with local residents, business owners and public officials to talk about topics from land use and development policies to business management. The goal of the program could be to prepare “green” guidelines or a mission statement for Main Street. Moreover, visitors can be educated about Lake Placid’s “greening” through a public relations outreach regarding what is being implemented and accomplished on Main Street.

Project Funding

Most likely, the focus projects’ design and construction will be funded by a mix of sources, from private foundations to governmental grants.

High School Parking Lots

Possible funding for the design, engineering and construction of the possible parking level additions is yet to be determined.

ORDA Hillside Parking Structure

Feasibility, design and engineering studies are necessary before this project can be properly estimated for construction costs. Design and Construction funding would probably be pursued by ORDA on the state and federal level. ORDA would benefit from any revenue generated from the parking facilities.

Town Center and Olympic Drive Re-route

The proposal to relocate Olympic Drive and create town gathering spaces, such as parks and amphitheaters, would mostly be realized by state and federal funding, private foundation funding and local bonding.

Central Main Street Parking Garage and the Clock Lot

The revenue for the design and construction of the Main Street Parking Garage structure would probably come from state and federal funding, private foundations and local bonding. Once the structure is complete, it will produce revenue for the village, both from the parking services and through the lease of business/commercial storefront space.

Saranac Drive Intersection

Further design and engineering for the proposed channelized intersection could be financed directly by DOT or through the DOT Traffic Engineering Service Agreement.

