

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

SAFE ROUTES TO SCHOOL

County: Fulton
P. I. Number: 0009442
Federal Route Number: N/A
State Route Number: N/A

Morningside Elementary School - SRTS

Submitted for approval: (Submit to "Concept Reports" in Outlook)

DATE 12/16/10

Sean Johnston, Kimley-Horn and Associates, Inc.
Design Consultant Name and Firm Name

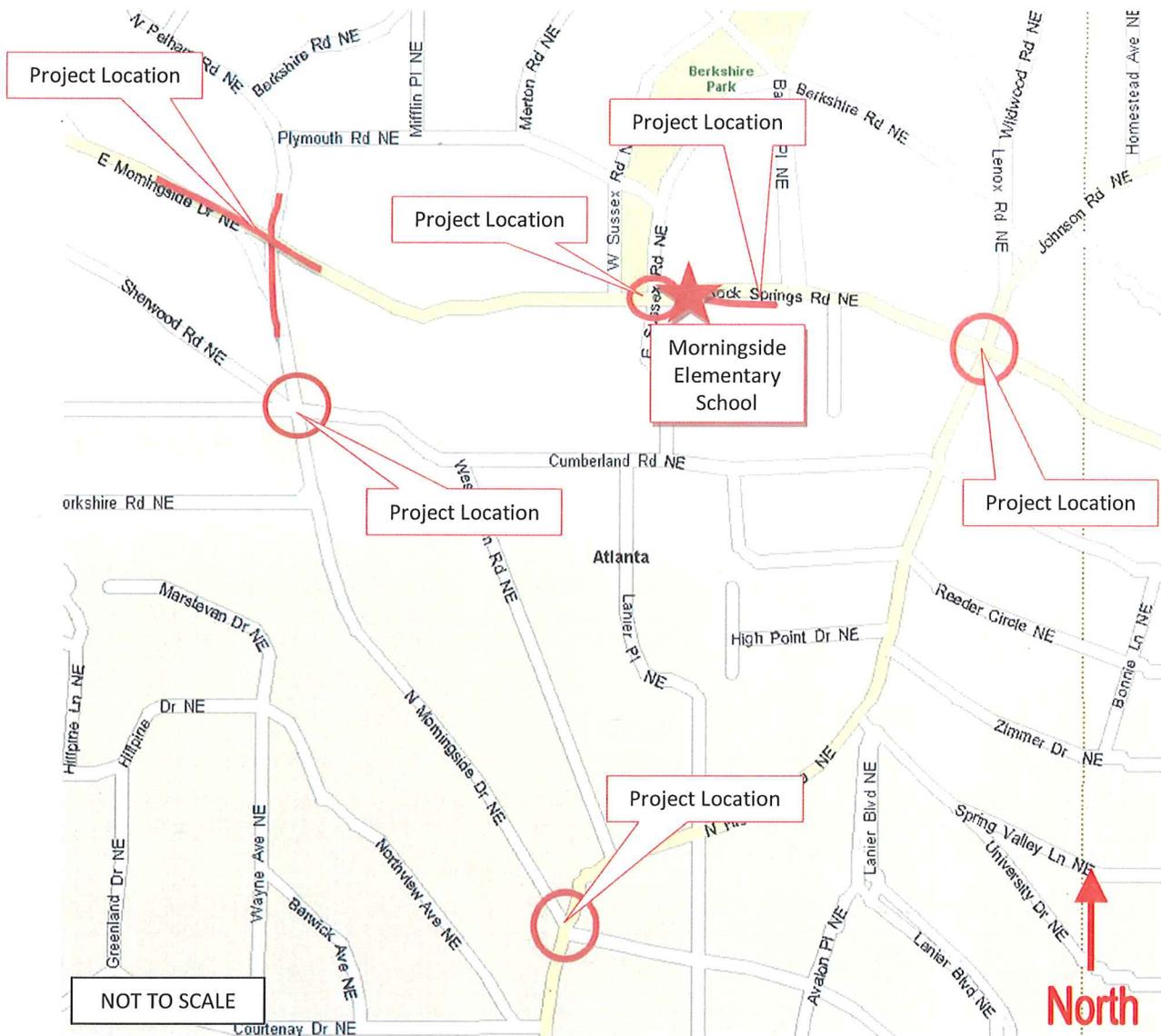
DATE 12/21/2010

[Signature]
Project Manager

Approvals:

Concur: [Signature] Date: 12-27-10
State Traffic Engineer

Approve: [Signature] Date: 1-5-10
Director of Permits and Operations



Legend:

-  **School Location**
-  **Project Limits**

Project Location Map

Project Number: N/A
 P.I. Number: 0009442
 Fulton County, GA

Morningside Elementary School
 Safe Routes to School

Source: Microsoft Streets & Trips 2006

Need and Purpose:

This project is a Safe Routes to School (SRTS) infrastructure project that will improve pedestrian safety and accessibility for students within a 2-mile radius of Morningside Elementary School in the City of Atlanta. The school is located on E. Rock Springs Road between the intersections with N. Morningside Drive to the west and N. Highland Avenue to the east.

The SRTS infrastructure program administered by the Federal Highway Administration is indented to promote walking and bicycling by students living within a two-mile radius of a school. The desired outcomes of the SRTS infrastructure program include increased health and fitness for students, as well as accessibility and environmental benefits for the community at large.

In 2008, the City of Atlanta reported that **over 200** Morningside Elementary students walk to school on a daily basis, with over 300 students walking on Parent-Teacher Association-sponsored walk-to-school days. Many of these students currently cross E. Rock Springs Road at the intersection of E. Sussex Road, which is an unsignalized intersection that aligns with a church driveway adjacent to the school property approximately 500 feet west of the main school driveway.

Base year 2010 traffic volume along E. Rock Springs Road is approximately 9500 Vehicles per Day (VPD), and approximately 105 pedestrians utilize the crosswalk on the east leg of the E. Rock Springs Road/E. Sussex Road intersection during school pick-up and drop off times.

Pedestrian facilities at the school and at surrounding intersections are in need of improvement to increase accessibility for students walking to school. The existing sidewalk adjacent to the bus drop-off area in front of the school is approximately 3 to 4 feet wide with a 3 to 4-foot tall stone masonry retaining wall located immediately behind the sidewalk. The existing sidewalk does not provide adequate space for children walking to and from school while buses are boarding and unloading.

The existing configuration of the intersection of E. Rock Springs Road and N. Morningside Drive/N. Pelham Road provides a free-flow movement for vehicles travelling eastbound from E. Morningside Drive to N. Morningside Drive. The free-flow lane, combined with curb ramps that do not meet Americans with Disabilities Act (ADA) guidelines, inadequate advance crosswalk signage and gaps in the sidewalk along portions of E. Rock Springs Roads creates difficulty for pedestrians navigating the intersection.

At the intersections of N. Morningside Drive at Cumberland Road, N. Morningside Drive at N. Highland Avenue, and E. Rock Springs Road at N. Highland Avenue, sidewalks and curb ramps do not meet ADA guidelines, and existing intersection angles and curb radii create long crossing distances for pedestrians. The City of Atlanta also observed average speeds of approximately 33 mph along E. Rock Springs Road in front of the school. The posted speed along E. Rock Springs Road is 25 mph.

The project will improve pedestrian and bicycle accessibility for students through the installation of radar speed signs along E. Rock Springs Road, crosswalk improvements at the intersection of E. Rock Springs Road and E. Sussex Road, sidewalk improvements along the existing bus drop-off area in front of the school, and pedestrian enhancements at the intersections of E. Rock Springs Road at N. Morningside Drive, E. Rock Springs Road at N. Highland Avenue, N. Morningside Drive at Cumberland Road and N. Morningside Drive at N. Highland Avenue. Geometric modifications will also be constructed at the intersections to calm vehicle speeds and reduce crossing distances for pedestrians.

Description of the proposed project:

This project consists of sidewalk and intersection improvements in the vicinity of Morningside Elementary School in Atlanta, Georgia. The proposed improvements include the following:

- The existing intersection of E. Rock Springs Road and N. Morningside Drive/N. Pelham Road will be modified to permanently close the existing free-flow connection between E. Morningside Drive and N. Morningside Drive. The modification will direct all traffic to the existing four-way stop controlled intersection of E. Rock Springs Road and N. Morningside Drive/N. Pelham Road.
- The proposed intersection reconfiguration will improve accessibility for pedestrians by eliminating the free-flow eastbound movement from E. Morningside Drive to N. Morningside Drive as well as providing ADA-compliant curb ramps, high-visibility crosswalks, and advance crosswalk signage. New sidewalk will be installed along the south side of E. Rock Springs Road from the closed portion of E. Morningside Drive to the existing four-way intersection, and the existing crosswalk on E. Morningside Drive west of the four-way intersection will be removed to consolidate pedestrian crossings. Driveway access will be maintained for residences along the closed portion of N. Morningside Drive by reconfiguring access points to E. Rock Springs Road and N. Morningside Drive.
- A 4-foot wide (minimum) bicycle-only lane will be provided for bicyclists travelling eastbound from E. Morningside Drive to N. Morningside Drive.
- Two Rectangular Rapid Flashing Beacons (RRFBs) will be installed at existing crosswalks at the intersection of E. Rock Springs Road at E. Sussex Road to alert motorists to pedestrian crossings. Advanced crosswalk signage will also be installed along E. Rock Springs Road.
- Two radar speed signs (one in each direction) will be installed along E. Rock Springs Road in the Morningside Elementary school zone.
- Minor traffic signal modifications will be performed and improvements to curb radii, curb ramps, and crosswalks will be constructed at the intersections of E. Rock Springs Road at N. Highland Avenue and N. Morningside Drive at N. Highland Avenue.
- Pedestrian improvements will be constructed at the intersection of N. Morningside Drive at Cumberland Road, including new refuge islands, improved crosswalk striping and ADA-compliant curb ramps.

- Directly in front of Morningside Elementary School, the existing retaining wall will be relocated to provide for an 8-foot wide sidewalk along E. Rock Springs Road at the bus drop-off area.

See attachments for project concept layouts.

Is the project located in a PM 2.5 Non-attainment area? Yes No

Is this project located in an Ozone Non-attainment area? Yes No

The project is intended to improve bicycle and pedestrian mobility and will not affect roadway capacity. The project is not required to be included in the conforming plan's model.

PDP Classification: Major (), Minor ()

Federal Oversight: Full Oversight (), Exempt (), State Funded (), or Other ()

Functional Classification:

E. Rock Springs Drive/E. Morningside Drive: Urban Collector Street
N. Morningside Drive/N. Pelham Road: Urban Local Street
N. Highland Avenue: Urban Collector Street

U. S. Route Number(s): N/A

State Route Number(s): N/A

Traffic (ADT): N/A

Existing design features:

- Typical Sections:
 - E Rock Springs Road: One 11' travel lane in each direction, urban shoulders with header curb, variable width grassed strip with sidewalk on both sides.
 - N Morningside Drive: One 11' travel lane in each direction, urban shoulders with header curb, variable width grassed strip with sidewalk on both sides.
 - N Highland Avenue: One 11' travel lane in each direction, urban shoulders with header curb, variable width grassed strip with sidewalk on both sides.
- Posted Speed
 - E Rock Springs Road: 25 mph
 - N Morningside Drive: 25 mph
 - N Highland Avenue: 30 mph
- Width of Right-of-Way:

In order to be eligible for Safe Routes to School funding, the local government has demonstrated that adequate existing right-of-way is available to construct the proposed project.

 - E Rock Springs Road: 60 Feet (Assumed)
 - N Morningside Drive: 80 Feet (Assumed)

- N Highland Avenue: 70 Feet (Assumed)
- Major Structures: None
- Major Interchanges or Intersections along the Project:
 - Major Intersections:
 - E Rock Springs Road at N Morningside Drive
 - E Rock Springs Road at N Highland Avenue
 - N Highland Avenue at N Morningside Drive
 - N Morningside Drive at Cumberland Road

Proposed Design Features:

- Typical Sections:
 - E. Rock Springs Road at Morningside Elementary School Sidewalk – 8-foot wide sidewalk (measured from back of existing curb) with variable height (4 feet to 6 feet) gravity wall at the back of sidewalk.
 - N. Morningside Drive and N. Highland Avenue Sidewalks: Variable width (2' minimum, 5' desirable) grass strip with 5-foot minimum width sidewalk
- Design Speed:
 - E. Rock Springs Road: 25 mph
 - N. Morningside Drive: 25 mph
 - N. Highland Avenue: 30 mph
- Maximum Sidewalk Cross Slope: 2%
- Minimum Crosswalk Width: 8 feet
- Right of way
 - Easements: Temporary (), Permanent (), Utility (), Other ().
 - Type of access control: By Permit
 - Number of parcels: 0
 - Number of displacements:
 - Business: None
 - Residences: None
 - Mobile homes: None
 - Other: None
- Structures: Variable height (4 feet to 6 feet) gravity wall approximately 160 feet long along the south side of E. Rock Springs Road at Morningside Elementary School. The proposed wall will replace an existing 3-foot to 4-foot high wall in the same location.
- Major Interchanges or Intersections along the Project:
 - Major Intersections:
 - E Rock Springs Road at N Morningside Drive
 - E Rock Springs Road at N Highland Drive
 - N Highland Drive at N Morningside Drive
- Traffic control during construction: No lane closures are anticipated along E Rock Springs Road, N Morningside Drive, or N Highland Drive.

- Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	()	()	(X)
ROADWAY WIDTH:	()	()	(X)
SHOULDER WIDTH:	()	()	(X)
VERTICAL GRADES:	()	()	(X)
CROSS SLOPES:	()	()	(X)
STOPPING SIGHT DISTANCE:	()	()	(X)
SUPERELEVATION RATES:	()	()	(X)
HORIZONTAL CLEARANCE:	()	()	(X)
SPEED DESIGN:	()	()	(X)
VERTICAL CLEARANCE:	()	()	(X)
BRIDGE WIDTH:	()	()	(X)
BRIDGE STRUCTURAL CAPACITY:	()	()	(X)

- Design Variances: None Anticipated

- Environmental concerns:

- o There are numerous residential structures in the vicinity of the project that are potentially eligible historic resources. No impacts to these properties are anticipated, and a finding of No Historic Properties Affected is expected for the history and archaeology studies.

- Level of environmental analysis:

- o Are Time Savings Procedures appropriate? Yes (X), No (),
- o Categorical exclusion: Anticipated
- o Environmental Assessment/Finding of No Significant Impact(FONSI): ()
- o Environmental Impact Statement (EIS) ().

- Utility involvements:

- o Utility facilities located within the project limits include:
 - Gas (Atlanta Gas Light)
 - Power (Georgia Power)
 - Water (City of Atlanta)
 - Telecommunications (AT&T, Comcast, Verizon)

VE Study Required: Yes () No (X)

Benefit/Cost Ratio: N/A

Project Cost Estimate and Funding Responsibilities:

	PE	ROW	UTILITY	CST*	MITIGATION
By Whom	GDOT	N/A	N/A	GDOT	N/A
\$ Amount	\$55,000.00	N/A	N/A	\$388,941.79	N/A

**CST Cost includes: Construction, Engineering and Inspection, Fuel Cost Adjustment, and Asphalt Cement Cost Adjustment.*

Project Activities Responsibilities:

- Design: Consultant/GDOT
- Right-of-Way Acquisition: N/A
- Right-of-Way funding (real property): N/A
- Relocation of Utilities: GDOT/Affected Utility Owners
- Letting to contract: GDOT
- Supervision of construction: GDOT
- Providing material pits: Contractor
- Providing detours: N/A
- Environmental Studies/Documents/Permits: Consultant/GDOT
- Environmental Mitigation: GDOT

Coordination

- Concept Meeting date and brief summary: 04/22/2010 - Minutes Attached
- P. A. R. meetings, dates and results: None Required
- FEMA, USCG, and/or TVA: N/A
- Public involvement: Property Owners Meeting – 8/25/2010
- Local government comments: N/A
- Other projects in the area: N/A
- Other coordination to date: N/A

Scheduling – Responsible Parties’ Estimate

Anticipated Time Frame

- | | | |
|---|--------------|-----------|
| • Time to complete the environmental process: | Begin: 4/10 | End: 3/11 |
| • Time to complete preliminary construction plans: | Begin: 10/10 | End: 5/11 |
| • Time to complete right-of-way plans: | Begin: n/a | End: n/a |
| • Time to complete the Section 404 Permit: | Begin: n/a | End: n/a |
| • Time to complete final construction plans: | Begin: 5/11 | End: 8/11 |
| • Time to complete the purchase of right-of-way: | Begin: n/a | End: n/a |
| • List other major items that will affect the project schedule: | Begin: n/a | End: n/a |

Alternates considered: (1) Reconfiguring the existing intersection of N. Morningside Drive and E. Rock Springs Road to remove the existing eastbound slip-lane and create a four-way stop controlled intersection installation of rectangular rapid flashing beacons at existing crosswalks at the intersection of E. Rock Springs Road at E. Sussex Road; minor traffic signal modifications and/or improvements to curb radii, curb ramps, and crosswalks at the intersections of E. Rock Springs Road at N. Highland Avenue and N. Morningside Drive at N. Highland Avenue; minor intersection improvements on N. Morningside Drive at Cumberland Road, including new pedestrian refuge islands, improved crosswalk striping and ADA-compliant curb ramps; directly in front of Morningside Elementary School, it is proposed to relocate an existing retaining wall to provide for an 8-foot wide sidewalk along E. Rock Springs Road.

(2) Reconfiguring the existing intersection of N. Morningside Drive and E. Rock Springs Road to remove the existing eastbound slip-lane and install a traffic signal at the intersection;

installation of pedestrian actuated hybrid beacon at existing crosswalks at the intersection of E. Rock Springs Road at E. Sussex Road; minor traffic signal modifications and/or improvements to curb radii, curb ramps, and crosswalks at the intersections of E. Rock Springs Road at N.

Highland Avenue and N. Morningside Drive at N. Highland Avenue; directly in front of Morningside Elementary School, it is proposed to relocate an existing retaining wall to provide for an 8-foot wide sidewalk along E. Rock Springs Road.

(3) Reconfiguration of the existing intersection of N. Morningside Drive and E. Rock Springs Road as a modern roundabout

(4) No Build.

Comments:

Comparison Summary of Alternates 1-4

Alternate (1) is recommended for this concept.

Alternate (2) is not recommended for this concept because of the pedestrian and vehicle volumes at the intersection of E. Rock Springs Road and E. Sussex Road and the vehicle volumes at the intersection of N. Morningside Drive and E. Rock Springs Road

Alternate (3) is not recommended for this concept. Construction of a roundabout would require additional right-of-way at the intersection. Acquisition of right-of-way is not an eligible activity under the federal Safe Routes to School infrastructure improvement program. Furthermore, installation of a roundabout may not improve accessibility for students walking and bicycling to school.

Alternate (4) is not recommended for this concept. The no-build alternate would not promote safe walking and bicycling for children attending Morningside Elementary School, as stated in the project need and purpose.

Attachments:

1. Construction Cost Estimate
2. Fuel and Asphalt Adjustment Form
3. Concept Team Meeting Minutes (04/22/2010)
4. Concept Layouts

DATE : 11/10/2010
PAGE : 1

STATE HIGHWAY AGENCY

JOB ESTIMATE REPORT

JOB NUMBER : 0009442 SPEC YEAR: 01
DESCRIPTION: MORNINGSIDES ELEMENTARY SRIS

ITEMS FOR JOB 0009442

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0004	001-1999		*\$*	CONSTRUCTION ENGR INSPECTION 5%	1.000	18521.03	18521.04
0005	005-0023		EA	ADA RAMPS	33.000	700.00	23100.00
0006	109-0100		*\$*	PRICE ADJ - UNLEADED FUEL	1.000	109.57	109.57
0007	109-0200		*\$*	PRICE ADJ - DIESEL FUEL	1.000	288.79	288.79
0008	109-0300		*\$*	PRICE ADJ - ASPHALT CEMENT	1.000	1488.66	1488.66
0010	150-1000		LS	TRAFFIC CONTROL - 0009442	1.000	50000.00	50000.00
0015	163-0232		AC	TEMPORARY GRASSING	1.000	800.00	800.00
0020	165-0030		LF	MAINT OF TEMP SILT FENCE, TP C	900.000	2.00	1800.00
0025	171-0030		LF	TEMPORARY SILT FENCE, TYPE C	1775.000	4.00	7100.00
0030	210-0100		LS	GRADING COMPLETE - 0009442	1.000	50000.00	50000.00
0035	310-1101		TN	GR AGGR BASE CRS, INCL MATL	52.000	22.86	1188.89
0040	402-3130		TN	RECYL AC 12.5MM SP,GP2,BM&HL	5.000	100.34	501.72
0045	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	16.000	87.08	1393.30
0050	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 , INC BM&HL	8.000	83.82	670.59
0055	413-1000		GL	BITUM TACK COAT	150.000	3.47	520.99
0060	441-0104		SY	CONC SIDEWALK, 4 IN	1207.000	45.00	54315.00
0065	441-0748		SY	CONC MEDIAN, 6 IN	25.000	77.00	1925.00
0070	441-5002		LF	CONC HEADER CURB, 6", TP 2	1187.000	15.00	17805.00
0075	550-1180		LF	STM DR PIPE 18",H 1-10	400.000	43.00	17200.00
0080	610-0355		LF	REM CONC CURB & GUTTER ALL SIZ	567.000	11.00	6237.00
0085	610-4170		CY	REM ASPH PVMT, INCL BASE	639.000	75.00	47925.00
0090	611-8055		EA	ADJUST MINOR STRUCT TO GRADE	20.000	677.22	13544.44
0094	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 1	1.000	10000.00	10000.00
				RECTNGLR RPD FLSH BCN			
0095	500-3201		CY	CL B CONC, RET WALL	55.000	700.00	38500.00
0100	636-1033		SF	HWY SIGNS, TPIMAT,REFL SH TP 9	120.000	19.82	2379.21
0105	636-2070		LF	GALV STEEL POSTS, TP 7	260.000	8.41	2187.31
0110	653-1502		LF	THERMO SOLID TRAF ST, 5 IN YEL	1500.000	0.54	822.45
0115	653-1704		LF	THERM SOLID TRAF STRIPE,24",WH	301.000	3.51	1058.28
0120	653-1804		LF	THERM SOLID TRAF STRIPE, 8",WH	3055.000	1.72	5266.97
0125	668-1100		EA	CATCH BASIN, GP 1	4.000	2900.00	11600.00
0130	700-6910		AC	PERMANENT GRASSING	1.000	692.57	692.58

ITEM TOTAL 388941.79
INFLATED ITEM TOTAL 388941.79

P.I. Number 0009442

County FULTON

Date 9/16/2010

Project Number N/A

Special Provision, Section 109-Measurement and Payment
FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)

ENTER FPL DIESEL	2.532
ENTER FPM DIESEL	5.697

ENTER FPL UNLEADED	2.881
ENTER FPM UNLEADED	6.48225

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

INCREASE ADJUSTMENT
125.00%

INCREASE ADJUSTMENT
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)		0.29		0.15		
Excavations paid as specified by Sections 206 (CUBIC YARD)		0.29		0.15		
GAB paid as specified by the ton under Section 310 (TON)	52.000	0.29	15.08	0.24	12.48	
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)	29.000	2.90	84.10	0.71	20.59	
PCC Pavement paid as specified by the square yard under Section 430 (SY)		0.25		0.20		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Concrete Handrail (LF) Section 500				8.00		1.50		
Concrete Barrier (LF) Section 500				8.00		1.50		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
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Stru Steel Plan Quantity (LB) Section 501				8.00		1.50		
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50		
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50		
Bar Reinf Steel (LB) Section 511				8.00		1.50		
Piling__inch (LF) Section 520				8.00		1.50		
Piling__inch (LF) Section 520				8.00		1.50		
Piling__inch (LF) Section 520				8.00		1.50		
Piling__inch (LF) Section 520				8.00		1.50		
Piling__inch (LF) Section 520				8.00		1.50		
Piling__inch (LF) Section 520				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Pile Encasement,____ (LF) Section 547				8.00		1.50		
Pile Encasement,____ (LF) Section 547				8.00		1.50		
SUM QF DIESEL=				99.18	SUM QF UNLEADED=		33.07	
DIESEL PRICE ADJUSTMENT(\$)					\$288.79			
UNLEADED PRICE ADJUSTMENT(\$)					\$109.57			

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC. SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

ENTER APL

ENTER APM

125.00%	INCREASE ADJUSTMENT
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Use this side for Asphalt Emulsion Only		
L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)
TMT = <input style="width: 100px;" type="text"/>		
REMARKS: <input style="width: 95%; height: 20px;" type="text"/>		

Use this side for Asphalt Cement Only		
L.I.N.	TYPE	TACK (GALLONS)
413-1000	PG 58-22	150
TMT = <input style="width: 100px;" type="text" value="0.6443"/>		
REMARKS: <input style="width: 95%; height: 20px;" type="text"/>		

MONTHLY PRICE ADJUSTMENT(\$)	\$350.22
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ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)

DIESEL PRICE ADJUSTMENT(\$) \$288.79

UNLEADED PRICE ADJUSTMENT(\$) \$109.57

ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX) \$350.22

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX \$788.22

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX) \$350.22

REMARKS:

TOTAL ADJUSTMENTS	\$1,887.02
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MEETING MINUTES

Date: April 22, 2010
Project: Morningside Elementary School SRTS
GDOT Project No.: PI 0009442
County: Fulton
Subject: Concept Team Meeting

Attendees:

Sue Anne Decker	Georgia Department of Transportation (GDOT)
Norm Cressman	GDOT
Emmanuella Myrthil	GDOT
Michelle Wynn	City of Atlanta (COA)
Ash Parker	SRTS Parent Champion
Larissa Bradburn	Previous SRTS Parent Champion
Craig Pigg	Morningside Elementary PTA Co-President
Christa Martin	Morningside Elementary Parent
Abby Mattera	GDOT Safe Routes to School Resource Center
Stuart Day	Kimley-Horn and Associates (KHA)
Sean Johnston	KHA
John Cock	Alta Planning + Design (Alta)

This Safe Routes to School concept team meeting was held on Thursday, April 22, 2010 in front of Morningside Elementary School in Atlanta, Georgia to discuss the sponsor's application and concepts for proposed infrastructure improvements in the vicinity of the school. The proposed project consists of sidewalk and intersection modifications to improve conditions for children walking and bicycling to school.

The following is a summary of key items discussed:

- Overall
 - The parent representatives suggested providing bike/walk route wayfinding signage at key intersections. Direct bikers/walkers towards Cumberland and other low volume routes, for example.
 - Installation of pedestrian countdown signal heads and push buttons at signals along N. Highland Avenue and E. Rock Springs Road was suggested.
 - Installation of ADA ramps (preferably on tangent sections) at key intersections was suggested.
 - The suggestion was made to reduce curb radii (to 15' on minor streets) and consider bulb outs where feasible and appropriate.
- Drop-off/Pick-up and Bus Drop off:
 - Bus pull-out is problematic for several reasons on this busy road, including:
 - Traffic volumes/speeds
 - Narrow sidewalk
 - Location of the existing retaining wall behind the sidewalk along the drop-off area
 - The project proposes to widen sidewalks at the bus drop off for children to unload from buses and provide room for pedestrians. Proposed to widen to 8 feet, but consider 10 feet as desirable.

- The project proposed to reconstruct wall at back of proposed sidewalk and install a fence on the top of wall for safety. The parent representatives stated that a decorative stone wall was preferred. KHA noted that this may be required due to the potentially historic nature of the school site.
- E. Rock Springs Road
 - The need to install stop bars on Barclay Place, NE was noted.
 - Realignment of the crosswalk at Barclay Place, NE to a right angle was suggested.
 - The suggestion was made to consider fencing along the curb in front of the church and school property immediately in advance of the bus drop-off area to discourage parents from using the through lane for drop-offs.
- E. Rock Springs Road at E. Sussex Road
 - KHA will perform pedestrian counts for using in analyzing a Pedestrian Hybrid Beacon, or HAWK signal; the crosswalk on east side of intersection will be counted during school pick-up and drop-off times on a school weekday.
 - The need to restripe the existing crosswalk was noted.
 - The need to upgrade corners to have ADA ramps was noted.
- N. Morningside Drive at E. Rock Springs Road
 - The possibility of a roundabout for this location was discussed. While right-of-way and funding constraints may make a roundabout unfeasible here, KHA will evaluate this option as part of the concept report, and special attention will be given to pedestrian accessibility.
 - The sponsor's concept proposes to close the free-flow movement from E. Morningside Drive to N. Morningside Drive in order to formalize the intersection of N. Morningside Drive and E. Rock Springs Road. Driveway access will be maintained to all properties along the closed leg of E. Morningside Drive, and all right and left turning traffic will be directed to the E. Rock Springs intersection. An all-way stop was recently installed at this intersection. KHA will evaluate the need for a traffic signal, however it was noted that the four-way stop has been well received by the neighborhood.
 - Sidewalk will need to be continued along westbound E. Rock Springs, through the existing traffic island, in order to connect to existing sidewalk on N. Morningside.
 - It was suggested to consider widening the existing island along Rock Springs side for traffic calming, pedestrian refuge, greening, and water quality benefits.
 - The group discussed providing a slip lane for cyclists through the closed portion of N. Morningside.
 - The need to align crosswalks to match up with ramps and upgrade ramps for ADA compliance was noted.
 - GDOT noted that residents along the portion of N. Morningside proposed to be closed should be contacted to ask for input about the project. The parent representatives agreed to contact these residents, and noted that they had been contacted previously before the City of Atlanta submitted its Safe Routes to School infrastructure funding application.
- Cumberland Road at N. Morningside Drive
 - This intersection was discussed as a possible additional location for improvements if funding is available. The following suggestions were made for this intersection:
 - Consider an all-way stop at the intersection
 - Restripe/stripe crosswalks
 - Install new islands and pedestrian refuge to formalize turning movements at Sherwood Road. It was suggested to construct refuge islands and bulb-outs with slip lanes for cyclists. This will be evaluated to ensure safe and efficient operations with existing on-street parking.

- If funding, right-of-way or drainage issues do not allow for construction of raised islands, consider painted or other retrofit bulb-out applications at this location
 - A speed hump or raised cross walk along the southern N. Morningside leg was suggested.
 - An existing pedestrian crossing sign has been damaged and should be replaced.
- N. Morningside Drive at N. Highland Avenue
 - Installation of stop bars and improved crosswalk striping at all four corners were suggested.
 - Modification of the northwest quadrant of the intersection to provide for a pedestrian refuge island was suggested. This island would channelize southbound right-turns from N. Highland Ave to N. Morningside, and would shorten the crossing for pedestrians on N. Highland Ave.
- N. Highland Avenue at E. Rock Springs Road
 - Installation of stop bars and new crosswalk striping was suggested for all legs (some are missing).
 - It was suggested to align crosswalks to match up with ramps.
 - Removal of the slip lane in the northwest quadrant (for southbound right-turn traffic) was suggested. This would likely be problematic for traffic operations, so a second option was proposed to extend the island north to align with the north-leg crosswalk and add a Stop Here for Pedestrians Sign.

These minutes contain the understanding of KHA and Alta representatives regarding discussions, decisions, action items, etc. at the meeting.



<p>Kimley-Horn and Associates, Inc. Engineers, Planners, Architects, Scientists 817 W. Peachtree Street NW, Suite 901 Atlanta, GA 30308</p>	<p>REVISION DATES</p> <table border="1"> <tr><td> </td><td> </td></tr> </table>										
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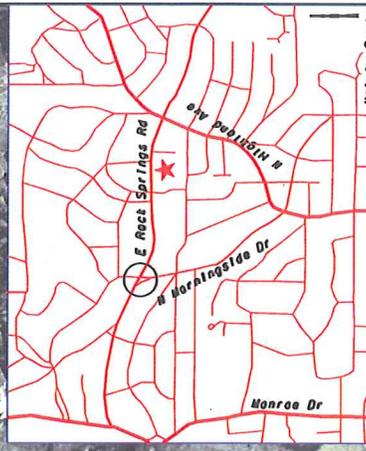
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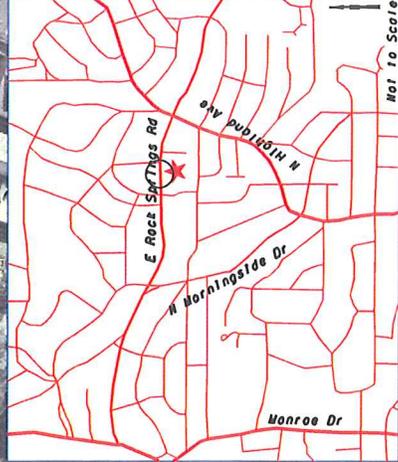
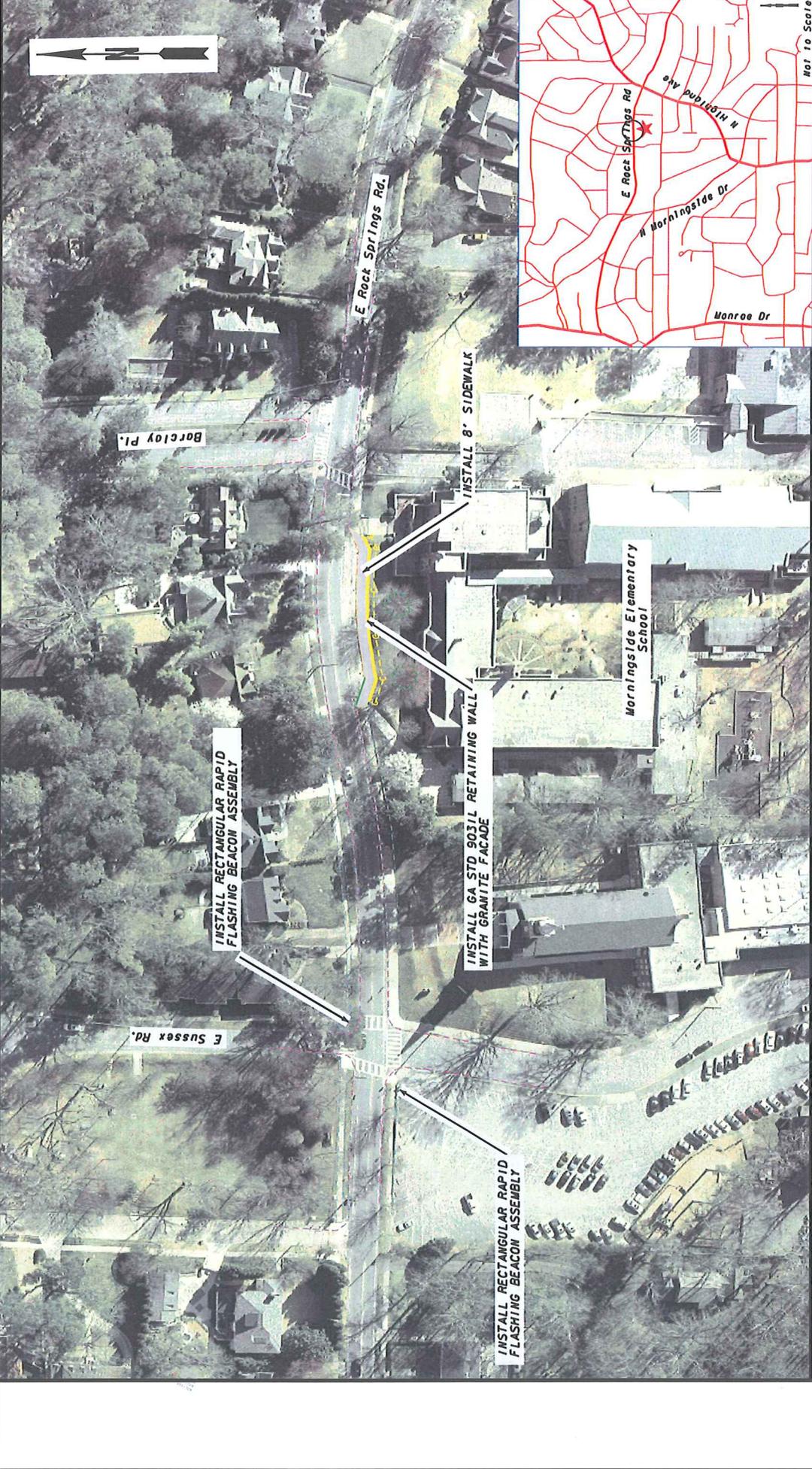
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<p>SCALE, IN FEET</p>		<p>Kimley-Horn and Associates, Inc.</p> <p>Engineering, Planning, and Environmental Consultants</p> <p>817 N. Peachtree Street, Suite 601</p> <p>Atlanta, GA 30308</p>										
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