

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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

**FILE** P.I. #0010011

**OFFICE** Design Policy & Support

GDOT District 5 - Jesup

Glynn County

Glynn County School District @ 5 Schools - SRTS

**DATE** March 6, 2012

**FROM**  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  
Ben Rabun, State Bridge Engineer  
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  
Karon Ivery, District Engineer  
Brad Saxon, District Preconstruction Engineer  
Stephen F. Thomas, District Utilities Engineer  
Brent A. Moseley, Project Manager  
BOARD MEMBER - 1st Congressional District

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
PROJECT CONCEPT REPORT

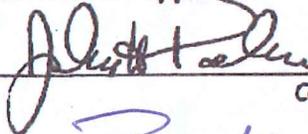
Project Type: Safe Routes to School  
GDOT District: 5  
Federal Route Number: N/A

P.I. Number: 0010011  
County: Glynn  
State Route Number: N/A

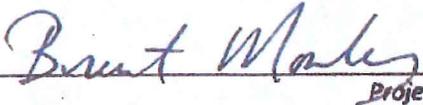
Golden Isles Elementary, Altama Elementary, Goodyear Elementary, Burroughs-Molette Elementary,  
and Oglethorpe Point Elementary

Safe Routes to School Project

Submitted for approval:

 PARSONS BRINCKERHOFF DATE: 1/20/12  
Consultant Designer & Firm

 DATE: 2/23/2012  
Brent Story, State Design Policy Engineer

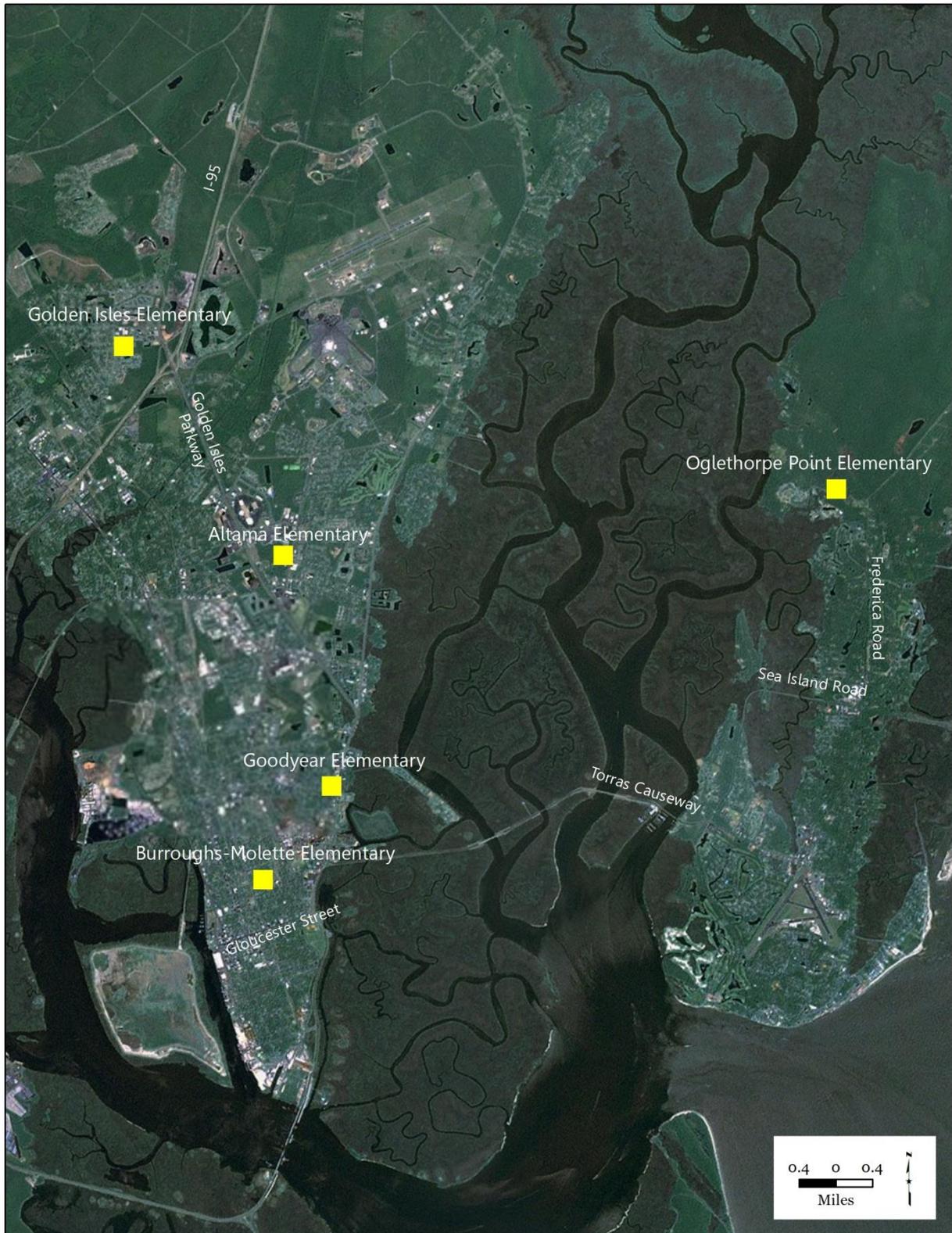
 DATE: 2-15-12  
Project Manager

Approvals:

Concur:  DATE: 2-16-2012  
State Program Delivery Engineer

Approve:  DATE: 3/5/12  
Director of Engineering

### PROJECT LOCATION



## **PLANNING & BACKGROUND DATA**

### **Project Justification Statement:**

Street crossings at or near several schools in Glynn County are in need of crosswalk upgrades to better accommodate children who wish to walk or bike to school. Upgrading these existing crosswalks will calm traffic and increase visibility of pedestrians to motorists, improving accessibility between schools and the adjacent neighborhoods they serve. Proposed improvements will also assist disabled pedestrians through compliance with the Americans with Disabilities Act (ADA).

Specifically, this project, funded by the Federal Safe Routes to School (SRTS) program, will improve pedestrian and bicycle roadway crossings at five Glynn County elementary schools:

- Golden Isles Elementary (Brunswick)
- Altama Elementary (Brunswick)
- Goodyear Elementary (Brunswick)
- Burroughs-Molette Elementary (Brunswick)
- Oglethorpe Point Elementary (St. Simons)

The Federal SRTS program was created by Section 1404 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which was signed into public law (P.L. 109-59) on August 10, 2005. As a result of this legislation, every state now has dedicated dollars to help with infrastructure improvements (e.g. new sidewalks and traffic calming projects) and non-infrastructure activities to encourage and enable students to walk and bicycle to school.

The SRTS infrastructure program, administered by the Federal Highway Administration (FHWA), is intended to promote walking and bicycling by students living within a two-mile radius of schools. All proposed improvements in this project are within the two-mile limit established by SRTS guidelines. The desired outcome of the SRTS infrastructure program is to improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school.

The Glynn County School District applied for, and was awarded, SRTS grant funding in response to a GDOT call for SRTS applications. Funding for Glynn County will be provided for five separate schools under one grant. While proposed improvements for each school share many similarities, specific conditions surrounding each school are unique.

### **Description of the proposed project:**

#### Golden Isles Elementary

The project will restripe the minimally marked Cate Road crosswalk to GDOT standards. While the existing crosswalk already includes ADA-compliant concrete pads connecting to the sidewalks, this project will further improve accessibility to the school by installing ADA-compliant dome pads.

#### Altama Elementary

The project install ADA-compliant curb ramps with dome pads at the existing Altama Avenue crosswalk as well as remove a five-foot portion of the roadway median that bisects the crosswalk. The existing pedestrian signals must be moved to accommodate curb ramps. In addition to being relocated, pedestrian signal heads will be replaced with modern countdown-timer pedestrian signal heads to alert pedestrians to the remaining crossing time. Activation time for the new pedestrian signals, which is currently 60 seconds between pressing the walk button and receiving a walk signal, will be reduced. The existing minimally marked crosswalk will be restriped to GDOT standards.

Goodyear Elementary

The project will install pedestrian crossing signs near the crosswalk and ADA-compliant dome pads on the existing ADA-compliant ramps. Though not in the original SRTS grant application, the pathway between Goodyear Elementary’s main entrance and the Parkwood Drive sidewalk will be upgraded, including pavement installation, new crosswalk striping in the parking lot adjacent to the school entrance, and installing ADA-compliant curb ramps and dome pads at each end of this new crosswalk.

Burroughs-Molette Elementary

The project will install a crosswalk on L Street at the eastern leg of the intersection with Lee Street, pedestrian crossing signs (both near and in advance of the new crosswalk), and ADA-compliant curb ramps and dome pads. In addition, traffic calming measures will be implemented along Lee Street through the installation of flashing school zone signs and pedestrian refuges for the Lee Street crosswalks at the intersection of Lee Street and J Street. More specifically, Lee Street lanes will be narrowed from 12’ to 10’ at this intersection to create 4’-wide pedestrian refuges (see Typical Sections attached to this concept report). The refuges will be separated from the travel lanes with raised median noses, protecting crossing children from vehicle traffic. These crosswalks will be restriped to GDOT standards and upgraded with ADA-compliant curb ramps and dome pads. Pedestrian crossing and traffic calming/divided roadway signs will be installed as well, and the Lee Street “No Parking” yellow curb zone will be extended to accommodate the refuges.

Though not in the original SRTS grant application, a new pathway between Burroughs-Molette Elementary’s main entrance and the Lee Street will be created, including pathway pavement, crosswalk striping in the parking lot to the school’s main entrance (this will remove a parking space in the parking lot), and ADA-compliant curb ramps and dome pads at each end of this crosswalk.

Oglethorpe Point Elementary

The project will reconstruct the northern ADA-compliant concrete pad that connects the crosswalk to the sidewalk (as it is cracked and uneven) and install ADA-compliant dome pads at the approaches to the crosswalk. Sight distance is limited for eastbound motorists due to a horizontal curvature of the roadway. However, the roadway is already extremely well signed to warn motorists of the crosswalk.

**Federal Oversight:**     Full Oversight         Exempt         State Funded         Other

**MPO:**                             N/A                             MPO - Brunswick Area Transportation Study

(BATS)

MPO Project TIP # 0010011

**Regional Commission:**  N/A                             RC – Coastal Georgia RC  
RC Project ID #

**Congressional District(s):** 1

Cate Road (Golden Isle Elementary)

**Projected Traffic AADT:**

Current Year (2010): 5,860

**Functional Classification (Mainline):** Urban Collector Street

Altama Avenue (Altama Elementary)

**Projected Traffic AADT:**

Current Year (2010): 10,290 – 20,170

**Functional Classification (Mainline):** Urban Minor Arterial Street

Parkwood Drive (Goodyear Elementary)

**Projected Traffic AADT:**

Current Year (2010): 7,080

**Functional Classification (Mainline):** Urban Minor Arterial Street

L Street (Burroughs-Molette Elementary)

**Projected Traffic AADT:**

Current Year (2010): 5,710

**Functional Classification (Mainline):** Urban Minor Arterial Street

Lee Street (Burroughs-Molette Elementary)

**Projected Traffic AADT:**

Current Year (2010): N/A

**Functional Classification (Mainline):** Urban Local Road

Frederica Road (Oglethorpe Point Elementary)

**Projected Traffic AADT:**

Current Year (2010): 860

**Functional Classification (Mainline):** Urban Collector Street

**Is this project on a designated bike route?**  No  YES

**Is this project located on a pedestrian plan?**  No  YES

**Is this project located on or part of a transit network?**  No  YES

One of the proposed Glynn County transit routes—the Mainland Route—is planned to operate on Cate Road, Altama Avenue, Parkwood Drive, and L Street, thus passing through all but Oglethorpe Point Elementary project sites. This route has not yet been implemented.

## CONTEXT SENSITIVE SOLUTIONS

**Issues of Concern:** N/A

**Context Sensitive Solutions:** N/A

## DESIGN AND STRUCTURAL DATA

### Mainline Design Features:

#### Cate Road (Golden Isles Elementary)

Feature	Existing	Standard*	Proposed
<b>Typical Section</b>			
- <b>Number of Lanes</b>	2	2 recommended	2
- <b>Lane Width(s)</b>	10'	10' minimum 12' desirable	10'
- <b>Median Width &amp; Type</b>	None	N/A	None
- <b>Outside Shoulder Width &amp; Type</b>	Unpaved	2' minimum 6'-8' desirable	Unpaved
- <b>Outside Shoulder Slope</b>	N/A	N/A	N/A
- <b>Inside Shoulder Width &amp; Type</b>	None	N/A	None
- <b>Sidewalks</b>	South side (4.5')	5'	4.5'
- <b>Grassed Buffer</b>	4.5'	2' minimum 6' desired	4.5'
- <b>Auxiliary Lanes</b>	None	N/A	None
- <b>Bike Lanes</b>	None	N/A	None
<b>Posted Speed</b>	35 mph		35 mph
<b>Design Speed</b>	35 mph	35 mph	35 mph
<b>Min Horizontal Curve Radius</b>	None	N/A	None
<b>Superelevation Rate</b>	None	N/A	None
<b>Grade</b>	Appears to meet standard	9% maximum	Same as existing
<b>Access Control</b>	None	N/A	None
<b>Right-of-Way Width</b>	Approx. 70'	60'	Approx. 70'
<b>Maximum Grade – Crossroad</b>	N/A	N/A	N/A
<b>Design Vehicle</b>	Bus (40'), single unit truck (30')	Bus (40'), single unit truck (30')	Bus (40'), single unit truck (30')
<b>Minimum Crosswalk Width</b>	8'	8'	8'

\*According to current GDOT design policy if applicable

**Altama Avenue (Altama Elementary)**

<b>Feature</b>	<b>Existing</b>	<b>Standard*</b>	<b>Proposed</b>
<b>Typical Section</b>			
- <b>Number of Lanes</b>	4 (plus median turn lane)	4 recommended	4 (plus median turn lane)
- <b>Lane Width(s)</b>	11' travel lane; 14' median turn lane	10' minimum 12' desirable	11' travel lane; 14' median turn lane
- <b>Median Width &amp; Type</b>	17' raised	N/A	17' raised
- <b>Outside Shoulder Width &amp; Type</b>	10' shoulder lane and vertical curb w/ 2' gutter	10' paved desirable; 1'-2' offset curb	10' shoulder lane and vertical curb w/ 2' gutter
- <b>Outside Shoulder Slope</b>	N/A	N/A	N/A
- <b>Inside Shoulder Width &amp; Type</b>	Vertical curb w/ 2' gutter	N/A	Vertical curb w/ 2' gutter
- <b>Sidewalks</b>	Both sides (5')	5' recommended	Both sides (5')
- <b>Grassed Buffer</b>	2.5'	2' minimum 6' desired	2.5'
- <b>Auxiliary Lanes</b>	None	N/A	None
- <b>Bike Lanes</b>	None	N/A	None
<b>Posted Speed</b>	45 mph		45 mph
<b>Design Speed</b>	45 mph	45 mph	45 mph
<b>Min Horizontal Curve Radius</b>	None	N/A	None
<b>Superelevation Rate</b>	None	N/A	None
<b>Grade</b>	Appears to meet standard	6% maximum	Same as existing
<b>Access Control</b>	None	N/A	None
<b>Right-of-Way Width</b>	Approx. 110'	84'	Approx. 110'
<b>Maximum Grade – Crossroad</b>	N/A	N/A	N/A
<b>Design Vehicle</b>	Bus (40'), intermediate semi-trailer (45.5')	Bus (40'), intermediate semi-trailer (45.5')	Bus (40'), intermediate semi-trailer (45.5')
<b>Minimum Crosswalk Width</b>	10'	8'	10'

\*According to current GDOT design policy if applicable

**Parkwood Drive (Goodyear Elementary)**

<b>Feature</b>	<b>Existing</b>	<b>Standard*</b>	<b>Proposed</b>
<b>Typical Section</b>			
- <b>Number of Lanes</b>	2 (plus center turn lane, right turn auxiliary lane)	4 recommended	2 (plus center turn lane, right turn auxiliary lane)
- <b>Lane Width(s)</b>	12'	10' minimum 12' desirable	12'
- <b>Median Width &amp; Type</b>	3'-5' painted	N/A	3'-5' painted
- <b>Outside Shoulder Width &amp; Type</b>	Vertical curb w/ 2' gutter	10' paved desirable; 1'-2' offset curb	Vertical curb w/ 2' gutter
- <b>Outside Shoulder Slope</b>	N/A	N/A	N/A
- <b>Inside Shoulder Width &amp; Type</b>	None	N/A	None
- <b>Sidewalks</b>	Both sides (5')	5' recommended	5'
- <b>Grassed Buffer</b>	Both sides (1.5')	2' minimum 6' desired	Both sides (1.5')
- <b>Auxiliary Lanes</b>	1	N/A	1
- <b>Bike Lanes</b>	None	N/A	None
<b>Posted Speed</b>	25 mph		25 mph
<b>Design Speed</b>	45 mph	45 mph	45 mph
<b>Min Horizontal Curve Radius</b>	None	N/A	None
<b>Superelevation Rate</b>	None	N/A	None
<b>Grade</b>	Appears to meet standard	6% maximum	Same as existing
<b>Access Control</b>	None	N/A	None
<b>Right-of-Way Width</b>	Approx. 100'	84'	Approx. 100'
<b>Maximum Grade – Crossroad</b>	N/A	N/A	N/A
<b>Design Vehicle</b>	Bus (40'), intermediate semi-trailer (45.5')	Bus (40'), intermediate semi-trailer (45.5')	Bus (40'), intermediate semi-trailer (45.5')
<b>Minimum Crosswalk Width</b>	8'	8'	8'

\*According to current GDOT design policy if applicable

**L Street (Burroughs-Molette Elementary)**

<b>Feature</b>	<b>Existing</b>	<b>Standard*</b>	<b>Proposed</b>
<b>Typical Section</b>			
- <b>Number of Lanes</b>	2	4 recommended	2
- <b>Lane Width(s)</b>	12'	10' minimum 12' desirable	12'
- <b>Median Width &amp; Type</b>	None	N/A	None
- <b>Outside Shoulder Width &amp; Type</b>	Vertical curb, no offset	10' paved desirable; 1'-2' offset curb	Vertical curb, no offset
- <b>Outside Shoulder Slope</b>	N/A	N/A	N/A
- <b>Inside Shoulder Width &amp; Type</b>	None	N/A	None
- <b>Sidewalks</b>	Both sides (5')	5' recommended	Both sides (5')
- <b>Grassed Buffer</b>	5'	2' minimum 6' desired	5'
- <b>Auxiliary Lanes</b>	None	N/A	None
- <b>Bike Lanes</b>	None	N/A	None
<b>Posted Speed</b>	35 mph		35 mph
<b>Design Speed</b>	45 mph	45 mph	45 mph
<b>Min Horizontal Curve Radius</b>	None	N/A	None
<b>Superelevation Rate</b>	None	N/A	None
<b>Grade</b>	Appears to meet standard	6% maximum	Same as existing
<b>Access Control</b>	None	N/A	None
<b>Right-of-Way Width</b>	Approx. 50'	84'	Approx. 50'
<b>Maximum Grade – Crossroad</b>	N/A	N/A	N/A
<b>Design Vehicle</b>	Bus (40'), intermediate semi-trailer (45.5')	Bus (40'), intermediate semi-trailer (45.5')	Bus (40'), intermediate semi-trailer (45.5')
<b>Minimum Crosswalk Width</b>	None	8'	8'

\*According to current GDOT design policy if applicable

**Lee Street (Burroughs-Molette Elementary)**

<b>Feature</b>	<b>Existing</b>	<b>Standard*</b>	<b>Proposed</b>
<b>Typical Section</b>			
- <b>Number of Lanes</b>	2	2 recommended	2
- <b>Lane Width(s)</b>	12'	10' minimum 12' desirable	10' approaching J Street intersection, 12' elsewhere
- <b>Median Width &amp; Type</b>	None	N/A	4' w/ pedestrian refuge at J Street intersection
- <b>Outside Shoulder Width &amp; Type</b>	Vertical curb w/ 1' gutter pan	N/A	Vertical curb w/ 1' gutter pan
- <b>Outside Shoulder Slope</b>	N/A	N/A	N/A
- <b>Inside Shoulder Width &amp; Type</b>	None	N/A	Vertical curb
- <b>Sidewalks</b>	Discontinuous, both sides (5')	5' recommended	Discontinuous, both sides (5')
- <b>Grassed Buffer</b>	5' east side; 5'-18' west side	2' minimum 6' desired	5' east side; 5'-18' west side
- <b>Auxiliary Lanes</b>	None	N/A	None
- <b>Bike Lanes</b>	None	N/A	None
<b>Posted Speed</b>	25 mph		25 mph
<b>Design Speed</b>	35 mph	35 mph	35 mph
<b>Min Horizontal Curve Radius</b>	None	N/A	None
<b>Superelevation Rate</b>	None	N/A	None
<b>Grade</b>	Appears to meet standard	15% maximum	Same as existing
<b>Access Control</b>	None	N/A	None
<b>Right-of-Way Width</b>	Approx. 50'	50'-60'	Approx. 50'
<b>Maximum Grade – Crossroad</b>	N/A	N/A	N/A
<b>Design Vehicle</b>	Passenger car, single unit truck (30')	Passenger car, single unit truck (30')	Passenger car, single unit truck (30')
<b>Minimum Crosswalk Width</b>	6'	8'	8'

\*According to current GDOT design policy if applicable

**Frederica Road (Oglethorpe Point Elementary)**

Feature	Existing	Standard*	Proposed
<b>Typical Section</b>			
- <b>Number of Lanes</b>	2	2 recommended	2
- <b>Lane Width(s)</b>	9'	10' minimum 12' desirable	9'†
- <b>Median Width &amp; Type</b>	None	N/A	None
- <b>Outside Shoulder Width &amp; Type</b>	Unpaved	2' minimum; 6'-8' recommended	Unpaved
- <b>Outside Shoulder Slope</b>	N/A	N/A	N/A
- <b>Inside Shoulder Width &amp; Type</b>	None	N/A	None
- <b>Sidewalks</b>	North side only (6.5')	5' recommended	6.5'
- <b>Grassed Buffer</b>	6'	2' minimum 6' desired	6'
- <b>Auxiliary Lanes</b>	None	N/A	None
- <b>Bike Lanes</b>	None	N/A	None
<b>Posted Speed</b>	25 mph		25 mph
<b>Design Speed</b>	35 mph	35 mph	35 mph
<b>Min Horizontal Curve Radius</b>	None	N/A	None
<b>Superelevation Rate</b>	None	N/A	None
<b>Grade</b>	Appears to meet standard	15% maximum	Same as existing
<b>Access Control</b>	None	N/A	None
<b>Right-of-Way Width</b>	Approx. 45'	50'-60'	Approx. 45'
<b>Maximum Grade – Crossroad</b>	N/A	N/A	N/A
<b>Design Vehicle</b>	Passenger car, single unit truck (30')	Passenger car, single unit truck (30')	Passenger car, single unit truck (30')
<b>Minimum Crosswalk Width</b>			

\*According to current GDOT design policy if applicable

† Though below AASHTO and GDOT lane width standards, this concept report proposes no change in the existing 9' lane width.

**Major Structures:** N/A

**Major Interchanges/Intersections:** N/A

**Utility Involvements:**

- Upgraded pedestrian signal at Altama Elementary will require maintenance to ensure improvements are in proper working order. This intersection already features pedestrian signals, so upgraded pedestrians signals should not require any additional maintenance.

**Public Interest Determination Policy and Procedure recommended (Utilities)?**  YES  NO

**SUE Required:**  Yes  No.

**Railroad Involvement:** N/A

**Right-of-Way:**

Required Right-of-Way anticipated:  YES  NO  Undetermined  
 Easements anticipated:  Temporary  Permanent  Utility  Other

- Paved pathways to Goodyear Elementary and Burroughs-Molette Elementary will be placed on school property.

Anticipated number of impacted parcels: 0  
 Anticipated number of displacements (Total): 0  
 Businesses: 0  
 Residences: 0  
 Other: 0

**Location and Design approval:**  Not Required  Required

**Off-site Detours Anticipated:**  No  Yes  Undetermined

**Transportation Management Plan Anticipated:**  YES  NO

**Design Exceptions to FHWA/AASHTO controlling criteria anticipated:**

FHWA/AASHTO Controlling Criteria	YES	Appvl Date (if applicable)	NO	Undetermined
1. Design Speed	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Lane Width	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Shoulder Width	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Bridge Width	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Horizontal Alignment	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Superelevation	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Vertical Alignment	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Grade	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. Stopping Sight Distance	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Cross Slope	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Vertical Clearance	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
12. Lateral Offset to Obstruction	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

13. Bridge Structural Capacity	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Design Variances to GDOT standard criteria anticipated:**

GDOT Standard Criteria	Reviewing Office	YES	Appvl Date (if applicable)	NO	Undetermined
1. Access Control - <i>Median Opening Spacing</i>	DP&S	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Median Usage & Width	DP&S	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Intersection Skew Angle	DP&S	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Lateral Offset to Obstruction	DP&S	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Intersection Sight Distance	DP&S	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Bike & Pedestrian Accommodations	DP&S	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. GDOT Drainage Manual	DP&S	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Georgia Standard Drawings	DP&S	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. GDOT Bridge & Structural Manual	Bridge Design	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Roundabout Illumination - <i>(if applicable)</i>	DP&S	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Rumble Strips/Safety Edge	DP&S	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**VE Study anticipated:**  No       Yes       Completed – Date: [Click here to enter a date.](#)

**ENVIRONMENTAL DATA**

**Anticipated Environmental Document:**

GEPA:       NEPA:  Categorical Exclusion       EA/FONSI       EIS

**Air Quality:**

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

**Environmental Permits/Variations/Commitments/Coordination anticipated:**

Permit/ Variance/ Commitment/ Coordination Anticipated	YES	NO	Remarks
1. U.S. Coast Guard Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Forest Service/Corps Land	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. CWA Section 404 Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Tennessee Valley Authority Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Buffer Variance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Coastal Zone Management Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. NPDES	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
8. FEMA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. Cemetery Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10. Other Permits	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
11. Other Commitments	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
12. Other Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

**Is a PAR required?**     No             Yes             Completed – Date: [Click here to enter a date.](#)

**NEPA/GEPA:** N/A

**Ecology:** N/A

**History:** The proposed project for Oglethorpe Point Elementary is 700 feet from the Frederica Christ Church (this church is not listed on the National Register of Historic Places) and about 1/2 mile from the Fort Frederica National Monument. Similarly, Burroughs-Molette Elementary is located within two blocks of the Brunswick Old Town Historic District.

None of the proposed projects are anticipated to affect these historic locations.

**Archeology:** The Frederica Christ Church cemetery is located about 700 feet west of the proposed project site for Oglethorpe Point Elementary. None of the proposed projects are anticipated to affect this or any other archeological resources.

**Air & Noise:** N/A

**Public Involvement:** N/A

**Major stakeholders:**

- City of Brunswick Public Works
- Glynn County Schools
- Georgia Department of Transportation

## CONSTRUCTION

Issues potentially affecting constructability/construction schedule: N/A

Early Completion Incentives recommended for consideration:  No  Yes

## PROJECT RESPONSIBILITIES

### Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	Parsons Brinckerhoff
Design	GDOT
Right-of-Way Acquisition	N/A
Utility Relocation	GDOT, Utilities
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	N/A
Providing Detours	N/A
Environmental Studies, Documents, and Permits	GDOT
Environmental Mitigation	GDOT
Construction Inspection & Materials Testing	GDOT, if applicable

Lighting required:  No  Yes

### Initial Concept Meeting:

Site Visit and Meeting: October 20, 2011

Representatives of the Glynn County School System, City of Brunswick Public Works, GDOT, and Parsons Brinckerhoff met at the sites to assess existing conditions.

Meeting minutes attached.

### Concept Meeting:

Site Visit and Meeting: October 20, 2011

### Other projects in the area:

- (Golden Isles Elementary) Proposed extension of SR25 Spur from the end of existing SR25 Spur at Cate Road along the old Cate Road turning down CR588/Canal Road to the intersection of SR99 and CR588/Canal Road (PI# 0000421)
- (Burroughs-Molette Elementary) Martin Luther King Jr. Boulevard new construction (project limits unavailable, PI# S010710 and S010711)

Other coordination to date: N/A

**Project Cost Estimate and Funding Responsibilities:**

	<b>Breakdown of PE</b>	<b>ROW</b>	<b>Utility</b>	<b>CST*</b>	<b>Environmental Mitigation</b>	<b>Total Cost</b>
By Whom	GDOT	N/A	N/A	GDOT	None Anticipated	
\$ Amount	\$8,490 (10% of CST)			\$84,904		\$93,394
Date of Estimate	2/14/2012	Click here to enter a date.	Click here to enter a date.	2/14/2012	Click here to enter a date.	

\*CST Cost includes: Construction and Engineering & Inspection

**ALTERNATIVES DISCUSSION**

**Alternative selection:**

Golden Isles Elementary

<b>No-Build Alternative</b>			
<b>Estimated Property Impacts:</b>	N/A	<b>Estimated Total Cost:</b>	N/A
<b>Estimated ROW Cost:</b>	N/A	<b>Estimated CST Time:</b>	N/A
<b>Rationale:</b> <i>This alternative was not selected because it would not enhance pedestrian accessibility and connectivity to Golden Isles Elementary.</i>			

<b>Alternative 1: Original Proposal</b>			
<b>Estimated Property Impacts:</b>	N/A	<b>Estimated Total Cost:</b>	\$20,376
<b>Estimated ROW Cost:</b>	N/A	<b>Estimated CST Time:</b>	N/A
<b>Rationale:</b> <i>Alternative 1 would improve pedestrian accessibility and increase pedestrian visibility to motorists by enhancing the Cate Road pedestrian crossing with high-visibility striping, in-roadway pedestrian-actuated crosswalk lighting, and ADA-compliant dome pads. This concept report does not select Alternative 1 as the preferred alternative because of high long-term maintenance costs for the in-roadway crosswalk lighting.</i>			

<b>Alternative 2: Preferred Alternative</b>			
<b>Estimated Property Impacts:</b>	N/A	<b>Estimated Total Cost:</b>	\$3,132
<b>Estimated ROW Cost:</b>	N/A	<b>Estimated CST Time:</b>	N/A
<b>Rationale:</b> <i>Alternative 2 provides the same improvements as Alternative 1 but without the in-pavement crosswalk lighting system due to high long-term maintenance costs. This concept report selects Alternative 2 as the Preferred Alternative because it will meet the needs of Golden Isle Elementary and satisfy requirements of the SRTS program with long-term affordability.</i>			

Altama Elementary

<b>No-Build Alternative</b>			
<b>Estimated Property Impacts:</b>	N/A	<b>Estimated Total Cost:</b>	N/A
<b>Estimated ROW Cost:</b>	N/A	<b>Estimated CST Time:</b>	N/A
<b>Rationale:</b> <i>This alternative was not selected because it would not enhance pedestrian accessibility and connectivity to Altama Elementary.</i>			

<b>Alternative 1: Original Proposal</b>			
<b>Estimated Property Impacts:</b>	N/A	<b>Estimated Total Cost:</b>	\$22,074
<b>Estimated ROW Cost:</b>	N/A	<b>Estimated CST Time:</b>	N/A
<b>Rationale:</b> <i>This alternative would improve pedestrian accessibility and increase pedestrian visibility to motorists by enhancing the Altama Avenue pedestrian crossing with high-visibility striping, in-roadway pedestrian-actuated crosswalk lighting, and ADA-compliant curb ramps and dome pads. Alternative 1 was not selected as the preferred alternative because this crosswalk is already protected by a full traffic signal, eliminating the need for crosswalk lighting.</i>			

<b>Alternative 2: Preferred Alternative</b>			
<b>Estimated Property Impacts:</b>	N/A	<b>Estimated Total Cost:</b>	\$38,659
<b>Estimated ROW Cost:</b>	N/A	<b>Estimated CST Time:</b>	N/A
<b>Rationale:</b> <i>Alternative 2 would improve pedestrian accessibility and increase pedestrian visibility to motorists by enhancing the Altama Avenue pedestrian crossing with high-visibility striping, pedestrian countdown timers, reduced waiting time for pedestrians, and ADA-compliant curb ramps and dome pads. Instead of installing a pedestrian-actuated crosswalk lighting system, the existing traffic signal will be retimed to lower pedestrian waiting times from 60 to 30 seconds. Additionally, new pedestrian countdown timer signal heads will be installed to let children know how much time is available to cross the wide roadway. These new signal heads and posts will be relocated a few feet from the location of the existing pedestrian signals to better accommodate ADA-compliant curb ramps. The median will be trimmed back to create an uninterrupted crosswalk from sidewalk to sidewalk. This concept report selects Alternative 2 as the Preferred Alternative because it will meet the needs of Altama Elementary and satisfy requirements of the SRTS program.</i>			

Goodyear Elementary

<b>No-Build Alternative</b>			
<b>Estimated Property Impacts:</b>	N/A	<b>Estimated Total Cost:</b>	N/A
<b>Estimated ROW Cost:</b>	N/A	<b>Estimated CST Time:</b>	N/A
<b>Rationale:</b> <i>This alternative was not selected because it would not enhance pedestrian accessibility and connectivity to Goodyear Elementary.</i>			

<b>Alternative 1: Original Proposal</b>			
<b>Estimated Property Impacts:</b>	N/A	<b>Estimated Total Cost:</b>	\$20,512
<b>Estimated ROW Cost:</b>	N/A	<b>Estimated CST Time:</b>	N/A
<b>Rationale:</b> <i>This alternative would improve pedestrian accessibility and increase pedestrian visibility to motorists by installing a pedestrian-actuated, in-roadway lighting system to illuminate the existing Parkwood Drive crosswalk. ADA improvements would be made to the curb ramps and pedestrian crossing signs would be installed to further alert motorists. Alternative 1 was not selected because it does not improve the unpaved pedestrian pathway between the school fence and entrance and because of high long-term maintenance costs associated with the in-roadway crosswalk lighting.</i>			

<b>Alternative 2: Preferred Alternative</b>			
<b>Estimated Property Impacts:</b>	N/A	<b>Estimated Total Cost:</b>	\$12,610
<b>Estimated ROW Cost:</b>	N/A	<b>Estimated CST Time:</b>	N/A
<b>Rationale:</b> <i>Alternative 2 would improve pedestrian accessibility and increase pedestrian visibility to motorists by installing pedestrian crossing signs and ADA-compliant dome pads at the existing Parkwood Drive crosswalk, and by paving the pedestrian pathway to the school's main entrance. An unpaved pathway, which can be accessed through a break in the school's perimeter fence, is currently used by children who walk to school. Alternative 2 would pave this pathway, paint a crosswalk in the parking lot, and provide ADA-compliant curb ramps and dome pads at both ends of the crosswalk. Alternative 2 does not include the in-roadway crosswalk lighting system due to high long-term maintenance costs. This concept report selects Alternative 2 as the Preferred Alternative because it will meet the needs of Goodyear Elementary and satisfy requirements of the SRTS program with long-term affordability.</i>			

Burroughs-Molette Elementary

<b>No-Build Alternative</b>			
<b>Estimated Property Impacts:</b>	N/A	<b>Estimated Total Cost:</b>	N/A
<b>Estimated ROW Cost:</b>	N/A	<b>Estimated CST Time:</b>	N/A
<b>Rationale:</b> <i>This alternative was not selected because it would not enhance pedestrian accessibility and connectivity to Burroughs-Molette Elementary.</i>			

<b>Alternative 1: Original Proposal</b>			
<b>Estimated Property Impacts:</b>	N/A	<b>Estimated Total Cost:</b>	\$36,994
<b>Estimated ROW Cost:</b>	N/A	<b>Estimated CST Time:</b>	N/A
<b>Rationale:</b> <i>This alternative would improve pedestrian accessibility and increase pedestrian visibility to motorists by installing a pedestrian-actuated, in-roadway lighting system to illuminate a new L Street crosswalk. Traffic calming measures would be implemented on Lee Street, including flashing school zone beacons and lane-narrowing pedestrian refuges at the two crosswalks in front of the school. Crossings highlighted in this alternative would be upgraded to ADA compliance. Alternative 1 was not selected because it does not provide an accessible pathway from the sidewalk to the school entrance and because of high long-term maintenance costs associated with the in-roadway crosswalk lighting.</i>			

<b>Alternative 2: Preferred Alternative</b>			
<b>Estimated Property Impacts:</b>	N/A	<b>Estimated Total Cost:</b>	\$29,834
<b>Estimated ROW Cost:</b>	N/A	<b>Estimated CST Time:</b>	N/A
<b>Rationale:</b> <i>Alternative 2 would improve pedestrian accessibility and increase pedestrian visibility to motorists by installing a new ADA-compliant L Street crosswalk, but would not include an in-roadway crosswalk lighting system as mentioned in Alternative 1. Traffic calming measures would be implemented on Lee Street, including flashing school zone beacons and lane-narrowing pedestrian refuges at the two crosswalks in front of the school. Crossings highlighted in this alternative would be upgraded to ADA compliance. Alternative 2 would also create a paved pathway from the Lee Street sidewalk to the school's main entrance. This paved pathway would include a crosswalk (to be accommodated by removing a parking space) with ADA-compliant curb ramps and dome pads in the school parking lot leading to the entrance. This concept report selects Alternative 2 as the Preferred Alternative because it will meet the needs of Burroughs-Molette Elementary and satisfy requirements of the SRTS program with long-term affordability.</i>			

Oglethorpe Point Elementary

<b>No-Build Alternative</b>			
<b>Estimated Property Impacts:</b>	N/A	<b>Estimated Total Cost:</b>	N/A
<b>Estimated ROW Cost:</b>	N/A	<b>Estimated CST Time:</b>	N/A
<b>Rationale:</b> <i>This alternative was not selected because it would not enhance pedestrian accessibility and connectivity to Oglethorpe Point Elementary.</i>			

<b>Alternative 1: Original Proposal</b>			
<b>Estimated Property Impacts:</b>	N/A	<b>Estimated Total Cost:</b>	\$26,249
<b>Estimated ROW Cost:</b>	N/A	<b>Estimated CST Time:</b>	N/A
<b>Rationale:</b> <i>Alternative 1 would improve pedestrian accessibility and increase pedestrian visibility to motorists by enhancing the Frederica Road pedestrian crossing with in-roadway pedestrian-actuated crosswalk lighting and ADA-compliant dome pads. In addition, the paved connection between the Frederica Road sidewalk and the crosswalk would be reconstructed due to numerous cracks. This concept report does not select Alternative 1 as the preferred alternative because of high long-term maintenance costs associated with the in-roadway crosswalk lighting.</i>			

<b>Alternative 2: Crosswalk Accessibility Improvements</b>			
<b>Estimated Property Impacts:</b>	N/A	<b>Estimated Total Cost:</b>	\$9,160
<b>Estimated ROW Cost:</b>	N/A	<b>Estimated CST Time:</b>	N/A
<b>Rationale:</b> <i>Like Alternative 1, Alternative 2 would improve pedestrian accessibility by enhancing the Frederica Road pedestrian crossing with ADA-compliant dome pads and reconstructing the paved crosswalk connection at the north end of the crosswalk. However, Alternative 2 does not include the in-roadway crosswalk lighting system due to high long-term maintenance costs. This concept report selects Alternative 2 as the preferred alternative because it will meet the needs of Oglethorpe Point Elementary and satisfy requirements of the SRTS program with long-term affordability.</i>			

**Comments:**

Though included in the original Glynn County Safe Routes to School application, in-pavement crosswalk lighting systems are not included as part of this concept report because the cost to maintain such facilities is considered too high by local agencies.

The intersection at Frederica Road and Stevens Road has been a lightning rod for praise and criticism in the community. This intersection features a crosswalk on Frederica Road that is used by schoolchildren of the adjacent neighborhood to access Oglethorpe Point Elementary. Complaints of speeding, particularly for motorists traveling eastbound around a nearby curve with limited sight distance, prompted the installation of several speed humps on both approaches of the crosswalk. Some neighbors complained, while some motorists drove off-road to avoid the speed humps entirely, and all but one speed hump was removed. The remaining speed hump is about 100 feet east of the crosswalk and speed hump warning signs have been placed along its sides to prevent motorists from bypassing the traffic calming devices by driving in the right of way.

**Attachments:**

1. Concept Layout
2. Typical Sections
3. Detailed Cost Estimates
4. Minutes of Concept meetings

Golden Isles Elementary Preferred Alternative Concept Layout



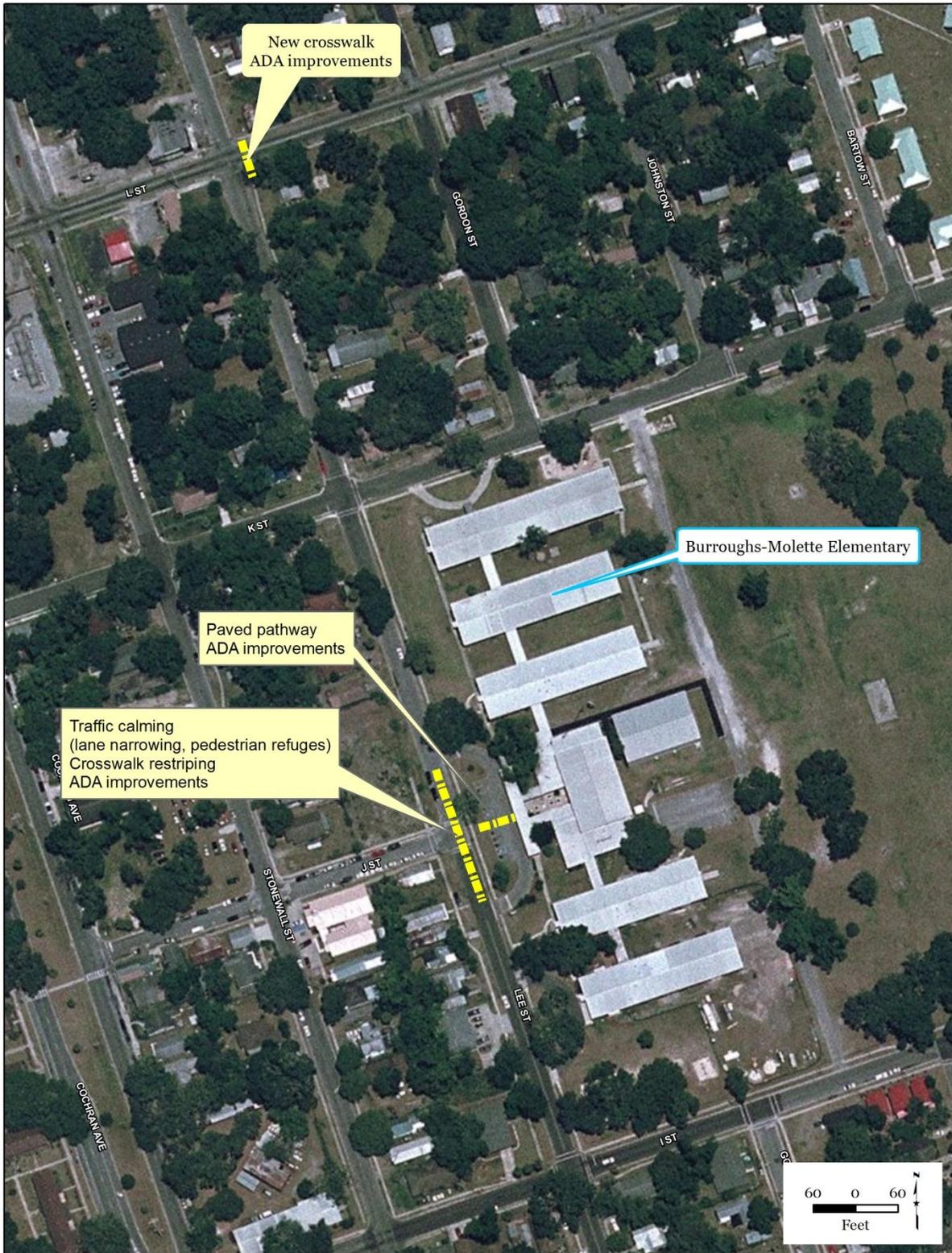
Altama Elementary Preferred Alternative Concept Layout



Goodyear Elementary Preferred Alternative Concept Layout



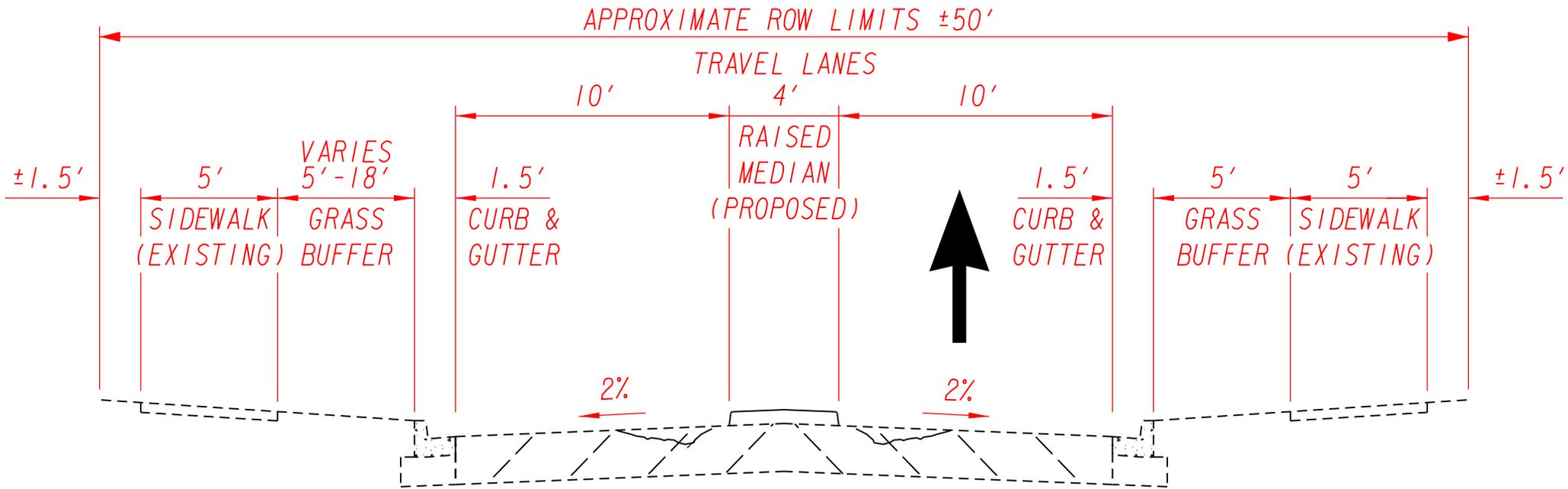
Burroughs-Molette Elementary Preferred Alternative Concept Layout



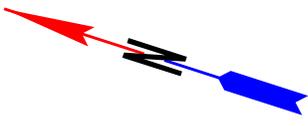
Oglethorpe Point Elementary Preferred Alternative Concept Layout



*Burroughs-Molette Elementary  
Typical Section of Lee Street Approaching J Street*



*Not to Scale*



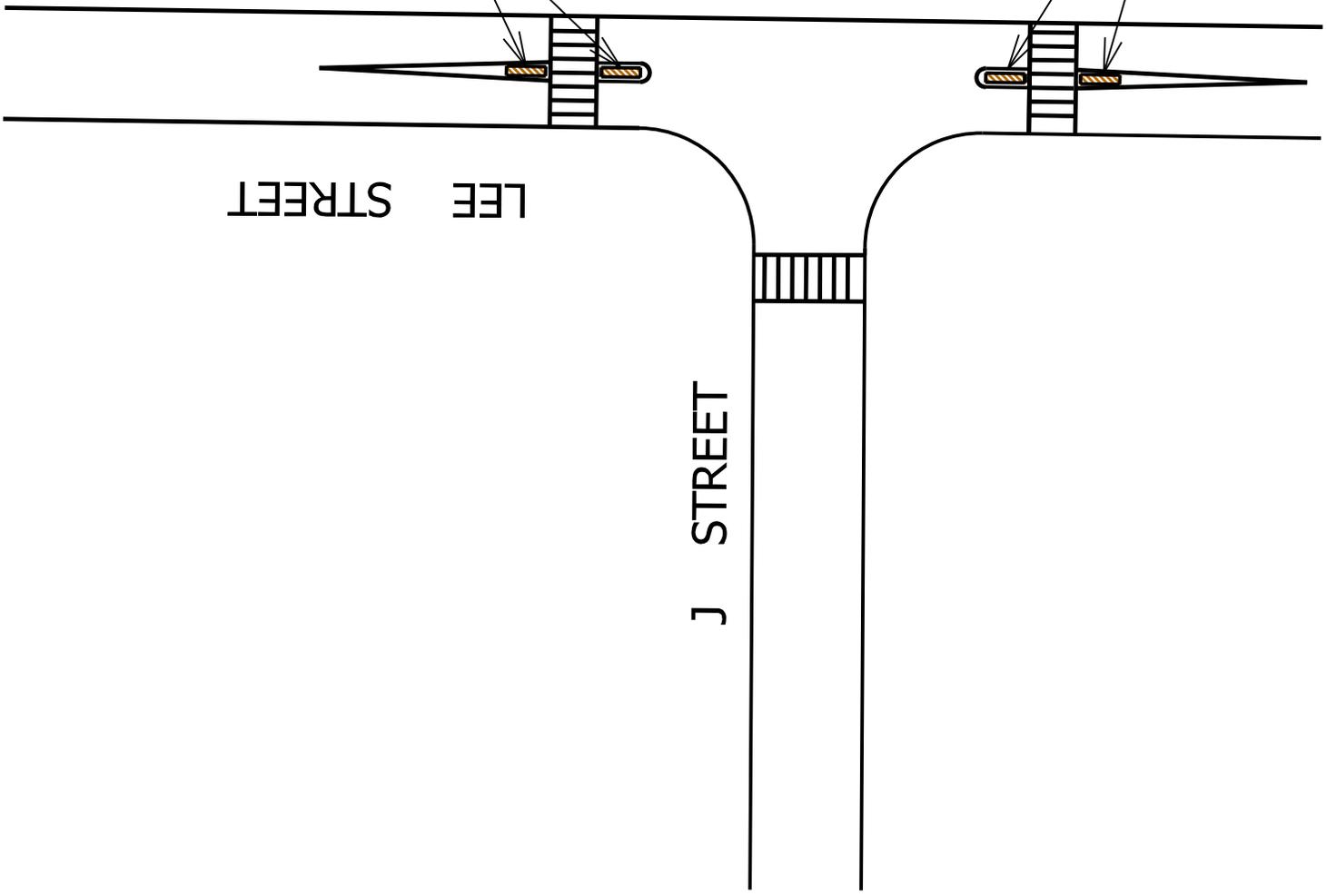
BURROUGHS - MOLETTE SCHOOL

Refuge Area

Refuge Area

LEE STREET

J STREET



STATE HIGHWAY AGENCY

JOB ESTIMATE REPORT

JOB NUMBER : 0010011  
 DESCRIPTION: GLYNN COUNTY

SPEC YEAR: 01

ITEMS FOR JOB 0010011

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	441-0104		SY	CONC SIDEWALK, 4 IN	204.000	36.17	7378.92
0010	441-0740		SY	CONC MEDIAN, 4 IN	2.000	45.46	90.92
0015	441-5002		LF	CONC HEADER CURB, 6", TP 2	150.000	15.03	2255.28
0020	610-0714		SY	REM CONC MEDIAN	3.000	38.39	115.17
0025	636-2070		LF	GALV STEEL POSTS, TP 7	70.000	9.37	656.55
0030	647-1000		LS	TRAF SIGNAL INSTALLATION NO - ALTAMA	1.000	25000.00	25000.00
0035	653-1502		LF	THERMO SOLID TRAF ST, 5 IN YEL	175.000	0.63	111.93
0045	653-1804		LF	THERM SOLID TRAF STRIPE, 8",WH	1437.000	1.66	2387.37
0055	201-1500		LS	CLEARING & GRUBBING - GLYNN	1.000	15000.00	15000.00
0060	636-1033		SE	HWY SIGNS, TP1MAT,REFL SH TP 9	274.000	20.41	5594.26
0065	656-4001		SY	REM EXIST TRAF MARKING, THERM	269.000	8.69	2338.63
0070	687-1000		LS	TRAFFIC SIGNAL TIMING - GLYNN	1.000	3500.00	3500.00
0080	647-1000		LS	TRAF SIGNAL INSTALLATION NO - BURROUGHS-MOLETTE	1.000	5000.00	5000.00
0085	171-0020		LF	TEMPORARY SILT FENCE, TYPE B	100.000	1.05	105.92
0090	700-6910		AC	PERMANENT GRASSING	0.020	483.37	9.67
0095	163-0240		TN	MULCH	9.000	146.23	1316.08
0120	150-1000		LS	TRAFFIC CONTROL - GLYNN	1.000	10000.00	10000.00

ITEM TOTAL 80860.70  
 INFLATED ITEM TOTAL 80860.70

TOTALS FOR JOB 0010011

ESTIMATED COST: 80860.70  
 E&I PERCENTAGE ( 5.0 ): 4043.04  
 ESTIMATED TOTAL: 84903.74

## Site Visit Meeting Notes - Final

**Project** – Golden Isles Elementary School, Altama Elementary School, Goodyear Elementary School, Burroughs-Molette Elementary School, and Oglethorpe Point Elementary School – SRTS

**County** – Glynn

**P.I. Number** – 0010011

PB Project Number – 173445 – Task Order 12

October 20, 2011

Golden Isles Elementary School  
1350 Cate Road 31525  
Brunswick, GA

Altama Elementary School  
5505 Altama Avenue  
Brunswick, GA 31525

Goodyear Elementary School  
3000 Roxboro Road  
Brunswick, GA, 31520

Burroughs-Molette Elementary School  
1900 Lee Street  
Brunswick, GA, 31520

Oglethorpe Point Elementary School  
6200 Frederica Road  
St. Simons, GA 31522

### **Attendees:**

Brent Moseley  
Project Manager  
GDOT

Rick Charnock  
Operations Manager  
City of Brunswick Public Works

Al Boudreau  
Executive Director of Operations  
Glynn County Schools

Joan Boorman  
Director of Grants/Testing/International Baccalaureate  
Glynn County Schools

John H. Palm, AICP  
Senior Supervising Planner  
Parsons Brinckerhoff

Nick Schmidt  
Planner  
Parsons Brinckerhoff

**Key Notes:**

*Golden Isles Elementary School*

Project: increase pedestrian visibility through in-pavement crosswalk lighting

A. Key features:

1. Eight foot wide crosswalk already in place with connections to sidewalk. No ADA ramp needed, as sidewalk is at street level with good connection to crosswalk.
2. Existing sidewalk on Cate Road 4.5' wide. Sidewalk on school property 4' wide.
3. Good sight distance.
4. Crosswalk adjacent to utility pole provides close connection to power crosswalk lights.

B. Notes:

1. Install pedestrian actuated in-pavement crosswalk lights.
2. Install domes on crosswalk approaches.
3. Restripe existing crosswalk per GDOT detail.

Figure 1: Existing crosswalk at Golden Isles Elementary School



*Altama Elementary School*

Purpose: increase pedestrian visibility through in-pavement crosswalk lighting and median refuge.

A. Key features:

1. Altama Avenue is very wide: 4 through lanes, 2 shoulder lanes, and center median with turn lane.
2. Existing crosswalk is located at traffic signal and features push-button control for the pedestrian signal. Pedestrians must wait 60 seconds before receiving a walk signal. Both ends of the crosswalk lack ramps to the sidewalk. The crosswalk is adjacent to storm drains on both sides of the roadway, but they can be avoided without sacrificing safety or functionality of the ramps.
3. Six foot wide sidewalk into school property.
4. Slight grade from the east sidewalk to the empty commercial lot.

B. Notes:

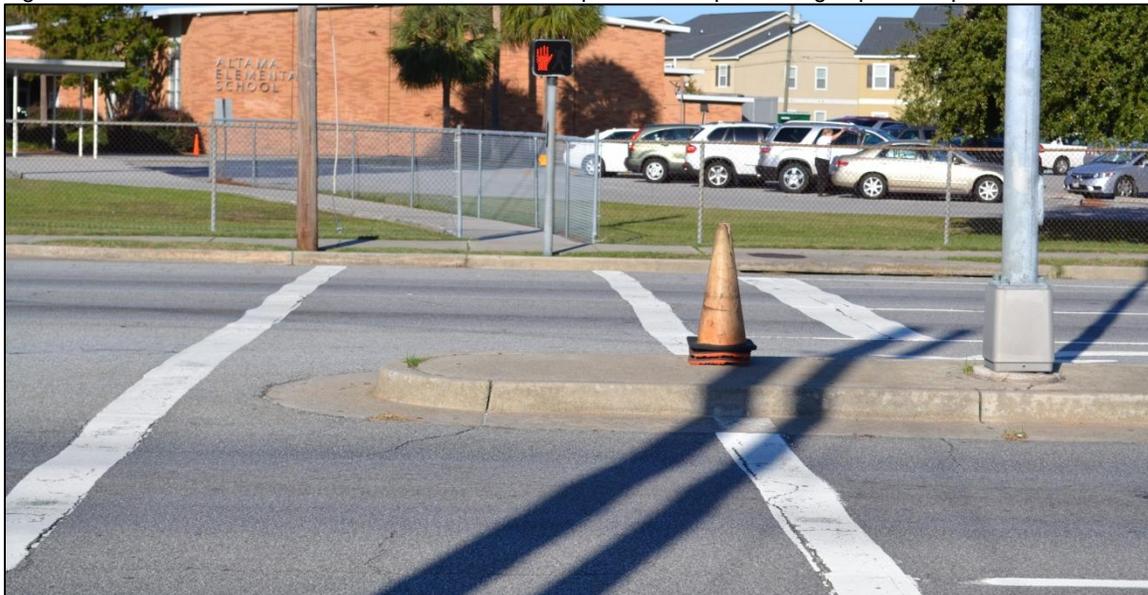
1. Restripe existing crosswalk per GDOT detail.
2. Add ADA-compliant curb cuts and ramps.

3. An in-pavement lighting system for the crosswalk may not be appropriate at this location, as the crosswalk is already protected by a full traffic signal. Alternatives to this proposal include:
  - Narrowing the turn lane from 12' to 10' to increase the median width to 5' for the creation of a pedestrian refuge.
  - Removal of the tip of the median which extends into the crosswalk.
  - Update pedestrian signals to countdown the crossing time.
4. The school employs a crossing guard, but hopes to improve the crossing enough to where one is unnecessary.

Figure 2: Long Altama Avenue crosswalk lacks curb ramps



Figure 3: Narrow median would need to be widened to provide adequate refuge space for pedestrians



*Goodyear Elementary School*

Purpose: increase pedestrian visibility through in-pavement crosswalk lighting

A. Key features:

1. Existing 8'-wide Parkwood Drive crosswalk at eastern side of Springdale Road and Parkwood Drive intersection with ADA-compliant ramps but no dome pads.
2. Five-foot-wide sidewalks on both sides of Parkwood Drive. Children enter school via the vehicle entrance on Roxboro Road to the north of the crosswalk or an unpaved pedestrian pathway that leads directly to the school entrance located about 160' east of the crosswalk. School officials prefer children enter the school via the latter.

B. Notes:

1. Adequate sight distance for pedestrian crossing.
2. With the aid of the school crossing guard, children cross at midblock Parkwood Drive to enter school grounds via a break in the fencing. No crosswalk or ADA-compliant ramps at this crossing.
3. Break in the fence leads directly to school entrance, but pathway is not paved nor ADA compliant.
4. Drainage issues at SE corner of the Springdale Road and Parkwood Drive intersection. Water pools in the curb ramp to the crosswalks.
5. A centerline "stop for pedestrians" sign has been removed from the street and is lying dormant in the grass ROW. This sign appears to have been used for the existing crosswalk on Parkwood Drive and not where children cross with the aid of a crossing guard.

Figure 4: Drainage issue at SE corner of Parkwood Drive and Springdale Road intersection



Figure 5: No crosswalk at midblock Parkwood Drive directly in front of school entrance



*Burroughs-Molette Elementary School*

Purpose: increase pedestrian visibility through in-pavement crosswalk lighting and calm vehicle speeds through signage and speed control

A. Key features:

1. Stop signs found on Lee Street approaches. L Street does not stop at the intersection.
2. Five-foot-wide sidewalks on both sides of L Street and a 5'-wide sidewalk on the east side of Lee Street. The school is located approximately 1,000 feet south of the L Street and Lee Street intersection on the east side of Lee Street.
3. No crosswalks or ADA ramps on most legs of the L Street and Lee Street intersection. Crosswalk implementation would require curb cuts to accommodate new ramps.
  - Two non-ADA-compliant ramps are found on the south side of the L Street and Lee Street intersection. These ramps would require reconstruction if crosswalk implemented.
4. Small drainage grate in the westbound L Street travel lane, which can easily be avoided if necessary.

B. Notes:

1. Almost all children attending Burroughs-Molette walk to school.
2. Brick pavement lies underneath the L Street asphalt.
3. Speeding near school may not be an issue while children are walking because the drop-off area adjacent to Lee Street in front of the school frequently overflows into the street.
4. No sidewalk from roadway into school entrance. Both crosswalks at the school entrance (J Street) lack pedestrian ramps.

Figure 6: New crosswalk at the L Street and Lee Street intersection would require new ADA ramps



Figure 7: No existing crosswalk at proposed location



*Oglethorpe Point Elementary School*

Purpose: increase pedestrian visibility through in-pavement crosswalk lighting.

A. Key features:

1. Existing crosswalk on Frederica Road at the Frederica Road and Stevens Road intersection just beyond the school zone boundary. One speed hump is located approximately 100' to the east of the crosswalk. Speed hump and crosswalk are well signed.
2. Five to 6.5' sidewalks along Frederica Road and Stevens Road. No curbs—sidewalks are at roadway level with 6' grass buffer between the roadway and the sidewalks.
3. Crosswalk is connected to sidewalks via concrete pads (no ADA dome pads, however). The concrete pad on the north end of the crosswalk is crumbling and needs repair.
4. Relatively narrow travel lanes (9').
5. Power located nearby (cable utility box).

B. Notes:

1. Between 15 to 20 children generally cross this intersection on a typical day. Oglethorpe Elementary does not employ a crossing guard. The principal filled that role for some time, but two parents now volunteer.
2. Several speed humps recently removed due to neighborhood opposition. Signs were added around the current speed hump to force drivers to stay on the road. Previously, drivers would swerve around the speed hump onto the grass ROW to avoid having to slow down.
3. The crosswalk exhibits sight distance issues to the west due to the Frederica Road curve. Drivers typically speed traveling eastbound while rounding the Frederica Road curve before the crosswalk.
4. A question as to whether the speed hump would stay in place if flashing crosswalk lights are implemented. The city or county (whichever owns and maintains the roadway) must decide.
5. The Christ Church to the west of the crosswalk is listed on the National Register of Historic Places. Adding more signage west of the crosswalk may be difficult, though the area already appears well signed.
6. Meeting attendees questioned the durability and cost of in-crosswalk lighting. Durability of similar lights on the Parkwood Drive crosswalk located at the Southeast Georgia Health System hospital has been an issue, though the lights are functioning as intended. Replacement lights for this crosswalk cost the city about \$512 each from Intelligent Traffic Equipment Marketing, Ltd. The owner of Frederica Road county) will be responsible for light maintenance.

Figure 8: North crosswalk to sidewalk connection needs improvement



Figure 9: North crosswalk to sidewalk connection needs improvement



Figure 10: Speed hump 100' east of the crosswalk



### Next Steps:

- Golden Isles Elementary:
  - Begin draft concept report.
- Altama Elementary:
  - Evaluate if in-pavement crosswalk lighting is needed due to existing full traffic signal protection. Determine feasibility of alternatives (median refuge, removal of median tip in crosswalk, and/or reduction in pedestrian waiting time).
- Goodyear Elementary:
  - Confirm location of the intended SRTS crossing: at the Stevens Road intersection or midblock Parkwood Drive across the school entrance. Regardless of which crossing location is intended for an upgrade, the school lacks a paved pathway to its entrance from the sidewalk.
  - Evaluate drainage issue at pedestrian ramp.
- Burroughs-Molette Elementary:
  - Determine most appropriate solution for speed control along Lee Street.
- Oglethorpe Point Elementary:
  - Determine if speed hump will stay if in-pavement crosswalk lighting is implemented.
  - Obtain quote(s) for replacement bulbs from other manufacturers.