

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. # 0010012

OFFICE Design Policy & Support

Baker County
GDOT District 4 - Tifton
Safe Routes to School, Bears Way
K-12, Newton

DATE January 15, 2013

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:

Bobby Hilliard, Program Control Administrator
Genetha Rice-Singleton, State Program Delivery Engineer
Glenn Bowman, State Environmental Administrator
Cindy VanDyke, State Transportation Planning Administrator
Kathy Zahul, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Andy Casey, State Roadway Design Engineer
Attn: Sandy Griffin, District Design Engineer
Emmanuella Myrthil, State Safety Program Coordinator
Tamaya Huff, State Pedestrian and Bicycle Coordinator
Joe Sheffield, District Engineer
Brent Thomas, District Preconstruction Engineer
Tim Warren, District Utilities Engineer
Randy Rathburn, Project Manager
BOARD MEMBER - 2nd Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
LIMITED SCOPE PROJECT CONCEPT REPORT

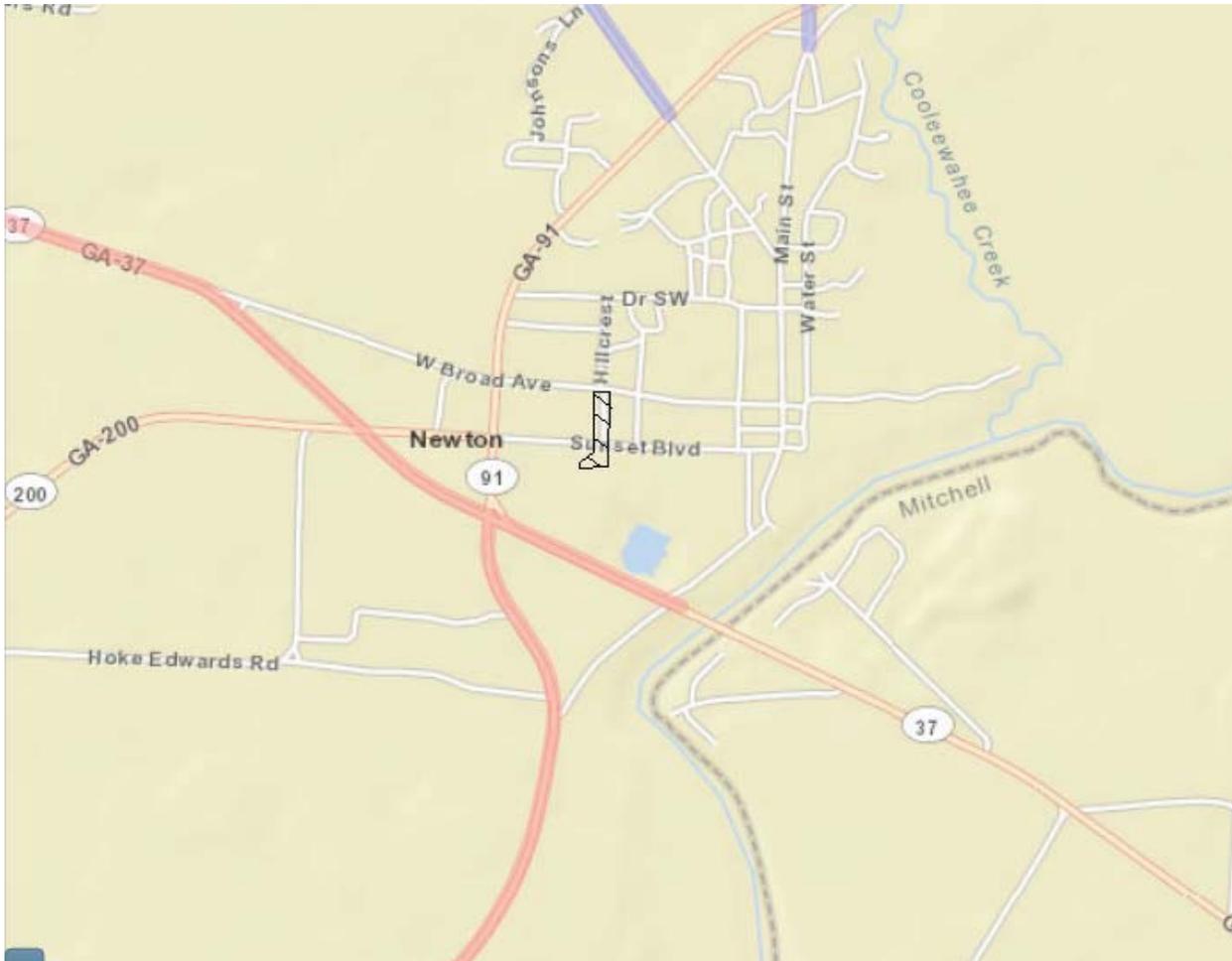
Project Type: Safe Routes to School P.I. Number: 0010012
GDOT District: 4 County: Baker County
Federal Route Number: N/A State Route Number: N/A

Baker County School System – Bears Way - SRTS

Submitted for approval:
[Signature] 12-20-12
GDOT Concept/Design Phase Office Head & Office DATE
[Signature] 12-20-12
GDOT Project Manager DATE

APPROVALS :
Concur: [Signature] 12/20/12
State Program Delivery Engineer DATE
Approve: [Signature] 1/14/13
Director of Engineering DATE

PROJECT LOCATION



County: Baker County

PLANNING & BACKGROUND DATA**Project Justification Statement:**

This project is a Safe Routes to School (SRTS) infrastructure project that will improve pedestrian and bicycle accessibility within a 1 mile radius of the Baker County School in the City of Newton which houses the elementary school and middle school grades four through eight.

The Federal SRTS program was created by section 1404 of the Safe, Accountable, Flexible, and 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 is intended 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.

The Baker County School System applied for, and was awarded, SRTS funding in response to a GDOT call for SRTS applications (see application attached).

Due to nonexistent sidewalks, students walking or bicycling to school must do so using an existing unpaved shoulder along portions of Church Street from West Broad Ave to the school driveway. The SRTS project would improve pedestrian accessibility and connectivity by adding sidewalks.

Description of the proposed project:

This project consists of pedestrian infrastructure improvements in Newton, GA along Church Street from West Broad Ave to the school drive. The project will improve pedestrian accessibility through the installation of new sidewalks including signage and crosswalks. All improvements will be constructed within the existing right-of-way. All improvements will be ADA compliant.

Federal Oversight: Full Oversight Exempt State Funded Other

MPO: None MPO Project ID

Regional Commission: Southwest Georgia RC RC Project ID N/A

Congressional District(s): 2

Projected Traffic: AADT

Current Year (2012): 600 Open Year (2014): N/A Design Year (2024): N/A
 Traffic Projections Performed by: *N/A No change in capacity.*

Functional Classification (Mainline): Rural Local Road

Is this a 3R (Resurfacing, Restoration, & Rehabilitation) Project? No Yes

Is this project on a designated Bike Route, Pedestrian Plan, or Transit Network?
 None Bike Route Pedestrian Plan Transit Network

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern:
None

Context Sensitive Solutions:
N/A

DESIGN AND STRUCTURAL DATA

Mainline Design Features: *Church Street*

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2	No Change
- Lane Width(s)	Varies 9' to 10'	10'	No Change
- Outside Shoulder or Border Area Width	Varies, 9' typ	5' MIN	8'
- Outside Shoulder Slope	Varies	2:1 MAX	3:1
- Sidewalks	N/A	5'	5'
Posted Speed	15 mph		No Change
Design Speed	15 mph	N/A	No Change
Grade	2%	2%	2%
Right-of-Way Width	Varies 40' typ	N/A	No Change

*According to current GDOT design policy if applicable

Major Interchanges/Intersections:
None

County: Baker County

Utility Involvements:

City of Newton

Public Interest Determination Policy and Procedure recommended (Utilities)? No Yes

SUE Required: No Yes

Railroad Involvement:

None

Complete Streets - Bicycle, Pedestrian, and/or Transit Warrants:

Warrants met: None Bicycle Pedestrian Transit

Right-of-Way:

Required Right-of-Way anticipated: No Yes Undetermined
 Easements anticipated: None Temporary Permanent Utility Other

Anticipated number of impacted parcels: 0
 Displacements anticipated: Total: 0
 Businesses: 0
 Residences: 0
 Other: 0

Transportation Management Plan [TMP] Required: No Yes
 If Yes: Project classified as: Non-Significant Significant
 TMP Components Anticipated: TTC TO PI

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

FHWA/AASHTO Controlling Criteria	No	Undeter -mined	Yes	Appvl Date (if applicable)
1. Design Speed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Lane Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Shoulder Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4. Bridge Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5. Horizontal Alignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. Superelevation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. Vertical Alignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8. Grade	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9. Stopping Sight Distance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10. Cross Slope	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. Vertical Clearance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12. Lateral Offset to Obstruction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13. Bridge Structural Capacity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Design Variances to GDOT Standard Criteria anticipated:

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

ENVIRONMENTAL DATA

Anticipated Environmental Document:

GEPA: NEPA: CE PCE

Project 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
 Is a Carbon Monoxide hotspot analysis required? No Yes

MS4 Compliance – Is the project located in an MS4 area? No Yes

Environmental Permits/Variations/Commitments/Coordination anticipated:

None anticipated

Is a PAR required? No Yes Completed – Date:

NEPA/GEPA:

No significant impacts anticipated

PROJECT RESPONSIBILITIES

Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	<i>GDOT District 4 Design Office</i>
Design	GDOT District 4 Design Office
Right-of-Way Acquisition	N/A
Utility Relocation	City of Newton (No Anticipated Reimbursable Costs)
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	N/A
Providing Detours	N/A
Environmental Studies, Documents, and Permits	GDOT
Environmental Mitigation	N/A
Construction Inspection & Materials Testing	GDOT

Lighting required: No Yes

Other projects in the area:

None

Other coordination to date:

None

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
By Whom	GDOT	N/A	N/A	GDOT	N/A	
\$ Amount	\$140,000.00	N/A	N/A	\$72,345.38	N/A	\$212,345.38
Date of Estimate	Authorized	N/A	N/A	11/27/2012	N/A	

*CST Cost includes: Construction, Engineering and Inspection, and Liquid AC Cost Adjustment.

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative: <i>Construct sidewalks along Church Street from West Broad Avenue to School Driveway</i>			
Estimated Property Impacts:	0	Estimated Total Cost:	\$72,345.38
Estimated ROW Cost:	\$0	Estimated CST Time:	6 months
Rationale: This alternative will provide a means of pedestrian access to the citizens within a one mile radius of the Baker County School.			

No-Build Alternative: <i>No Build</i>			
Estimated Property Impacts:	0	Estimated Total Cost:	\$0
Estimated ROW Cost:	\$0	Estimated CST Time:	0
Rationale: <i>This alternative does not address the project justification statement.</i>			

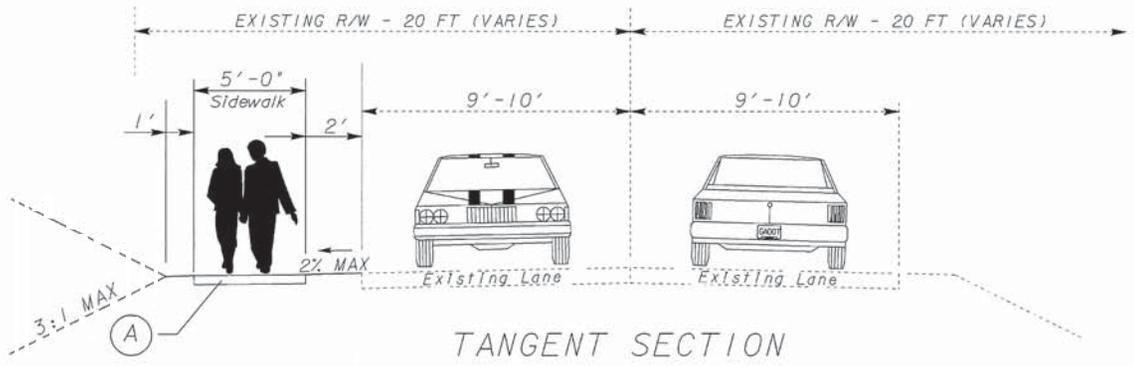
Comments:

Attachments:

1. Typical sections
2. Project Termini Map
3. Detailed Cost Estimates:
 - a. Construction including Engineering and Inspection
4. SRTS Application
5. Meeting minutes

11/28/2012 jcll\ljqhne	Web Rev 28 12:57:04 2012 \\s0207-dsk1\60p107\0CE\44_PDF\del_sch_250a1.dwg	C:\1501\612 - 5857_Buena Way\08\010012TYP5.dwg	STATE GA	PROJECT NUMBER 0010012	SHEET NO.	TOTAL SHEETS
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TS-1



(A) Concrete sidewalk

GEORGIA
DEPARTMENT
OF
TRANSPORTATION

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: DISTRICT 4 DESIGN
TYPICAL SECTIONS
CHURCH STREET

DRAWING NO.
5-001



BEGIN PROJECT @ INTERSECTION OF W BROAD AND CHURCH ST



Proposed Sidewalk

Proposed Sidewalk

School

END PROJECT @ THE SCHOOL DRIVE

Imagery ©2012 DigitalGlobe, GeoEye, USDA Farm Service Agency, Map data ©2012 Google -

DETAILED COST ESTIMATE



Job: 0010012

JOB NUMBER 0010012

FED/STATE PROJECT NUMBER

SPEC YEAR: 01

DESCRIPTION: BAKER COUNTY SCHOOL SYSTEM - BEARS WAY - SRTS

ITEMS FOR JOB 0010012

0010 - ROADWAY AND SIDEWALKS

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0004	150-1000	1.000	LS	\$3,000.00000	TRAFFIC CONTROL - 0010012	\$3,000.00
0005	210-0100	1.000	LS	\$25,000.00000	GRADING COMPLETE - 0010012	\$25,000.00
0010	441-0104	710.000	SY	\$42.88000	CONC SIDEWALK, 4 IN	\$30,444.80
0065	636-1033	66.000	SF	\$22.89224	HWY SIGNS, TP1MAT,REFL SH TP 9	\$1,510.89
0070	636-2070	78.000	LF	\$8.63934	GALV STEEL POSTS, TP 7	\$673.87
0020	652-5801	112.000	LF	\$1.94000	SOLID TRAF STRIPE, 8 IN, WHITE	\$217.28
SUBTOTAL FOR ROADWAY AND SIDEWALKS:						\$60,846.84

0020 - TEMPORARY EROSION CONTROL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0035	163-0232	0.260	AC	\$290.95000	TEMPORARY GRASSING	\$75.65
0040	163-0240	6.160	TN	\$266.45000	MULCH	\$1,641.33
0039	163-0300	2.000	EA	\$1,164.94000	CONSTRUCTION EXIT	\$2,329.88
0030	165-0030	572.000	LF	\$0.70000	MAINT OF TEMP SILT FENCE, TP C	\$400.40
0025	171-0030	1144.000	LF	\$2.77000	TEMPORARY SILT FENCE, TYPE C	\$3,168.88
SUBTOTAL FOR TEMPORARY EROSION CONTROL:						\$7,616.14

0030 - PERMANENT EROSION CONTROL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0045	700-6910	0.260	AC	\$729.40000	PERMANENT GRASSING	\$189.64
0050	700-7000	0.780	TN	\$82.46000	AGRICULTURAL LIME	\$64.32
0055	700-8000	0.208	TN	\$463.07000	FERTILIZER MIXED GRADE	\$96.32
0060	700-8100	26.000	LB	\$3.35000	FERTILIZER NITROGEN CONTENT	\$87.10
SUBTOTAL FOR PERMANENT EROSION CONTROL:						\$437.38

TOTALS FOR JOB 0010012

ITEMS COST:	\$68,900.36
COST GROUP COST:	\$0.00
ESTIMATED COST:	\$68,900.36
CONTINGENCY PERCENT:	0.00
ENGINEERING AND INSPECTION:	0.05
ESTIMATED COST WITH CONTINGENCY AND E&I:	\$72,345.38

SECTION 1 - CONTACT INFORMATION

Please complete the information below. The person identified as the Project Contact Person will be the primary point of contact for Georgia DOT staff.

Organization: (Please select one) School District

Project Title:		Bears Way SRTS Project					
Agency Name:		Baker County School System					
Project Contact Person:		Freddie Thompson					
Position/Title:		Assessment Coordinator					
Mailing Address:		189 Baker Place					
City:	Newton	State:	GA	Zip Code:	39870	County:	Baker
Daytime Phone:	(229) 734-3060	Email Address:			FOR INTERNAL USE ONLY		
Fax Phone:	(229) 734-8344	ftompson@baker.k12.ga.us					

School 1 Name:		Baker County School		School 2 Name:			
Mailing Address:		348 HWY 37		Mailing Address:			
City:	Newton	School District:		City:		School District:	
County:	Baker	Baker County		County:			

School 3 Name:				School 4 Name:			
Mailing Address:				Mailing Address:			
City:		School District:		City:		School District:	
County:				County:			

School 5 Name:				School 6 Name:			
Mailing Address:				Mailing Address:			
City:		School District:		City:		School District:	
County:				County:			

School 7 Name:				School 8 Name:			
Mailing Address:				Mailing Address:			
City:		School District:		City:		School District:	
County:				County:			

School 9 Name:				School 10 Name:			
Mailing Address:				Mailing Address:			
City:		School District:		City:		School District:	
County:				County:			

*Do you have more than ten (10) schools for proposed infrastructure project? *if yes, please attach additional sheets.*

What is the total number of project applications being submitted by your agency/organization. A maximum of 10 applications per city, county, or school district is allowed.	1
If more than ONE application is being submitted, what is the priority of this application?	

Project Cost Estimate: \$51,716.84

By signing, applicant attests to being authorized to sign for _____ (Name of Agency) and that all information contained herein is true and correct to the best of his/her knowledge.

Freddie Thompson

 Signature of Project Contact Person

12/10/2008

 Date

SECTION 2 - PROBLEM IDENTIFICATION

[Total of 35 Points]

- A. Describe the current condition for biking and walking in your school area. Describe safety, traffic, health or environmental issues that you are trying to solve through SRTS. Please attach maps, photos, traffic counts, crash data surveys, safety audits, or any other information that help illustrate the need for this project.

The school housing Baker County Elementary and Middle School students in grades four through eight is located between state Highway 37 and state Highway 200 (Sunset Blvd). There are no biking and walking accommodations connecting the community and school in our area. The only entry and exit road, which is apart of the campus, is adjacent to the school and also connect these two state highways and is an unpaved dirt road. There are no biking and walking sidewalks along side this dirt road, nevertheless many students are forced to ride bicycles and walk daily using the same dirt road as the school buses, parents, and school employees. Additionally, because of its convenience to the Newton city residential area, the dirt road has become a short cut for through traffic coming off highway 37 going into the residential area. The through traffic is an added safety hazard for students biking and walking to and from school and for extracurricular activities held on the school campus. At the time the school was built there were no funds available to pave the dirt road connecting highways 37 and 200 (Sunset Blvd). Baker County School System is a small poor rural one s

- B. Please provide the following information for each school in this application?

School Information	School 1	2	3	4	5	6	7	8	9	10
% Free/Reduced Lunch	82									
% Asian	1									
% African-American	74									
% Caucasian	16									
% Hispanic	9									
% Native American										
% Other										

C. How many students enrolled in project school live within 1/2 mile, 1 mile, and 2 miles of the school:

School Information	School 1	2	3	4	5	6	7	8	9	10
School Enrollment	180									
1/2 mile	17									
1 mile	65									
2 miles	2									
Estimated percent of current walkers and bikers										

SECTION 3 - PROPOSED PROJECT

[Total of 25 Points]

A. Is all property involved in your project in the public right-of-way (ROW)? Yes No
 If part of your project is on a permanent public easement, do you have documentation for such easement?

B. Describe in detail your proposed infrastructure project? Please attach a map or diagram of your project location(s) which includes, at a minimum, street names, school name(s) and location(s), city and county names, existing walking/biking facilities (e.g., sidewalks, crosswalks, paths, etc.), and existing traffic signals or stop signs. Also attach photographs, plans, and other materials that may help illustrate the proposed project.

The most economically efficient method of establishing safe routes to the Baker County School from the community for its biking and walking students is by connecting the community to the school. This can best be accomplished by making the following physical changes and improvements. The nearest existing sidewalk in the community to the school is located along the side of the Newton Baptist Church near Broad Avenue (B Photo 4) The order of physical changes and improvements need to begin on the school campus and proceed out into the community to connect to the existing sidewalk at the side of the Newton Baptist Church. Beginning on the school campus, the dirt entry and exit road should be paved from Sunset Blvd (state highway 200) to connect to the existing pavement. Speed rumbles need to be constructed across the new paving and the existing paving to slow the through traffic coming from state highway 37. (B Photo 1) "No thru traffic"

The SRTS program was established to: (1) enable and encourage children, including those with disabilities, to walk and bicycle to school safely; (2) make bicycling and walking to school a safe and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and (3) facilitate the planning, development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of primary and middle schools, grades K-8.

- C. How will your proposed project(s) address the concerns that were identified in Section 2, Improve bike/ped safety, increase the number of students walking to school, and improve the environment within the school vicinity?

The Bears Way Safe Routes to School project will make physical improvements to the entry to the school campus from highway 200 (Sunset Blvd) that will create a safe biking and walking environment, as well as, encourage more students to bicycle and walk to school. The project will discourage the use of the roadway adjacent to the school as a short cut for through traffickers from the state highway 37 to the residential community, thus again improving student safety. It will create a traffic calming measure that will raise the consciousness of motorist to the existence of a school zone. These changes will also enhance the well being of the children that bike and walk to school, reduce the likelihood of them becoming obese, and improve the air quality on the school campus by reducing the number of motor vehicles frequenting the campus.

SECTION 4 - PROGRAM INFORMATION

[Total of 30 Points]

Explain how your school(s) is currently addressing Education, Encouragement, Enforcement, Engineering, and Evaluation. When did the school(s) begin its SRTS activities and/or plan? How many children are involved in these activities? Is there a full- or part-time coordinator responsible for managing these activities? If available, provide a link to your SRTS Plan.

The Baker County School System did not have a formal Safe Routes to School (SRTS) program for its elementary and middle school students, although our Health curriculum includes biking and walking safety. The elementary school unit is entitled "Personal Safety in a Healthy World". The lessons in the unit teach children ways they can prevent accidents and injuries while riding a bicycle or using a skateboard or in-line skates. It also addresses pedestrian safety and the ways accidents can be avoided by acting safely and following safety rules. The middle school unit is entitled "Safety and Recreation". It has lessons on traffic safety, pedestrian safety, and safety on wheels. With the Georgia Department of Transportation announcement of the Safe Routes to School (SRTS) Program, the Baker County School System has launched an accelerated planning process to develop a Safe Routes to School Program for its students. After having a school representative attend an announcement meeting in Macon, we began the planning process by identifying those pe

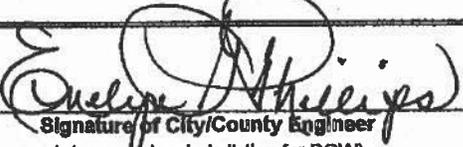
SECTION 5 - PROJECT COST ESTIMATE

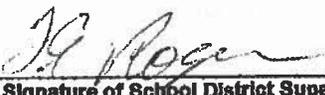
[Total of 10 Points]

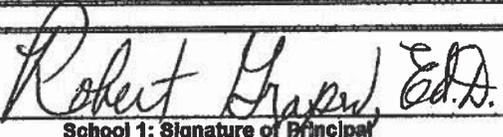
Provide the Project Cost Estimate. Include material and construction costs. All preliminary engineering will be conducted by GDOT. Note: SRTS is a 100% federal-aid program. Local funds and in-kind donations are not required or accepted. *Use Project Cost Estimate tab to complete Section 5. Contact your local government for assistance.*

SECTION 6 - SIGNATURES

The undersigned consent to enroll school(s) with the SRTS Resource Center, engage in Non-Infrastructure SRTS activities, and participate in GDOT's evaluation process. The undersigned understand that the proposed infrastructure project, if granted, will be designed and implemented by Georgia Department of Transportation. Upon completion of construction, the undersigned agree to provide regular maintenance on the new infrastructure. The undersigned affirm that all statements in this application are true and complete to the best of the applicant's knowledge. Please attach additional signature pages if necessary for multiple schools.

 Signature of City/County Engineer (whomever has jurisdiction for ROW)	Evelyn Phillips Print Name of City/County Engineer
City of Newton Name of Agency	(229) 734-3000 Telephone Number
	12/1/2008 Date

 Signature of School District Superintendent	Thomas A. Rogers Print Name of School District Superintendent
Baker County School System Name of School District	(229) 734-5346 Telephone Number
	12/1/2008 Date

 School 1: Signature of Principal	Robert Graper School 1: Print Name of Principal
Baker County K-12 School Name of School	(229) 734-5274 Telephone Number
	12/1/2008 Date

School 2: Signature of Principal	School 2: Print Name of Principal
Name of School	Telephone Number
	Date

School 3: Signature of Principal	School 3: Print Name of Principal
Name of School	Telephone Number
	Date

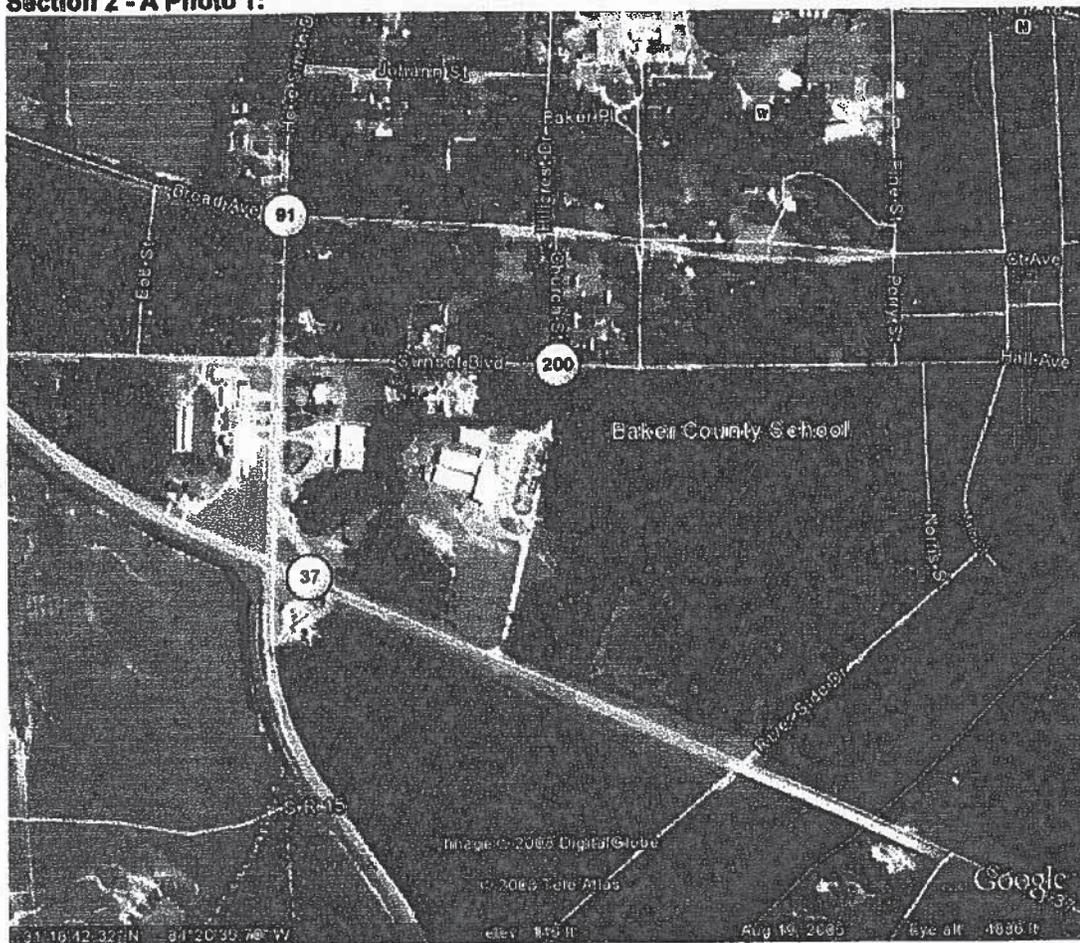
School 4: Signature of Principal	School 4: Print Name of Principal
Name of School	Telephone Number
	Date

BAKER COUNTY SCHOOL SECTION 2 – PROBLEM IDENTIFICATION

A.

The school housing Baker County elementary and middle school students in grades four through eight is located between state highway 200 (Sunset Blvd) and state highway 37. (A Photo 1) There are no biking and walking accommodations connecting the community and the school in our area. The only entry and exit road to the school is a dirt road that is apart of the campus. This dirt road to the school connects these two highways. There are no biking and walking sidewalks along side this dirt road, nevertheless many students are forced to walk or ride bicycles to school daily using the same dirt road as the school buses, parents, and school employees. (A Photo 3) Additionally, because of its convenience to the Newton city residential area, the dirt road has become a short cut for through traffic coming off highway 37 going into the residential area. The through traffic is an added safety hazard for students biking and walking to and from school and for extracurricular activities held on the school campus. At the time the school was built there were no funds available to pave the dirt road and construct sidewalks connecting the school to highways 200 (Sunset Blvd) and 37. Baker County School System is a small poor rural one school system located on two campuses in southwest Georgia. Since the school construction in 2001 all of the school system and community efforts to complete the paving project have not been successful. Please see the attached photos and captions for Section 2 for a visual description of our school community current conditions for biking and walking.

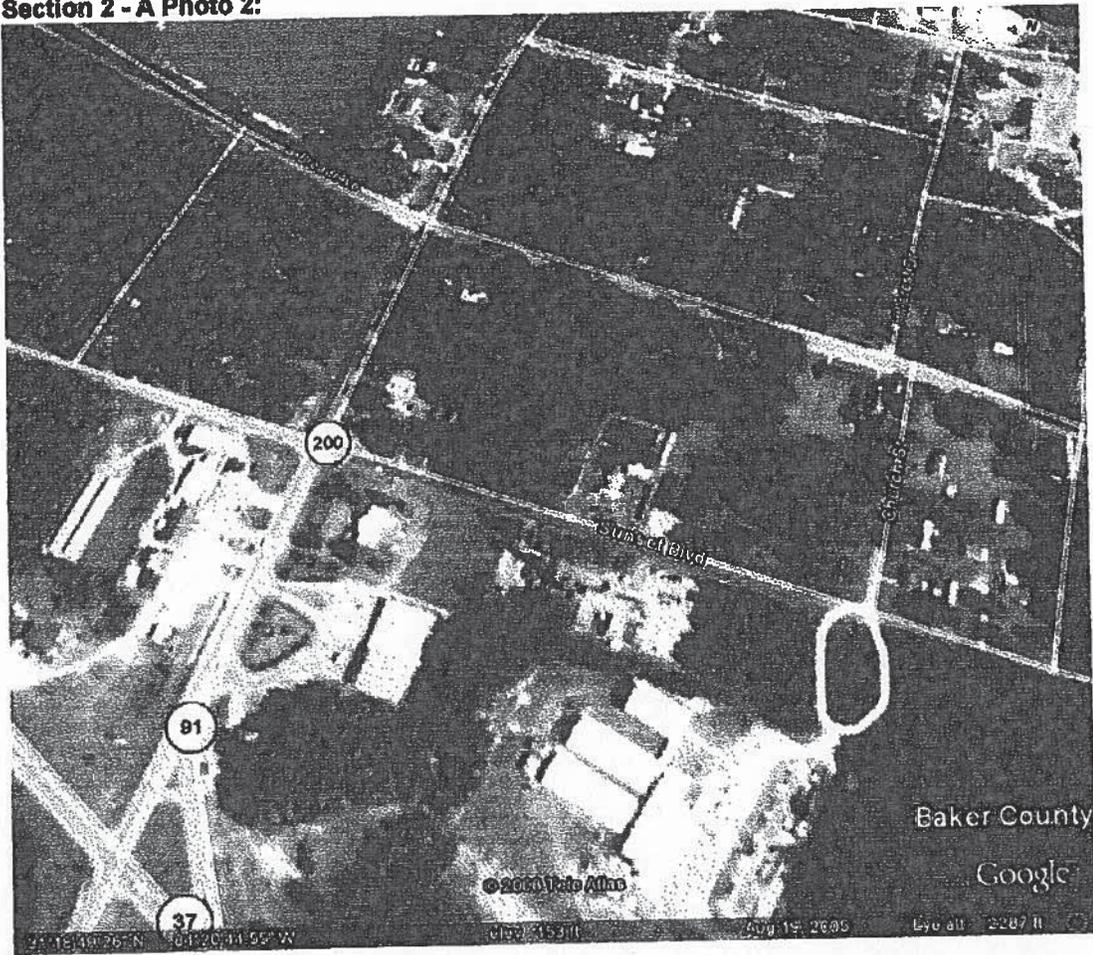
Section 2 - A Photo 1:



The Baker County school housing grades 4 through 8 is located between state highway 200 (Sunset Blvd) and state highway 37.

BAKER COUNTY SCHOOL

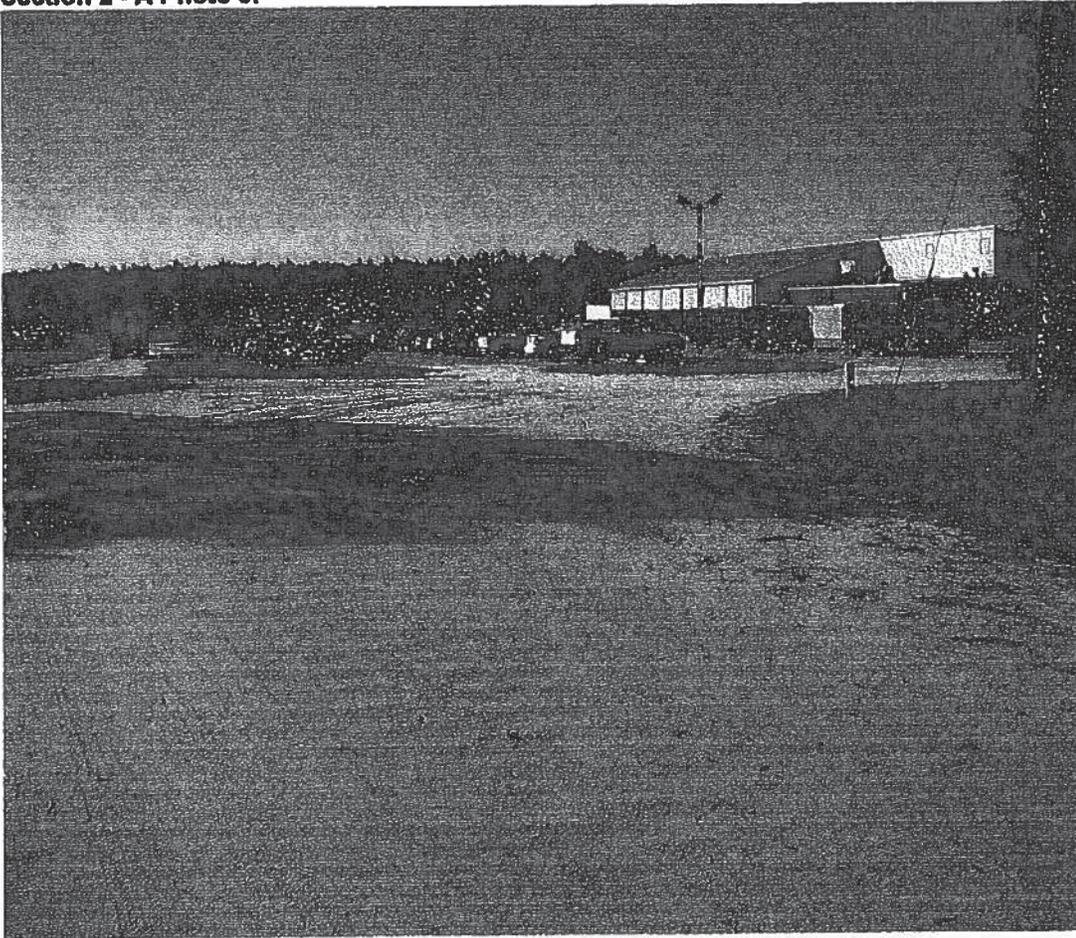
Section 2 - A Photo 2:



The circled area on the right is the most frequently used entry and exit to the school and the beginning focus of the Bears Way SRTS project to create a safe route for biking and walking to the Baker County School from the community. The existing and potential biking and walking school community is located north of the school.

BAKER COUNTY SCHOOL

Section 2 - A Photo 3:



This is a ground view of the circled area in the aerial photo above (A Photo 2). This photo shows the unpaved entry and exit road without sidewalks pictured from state highway 200 (Sunset Blvd) looking south to state highway 37. This is the entry and exits used by students that bike and walk to school.

SECTION 3 – PROPOSED PROJECT

B.

The most economically efficient method of establishing safe routes to the Baker County School from the community for its biking and walking students is by connecting the community to the school. This can best be accomplished by making the following physical changes and improvements. The nearest existing sidewalk in the community to the school is located along the side of the Newton Baptist Church near Broad Avenue. (B Photo 4) The order of physical changes and improvements need to begin on the school campus and proceed out into the community to connect to the existing sidewalk at the side of the Newton Baptist Church.

Beginning on the school campus, the dirt entry and exit road need to be paved from the existing pavement to connect to Sunset Blvd (state highway 200). (B Photo 1)

Indentation rumble stripes need to be constructed on the existing paving and new paving to raise the consciousness and slow the through traffic coming from state highway 37. (B Photo 1)

"No thru traffic" and "school zone" signs need to be installed as well. (B Photo 1).

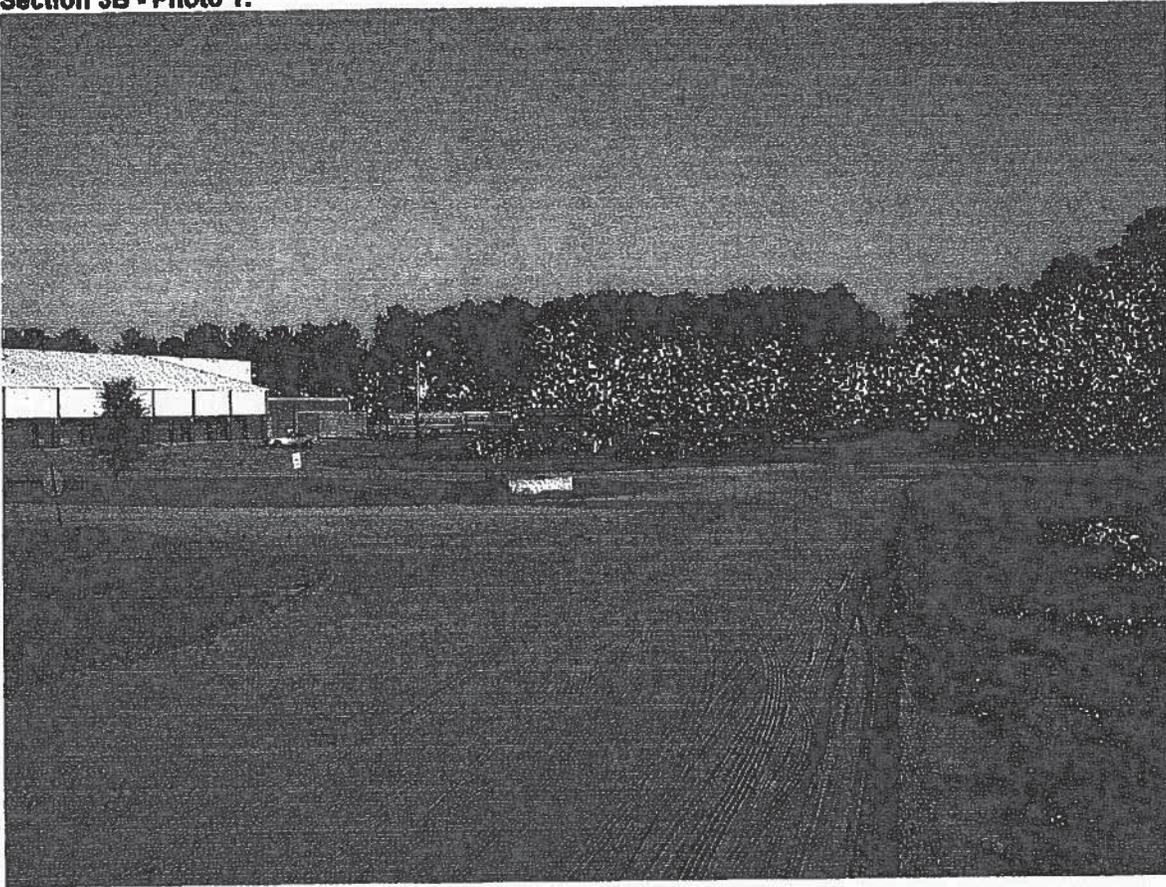
BAKER COUNTY SCHOOL

A biking and walking sidewalk need to be constructed on the right side of the dirt roadway from Sunset Blvd following the existing pavement along side the bus parking lot to connect to the side walk in front of the gym. (B Photo 2)

A painted crosswalk and a "School Crossing" sign is needed on Sunset Blvd that leads to the newly constructed sidewalk. (B Photo 3)

Finally, a sidewalk needs to be placed on the right side of Church Street from Sunset Blvd to connect to the partial sidewalk along side the Newton Baptist Church and painted crosswalks with "School Crossing" signs at the intersection of both Church Street and Broad Avenue. (B Photo 4)

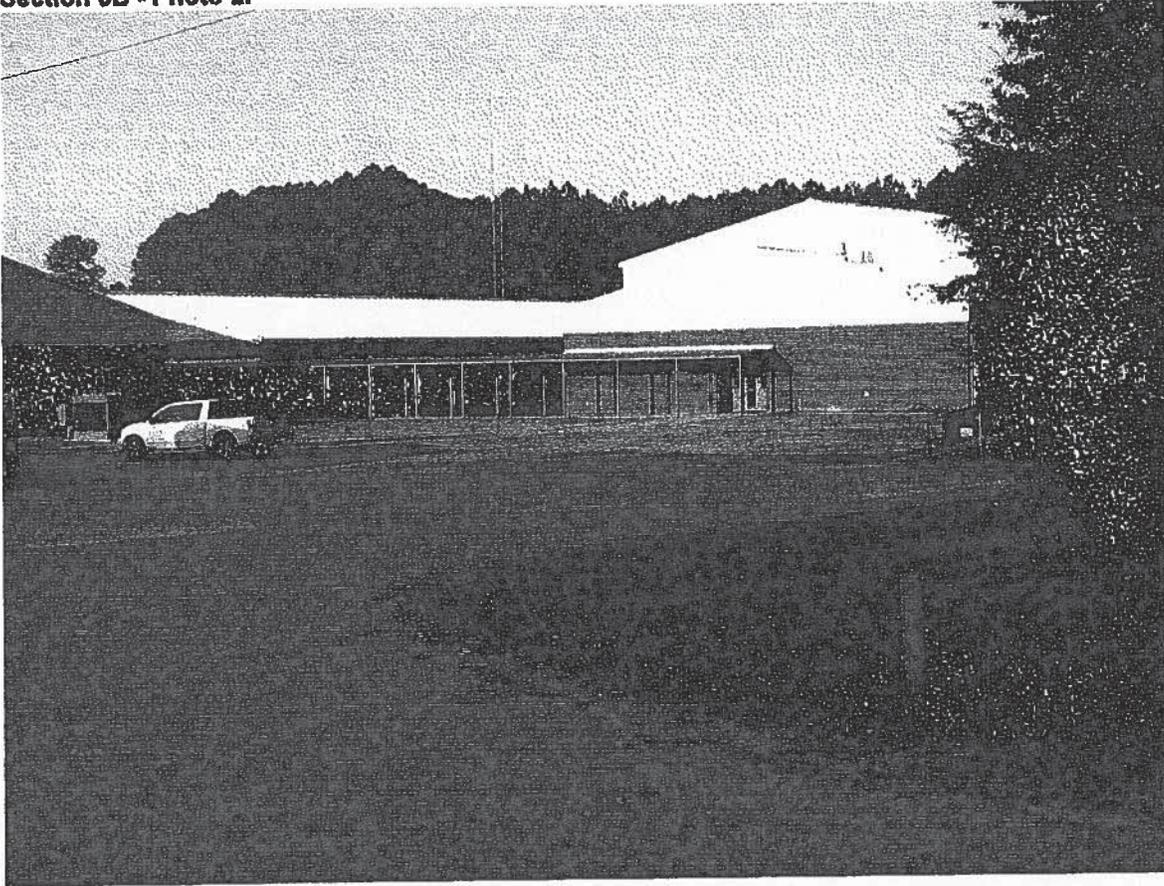
Section 3B - Photo 1:



The above photo, taken facing Sunset Blvd, shows the starting point for the Bears Way SRTS project, beginning with the existing paving connecting it to Sunset Blvd (state highway 200).

BAKER COUNTY SCHOOL

Section 3B - Photo 2:



The sidewalk pictured above leads to the entry doors for the school bus drop-off and the gym entrance. A new sidewalk needs to be constructed along side the paving, until it connects to Sunset Blvd for biking and walking.

BAKER COUNTY SCHOOL

Section 3B - Photo 3:



This is a view of the unpaved entry and exit road taken from Sunset Blvd (state highway 200) facing south toward the Baker County School (pictured behind the trees). This entry and exit is used by bikers and walkers, as well as by the school busses, parents, and school employees. Construction of a sidewalk on the right side of this road connecting to the sidewalks in front of the gym will make this a safe route.

BAKER COUNTY SCHOOL

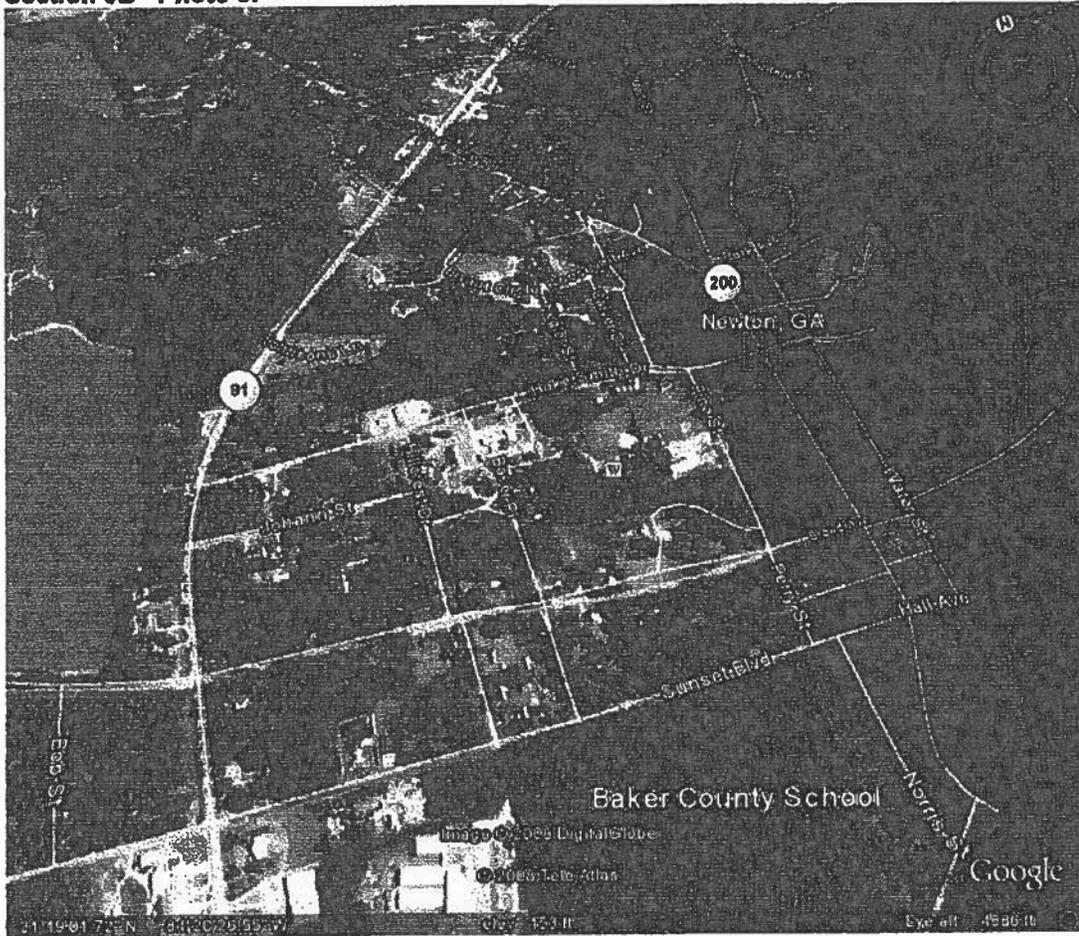
Section 3B - Photo 4:



The closest existing sidewalk in the community to the school is located along side the Newton Baptist Church on Church Street. Church Street ends at Sunset Blvd and crossing it places you on the school campus dirt road.

BAKER COUNTY SCHOOL

Section 3B - Photo 5:



This aerial view shows how the Bears Way SRTS project connect the community to the school and create safe routes to school for biking and walking from any location in the community.

C.
The Bears Way Safe Routes to School project will make physical improvements to the entry to the school campus from highway 200 (Sunset Blvd) that will create a safe biking and walking environment, as well as, encourage more students to bicycle and walk to school. The project will discourage the use of the roadway adjacent to the school as a short cut for through traffickers from the state highway 37 to the residential community, thus again improving student safety. It will create a traffic calming measure that will raise the consciousness of motorist to the existence of a school zone. These changes will also enhance the well being of the children that bike and walk to school, reduce the likelihood of them becoming obese, and improve the air quality on the school campus by reducing the number of motor vehicles frequenting the campus.

BAKER COUNTY SCHOOL

SECTION 4 – PROGRAM INFORMATION

The Baker County School System did not have a formal Safe Route to School (SRTS) program for its elementary and middle school children prior to the announcement of this application, although our Health curriculum addresses walking and biking safety. The elementary school unit is entitled "Personal Safety in a Healthy World". The lessons in the unit teach children ways they can prevent accidents and injuries while riding a bicycle or using a skateboard or in-line skates. It also addresses pedestrian safety and the ways accidents can be avoided by acting safely and following safety rules. The middle school unit is entitled "Safety and Recreation". It has lessons on traffic safety, pedestrian safety, and safety on wheels. With the Georgia Department of Transportation announcement of the Safe Routes to School (SRTS) Program, the Baker County School System launched an accelerated planning process to establish a Safe Routes to School Program for its students.

After having a school representative attend an announcement meeting in Macon, we began the planning process by identifying those persons from the school community that have a vested interest in the school and the safety of its students. Members of the Safe Routes to School (SRTS) planning team included the school principal, a member of the board of education, a teacher, a parent, a coach, the police chief, the city manager, and the school assessment coordinator who will serve as the committee chair. The team discussed the physical changes and improvements to the infrastructure needed in developing a Safe Routes to School Program during its initial meetings. The SRTS team's suggestions are reflected in this application. The Team also decided on a Safe Routes to School model that incorporates all 5 "E"s: Education, Encouragement, Enforcement, Engineering and Evaluation as a pattern to follow. A tentative plan has been developed and is posted on the Baker County School System's homepage <http://www.baker.k12.ga.us>.

CONCEPT MEETING MINUTES

PI 00010012-Baker County-SRTS

DATE: 11-14-2012 TIME: 1:00 pm PLACE: Baker County School

Presentation :

- ❑ Meeting opened with introductions of attendants
- ❑ Project Descriptions and Need& Purpose for the projects were discussed
- ❑ Randy Rathburn stated that the project must be authorized prior to June 2013 and that no ROW can be acquired under the SRTS program.
- ❑ Randy Rathburn stated that environmental would be done in-house.

Open Discussion :

- ❑ Tim Warren discussed utility relocation guidelines and how they apply to project.
- ❑ Brent Thomas and Sandy Griffin discussed existing ROW and surveys that had been done to date.
- ❑ Brent Thomas and Van Mason discussed need for signage and striped crosswalks.
- ❑ General discussion was closed
- ❑ Meeting adjourned at 2:00 pm

SIGN IN SHEET

PROJECT: PI 0010012 Baker County - SRTS

DATE: November 14th 2012

**CONTACT
INFORMATION
(EMAIL, TELEPHONE #)**

NAME

ORGANIZATION

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