

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. # 0010014 **OFFICE** Design Policy & Support
DeKalb County
GDOT District 7 - Metro Atlanta **DATE** 2/12/2013
Decatur City School System @ 5 Schools - SRTS

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:

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: Mac Cranford, Design Group Manager
Tamaya Huff, State Pedestrian and Bicycle Coordinator
Rachel Brown, District Engineer
Scott Lee, District Preconstruction Engineer
Jonathan Walker, District Utilities Engineer
Emmanuella Myrthil, State Safety Program Coordinator
Darrell DeJean, Project Manager
BOARD MEMBER - 4th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Type: Safe Routes To School (SRTS) P.I. Number: 0010014
GDOT District: 7 County: DeKalb
Federal Route Number: N/A State Route Number: N/A

The city of Decatur SRTS with improvements at Carl G. Renfroe Middle, Clairemont Elementary, Glennwood Academy, Oakhurst Elementary, and Winnona Park Elementary school areas.

Submitted for approval:

Mac Crawford 11-2-12
GDOT D7 Design Engineer DATE

[Signature] 11-14-12
GDOT Project Manager DATE

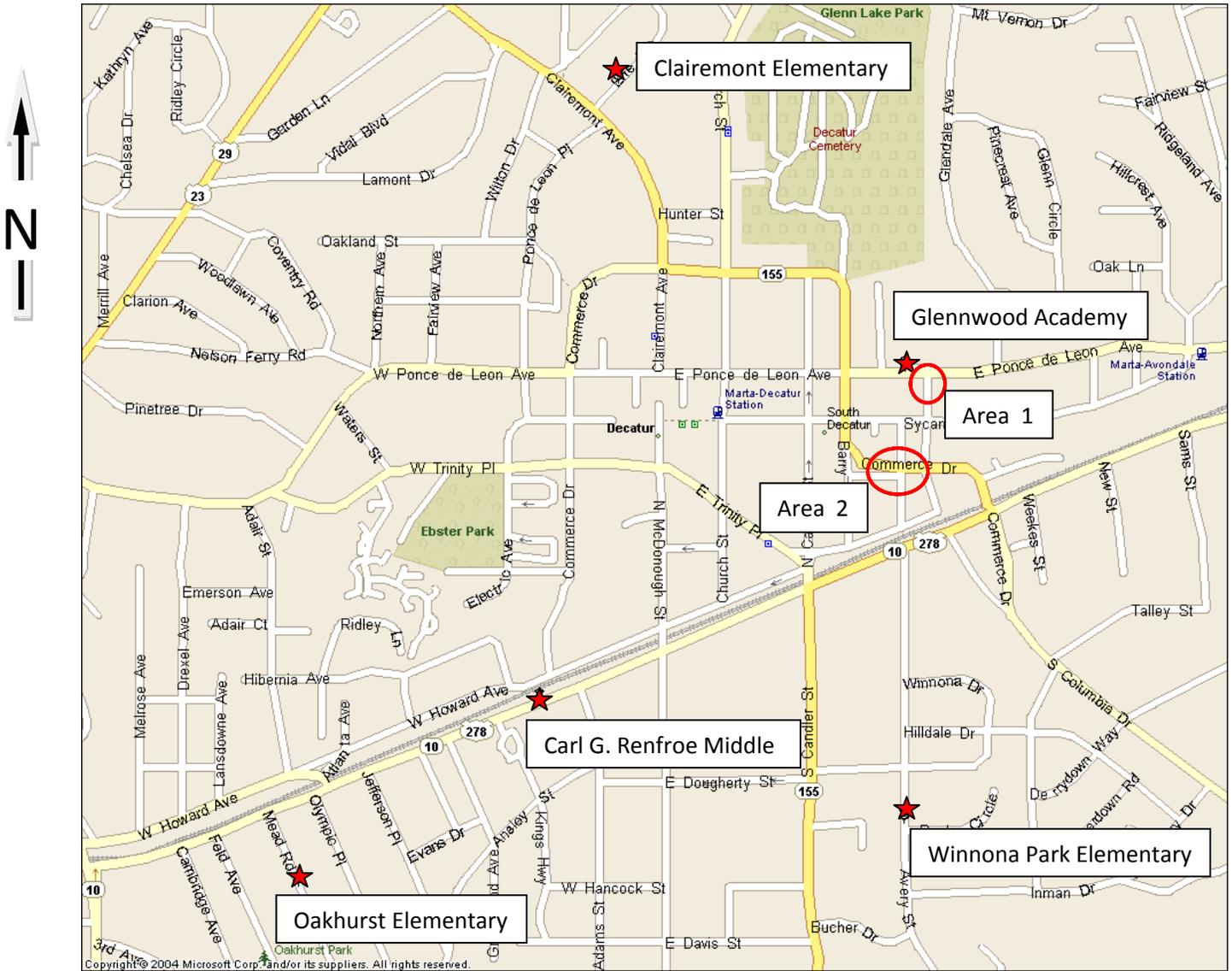
Recommendation for approval:

[Signature] 11/19/2012
State Program Delivery Engineer DATE

[Signature] 2/2/13
FOR : Director of Engineering DATE

Resubmitted w/addl. information 1/31/2013 JJA

PROJECT LOCATION



Legend

- ★ Schools benefiting from improvements
- Areas of Concern

PLANNING & BACKGROUND DATA

Project Justification Statement:

P.I. No. 0010014 is a Safe Routes to School (SRTS) infrastructure project designed to improve pedestrian and bicycle accessibility primarily for students, but also for the parents and teachers within a two-mile radius of targeted schools. The schools that will be benefiting from the improvements that will be proposed include: Clairemont Elementary, Oakhurst Elementary, Winnona Park Elementary, Glennwood Academy, and Carl G. Renfroe Middle School.

The project is intended to promote walking and bicycling by students living within a two-mile radius of a school. Outside of promoting walking and bicycling for the students in the vicinity, the desired outcomes of the SRTS infrastructure project include increased health and fitness for students, as well as accessibility and environmental benefits for the community at large through the installation of sidewalks, crosswalks, and signage.

In the City of Decatur, most students are transported to school by personal vehicles and/or school busses because of the lack of adequate existing pedestrian and bicycle facilities. With addition of sidewalks, whether around the schools or connecting the schools to other routes, and increased lighting for an existing paved walking/biking trail, many more students would be able to bike or walk to school. The City of Decatur has identified 5 schools where it feels that the percentage of students walking and/or biking to school could significantly increase with additional resources.

Description of the proposed project:

The City of Decatur is a 4.2 square mile city with a traditional downtown hub, surrounded by single-family neighborhoods. Within the City's current school system exists five K-8 schools, all with limited access for bicycle and pedestrian traffic. Currently, every route to the schools requires children to share the road with vehicular traffic, often with sidewalk gaps, significant traffic speeds as well as traffic volumes, and limited sight-distances due to on-street parking and sharp curves. Also, there are inadequate pedestrian refuge islands, and poorly located driveway entrances within the vicinity of crosswalks. With almost every student in the system living within one mile of their school, it is imperative that the existing facilities be improved with regard to bicycle and pedestrian mobility and accessibility to the schools.

The proposed improvements not only offer enhancements to pedestrian and bicycle traffic, but also encourage more of the students to take advantage of the existing network of sidewalks. Additionally, by affording pedestrians and cyclists' access to a complete network of bicycle and pedestrian oriented facilities, Average Daily Traffic (ADT) volume can be decreased not only at peak hours, but throughout the day, further providing a reduction in traffic congestion. Specific modifications will be as follows:

- The driveway at Glennwood Academy will be adjusted to line-up with the intersection of E. Ponce de Leon Ave. and Sycamore Place (Area 1).
- The existing island located at Sycamore Place and Commerce Drive will be taken out and the intersection will be upgraded to a four-way, traffic signal controlled crossing, with updated striping for crosswalks, along with ADA approved ramps (Area 2).

Posted Speed	25 MPH		25 MPH
Design Speed	N/A	25 MPH	N/A
Min Horizontal Curve Radius	N/A	154-ft.	N/A
Superelevation Rate	N/A	4%	N/A
Grade	N/A	11%	Match existing
Access Control	Permit	Permit	Permit
Right-of-Way Width	Varies	N/A	None
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	N/A	Varies	SU

*According to current GDOT design policy if applicable

Mainline Design Features: Commerce Drive

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	4	4	4
- Lane Width(s)	12'	12'	12'
- Median Width & Type	N/A	N/A	N/A
- Outside Shoulder Width & Type	2' - Urban	N/A	N/A
- Outside Shoulder Slope	Varies	2:1	N/A
- Inside Shoulder Width & Type	N/A	2:1	N/A
- Sidewalks	Yes	5'	Match existing
- Auxiliary Lanes	No	None	None
- Bike Lanes	No	None	None
Posted Speed	35 MPH		Match existing
Design Speed	N/A	25 MPH	N/A
Min Horizontal Curve Radius	N/A	154-ft.	N/A
Superelevation Rate	N/A	4%	N/A
Grade	N/A	11%	Match existing
Access Control	Permit	Permit	Permit
Right-of-Way Width	Varies	N/A	None
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	N/A	Varies	BUS-40

*According to current GDOT design policy if applicable

Mainline Design Features: Ponce de Leon Avenue

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2	2
- Lane Width(s)	16.5' – 17.5'	12'	16.5' – 17.5'
- Median Width & Type	N/A	N/A	N/A
- Outside Shoulder Width & Type	2' - Urban	N/A	N/A
- Outside Shoulder Slope	Varies	2:1	N/A
- Inside Shoulder Width & Type	N/A	2:1	N/A
- Sidewalks	Yes	5'	Match existing
- Auxiliary Lanes	None	None	None
- Bike Lanes	None	None	None
Posted Speed	20 MPH		Match existing

Design Speed	N/A	25 MPH	N/A
Min Horizontal Curve Radius	N/A	154-ft.	N/A
Superelevation Rate	N/A	4%	N/A
Grade	N/A	11%	Match existing
Access Control	Permit	Permit	Permit
Right-of-Way Width	Varies	N/A	None
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	N/A	Varies	BUS-40

*According to current GDOT design policy if applicable

Major Structures: N/A

Major Interchanges/Intersections: N/A

Utility Involvements:

POWER - GA Power
 TELEPHONE - AT&T
 GAS - Atlanta Gas & Light
 WATER - Dekalb Water & Sewer
 CABLE - Comcast

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

SUE Required: Yes No

Railroad Involvement: None

Right-of-Way:

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

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

Location and Design approval: Not Required Required

Off-site Detours Anticipated: No Yes Undetermined

Transportation Management Plan [TMP] Required: No Yes

If Yes: Project classified as: Non-Significant Significant
 TMP Components Anticipated: TTC TO PI
 TTC will be accounted for in the Special Provision 150.

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"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Lane Width	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Shoulder Width	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Bridge Width	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Horizontal Alignment	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Superelevation	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Vertical Alignment	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Grade	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. Stopping Sight Distance	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Cross Slope	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Vertical Clearance	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
12. Lateral Offset to Obstruction	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
13. Bridge Structural Capacity	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>

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"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Median Usage & Width	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Intersection Skew Angle	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Lateral Offset to Obstruction	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Intersection Sight Distance	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Bike & Pedestrian Accommodations	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. GDOT Drainage Manual	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Georgia Standard Drawings	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. GDOT Bridge & Structural Manual	Bridge Design	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Roundabout Illumination - <i>(if applicable)</i>	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Rumble Strips/Safety Edge	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>

VE Study anticipated: No Yes Completed – 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
 Is a Carbon Monoxide hotspot analysis required? 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:

NEPA/GEPA: To Be Determined – No adverse impacts anticipated.

Ecology: To Be Determined – No adverse impacts anticipated.

History: To Be Determined – No adverse impacts anticipated.

Archeology: To Be Determined – No adverse impacts anticipated.

Air & Noise: To Be Determined – No adverse impacts anticipated.

Public Involvement: N/A

Major stakeholders: N/A

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	GDOT
Design	GDOT
Right-of-Way Acquisition	N/A
Utility Relocation	y \

Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	GDOT
Providing Detours	GDOT
Environmental Studies, Documents, and Permits	GDOT
Environmental Mitigation	GDOT
Construction Inspection & Materials Testing	GDOT

Lighting required: No Yes

Other projects in the area:

- M004546: SR 155 from 0.03 mi S of SR 154 to SR 13, DeKalb County
- 0010631: SR 155 @ SR 10 & CR 5365/Church St. from SR 155 to Forkner Dr., Dekalb County

Other coordination to date: None

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Utility	CST*	Environmental Mitigation	Total Cost
By Whom	GDOT	N/A	N/A	GDOT	N/A	
\$ Amount	\$140,000.00			\$274,223.19		\$414,223.19
Date of Estimate	3/22/2010			11/30/2012		

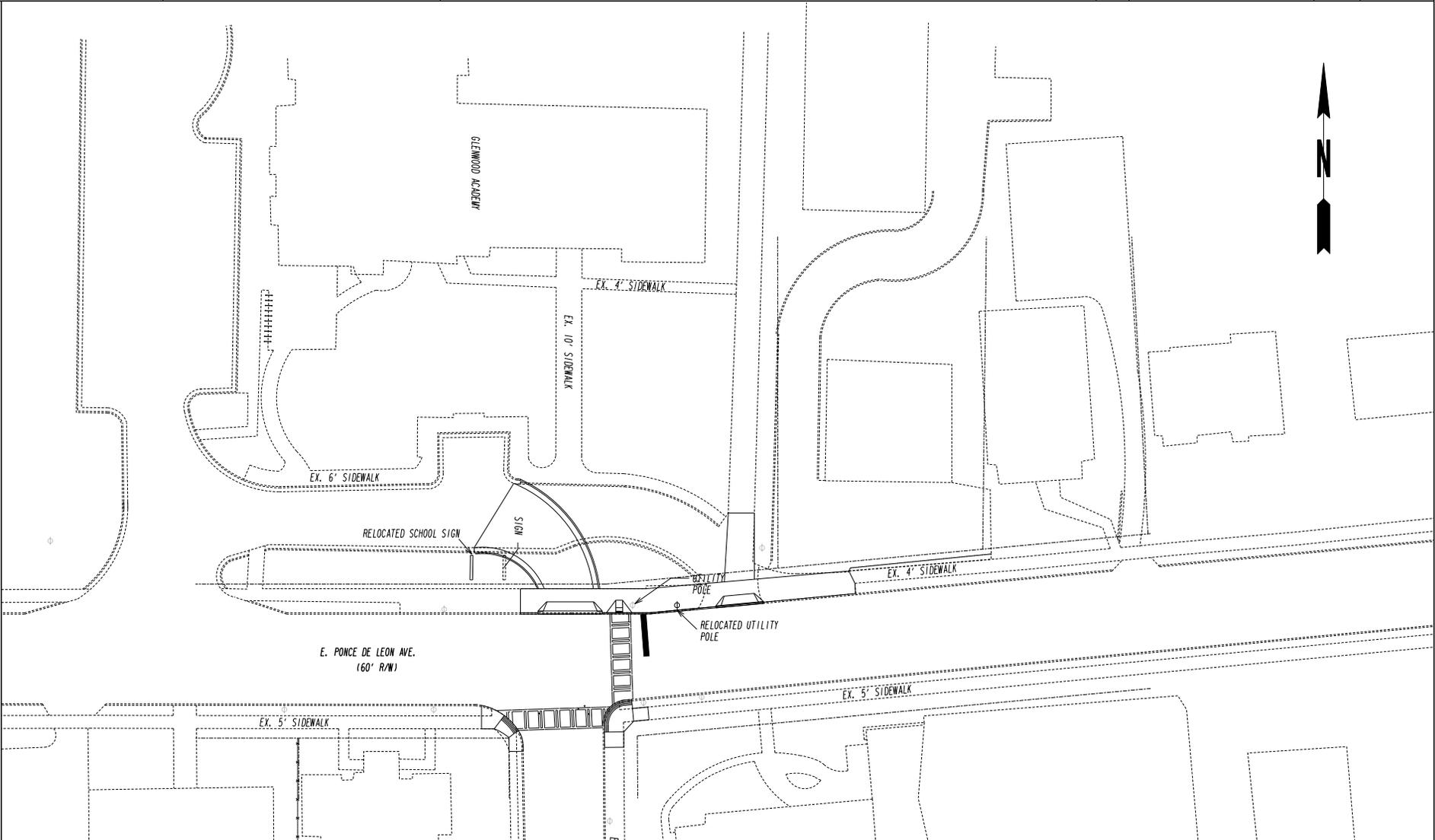
*CST Cost includes: Construction, Engineering and Inspection, and Liquid AC Cost Adjustment.

Comments: N/A

Attachments:

1. Concept Layout
2. Typical sections
3. Cost Estimate
4. SRTS Application

City of DeKalb - 8th Street

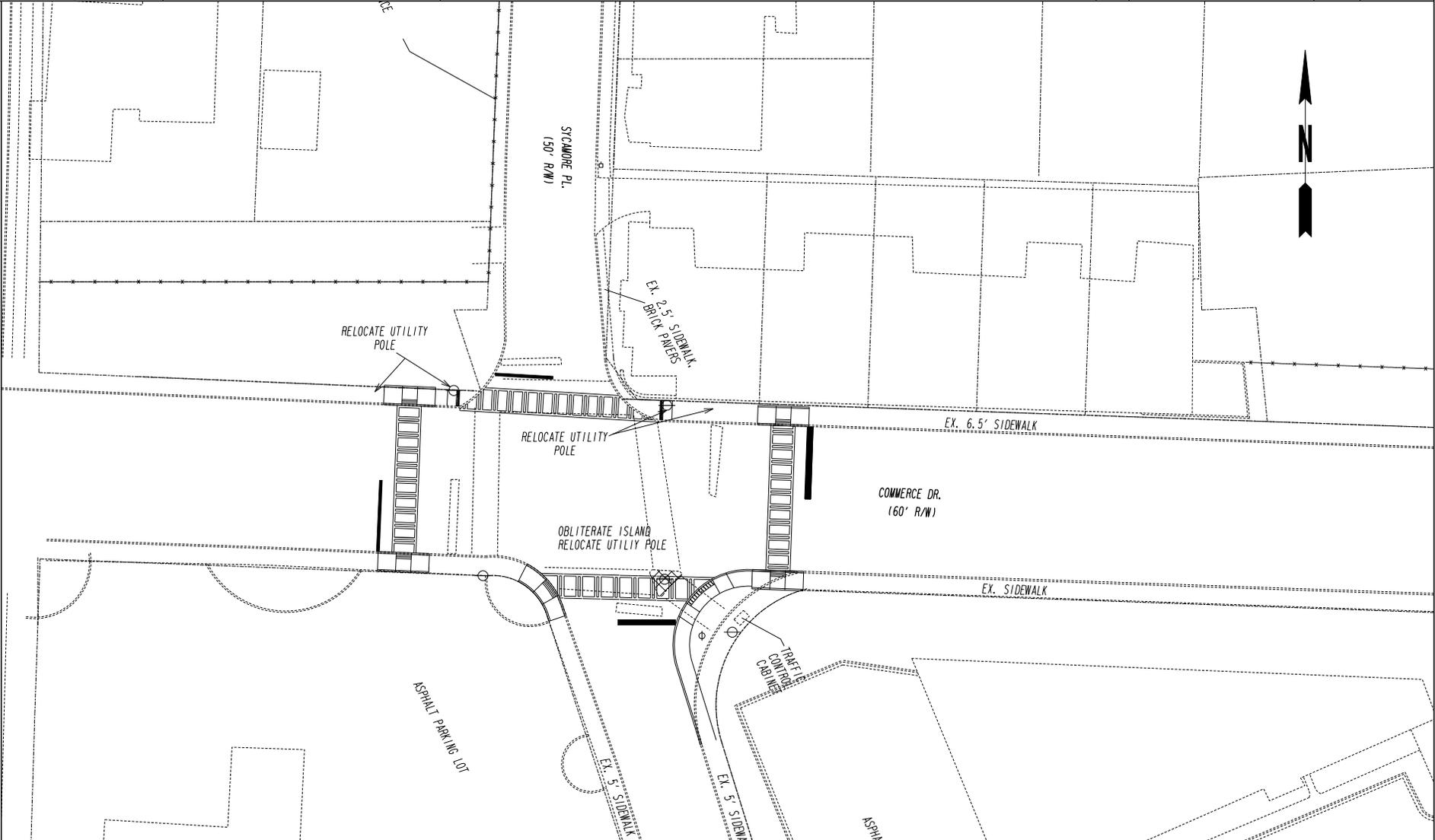


GEORGIA
 DEPARTMENT
 OF
 TRANSPORTATION

REVISION DATES	

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: DISTRICT 7 DESIGN
MAINLINE PLAN
 GLENWOOD ACADEMY

DRAWING No.
13-01

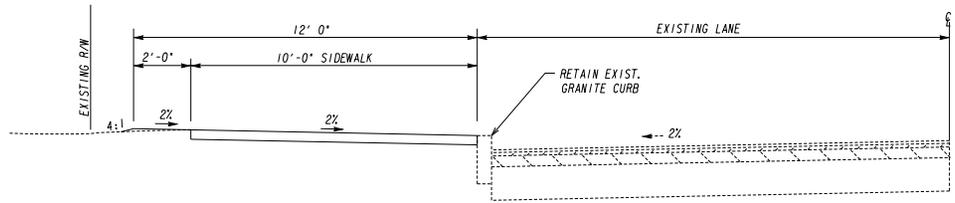


GEORGIA
 DEPARTMENT
 OF
 TRANSPORTATION

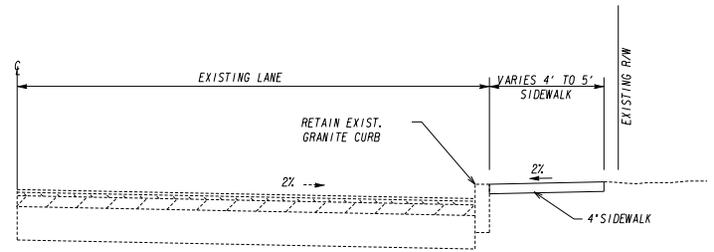
REVISION DATES

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: DISTRICT 7 DESIGN
 MAINLINE PLAN
 E. COLLEGE AT SYCAMORE PL

DRAWING No.
13-02



E. PONCE DE LEON AVENUE



SYCAMORE PLACE
COMMERCE DRIVE

GEORGIA
DEPARTMENT
OF
TRANSPORTATION



REVISION DATES	

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: TRAFFIC OPERATIONS
TYPICAL SECTIONS
CITY OF DECATUR SCHOOL SYSTEM SRTS

DRAWING No.
5-01

DETAILED COST ESTIMATE



Job: 0010014 OAO

JOB NUMBER 0010014 OAO

FED/STATE PROJECT NUMBER

SPEC YEAR: 01

DESCRIPTION: DECATUR SRYS-D7 CONCEPT

ITEMS FOR JOB 0010014 OAO

Item Num	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0005	150-1000	1.000	LS	\$15,000.00	TRAFFIC CONTROL - 0010014	\$15,000.00
0010	163-0232	1.000	AC	\$59.70	TEMPORARY GRASSING	\$59.70
0019	165-0030	750.000	LF	\$0.92	MAINT OF TEMP SILT FENCE, TP C	\$689.83
0015	171-0030	1500.000	LF	\$2.25	TEMPORARY SILT FENCE, TYPE C	\$3,375.30
0020	210-0100	1.000	LS	\$20,000.00	GRADING COMPLETE - 0010014	\$20,000.00
0025	310-5120	650.000	SY	\$22.60	GR AGGR BS CRS 12IN INCL MATL	\$14,691.89
0045	402-3130	35.000	TN	\$117.64	RECYL AC 12.5MM SP,GP2,BM&HL	\$4,117.56
0050	402-3190	45.000	TN	\$119.99	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	\$5,399.34
0033	413-1000	15.000	GL	\$3.29	BITUM TACK COAT	\$49.35
0030	441-0104	100.000	SY	\$31.45	CONC SIDEWALK, 4 IN	\$3,145.37
0034	441-0108	67.000	SY	\$42.61	CONC SIDEWALK, 8 IN	\$2,854.77
0070	441-4050	15.000	SY	\$41.48	CONC VALLEY GUTTER,W/CURB,8"	\$622.20
0035	441-5002	220.000	LF	\$11.08	CONC HEADER CURB, 6", TP 2	\$2,436.62
0055	636-1033	27.000	SF	\$20.20	HWY SIGNS, TP1MAT,REFL SH TP 9	\$545.27
0060	636-2080	39.000	LF	\$9.33	GALV STEEL POSTS, TP 8	\$364.03
0104	647-1000	1.000	LS	\$50,000.00	TRAF SIGNAL INSTALLATION NO - E PONCE DE LEON AT SYCAMORE	\$50,000.00
0105	647-1000	1.000	LS	\$50,000.00	TRAF SIGNAL INSTALLATION NO - SYCAMORE AT COMMERCE	\$50,000.00
0084	653-1501	500.000	LF	\$0.98	THERMO SOLID TRAF ST 5 IN, WHI	\$492.48
0083	653-1502	500.000	LF	\$0.82	THERMO SOLID TRAF ST, 5 IN YEL	\$408.76
0065	653-1704	36.000	LF	\$5.65	THERM SOLID TRAF STRIPE,24",WH	\$203.30
0100	653-1804	600.000	LF	\$2.51	THERM SOLID TRAF STRIPE, 8",WH	\$1,504.54
0075	700-6910	1.000	AC	\$749.32	PERMANENT GRASSING	\$749.32
0080	700-7000	1.000	TN	\$111.39	AGRICULTURAL LIME	\$111.39
0085	700-8000	1.000	TN	\$483.71	FERTILIZER MIXED GRADE	\$483.71
0090	700-8100	12.000	LB	\$2.84	FERTILIZER NITROGEN CONTENT	\$34.05
0095	754-6000	50.000	EA	\$1,650.00	BICYCLE RACK	\$82,500.00
SUBTOTAL FOR :						\$259,838.78

TOTALS FOR JOB 0010014 OAO

ITEMS COST:	\$259,838.78
COST GROUP COST:	\$0.00
ESTIMATED COST:	\$259,838.78
CONTINGENCY PERCENT:	0.00
ENGINEERING AND INSPECTION:	0.05
ESTIMATED COST WITH CONTINGENCY AND E&I:	\$272,830.72

PROJ. NO.

[Redacted]

CALL NO.

P.I. NO.

0010014

DATE

10/29/2012

INDEX (TYPE)

REG. UNLEADED
DIESEL
LIQUID AC

DATE	INDEX
Oct-12	\$ 3.595
	\$ 4.019
	\$ 571.00

Link to Fuel and AC Index:

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

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt

Price Adjustment (PA)				1370.4	\$	1,370.40
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	913.60		
Monthly Asphalt Cement Price month project let (APL)			\$	571.00		
Total Monthly Tonnage of asphalt cement (TMT)				4		

ASPHALT	Tons	%AC	AC ton
Leveling		5.0%	0
12.5 OGFC		5.0%	0
12.5 mm	35	5.0%	1.75
9.5 mm SP		5.0%	0
25 mm SP		5.0%	0
19 mm SP	45	5.0%	2.25
	80		4

BITUMINOUS TACK COAT

Price Adjustment (PA)				\$	22.07	\$	22.07
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	913.60			
Monthly Asphalt Cement Price month project let (APL)			\$	571.00			
Total Monthly Tonnage of asphalt cement (TMT)							0.064426514

Bitum Tack

Gals	gals/ton	tons
15	232.8234	0.06442651

PROJ. NO.

[Redacted]

CALL NO.

P.I. NO.

0010014

DATE

10/29/2012

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)						0	\$	-
Monthly Asphalt Cement Price month placed (APM)		Max. Cap	60%	\$	913.60			
Monthly Asphalt Cement Price month project let (APL)				\$	571.00			
Total Monthly Tonnage of asphalt cement (TMT)					0			

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.	[Redacted]	0.20	0	232.8234	0
Double Surf.Trmt.	[Redacted]	0.44	0	232.8234	0
Triple Surf. Trmt	[Redacted]	0.71	0	232.8234	0
					0

TOTAL LIQUID AC ADJUSTMENT							\$	1,392.47
-----------------------------------	--	--	--	--	--	--	----	-----------------



GEORGIA SAFE ROUTES TO SCHOOL (SRTS) PROGRAM Infrastructure Application Form

NOTE TO APPLICANT

The Georgia Department of Transportation (GDOT) will conduct all Preliminary Engineering for the awarded projects and prepare projects for GDOT letting. GDOT will coordinate with the local transportation or public works department and school district on the design of the project. **Applicant/Awardees are not responsible for designing or letting any part of the project. No local match or in-kind services are required OR accepted.**

ELIGIBILITY CRITERIA

Eligible Applicants:

1. Applicants must be a school district or a city or county government to apply for infrastructure funds. Applicants must have the legal authority to sign maintenance agreements with the Department of Transportation.
2. Projects must serve schools (public or private) with students in kindergarten through eighth grades.
3. Projects must be located within a two mile radius of the school.
4. Each school must be actively engaged in non-infrastructure SRTS activities (e.g. SRTS Plan, Education, Encouragement and/or Enforcement activities).

Eligible Projects:

1. All infrastructure projects must meet GDOT and AASHTO design guidelines. **GDOT District Office should be consulted prior to submitting application for projects on state highways. Contact the Safe Routes to School Coordinator.**
2. Projects must be within the public right of way. This may include projects on private land that have permanent public access easements. Public property includes lands that are owned by a public entity, including those lands owned by public school districts.
3. Below is a list of eligible infrastructure projects. Other types of projects that are not on this list may also be eligible if they meet the objectives of reducing speeds and improving pedestrian and bicycle safety and access. Certain facilities or treatments may not be appropriate for every location or roadway type.
 - a. Sidewalk improvements: new sidewalks, sidewalk gap closures, curbs, gutters, and curb ramps, upgrades to meet ADA compliance.
 - b. Traffic calming and speed reduction improvements: roundabouts, curb extensions, chicanes, speed humps, raised crossings, raised intersections, medians, median refuge island, narrowed traffic lanes, lane reductions, automated speed enforcement, vehicle speed feedback signs, and variable speed limits.
 - c. Pedestrian and bicycle crossing improvements: crosswalks, raised median and median refuge islands, raised crosswalks, raised intersections, curb extensions, traffic control devices (including new or upgraded traffic signals, pavement markings, in-roadway crosswalk lights, flashing beacons, bicycle-sensitive signal actuation devices, pedestrian countdown signals, accessible pedestrian signals, pedestrian-activated signal upgrades, and leading pedestrian indicators), and sight distance improvements.
 - d. On-street bicycle facilities (new or upgraded): bicycle lanes, paved roadway shoulders, bicycle related traffic signs and pavement markings.
 - e. Off-street bicycle and pedestrian facilities: multi-use trails, side paths, and trail links (e.g., connecting cul-de-sacs to a school or to a school route).
 - f. Secure bicycle parking facilities: bicycle parking racks, bicycle lockers, designated areas with safety lighting, and covered bicycle shelters.
 - g. Traffic diversion improvements: separation of pedestrians and bicycles from vehicular traffic adjacent to school facilities, and diversion of traffic away from school zones or designated walking or biking routes to a school.

Ineligible Projects:

1. Acquisition of right-of-way.
2. Construction and improvements of pick-up/drop-off areas, unless it can be demonstrated that it increases the number of children biking or walking to/from school or improves the safety of children biking/walking to/from school.
3. Repair of traffic lane pavement (unless it's a new or upgraded bike facility).
4. Purely cosmetic upgrades or routine maintenance of existing bicycle or pedestrian facilities (e.g. sidewalks, multi-use trails, bike lanes). Note: ADA upgrades **are** eligible.
5. School bus or bus stop related improvements.



Please read the Georgia Safe Routes to School Guidebook and Program Guidance available on the GDOT website (www.dot.ga.gov/LocalGovernment/FundingPrograms/SRTS) prior to preparing this application. This application is for schools that have completed a SRTS Plan or have an active SRTS program. Project applicants must show evidence of a comprehensive program that addresses all “5 E’s” – Engineering, Education, Enforcement, Encouragement and Evaluation.

IMPORTANCE DATES

Call for Applications Opens: **October 13, 2008**
 Submission Deadline: **December 12, 2008, 4PM**
 Notification of Award: **March 2009**

APPLICATION GUIDANCE

READ AND FOLLOW THESE INSTRUCTIONS CAREFULLY. In the space allocated, please answer all questions with as much detail as possible. If a question does not apply to the proposed project, you must indicate this in your narrative. ONLY completed and signed Infrastructure Applications will be evaluated. This form is comprised of six (6) sections:

- Section 1: Contact Information**
- Section 2: Problem Identification** [35 points]
- Section 3: Proposed Project** [25 points]
- Section 4: Program Information** [30 points]
- Section 5: Project Cost Estimate** [10 points]
- Section 6: Signatures**

1. Please use this spreadsheet to complete your application for infrastructure funding. Please limit your responses to the space provided. Applications and attachments are due to the Department on **December 12, 2008**. Mailed applications will ONLY be accepted if postmarked by above-mentioned date. Projects for which GDOT does not receive an original application will not be considered. Please submit the following:

- **One (1) original signed hardcopy of this application form**
- **One (1) hardcopy of all attachments**
- **One (1) Compact Disc (CD)***

** CD must contain completed application in MS Excel format and all attachments.
 * CD must contain ONLY items submitted in hardcopy.
 * Attached files may be in the following formats only: .pdf, .doc, .xls, .jpg, .gif, .ppt. Other formats will not be accepted.*

2. Please mail complete application materials to:

**SRTS Coordinator
 Office of Planning
 Georgia Department of Transportation
 One Georgia Center
 600 West Peachtree St, NW
 Atlanta, Georgia 30308**

- 3. Printed applications should conform to the 8 ½ x 11 inch format provided in this document.
- 4. Maps and/or aerial photographs may be no larger than 11"x17". Maps and/or aerials should show the location of project school or schools. Please differentiate between existing and proposed routes, and label all streets relevant to walking and/or bicycling routes.
- 5. All applications shall be typed and not more than 15 pages, including all attachments. (double-sided = 7.5 pages)

CHECKLIST FOR MAILING COMPLETE APPLICATION:

- Completed all six (6) sections of Infrastructure Application.
- Completed signature page(s).
- Provided detailed cost estimate.
- Provided all attachments – maps, photos, SRTS Plan (web link only), etc.
- Provided CD containing all of the above.

Questions? Call Kelechi Nwosu, 404-631-1775, srts@dot.ga.gov.

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) City Government

Project Title:		Decatur Safe Routes to School Pedestrian and Bicyclist Improvements					
Agency Name:		City of Decatur					
Project Contact Person:		Dan Magee					
Position/Title:		Active Living Director					
Mailing Address:		231 Sycamore Street					
City:	Decatur	State:	GA	Zip Code:	30030	County:	DeKalb
Daytime Phone:	678-553-6541	Email Address:				FOR INTERNAL USE ONLY	
Fax Phone:	404-370-4130	dan.magee@decaturga.com				Ranking:	Date Submitted:

School 1 Name:		Clairemont Elementary		School 2 Name:		Oakhurst Elementary	
Mailing Address:		155 Erie Avenue		Mailing Address:		175 Mead Road	
City:	Decatur	School District:		City:	Decatur	School District:	
County:	DeKalb		Decatur	County:	DeKalb		Decatur

School 3 Name:		Winnona Park Elementary		School 4 Name:		Glennwood Academy	
Mailing Address:		510 Avery Street		Mailing Address:		440 E Ponce de Leon Avenue	
City:	Decatur	School District:		City:	Decatur	School District:	
County:	DeKalb		Decatur	County:	DeKalb		Decatur

School 5 Name:		Carl G. Renfroe Middle		School 6 Name:			
Mailing Address:		220 West College Avenue		Mailing Address:			
City:	Decatur	School District:		City:		School District:	
County:	DeKalb		Decatur	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? No *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: \$498,944.48

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.

Signature of Project Contact Person

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 City of Decatur is a 4.2 square mile, historic city with a traditional downtown surrounded by single-family neighborhoods. It serves as the seat for DeKalb County and its population swells from 18,000 to 22,000 during the weekday. The city operates its own school system and this project application addresses Safe Routes for all K-8 schools in the system including: Clairemont Elementary (K-3), Oakhurst Elementary (K-3), Winnona Park Elementary (K-3), Glennwood Academy (4&5), and Renfroe Middle (6-8). Decatur is an urban environment that has several state highways and major connecting routes to other parts of Metro Atlanta. Even primarily residential streets are classified as arterials and urban collectors and experience a significant volume of traffic and speeds exceeding 40 miles per hour. With the exception of the Decatur Cemetery/Glenlake Park, there are no off-street trails that provide access to city schools. Every route to the schools in this project requires children to share the road with vehicles, which means they need a facility and road design that is dedicated to their safety. This project has three parts that provide improvements for every school including pedestrian refuge islands, travel lane reductions, new and repaired sidewalks, and bicycle parking. Figure A (attached) shows almost every student lives within a mile of their school and has the potential to walk and bicycle to school. Evaluation surveys have shown that there is a lack of bicycle parking at each school and students do not have a place to store their bicycle during the school day, which is critical to preventing theft and encouraging students to bicycle to school. Clairemont Elementary draws from the north portion of the city. There are gaps in the sidewalk network on Vidal Boulevard and Glendale Avenue. These streets have on-street parking and it is difficult for drivers to see children walking or bicycling. Glendale Avenue is a major connector street from the Decatur Cemetery/Glenlake Park to Glennwood Academy and Clairemont Elementary. There is a large sidewalk gap on this street beginning at the entrance to the park. Oakhurst Elementary draws from the west side of the city. There are gaps in the sidewalk on Mead Road and sidewalk repairs needed on West College Avenue to complete the safe route students are currently using. Mead Road is a narrow street with on-street parking that has poor visibility for students who are currently forced to walk in the street. West College Avenue is a state highway with an ADT 20,000. The current sidewalk is broken in several places and in need of repair. Winnona Park Elementary pulls from the east side of the city and has the largest district area of all the elementary schools. The area immediately around the school has sidewalks, but one of the major routes taken to school needs pedestrian improvements. Glennwood Academy serves students from the entire city. The problems described next impact both Winnona Park and Glennwood. At the intersection of Sycamore Place and Commerce Drive there is a very large slip lane and a tiny refuge island with a utility pole in the middle of it. Commerce Drive has an ADT of 10,420 and it is a curved road with poor visibility. There is no space for pedestrians or cyclists to wait for the light to change when trying to cross the street. There is a large driveway/curbcut on Sycamore Drive that creates an unnecessarily large crossing for children and a conflict with cars entering the street. The sidewalk needs to be reconstructed to reduce the size of the curbcut. The current location of the circular driveway entrance at Glennwood creates a conflict between pedestrians and cyclists trying to cross the East Ponce de Leon Avenue crosswalk directly into the school and vehicles driving across the crosswalk to turn into the driveway. South Columbia/Commerce Drive, also a major route to Winnona Park and Glennwood, has high speeds, sidewalk gaps, and has been the site of several accidents and one fatality this year. The wide lane width and poor visibility due to a severe curve in the road encourage drivers to exceed the speed limit. In summary, the immediate areas around each school have an adequate sidewalk network and crosswalks, but lack bicycle parking. Primary routes currently used by students to walk and bicycle to school lack dedicated pedestrian and bicyclist facilities and experience high speed and traffic volumes.

- 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/Redcd Lunch	25	21	28	28	29					
% Asian	1	0	4	1	3					
% African-American	30	30	34	33	40					
% Caucasian	63	61	52	58	52					
% Hispanic	2	2	3	2	1					
% Native American	0	0	0	0	0					
% Other	4	6	7	5	4					

C. How many students enrolled in project school live within ½ mile, 1 mile, and 2 miles of the school:

School Information	School 1	2	3	4	5	6	7	8	9	10
School Enrollment	310	233	322	395	479					
½ mile	217	140	161	158	143					
1 mile	310	233	302	355	449					
2 miles	310	233	322	395	479					
Estimated percent of current walkers and bikers	37	41	45	31	10					

SECTION 3 - PROPOSED PROJECT

[Total of 25 Points]

A. Is all property involved in your project in the public right-of-way (ROW)?

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.

This project application has three parts and the cost estimates are divided by part. Part A includes the elimination of the eastern portion of the driveway at the entrance of Glennwood Academy and installation of a new driveway apron that will align with Sycamore Place. The existing crosswalk on East Ponce de Leon will be narrowed to 8 feet in width to align the crosswalk with a new 5' sidewalk connecting to the school entrance. The existing concrete island at the intersection of Sycamore Place and Commerce Drive will be expanded to narrow the right turn slip lane, a new crosswalk and curbcut will be added across Sycamore Place, and the existing crosswalk across Commerce Drive will be moved to align with the existing curbcut on the northeast side of the intersection. Commerce Drive will be re-stripped to reduce the number of travel lanes between East College Avenue and South Columbia Drive. The intersection of East Collge Avenue and Commerce Drive will receive new signal heads and re-stripping to reflect the changes to turning lanes on Commerce Drive/South Columbia Drive. This improvement was designed as part of GDOT Project Number STP-0002-00(669). Two new medians and a crosswalk will be installed at the curve on South Columbia Drive. Part B includes new sidewalks and sidewalk repairs at the following locations: South Columbia Drive, West College Avenue, Glendale Avenue, Mead Road, Sycamore Drive, and Vidal Boulevard. Each sidewalk will be concrete and 5 feet in width. Part C is the purchase and installation of 50 bicycle racks, 10 per school. They type of racks will include inverted U racks and wave racks. Some locations may receive covered bicycle parking shelters. Please see the attached concept drawings for the street improvements and sidewalk locations. Additional concept drawings, photographs, and maps are available at www.decaturga.com/srtsgrant.aspx

The SRTS program was established to: (1) enable and encourage children, including those with disabilities, to walk and 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 proposed project will greatly increase the safety of children already walking and bicycling to school and encourage more participation in the program. Every student in Decatur is within 2 miles of their school and the majority of students are within 1 mile of their school. The potential for participation in Safe Routes in Decatur with the implementation of these projects is 100%. One of the primary recommendations from the Health Impact Assessment (HIA) in the Decatur Community Transportation Plan was to partner with schools to promote childhood physical activity. The HIA notes that the presence of sidewalks, crosswalks, and bicycle lanes have a positive impact on increased physical activity. The city has already addressed many of the infrastructure concerns identified during the city's Safe Routes pilot program and has completed or designed improvements for 28 of the 39 identified infrastructure problems. This project will allow the city to correct an additional 5 problems. It also represents the next step in expanding the program to make every street safe for children to use, not just streets adjacent to school sites. New sidewalks will close gaps in the existing sidewalk system and provide a dedicated facility for pedestrians and cyclists creating a connection between home and school without having to share the street with vehicles. Sidewalks have been shown to lower vehicle speeds and prevent conflicts between pedestrians and drivers. The National Highway Traffic Safety Administration found that pedestrians have a 5% chance of fatal injury when hit by a car traveling 20 miles per hour or less. This risk increases to 40% at a vehicle speed of 30 miles per hour, 80% at 40 miles per hour, and nearly 100% at 50 miles per hour or more. Cyclists at this age also need sidewalks to bicycle on and are generally not capable of or comfortable with cycling in the street. The proposed driveway realignment will eliminate the existing conflict between children crossing the street at East Ponce de Leon into Glennwood Academy and drivers driving through the crosswalk to turn into the driveway. After the improvement, drivers will turn into the driveway west of where children will be crossing the street, eliminating any conflict. The proposed median at Sycamore Place will provide a safe place for children to stand while they are waiting to cross the street and will narrow the slip lane, forcing drivers to drive more slowly and come to a complete stop in front of the crosswalk across Sycamore Place. The improvements to Commerce Drive and South Columbia Drive (medians, lane narrowing) will have a significant impact on reducing vehicle speeds, which creates a safer, more welcoming environment for pedestrians. Finally, all of the projects address visibility issues by removing children out of the street where drivers cannot see them, requiring cars to come to a complete stop in advance of crosswalks, and reducing vehicle speeds. The bicycle parking will encourage more children to bicycle to school by providing them a safe place to store their bicycle. The proposed improvements in this project are the same type of improvements that were shown to increase levels of participation in the GDOT Safe Routes pilot project conducted between 2005-2006.

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 Decatur Safe Routes to Schools Program began in January 2005 as part of a Georgia Department of Transportation pilot project. The two pilot sites were Clairemont Elementary and Glennwood Academy. During the two years of the pilot project all five E's were addressed. The Infrastructure and Enforcement Task Force identified a list of infrastructure problems, provided crossing guards, and police officers participated in "Walk and Roll to School Days." 28 of the 39 identified infrastructure projects were completed during the pilot program including new crosswalks, directional signage, bicycle ramps, and sidewalk repairs. The Safe Routes to Schools School Team conducted surveys, formed walking school buses, and provided pedestrian and bicycle safety training classes. They also developed new school policies that allowed walkers and cyclists to leave through different exits than car-riders. Encouragement activities included celebrating International Walk to School Day, monthly Walk and Roll to School days, and a frequent walker prize program. At the end of the pilot project the number of walkers/cyclists at Clairemont Elementary had increased by 85% and 229% at Glennwood Academy. The amount of car traffic at each school was reduced as well. A detailed report of the pilot project can be found at www.decaturga.com/srtsgrant.aspx.

In 2007, the program expanded to Oakhurst and Winnona Park Elementary schools. The program was supported by volunteers, in-kind services from the city, and private grants through the Decatur Education Foundation. Each school had a parent volunteer team that worked with school principals and city staff to continue the activities from the pilot program. In Fall 2007, all four schools held the first week-long Walk and Roll to School Day in conjunction with International Walk to School Day. Pedestrian safety training was conducted for all K-3 students and bicycle safety training was conducted for all 4th grade students. By this time over 600 students had received bicycle safety training. The police department increased the number of crossing guards and used speed trailers on high volume streets. In 2008, the newly formed Active Living Division at the city took over program management of the Decatur Safe Routes to Schools and works in partnership with each volunteer team at the individual schools. The city continues to fund crossing guards and two major planned infrastructure improvements for 2009 include the reconfiguration of the intersection of North McDonough and College Avenue and East Trinity Pace and College Avenue. A survey was conducted at every school this fall with a total of 740 respondents. 47% of respondents walk or bicycle several times a week to school. The majority also travel to school with a parent. When asked about the types of improvements needed the highest response was reduce car speeds (32%), followed by more walking school buses (31%), and better sidewalks (21%). In the survey, 26% of the respondents indicated that they never walk or bicycle to school. Encouragement continues with the celebration of International Walk to School Day and monthly Walk and Roll to School Days. Active Living held a pep rally the night before International Walk to School Day (October 7, 2008) with approximately 95 participants. Education continues through the provision of bicycle and pedestrian safety training in physical education classes. Finally, the Active Living staff meets with the parent volunteer teams monthly to discuss problems, share information, and ensure the program is operating smoothly. Although there is not an active program at Renfro Middle School, the first 4th grade participants from the pilot project in 2005 are in middle school and the city anticipates starting a program there in the 2009-2010 school year. More information on Decatur's program and supplemental materials can be found at www.decaturga.com/srtsgrant.aspx

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 infrastrucutre. 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 required from local government official authorized to sign maintenance agreements, or Designee.)**

	Peggy Merriss
Signature of City/County Engineer, Mayor, County Commissioner, City Manager, etc.	Print Name of City/County Engineer, Mayor, County Commissioner, City Manager, etc.
City of Decatur	404-370-4102
Name of Agency	Telephone Number Date

	Dr. Phyllis A Edwards
Signature of School District Superintendent	Print Name of School District Superintendent
Decatur City Schools	404-370-4400
Name of School District	Telephone Number Date

	Dr. Graneze Scott
School 1: Signature of Principal	School 1: Print Name of Principal
Clairemont Elementary School	404-370-4450
Name of School	Telephone Number Date

	Mary Mack
School 2: Signature of Principal	School 2: Print Name of Principal
Oakhurst Elementary School	404-370-4470
Name of School	Telephone Number Date

	Gregory Wiseman
School 3: Signature of Principal	School 3: Print Name of Principal
Winnona Park Elementary School	404-370-4490
Name of School	Telephone Number Date

	Dr. Gloria Lee
School 4: Signature of Principal	School 4: Print Name of Principal
Glennwood Academy	404-370-4435
Name of School	Telephone Number Date

		Bruce Roaden
School 5: Signature of Principal	School 5: Print Name of Principal	
Carl G. Renfroe Middle School	404-370-4440	
Name of School	Telephone Number	Date

School 6: Signature of Principal	School 6: Print Name of Principal	
Name of School	Telephone Number	Date

School 7: Signature of Principal	School 7: Print Name of Principal	
Name of School	Telephone Number	Date

School 8: Signature of Principal	School 8: Print Name of Principal	
Name of School	Telephone Number	Date

School 9: Signature of Principal	School 9: Print Name of Principal	
Name of School	Telephone Number	Date

School 10: Signature of Principal	School 10: Print Name of Principal	
Name of School	Telephone Number	Date

Thank you for your interest in Georgia's Safe Routes to School Program!

From: [Woodard, Wade](#)
To: [DeJean, Darrell](#); [Walker, Jonathan](#)
Cc: [Witherspoon, Sharon](#); [Cranford, Mac](#); [Jones, Tony](#)
Subject: RE: 0010014 DeKalb Co. SRTS
Date: Thursday, January 31, 2013 10:52:31 AM

Darrell, you are correct. If Georgia Power Poles are in the Right –of –Way they are not reimbursable for relocation on the SRTS projects.

Thanks

From: DeJean, Darrell
Sent: Monday, January 28, 2013 10:00 AM
To: Walker, Jonathan
Cc: Witherspoon, Sharon; Cranford, Mac; Woodard, Wade; DeJean, Darrell; Jones, Tony
Subject: FW: 0010014 DeKalb Co. SRTS

Good morning, Jonathan. Hope all is well. I am just following-up on the Utility Concern Highlighted below. Mac has been waiting on a response, to provide Design Policy, so we can move forward with the Concept Review. Please send me any updates that you or your staff may have. Thank you.

Darrell DeJean
Project Manager
Georgia Department of Transportation
Office of Program Delivery
(404) 631-1567 work
(404) 985-7625 cell
ddejean@dot.ga.gov

From: Cranford, Mac
Sent: Monday, December 17, 2012 10:44 AM
To: Jones, Tony; DeJean, Darrell
Cc: Woodard, Wade
Subject: RE: 0010014 DeKalb Co. SRTS

Tony,
Here is the revised concept per Jim's cost estimate comment.

I'm still working with D7 Utilities to get a response on the utility poles. We are playing phone tag with GA Power to verify our assumption that since these poles are in the ROW then GA Power will not be reimbursed to move them.

Thank you,
Mac Cranford, EIT

District Design Engineer
Direct: 770-986-1260
Email: mcranford@dot.ga.gov

From: Jones, Tony
Sent: Monday, December 10, 2012 11:48 AM
To: DeJean, Darrell; Cranford, Mac
Subject: 0010014 Dekalb Co. SRTS

Jim Simpson had some questions,

Please remove the price adjustment for asphalt from the CES cost estimate, but keep in the total construction cost.

On your layout sheets there are flags for utility pole relocations. Also in the Project Activities, you list GDOT as being responsible for these tasks. These types of projects don't have utility cost with them.

Thanks

Tony Jones
Design Engineer II
Ga. Dept. of Transportation
Office of Design Policy and Support
(404)-631-1922
tojones@dot.ga.gov

During inclement winter weather, Georgia DOT's priority is to clear travel lanes on the state's most-used roadways – the Interstate Highway System and other major arterial roads. The Department urges travelers to exercise caution and call 511 for updated information on roadway conditions before getting on the road during a winter weather event.

Visit us at <http://www.dot.ga.gov/winterweather> ; or follow us on <http://www.facebook.com/GeorgiaDOT> and <http://twitter.com/gadepoftrans>