

ORIGINAL TO GENERAL FILES

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

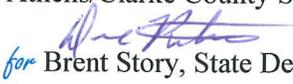
**OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE**

FILE P.I. #0009447

GDOT District 1 - Gainesville
Athens and Clarke Counties
Athens/Clarke County SRTS

OFFICE Design Policy & Support

DATE March 1, 2012

FROM  for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

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

Attachment

DISTRIBUTION:

Genetha Rice-Singleton, Program Control Administrator
Bobby Hilliard, State Program Delivery Engineer
Cindy VanDyke, State Transportation Planning Administrator
Angela Robinson, Financial Management Administrator
Glenn Bowman, State Environmental Administrator
Kathy Zahul, State Traffic Engineer
Georgene Geary, State Materials & Research Engineer
Lisa Myers, Acting State Project Review Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Bayne Smith, District Engineer
Robert Mahoney, District Preconstruction Engineer
Allen Ferguson, District Utilities Engineer
Emmanuela Myrthil, State SRTS Program Coordinator
Derrick Cameron, Project Manager
BOARD MEMBER - 10th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT
SAFE ROUTES TO SCHOOL

County: Clarke
P. I. Number: 0009447
Federal Route Number: N/A
State Route Number: N/A

Athens-Clarke County - SRTS

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

DATE 9/29/2011

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

DATE 9 January 2012

[Signature]
Project Manager

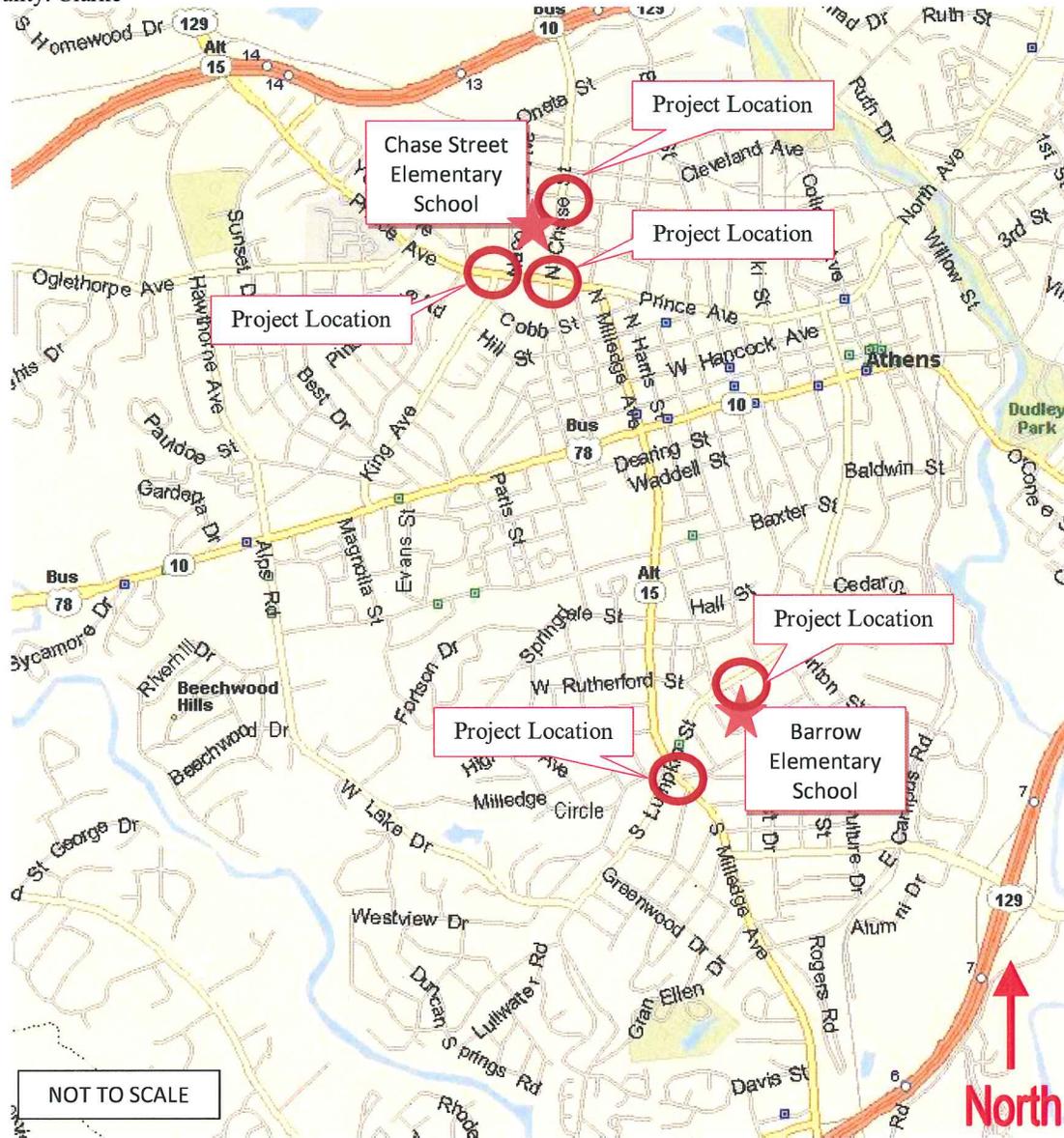
Approvals:

Concur: [Signature]
State Program Delivery Engineer

Date: 1-9-12

Approve: [Signature]
Director of Engineering

Date: 2/26/12



Legend:

 School Location

 Project Location

Project Location Map

Project Number: N/A
P.I. Number: 0009447
Clarke County, GA

Athens-Clarke County- SRTS

Source: Microsoft Streets & Trips 2008

Need and Purpose:

This project is a Safe Routes to School (SRTS) infrastructure project that will improve pedestrian and bicycling accessibility for students within a 2-mile radius of Chase Street Elementary School, Barrow Elementary School, Gaines Elementary School, and Hilsman Middle School in Athens, GA. Chase Street Elementary School is located along Chase Street north of the intersection with Prince Avenue. Barrow Elementary School is located along Pinecrest Drive south of the intersection with Lumpkin Street. Gaines Elementary School and Hillman Middle School are located along Gaines School Road northwest of the intersection with Cedar Shoals Drive. The Unified Government of Athens Clarke County has identified the need to improve crosswalk markings, curb ramps, pedestrian signage and signalization at multiple locations in the vicinity of the schools where existing conditions do not meet current Americans with Disabilities Act (ADA) or Manual on Uniform Traffic Control Devices (MUTCD) guidelines.

The SRTS infrastructure program administered by the Federal Highway Administration is intended to promote walking and bicycling by elementary and middle school 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.

The project will improve pedestrian accessibility to the schools through installation of upgraded crosswalk treatments and pedestrian signal equipment at seven signalized intersections, installation of a raised crosswalk in front of Barrow Elementary School, and installation of radar speed signs, school zone flashers, and pedestrian signage to raise driver awareness near the school zones.

Other Projects in the Area:

- Resurfacing and Maintenance of SR 15 Alternate from SR 10 Loop to South of CR62/Lavender Road; GDOT Project No. CSSTP-M003-00(902); PI No. M003902
- Bicycle/Pedestrian Facility – College Station Road from Research Drive to Barnett Shoals Road; GDOT Project No. CSSRP-0008-00(280); PI No. 0008280

Description of the proposed project:

This project consists of pedestrian improvements for students of Chase Street Elementary School, Barrow Elementary School, Gaines Elementary School, and Hilsman Middle School. All improvements will be constructed within existing right-of-way.

Improvements at Chase Street Elementary School include installation of additional school zone signage and flashers, as well as speed radar signs along Chase Street to alert motorists who exceed the posted speed limit. At the signalized intersections of Prince Avenue at Chase Street, Prince Avenue at King Avenue, and Chase Street at Boulevard, existing pedestrian signals will be upgraded to provide countdown functionality and Manual on Uniform Traffic Control Devices (MUTCD)-compliant push buttons, existing curb ramps will be upgraded to meet Americans with Disabilities Act (ADA) guidelines, and stamped colored crosswalks will replace existing crosswalk striping.

Improvements at Barrow Elementary School include installation of additional school zone signage and flashers, as well as speed radar signs along Pinecrest Street and Lumpkin Street to alert motorists who exceed the posted speed limit. At the Five Points Intersection (Lumpkin Street at Milledge Avenue/Milledge Circle), existing pedestrian signals will be upgraded to provide countdown functionality and MUTCD-compliant push buttons, existing curb ramps will be upgraded to meet ADA guidelines, and stamped colored crosswalks will replace existing crosswalk striping. A new crosswalk with pedestrian signage will also be installed on Pinecrest Street in front of the school.

Improvements at Gaines Elementary School and Hilsman Middle School include installation of additional school zone signage and flashers, as well as speed radar signs along Gaines School Road to alert motorists who exceed the posted speed limit. A new pedestrian signal head with marked crosswalk will be added to the north leg of the signalized intersection of Gaines School Road at Cedar Shoals Drive. A portion of the existing sidewalk leading to Hillmans Middle School from the intersection of Gaines School Road at Cedar Creek will be upgraded to meet ADA guidelines. Existing crosswalk striping will be replaced with stamped colored crosswalks at the intersections of Gaines School Road at Cedar Shoals Drive, Gaines School Road at Cedar Creek Road, and Gaines School Road at the Hilsman Middle School entrance driveway.

See attachment #2 for project concept typical intersection improvement layout.

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

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

PDP Classification: Major (), Minor (X)

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

Functional Classification:

Gaines School Road: Urban Minor Arterial Street
Cedar Shoals Drive: Urban Collector Street
King Avenue: Urban Collector Street
Prince Avenue: Urban Principal Arterial
Chase Street: Urban Minor Arterial Street
Boulevard Street: Urban Collector Street
Milledge Avenue: Urban Principal Arterial
Milledge Circle: Urban Collector Street
Lumpkin Street: Urban Minor Arterial Street

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

State Route Number(s): SR15 (Prince Avenue/S Milledge Avenue)

Traffic (AADT):

Gaines School Road: 18,260
Cedar Shoals Drive: 9,030
King Avenue: 6,350
Prince Avenue: 31,350
Chase Street: 10,230
Boulevard Street: 3,960
Milledge Avenue: 11,350
Milledge Circle: 2,390
Lumpkin Street: 11,790

Existing design features:

- Existing Typical Section:
 - Gaines School Road: Two 11' minimum travel lanes in each direction, urban shoulders with header curb, 5' grassed strip with 5' sidewalk on both sides.
 - Cedar Shoals Drive: Two 11' minimum travel lanes in each direction, graded shoulders, variable width grassed strip with 5' sidewalk on both sides
 - King Avenue: One 11' minimum travel lane in each direction and urban shoulders with curb and gutter and 5' sidewalk at back of curb on both sides.
 - Prince Avenue: Two 11' minimum travel lanes in each direction, one 11' minimum two-way left-turn lane, urban shoulders with curb and gutter, variable width grassed strip with 5' sidewalk on both sides.
 - Chase Street: One 11' minimum travel lane in each direction, urban shoulders with curb and gutter, 5' grassed strip with 5' sidewalk on both sides.
 - Boulevard: One 11' minimum travel lane in each direction, on-street parking on both sides, urban shoulders with header curb, 5' grassed strip with 5' sidewalk on both sides.
 - Milledge Avenue: One 11' minimum travel lane in each direction, one 11' minimum two-way left-turn lane, urban shoulders with curb and gutter, 2' grassed strip with 5' sidewalk on both sides.
 - Milledge Circle: One 11' minimum travel lane in each direction, urban shoulders with curb and gutter, 5' grassed strip with 5' sidewalk on eastbound side.
 - Lumpkin Street (north of Five Points): One 12' minimum travel lane in each direction, urban shoulders with curb and gutter, variable width grassed strip with 5' sidewalk on both sides.
 - Lumpkin Street (north of Five Points): One 11' minimum travel lane in each direction, one 11' minimum two-way left-turn lane, urban shoulders with curb and gutter, variable width grassed strip with 5' sidewalk on both sides.

- Posted Speed
 - Gaines School Road: 35 mph
 - Cedar Shoals Drive: 45 mph
 - King Avenue: 30 mph
 - Prince Avenue: 35 mph

- Chase Street: 30 mph
- Boulevard: 30 mph
- Milledge Avenue: 35 mph
- Milledge Circle: 30 mph
- Lumpkin Street: 30 mph
- Maximum Grade: N/A
- Maximum Grade Allowable: N/A
- 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.
 - Gaines School Road: 70' (approximate)
 - Cedar Shoals Drive: 140' (approximate)
 - King Avenue: 60' (approximate)
 - Prince Avenue: 80' (approximate)
 - Chase Street: 55' (approximate)
 - Boulevard: 75' (approximate)
 - Milledge Avenue: 50' (approximate)
 - Milledge Circle: 70' (approximate)
 - Lumpkin Street: 55' (approximate)
- Major structures: None
- Major interchanges or intersections along project
 - Major Intersections:
 - Milledge Avenue at Lumpkin Street/Milledge Circle
 - Prince Avenue at King Avenue
 - Prince Avenue at Chase Street
 - Chase Street at Boulevard
 - Gaines School Road at Cedar Shoals Drive
 - Gaines School Road at Cedar Creek
- Existing Length of Roadway Segments: N/A

Proposed Design Features:

- Proposed Typical Section: N/A – no changes to existing typical sections are proposed
- Proposed Design Speed:
 - Gaines School Road: 35 mph
 - Cedar Shoals Drive: 45 mph
 - King Avenue: 30 mph
 - Prince Avenue: 35 mph
 - Chase Street: 30 mph
 - Boulevard: 30 mph
 - Milledge Avenue: 35 mph
 - Milledge Circle: 30 mph
 - Lumpkin Street: 30 mph
- Proposed Maximum Grade: N/A

- Maximum Grade Allowable: N/A
- Maximum Sidewalk Cross Slope: 2%
- Minimum Crosswalk Width: 8 feet
- Right of way
 - Easements: Temporary (), Permanent (), Utility (), Other ().
 - Type of access control: NA
 - Number of parcels: 0
 - Number of displacements:
 - Business: None
 - Residences: None
 - Mobile homes: None
 - Other: None

- Structures: N/A
- Major intersections along the project:
 - Milledge Avenue at Lumpkin Street/Milledge Circle
 - Prince Avenue at King Avenue
 - Prince Avenue at Chase Street
 - Chase Street at Boulevard
 - Gaines School Road at Cedar Shoals Drive
 - Gaines School Road at Cedar Creek
- Traffic control during construction: Minimal impact lane closures are anticipated along Gaines School Road, Cedar Shoals Drive, Lumpkin Street, Milledge Circle, Milledge Avenue, Chase Street, Boulevard Street, Prince Avenue, and King Avenue during crosswalk striping installation.
- 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)
LATERAL OFFSET TO OBSTRUCTION	()	()	(X)

- Design Variances: None Anticipated
- Environmental concerns:
 - There are several properties in the vicinity of the project that are potentially eligible for the National Register of Historic Places
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (X), No (),
 - Categorical exclusion: Anticipated
 - Environmental Assessment/Finding of No Significant Impact(FONSI): ()

- Environmental Impact Statement (EIS) ().
- Utility involvements:
 - Utility facilities located within the project limits include:
 - Gas (Atlanta Gas Light)
 - Power (Georgia Power)
 - Water (Clarke County)
 - 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	\$162,316.00	N/A	N/A	\$461,893.96	N/A

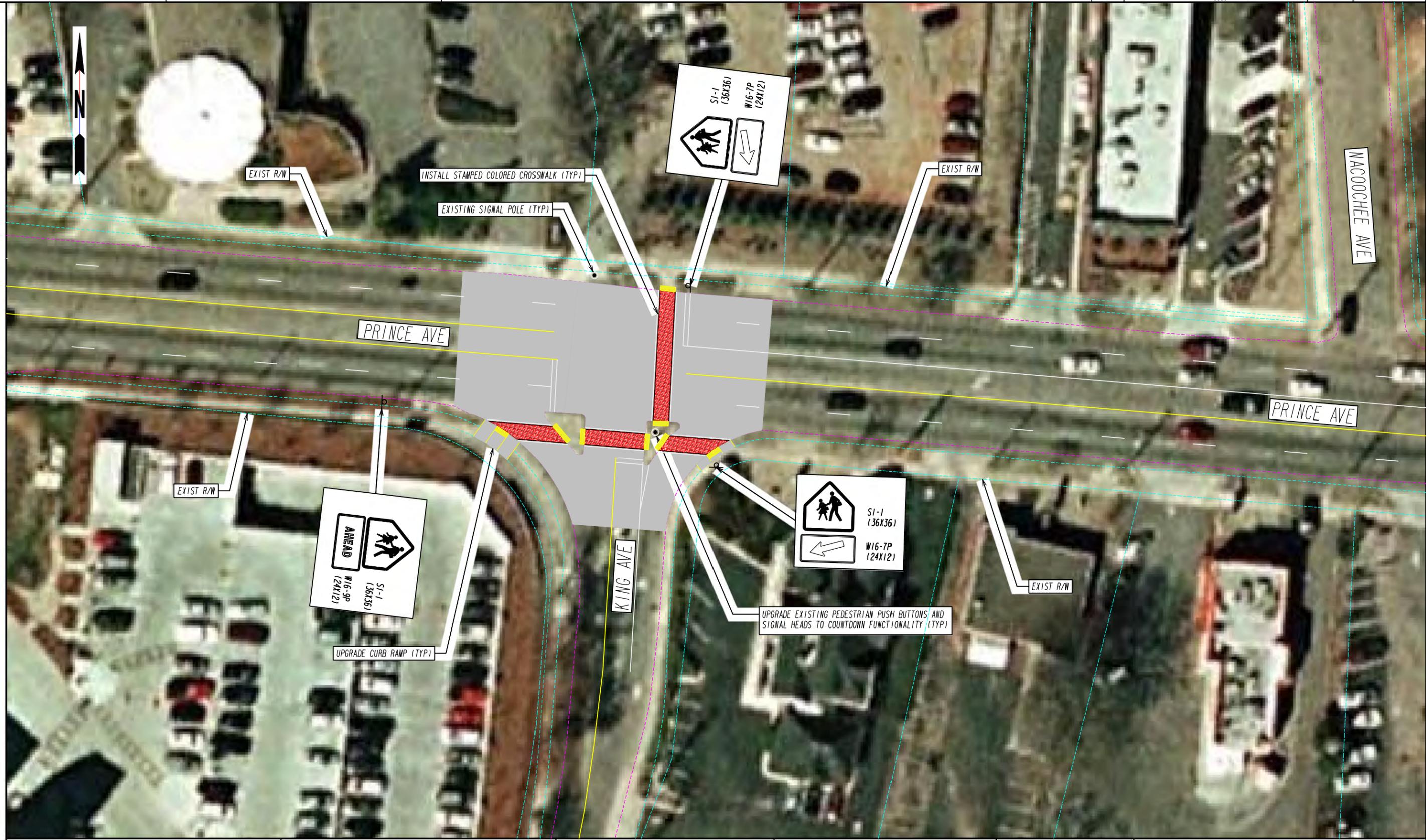
**CST Cost includes: Construction and Engineering and Inspection*

Project responsibilities:

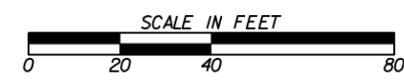
- Design: Consultant/GDOT
- Right of Way Acquisition: N/A
- Right of Way funding (real property): N/A
- Relocation of Utilities: GDOT/Affected utility owners
- Letting to contract: GDOT
- Supervision of construction: GDOT
- Providing material pits: Construction Contractor
- Providing detours: N/A
- Environmental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

Coordination

- Concept Meeting date and brief summary: 05/04/2011 - Minutes Attached
- P. A. R. meetings, dates and results: None Required
- FEMA, USCG, and/or TVA: N/A
- Public involvement: N/A
- Local government comments: N/A
- Other projects in the area:
 - Resurfacing and Maintenance of SR 15 Alternate from SR 10 Loop to South of CR62/Lavender Road; GDOT Project No. CSSTP-M003-00(902); PI No. M003902
 - Bicycle/Pedestrian Facility – College Station Road from Research Drive to Barnett Shoals Road; GDOT Project No. CSSRP-0008-00(280); PI No. 0008280
- Other coordination to date: N/A



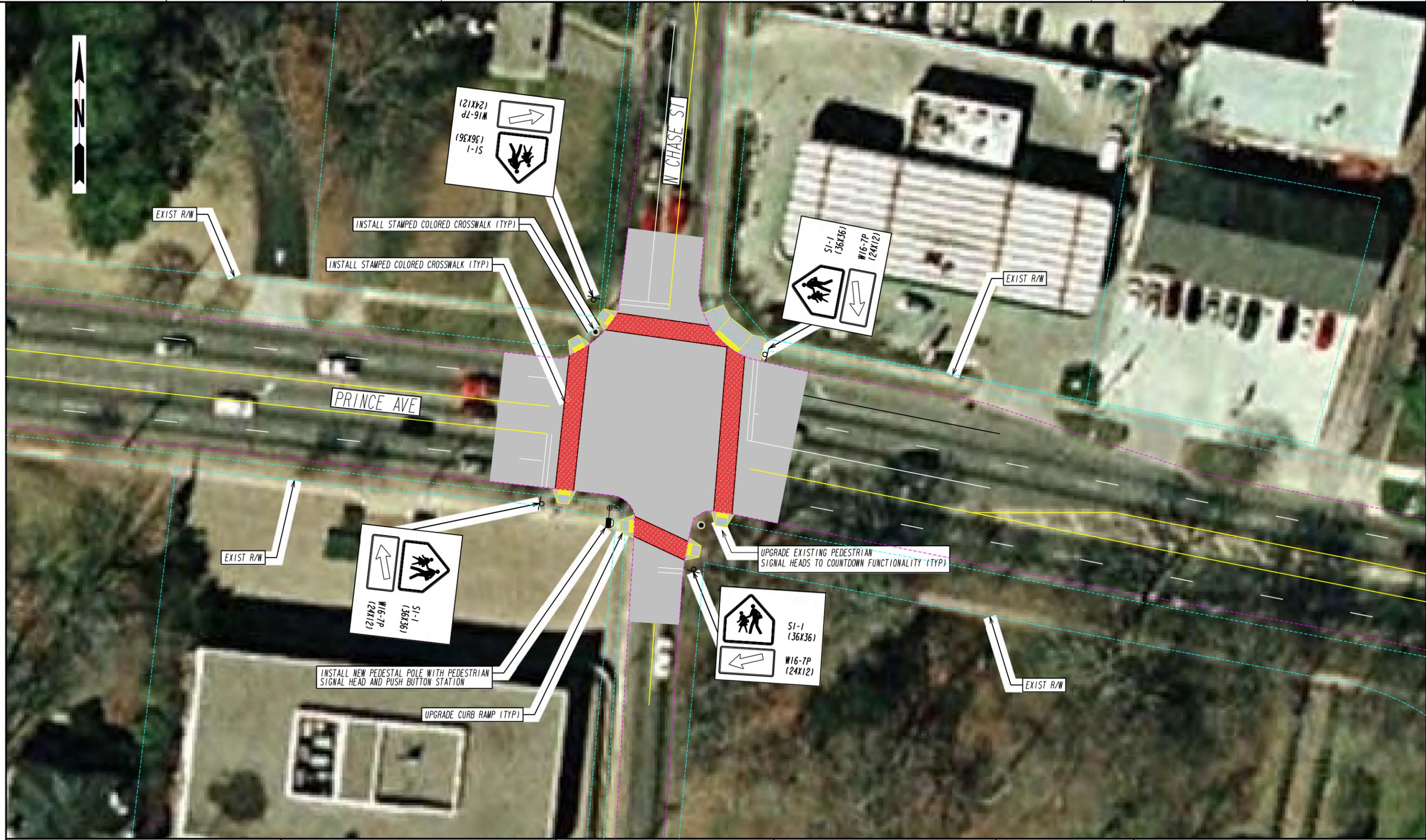
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 817 W. Peachtree Street NW, Suite 601
 Atlanta, GA 30308



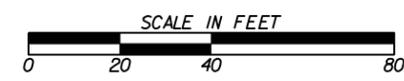
REVISION DATES

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: PROGRAM DELIVERY
CONCEPT PLAN
 KING AVE. AT PRINCE AVE.

DRAWING No.
1



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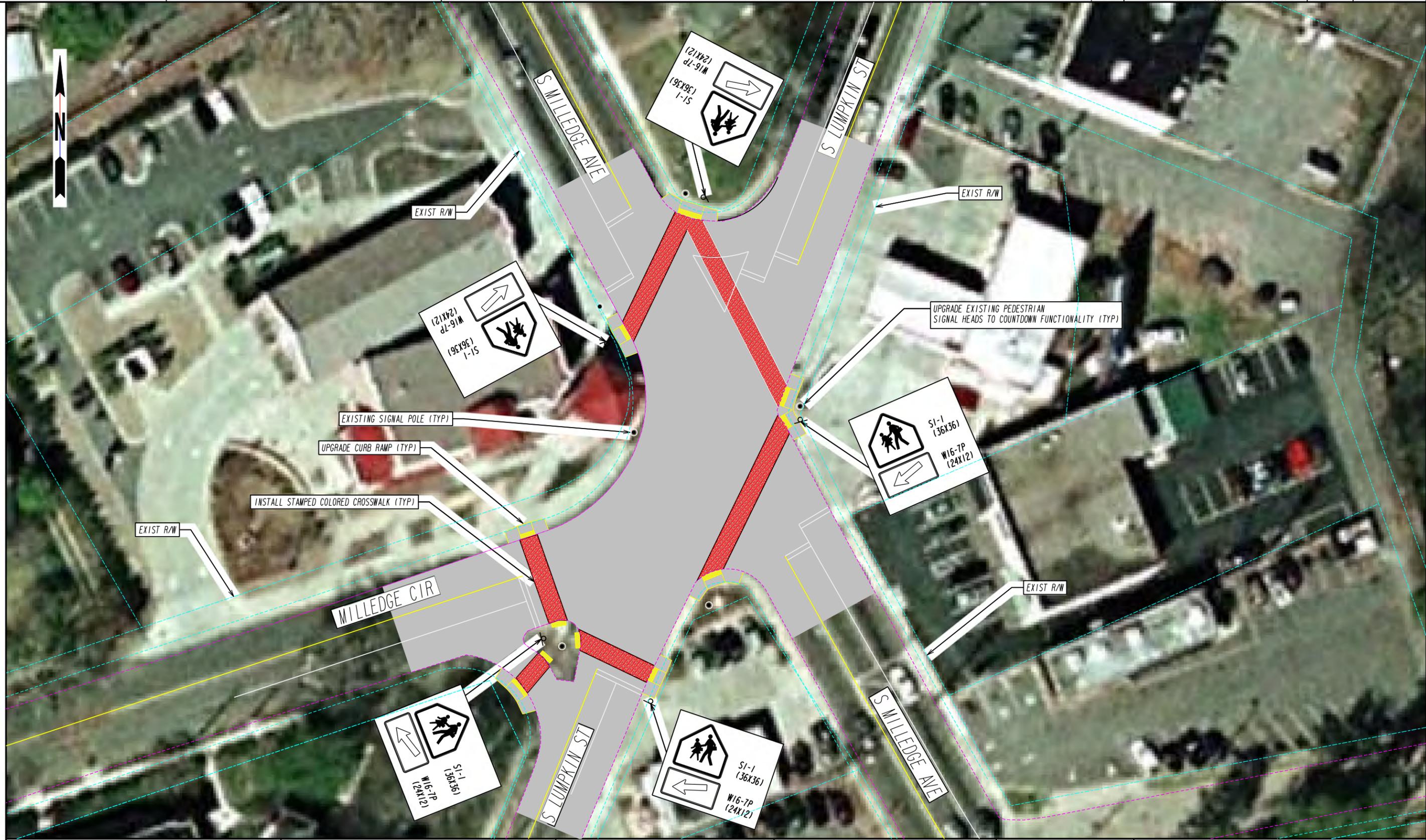


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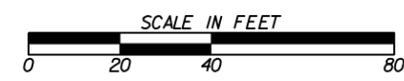
STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: PROGRAM DELIVERY
CONCEPT PLAN
 PRINCE AVE. AT W CHASE ST.



REVISION DATES



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REVISION DATES

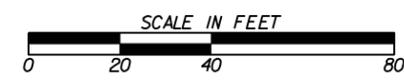
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 DEPARTMENT OF TRANSPORTATION
 OFFICE: PROGRAM DELIVERY
CONCEPT PLAN

S MILLEDGE AVE. AT S LUMPKI

DRAWING No. **4**



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 Atlanta, GA 30308

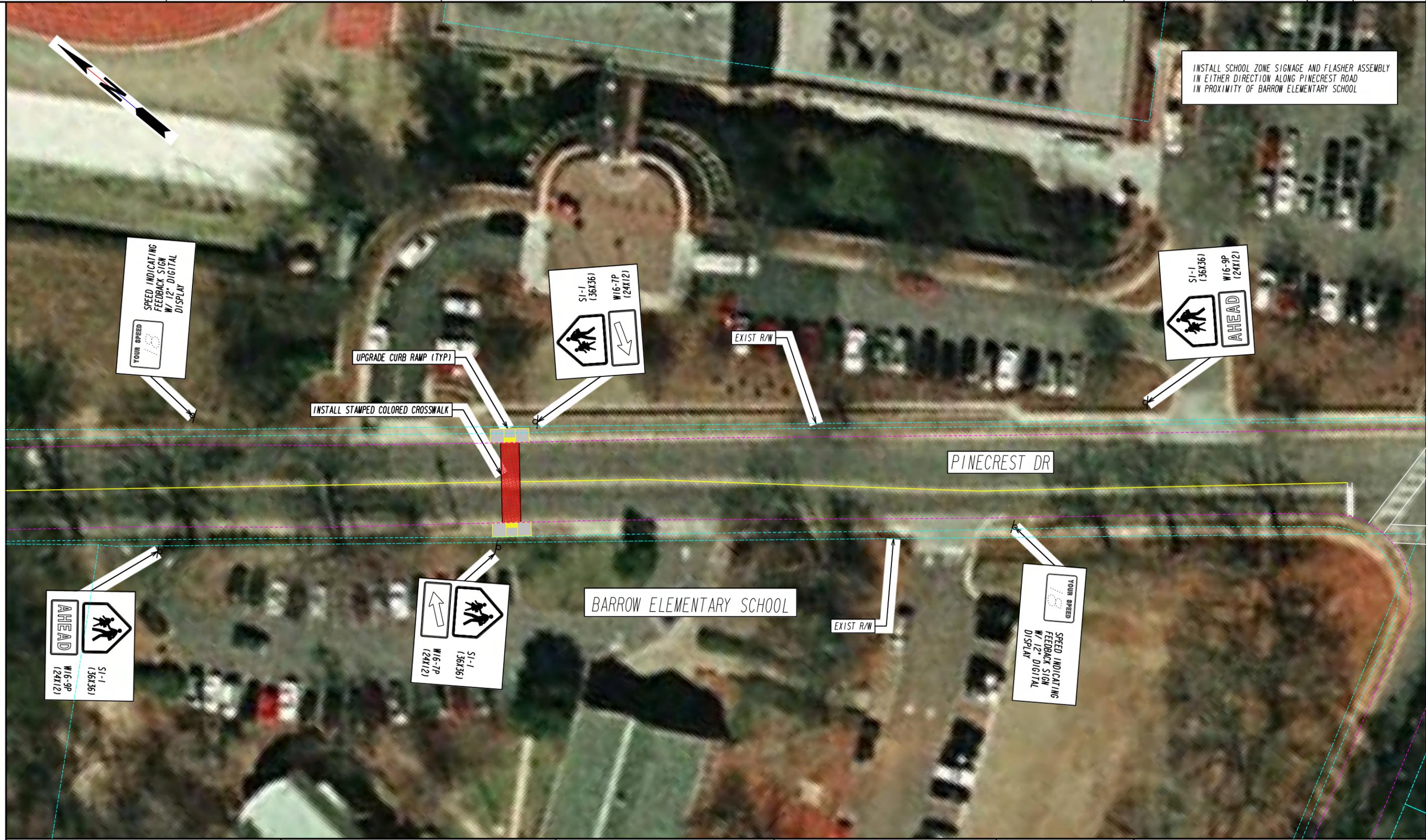


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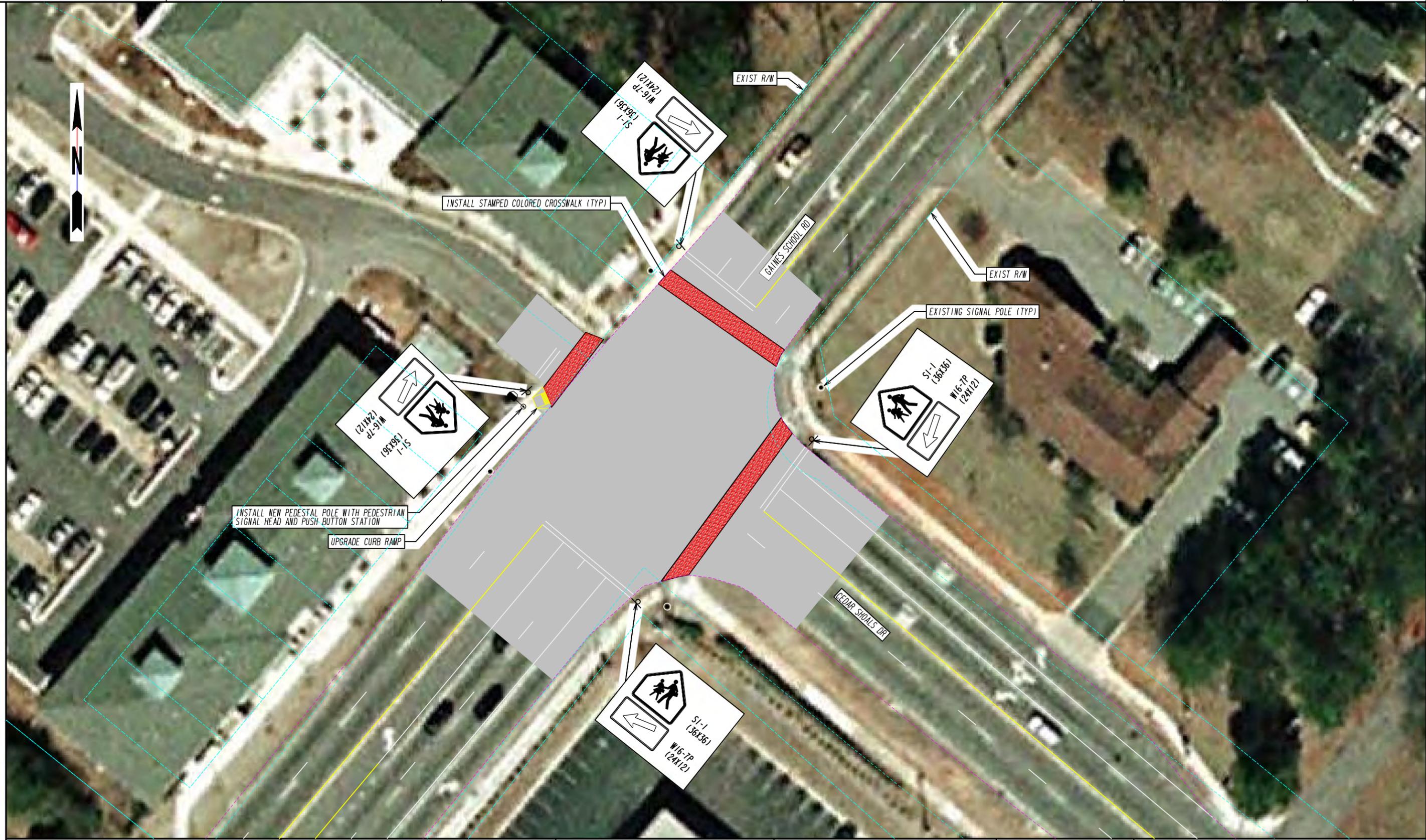
STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: PROGRAM DELIVERY
CONCEPT PLAN

S LUMPKIN ST.

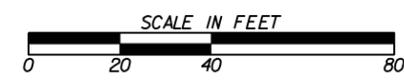
DRAWING No.
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REVISION DATES



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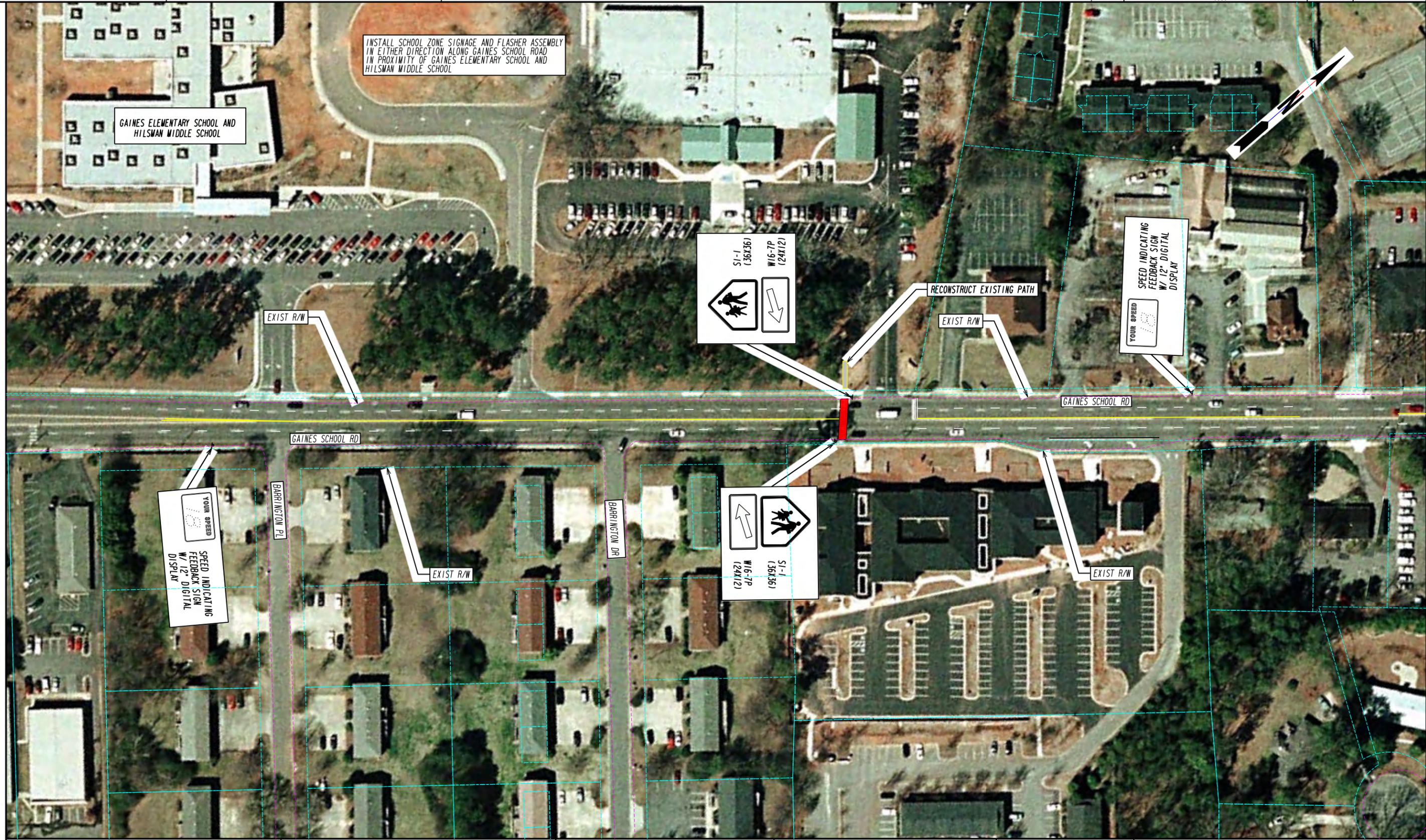


REVISION DATES

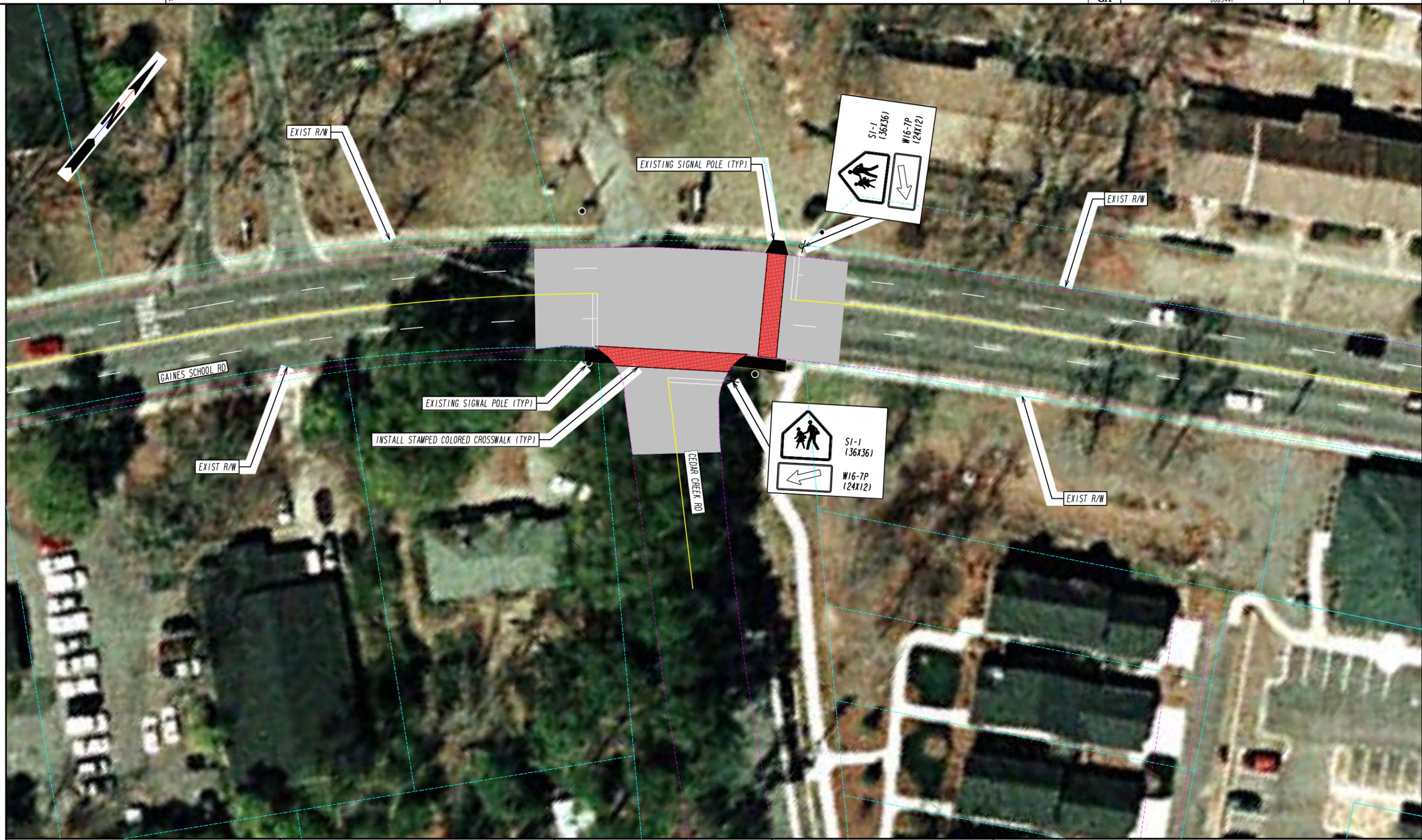
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PROGRAM DELIVERY
CONCEPTUAL DRAWING

CEDAR SHOALS DR. AT
GAINES SCHOOL RD.

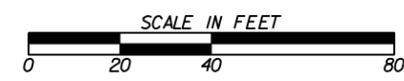
DRAWING No.
7



REVISION DATES



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REVISION DATES	

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: PROGRAM DELIVERY
CONCEPT PLAN

GAINES SCHOOL RD. AT
 CEDAR CREEK RD.

DRAWING No. **9**

MEETING MINUTES

Date: May 5, 2011
Project: Safe Routes to School Infrastructure Projects
GDOT Project No.: PI 0009447
County: Athens-Clarke
Subject: Concept Team Meeting

Attendees:

Derrick Cameron	Georgia Department of Transportation (GDOT)
Emmanuella Myrthil	GDOT
Andy Pittman	Safe Routes to School Resource Center
David Clark	Athens-Clarke County TTPW Athens-Clarke County Traffic Operations
Sean Johnston	Kimley-Horn and Associates (KHA)
Elise Hipp	KHA

This Safe Routes to School concept team meeting was held on Tuesday, May 4, 2011 at Athens-Clarke County Public Works and in the vicinity of four schools located in Athens, Georgia to discuss the sponsor's application and concepts for proposed infrastructure improvements in the vicinity of the school. The proposed project consists of pedestrian signal head, ramp, striping, and signage upgrades to improve conditions for children walking and bicycling to school.

The meeting began with a group discussion at the County Public Works, which included the following key items:

- KHA gave an overview of plan development process milestones, which include concept development (i.e. 30% design), environmental documentation, construction drawing preparation (including a Final Field Plan Review at 90% design), and letting to construction. It is GDOT and KHA's goal to complete this process within two years, with six to nine months expected for construction. This is an expedited timeframe for a process that could normally take three to six years.
- KHA gave an overview of the design teams' understanding of the project. The scope entails upgrading pedestrian signal heads, ramps, crosswalk striping, and signage at the Five Points intersection and at the intersections of Prince Avenue at Chase Street, Boulevard Street at Chase Street, and Cedar Shoals Drive at Gaines School Road. Speed indicating signs will also be added to existing school flasher signs along Gaines School Road, Chase Street, Lumpkin Street, and Pinecrest Drive. Additionally, crosswalks and pedestrian signage will be upgraded at a crossing on Pinecrest Drive in front of Barrow Elementary School and at a crossing on Gaines School Road in front of Hillsman Middle School.
- Athens-Clarke County expressed the desire for the speed indicating signs to flash a 25 mph speed limit during school hours and a 35 mph speed limit during non-school hours. Vendor information regarding the speed indicating signs will be provided by Athens-Clarke County so that the signs will be uniform with the previously installed signs in the County.

- It was suggested that the intersection of Prince Avenue and King Avenue should be improved in place of improvements to the existing crosswalk adjacent to Athens Regional Medical Center initially proposed by the sponsor application. Athens-Clarke County agreed to remove the existing mid-block crossing to encourage pedestrians to cross at the intersection of Prince Avenue and King Avenue.
- Athens-Clarke County expressed the desire for stamped asphalt crosswalks. The standard color and pattern will be provided by Athens-Clarke County so that the crosswalks will be uniform with the previously installed crosswalks in the County.
- It was noted that Gaines School Road has audible pedestrian signal heads. Additionally, it was noted that the signal at Hillmans Middle School at Gaines School Road is only active during drop-off and pick-up hours.

The group then performed a site walk along the proposed project limits. Multiple options for improvements within the project limits were discussed. This discussion resulted in the following recommendations:

- It was suggested install a new pedestrian pole on the southwest corner at the intersection of Prince Avenue and Chase Street.
- It was noted that the loops in the northwest and southwest corner at the intersection of Chase Street and Boulevard Street need to be re-cut in order to install upgraded ramps. A new pull box will also be needed in the southwestern corner. All push buttons at this intersection will need to be upgraded.
- At the intersection of Prince Avenue and King Avenue, it was suggested that a flashing pedestrian sign should be added on the right turn channelized island in the southwestern corner. Additionally, all push buttons at this intersection will need to be upgraded.
- It was noted that the gas station drives at the Five Points intersection are an issue for pedestrians and need to be reworked if right-of-way permits. All push buttons at this intersection will need to be upgraded.
- It was noted that there are some sight distance issues to the east of the crosswalk along Pinecrest Road in front of Barrow Elementary School. A crosswalk will also need to be marked across the driveway at the top of the hill, adjacent to the crosswalk to the school.
- It was noted that at the intersection of Gaines School Road and Cedar Shoals Drive, a crosswalk should be marked across the driveway on the west leg of the intersection. Pedestrian signal heads and push buttons should also be added.
- At the Hillsman Middle School driveway, it was suggested that the ramp leading to the school should be reworked and that the southwestern corner of the intersection should be regarded.

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