

ORIGINAL TO GENERAL FILES

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

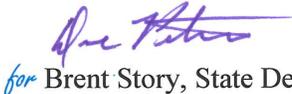
**OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE**

FILE P.I. #0010020

OFFICE Design Policy & Support

GDOT District 5 - Jesup
Chatham County
Safe Routes to School - Garden City
Elementary, White Bluff Elementary,
Largo-Tibet Elementary, and Georgetown
Elementary

DATE February 28, 2012

FROM  for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

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

Attachment

DISTRIBUTION:

Genetha Rice-Singleton, Program Control Administrator
Bobby Hilliard, State Program Delivery Engineer
Cindy VanDyke, State Transportation Planning Administrator
Angela Robinson, Financial Management Administrator
Glenn Bowman, State Environmental Administrator
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Michael Henry, Systems & Classification Branch Chief
Karon Ivery, District Engineer
Brad Saxon, District Preconstruction Engineer
Stephen Thomas, District Utilities Engineer
Brent Moseley, Project Manager
BOARD MEMBER - 1st, 12th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT

Project Type: Safe Routes to School P.I. Number: 0010020
GDOT District: 5 County: Chatham
Federal Route Number: N/A State Route Number: N/A

Garden City Elementary, White Bluff Elementary, Largo-Tibet Elementary, and Georgetown Elementary
Safe Routes to School Project

Submitted for approval:

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

[Signature] DATE: 2/23/12
Brent Story, State Design Policy Engineer

[Signature] DATE: 1-24-12
Project Manager

Approvals:

Concur: [Signature] DATE: 1-24-2012
State Program Delivery Engineer

Approve: [Signature] DATE: 2/20/12
Director of Engineering

PROJECT LOCATION



PLANNING & BACKGROUND DATA

Project Justification Statement:

Street crossings and pedestrian pathways at or near several schools in Chatham County are in need of upgrade to better accommodate children who wish to walk or bike to school. Adding new or improving existing crosswalks will slow vehicles and increase visibility of pedestrians to drivers, while paving new sidewalks will strengthen pedestrian connectivity 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 connections for students near four Chatham County elementary schools:

- Garden City Elementary (Garden City)
- White Bluff Elementary (Savannah)
- Largo-Tibet Elementary (Savannah)
- Georgetown Elementary (Chatham County)

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

Description of the proposed project:

Garden City Elementary

Garden City Elementary is adjacent to Kessler Avenue, a roadway with industrial truck traffic and minimal pedestrian and bicycle facilities for schoolchildren. Though Garden City Police enforce speeding violations along Kessler Avenue during school hours, speeding remains an issue, particularly from relatively heavy commercial truck traffic. The project will increase pedestrian visibility to motorists and improve pedestrian and bicycle connectivity to the Garden City Elementary area with new school zone beacon signs, sidewalk, crosswalk, and bike racks, as well as upgrades to an existing crosswalk.

The project will replace existing school zone signs with flashing beacon signs at both ends of the Kessler Avenue school zone. The project will also install a new 600-foot sidewalk along the southwest side of Kessler Avenue to connect the nearby Arbors Apartments and Garden City Townhomes communities to the school (some fill may be needed to construct this sidewalk due to a downward slope at the edge of the unpaved shoulder). The existing crosswalk near the wooden ramp will be upgraded to GDOT

standards with a high-visibility striping pattern, pedestrian crossing signs, and ADA-compliant concrete pads (as Kessler Avenue lacks curbs at this location) and dome pads. In addition, a new 40-foot sidewalk segment will connect the Kessler Point Apartments entrance to this upgraded crosswalk. Finally, a new crosswalk at the terminus of the new sidewalk will be installed to serve the Arbors Apartments and Garden City Townhomes communities. This new crosswalk will feature the same facilities as the upgraded crosswalk to enhance visibility to drivers and ensure accessibility for disabled pedestrians. Some landscaping near the apartment community entrances located on the right-of-way may need to be removed to accommodate the sidewalk and crosswalk curb ramps. Ten “U” shaped bicycle racks will be installed near the school entrance.

Figure: Location of proposed Kessler Avenue crosswalk (left); existing wooden ramp (right)



Alternatively, the proposed sidewalk could be extended 250 feet past the wooden ramp directly to the school entrance to avoid the need to cross the drainage ditch with the wooden ramp. While this would result in a stretch of redundant sidewalks—i.e. the existing sidewalk between the school fence and the drainage ditch, for which the wooden ramp connection is needed, and this additional sidewalk between the drainage ditch and Kessler Avenue—it will eliminate maintenance and replacement-related costs in the long term, as the wooden ramp would no longer be required to walk to the school.

White Bluff Elementary

White Bluff Elementary is adjacent to White Bluff Road, a busy principal arterial roadway with minimal pedestrian facilities. The proposed project will increase pedestrian visibility to motorists and improve pedestrian connectivity along White Bluff Road between Montgomery Cross Road and Magnolia Avenue—a segment of nearly one mile in length—by constructing a 4,100-foot sidewalk with ADA-compliant curb ramps and dome pads at crossings. The project will fill gaps in the existing discontinuous sidewalk on the west side of White Bluff Road. Landscaping along the roadway shoulder, including small trees and shrubs, will be removed to accommodate the new sidewalk in the proposed project.

However, a 500-foot section of the roadway shoulder just north of White Bluff Elementary is populated with a dense collection of large, mature live oaks and pine trees. As an alternative to the proposed project, the new sidewalk could still be constructed within the originally proposed project limits with the exception of this 500-foot segment, as removal of these trees is opposed by the city. Though not specifically called out in the SRTS application, both White Bluff Road crossings to the school’s main entrance at Television Circle could be upgraded with high-visibility striping and ADA-compliant curb ramps and dome pads. Median islands would need to be scaled back at these crossings, or a refuge could be constructed, to create continuous crosswalks in front of the school.

Figure: Live oaks blocking proposed sidewalk path (left); White Bluff median blocking crosswalks to school (right)



Largo-Tibet Elementary

Largo-Tibet Elementary is adjacent to Tibet Avenue, which intersects with nearby Largo Drive. The proposed project will improve pedestrian connectivity along both Tibet Avenue and Largo Drive with a new sidewalk and crosswalks on Largo Drive and ADA-compliance improvements to existing sidewalks and crossings on Tibet Avenue.

Sidewalks along Largo Drive end at Wilshire Boulevard. This project will extend the Largo Drive sidewalk farther south to Tranquilla Drive (totaling about 1,600 feet of new sidewalk), and install a crosswalk with ADA-compliant ramps and dome pads at Colleen Drive. Due to various obstacles—i.e. landscaping, mailboxes, etc.—in the Largo Drive shoulder, the sidewalk may require a meandering design. Crosswalk striping will be required on Wilshire Boulevard as well.

Tibet Avenue sidewalks are not in compliance with ADA requirements, dampening pedestrian connectivity to the school. A utility pole bisects the Tibet Avenue northern sidewalk in front of the school. The project will reroute the sidewalk around the utility pole to maintain a continuous width. The rerouting can be done on school property. The project will also install ADA-compliant curb ramps and dome pads at four Tibet Avenue crosswalks.

Figure: Proposed Largo Drive sidewalk location (left); poor ADA-compliance along Tibet Avenue (right)



Though not in the original SRTS grant application, the curb ramp at the southeast corner of the Largo Drive and Tibet Avenue intersection could be improved with ADA-compliant curb ramps and dome pads to increase accessibility. Additionally, the proposed Largo Drive sidewalk could be extended another 400 feet to meet Abercorn Street—a major roadway with existing sidewalks on both sides—to further enhance school pedestrian connectivity in the area. This concept report includes an additional cost estimate for these optional upgrades.

Georgetown Elementary

Georgetown Elementary is adjacent to King George Boulevard at the intersection with St. Ives Drive. King George Boulevard has a sidewalk only on its western side, while St. Ives Drive has none. In addition, pedestrians from St. Ives Drive must cross King George Boulevard in a minimally marked crosswalk without curb ramps when accessing the school. The proposed project will increase pedestrian visibility to motorists and improve pedestrian and bicycle connectivity in the area with new sidewalks and crosswalks.

This project will construct about 1,400 feet of new sidewalk on the east side of King George Boulevard between St. Ives Drive and the northerly entrance of King Henry Court (crosswalks will be painted and ADA-compliant ramps will be constructed at the five intersections along the new sidewalk). About 400 feet of sidewalk is already built near Dukes Way, which will connect to the new sidewalk. A 60-foot portion of the sidewalk will span a drainage canal adjacent to a concrete box culvert. There appears to be sufficient right-of-way along this box culvert to accommodate a sidewalk constructed in a similar method to the existing sidewalk on the west side of the box culvert, as shown in the figure below.

Figure: East side of King George Boulevard box culvert (left) and existing sidewalk on its west side (right)



The project will also construct about 1,400 feet of sidewalk on the northern side of St. Ives Drive between King George Boulevard and the St. Ives Drive concrete box culvert. The St. Ives Drive right-of-way is littered with utility boxes, landscaping, and street lights. Implementing a sidewalk along this roadway will require substantial utility box relocations (cable television), potential street light relocations, and landscaping removal. A meandering sidewalk design may minimize disruption to these barriers, but not completely. Ample right-of-way (about nine feet) is available along the St. Ives Drive box culvert to construct a sidewalk.

Figure: Right-of-way on St. Ives Drive box culvert for sidewalk (left); utility boxes on St. Ives Drive (right)



Both the new King George Boulevard and St. Ives Drive sidewalks will connect at the northeast corner of the King George Boulevard/St. Ives Drive/north school entrance intersection. The project includes an upgraded crosswalk at this location, with high-visibility restriping, new curb ramps and dome pads, and new pedestrian crossing signs. Because the west King George Boulevard sidewalk buffer is so large, a new 30-foot sidewalk segment will be constructed to connect to the new crosswalk.

Federal Oversight: Full Oversight Exempt State Funded Other

MPO: N/A MPO - Chatham Urban Transportation Study
(CUTS)

MPO Project TIP # 0010020

Regional Commission: N/A RC – Choose an item.
RC Project ID #

Congressional District(s): 1 , 12

Kessler Avenue (Garden City Elementary)

Projected Traffic AADT:

Current Year (2010): 3,740

Functional Classification (Mainline): Urban Collector Street

White Bluff Road (White Bluff Elementary)

Projected Traffic AADT:

Current Year (2010): 22,610

Functional Classification (Mainline): Urban Principal Arterial

Tibet Avenue (Largo-Tibet Elementary)

Projected Traffic AADT:

Current Year (2010): 5,120

Functional Classification (Mainline): Urban Collector Street

Largo Drive (Largo-Tibet Elementary)

Projected Traffic AADT:

Current Year (2010): N/A

Functional Classification (Mainline): Urban Collector Street

King George Boulevard (Georgetown Elementary)

Projected Traffic AADT:

Current Year (2010): 11,730

Functional Classification (Mainline): Urban Local Road

St. Ives Drive/Way (Georgetown Elementary)

Projected Traffic AADT:

Current Year (2010): N/A

Functional Classification (Mainline): Urban Local Road

Is this project on a designated bike route? No YES

Largo Drive is an existing bike route, with bike lanes south of Wilshire Boulevard. The CORE Connections 2035 plan (adopted 2009) identifies the following bicycle needs: Largo Drive (bike lane) and Tibet Avenue (bike lane).

Is this project located on a pedestrian plan? No YES

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

Chatham Area Transit Route 6 operates on King George Boulevard with hourly headways all day (Georgetown Elementary) and Route 14 operates on White Bluff Road with hourly headways peak periods only (White Bluff Elementary).

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: N/A

Context Sensitive Solutions: N/A

DESIGN AND STRUCTURAL DATA

Mainline Design Features:

Kessler Avenue (Garden City Elementary)

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2 recommended	2
- Lane Width(s)	11'	11' minimum 12' desirable	11'
- Median Width & Type	None	N/A	None
- Outside Shoulder Width & Type	Unpaved	2' minimum; 6'-8' recomm.	Unpaved
- Inside Shoulder Width & Type	None	N/A	None
- Sidewalks	South side only, ends about 200' east of school (5')	5' recommended	5'
- Grassed Buffer	None	2' minimum 6' desired	5'
- Auxiliary Lanes	None	N/A	None
- Bike Lanes	None	N/A	None
Posted Speed	35 mph		35 mph
Design Speed	35 mph	35 mph	35 mph
Min Horizontal Curve Radius	N/A	N/A	N/A
Superelevation Rate	N/A	N/A	N/A
Grade	Appears to meet standard	9% maximum	Same as existing
Access Control	None	N/A	None
Right-of-Way Width	Approx. 70'	60'	Approx. 70'
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	Bus (40'), single unit truck (30')	Bus (40'), single unit truck (30')	Bus (40'), single unit truck (30')
Minimum Crosswalk Width	8'	8'	8'

*According to current GDOT design policy if applicable

White Bluff Road (White Bluff Elementary)

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	4	4 recommended	4
- Lane Width(s)	12'	11' minimum 12' desirable	12'
- Median Width & Type	30', raised, 12' turn lane	N/A	30', raised, 12' turn lane
- Outside Shoulder Width & Type	Vertical curb w/ 2' gutter pan	Curb w/ 2' gutter pan recomm.	Vertical curb w/ 2' gutter pan
- Outside Shoulder Slope	N/A	N/A	N/A
- Inside Shoulder Width & Type	Vertical curb w/ 2' gutter pan	Curb w/ 2' gutter pan recomm.	Vertical curb w/ 2' gutter pan
- Sidewalks	East side (5'); Some on west side (5')	5' recommended	5'
- Grassed Buffer	None	2' minimum 6' desired	None
- Auxiliary Lanes	None	N/A	None
- Bike Lanes	None	N/A	None
Posted Speed	40 mph		40 mph
Design Speed	55 mph	55 mph	55 mph
Min Horizontal Curve Radius	N/A	N/A	N/A
Superelevation Rate	N/A	N/A	N/A
Grade	Appears to meet standard	5% maximum	Same as existing
Access Control	None	N/A	None
Right-of-Way Width	Approx. 115'	100'	Approx. 115'
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	Intermediate semitrailer (45.5'), interstate semitrailer (68.5')	Intermediate semitrailer (45.5'), interstate semitrailer (68.5')	Intermediate semitrailer (45.5'), interstate semitrailer (68.5')
Minimum Crosswalk Width	8'	8'	8'

*According to current GDOT design policy if applicable

Tibet Avenue (Largo-Tibet Elementary)

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	4 (plus drop-off lane)	2 recommended	4 (plus drop-off lane)
- Lane Width(s)	10' (8' drop-off lane)	11' minimum 12' desirable	10' (8' drop-off lane)
- Median Width & Type	None	N/A	None
- Outside Shoulder Width & Type	Vertical curb w/ 2' gutter pan	Curb w/ 2' gutter pan recomm.	Vertical curb w/ 2' gutter pan
- Outside Shoulder Slope	N/A	N/A	N/A
- Inside Shoulder Width & Type	None	N/A	None
- Sidewalks	4'	5' recommended	4'
- Grassed Buffer	None	2' minimum 6' desired	None
- Auxiliary Lanes	None	N/A	None
- Bike Lanes	None	N/A	None
Posted Speed	30 mph		30 mph
Design Speed	35 mph	35 mph	35 mph
Min Horizontal Curve Radius	N/A	N/A	N/A
Superelevation Rate	N/A	N/A	N/A
Grade	Appears to meet standard	9% maximum	Same as existing
Access Control	None	N/A	Approx. 70'
Right-of-Way Width	Approx. 65'	60'	Approx. 65'
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	Bus (40'), single unit truck (30')	Bus (40'), single unit truck (30')	Bus (40'), single unit truck (30')
Minimum Crosswalk Width	8'	8'	8'

*According to current GDOT design policy if applicable

Largo Drive (Largo-Tibet Elementary)

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2 recommended	2
- Lane Width(s)	11'	11' minimum 12' desirable	11'
- Median Width & Type	None	N/A	None
- Outside Shoulder Width & Type	Vertical curb w/ 1' gutter pan	Curb w/ 2' gutter pan recomm.	Vertical curb w/ 1' gutter pan
- Outside Shoulder Slope	N/A	N/A	N/A
- Inside Shoulder Width & Type	None	N/A	None
- Sidewalks	None	5' recommended	5'
- Grassed Buffer	N/A	2' minimum 6' desired	Variable
- Auxiliary Lanes	None	N/A	None
- Bike Lanes	2 (3'-5' wide)	N/A	2 (3'-5' wide)
Posted Speed	30 mph		30 mph
Design Speed	35 mph	35 mph	35 mph
Min Horizontal Curve Radius	N/A	N/A	N/A
Superelevation Rate	N/A	N/A	N/A
Grade	Appears to meet standard	9% maximum	Same as existing
Access Control	None	None	None
Right-of-Way Width	Approx. 60'	60'	Approx. 60'
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	Bus (40'), single unit truck (30')	Bus (40'), single unit truck (30')	Bus (40'), single unit truck (30')
Minimum Crosswalk Width	8'	8'	8'

*According to current GDOT design policy if applicable

King George Boulevard (Georgetown Elementary)

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2 (south of Chalice Way), 4 (north of Chalice Way)	2 recommended	2 (south of Chalice Way), 4 (north of Chalice Way)
- Lane Width(s)	14'	11' minimum 12' desirable	14'
- Median Width & Type	30' north of Chalice Way	N/A	30' north of Chalice Way
- Outside Shoulder Width & Type	Vertical curb w/ 1' gutter pan	Curb w/ 2' gutter pan recomm.	Vertical curb w/ 1' gutter pan
- Outside Shoulder Slope	N/A	N/A	N/A
- Inside Shoulder Width & Type	Vertical curb w/ 1' gutter pan	Curb w/ 2' gutter pan recomm.	Vertical curb w/ 1' gutter pan
- Sidewalks	Continuous west side (4'); Partial east side (4')	5' recommended	5'
- Grassed Buffer	0'-32' west side; 10'-20' east side	2' minimum 6' desired	Variable
- Auxiliary Lanes	None	N/A	None
- Bike Lanes	None	N/A	None
Posted Speed	35 mph		35 mph
Design Speed	35 mph	35 mph	35 mph
Min Horizontal Curve Radius	N/A	N/A	N/A
Superelevation Rate	N/A	N/A	N/A
Grade	Appears to meet standard	15% maximum	Same as existing
Access Control	None	None	None
Right-of-Way Width	Approx. 100'	50'-60'	Approx. 100'
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	Passenger car, single unit truck (30')	Passenger car, single unit truck (30')	Passenger car, single unit truck (30')
Minimum Crosswalk Width	None	8'	8'

*According to current GDOT design policy if applicable

St. Ives Drive (Georgetown Elementary)

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2 recommended	2
- Lane Width(s)	11'	11' minimum 12' desirable	11'
- Median Width & Type	None	N/A	None
- Outside Shoulder Width & Type	Sloping curb w/ 1' gutter pan	Curb w/ 2' gutter pan recomm.	Sloping curb w/ 1' gutter pan
- Outside Shoulder Slope	N/A	N/A	N/A
- Inside Shoulder Width & Type	None	N/A	None
- Sidewalks	None	5' recommended	5'
- Grassed Buffer	N/A	2' minimum 6' desired	Variable
- Auxiliary Lanes	None	N/A	None
- Bike Lanes	None	N/A	None
Posted Speed	25 mph		25 mph
Design Speed	35 mph	35 mph	35 mph
Min Horizontal Curve Radius	N/A	N/A	N/A
Superelevation Rate	N/A	N/A	N/A
Grade	Appears to meet standard	15% maximum	Same as existing
Access Control	None	None	None
Right-of-Way Width	Approx. 45'	50'-60'	Approx. 45'
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	Passenger car, single unit truck (30')	Passenger car, single unit truck (30')	Passenger car, single unit truck (30')
Minimum Crosswalk Width	None	8'	None

*According to current GDOT design policy if applicable

Major Structures:

Structure	Existing	Proposed
<i>Box culvert on King George Boulevard</i>	<i>4 14' lanes, 30' median, and 4' sidewalk on north side. Sufficiency rating unknown, but appears structurally sound.</i>	<i>Add sidewalk on the south side of the box culvert.</i>
<i>Box culvert on St. Ives Way</i>	<i>2 11' lanes, no median, and 9' grassed shoulder on both sides. Sufficiency rating unknown, but appears structurally sound.</i>	<i>Add sidewalk on west side of box culvert.</i>
<i>Box culvert on White Bluff Road</i>	<i>4 12' lanes, 30' median, and 5' sidewalk on both sides. Sufficiency rating unknown, but appears structurally sound.</i>	<i>Same as existing. New sidewalk will connect to existing box culvert sidewalk.</i>
<i>Wooden ramp near Garden City Elementary</i>	<i>Connects Kessler Avenue's unpaved shoulder to a short sidewalk segment along a drainage ditch. Appears structurally sound and ADA compliant.</i>	<i>Same as existing, though ramp will connect to a new sidewalk on the Kessler Avenue shoulder.</i>

Major Interchanges/Intersections:

- White Bluff Road and Montgomery Cross Road (White Bluff Elementary): This intersection experiences heavy traffic volumes. Montgomery Cross Road is six lanes wide at the intersection (four through lanes, two turn lanes) and White Bluff Road is similarly wide. About 22,000 vehicles per day travel along this segment of Montgomery Cross Road. Both roadways are classified as urban principal arterials.

Utility Involvements:

- Kessler Avenue (Garden City Elementary): Two manholes are located in the unpaved shoulder of Kessler Avenue, directly in line of the proposed sidewalk. These manholes are relatively flush with the ground and will be flush with the new sidewalk, leaving them unaffected.
- St. Ives Drive (Georgetown Elementary): This roadway is littered with cable and phone utility boxes, and also some street lights. Only the utility boxes are proposed to be relocated to accommodate a new sidewalk.

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

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"/>

Design Variances to GDOT standard criteria anticipated:

GDOT Standard Criteria	Reviewing Office	YES	Appvl Date (if applicable)	NO	Undetermined
• 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"/>
• Median Usage & Width	DP&S	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Intersection Skew Angle	DP&S	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Lateral Offset to Obstruction	DP&S	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Intersection Sight Distance	DP&S	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Bike & Pedestrian Accommodations	DP&S	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• GDOT Drainage Manual	DP&S	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Georgia Standard Drawings	DP&S	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• GDOT Bridge & Structural Manual	Bridge Design	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Roundabout Illumination - <i>(if applicable)</i>	DP&S	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• 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: Skidaway Island State Park, located about 4.5 miles southeast of White Bluff Elementary, is the closest conservation area to any of the schools in the Chatham County SRTS application.

History: N/A

Archeology: N/A

Air & Noise: N/A

Public Involvement: N/A

Major stakeholders:

- City of Savannah
- Chatham 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 19, 2011

Representatives of the City of Savannah, Chatham County-Savannah Metropolitan Planning Commission, Coastal Region Metropolitan Planning Organization, Chatham County Schools, Chatham County Department of Engineering, Garden City Department of Planning and Economic Development, GDOT, and Parsons Brinckerhoff met to discuss existing conditions.

Meeting minutes attached.

Concept Meeting:

Site Visit and Meeting: October 19, 2011

Other projects in the area:

- (White Bluff Elementary and Largo-Tibet Elementary) SR 204 corridor improvements (PI# 0010559)
- (White Bluff Elementary) SSR 204 from Rio Road to Harry S Truman Parkway, Phase 5 (PI# 0002922)
- (White Bluff Elementary) SR 204 corridor study (PI# 0009314)
- (White Bluff Elementary and Largo-Tibet Elementary) This project is an intersection improvement on S.R. 204/Abercorn Street at Tibet Avenue in Chatham County. It is 0.20 miles long and consists of adding dual left turn lanes and right turn lanes for northbound and southbound traffic on Abercorn Street. The project also adds a left and right turn lane for eastbound and westbound traffic on Tibet Avenue. The signals will be upgraded in conjunction with the additional lanes. (PI# 532570)
- (Largo-Tibet Elementary) This project is the milling and resurfacing of SR 204. This section of SR 204 needs resurfacing because the existing pavement is deteriorating. SR 204 was last resurfaced in 1981. (PI# M003584)

- (Georgetown Elementary) King George Boulevard at Grove Point Road, new construction (PI# S012369)
- (Georgetown Elementary) Funded sidewalk extension on King George Boulevard at the terminus of Georgetown Elementary SRTS sidewalk project, about 1/2-mile northeast of school at the most northerly King Henry Court entrance. (PI number unknown, but project is cited in SRTS application).

Other coordination to date: N/A

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Utility	CST*	Liquid AC Adjustment	Environmental Mitigation	Total Cost
By Whom	GDOT	N/A	GDOT	GDOT	GDOT	None Anticipated	
\$ Amount	\$35,645 (10% of CST)		\$14,977	\$356,453	\$1,887		\$408,962
Date of Estimate	2/14/2012	Click here to enter a date.	2/9/2012	2/14/2012	2/10/2012	Click here to enter a date.	

*CST Cost includes: Construction and Engineering & Inspection

ALTERNATIVES DISCUSSION

Alternative selection:

Garden City Elementary

Preferred Alternative: <i>Alternative 2</i>			
Estimated Property Impacts:	N/A	Estimated Total Cost:	\$61,988
Estimated ROW Cost:	N/A	Estimated CST Time:	N/A
Rationale: <i>See description below.</i>			

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

Alternative 1: <i>Original Proposal</i>			
Estimated Property Impacts:	N/A	Estimated Total Cost:	\$55,087
Estimated ROW Cost:	N/A	Estimated CST Time:	N/A
Rationale: <i>This alternative would improve pedestrian accessibility and increase pedestrian visibility to motorists by enhancing Kessler Avenue pedestrian roadway crossings, extending the Kessler Avenue sidewalk, upgrading school zone signs with flashing beacons, and installing bicycle racks on school property. Roadway crossings would be upgraded to ADA compliance. Alternative 1 was not selected as the Preferred Alternative because of future maintenance needs of the wooden ramp over the Kessler Avenue drainage ditch. The sidewalk extension in this alternative would originate at the existing wooden ramp, requiring schoolchildren to utilize the structure to cross the drainage ditch.</i>			

Alternative 2: <i>Original Proposal Plus Extended Sidewalk</i>			
Estimated Property Impacts:	N/A	Estimated Total Cost:	\$61,988
Estimated ROW Cost:	N/A	Estimated CST Time:	N/A
Rationale: <i>This alternative would improve pedestrian accessibility and increase pedestrian visibility to motorists by enhancing Kessler Avenue pedestrian roadway crossings, extending the Kessler Avenue sidewalk (even beyond the sidewalk extension in Alternative 1), upgrading school zone signs with flashing beacons, and installing bicycle racks on school property. Roadway crossings would be upgraded to ADA compliance. This concept report recommends Alternative 2 for Garden City Elementary because it would remove dependency on the existing wooden ramp and thus reduce longer-term costs associated with its maintenance and eventual future replacement. Alternative 2 would extend the proposed sidewalk from its beginning point (the crosswalk/wooden ramp) directly to the school entrance via the area between Kessler Avenue and the drainage ditch.</i>			

White Bluff Elementary

Preferred Alternative: <i>Alternative 2</i>			
Estimated Property Impacts:	N/A	Estimated Total Cost:	\$138,471
Estimated ROW Cost:	N/A	Estimated CST Time:	N/A
Rationale: <i>See description below.</i>			

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

Alternative 1: <i>Original Proposal</i>			
Estimated Property Impacts:	N/A	Estimated Total Cost:	\$150,903
Estimated ROW Cost:	N/A	Estimated CST Time:	N/A
Rationale: <i>This alternative would improve pedestrian accessibility by constructing a new sidewalk on the west side of White Bluff Road. Curb cuts along this sidewalk would be upgraded to ADA compliance. Alternative 1 was not selected as the Preferred Alternative for White Bluff Elementary because constructing a continuous sidewalk on the west side of White Bluff Road from Magnolia Avenue to Montgomery Cross Road would require the removal of a significant number of mature live oak and pine trees in a particular ROW segment about 500' in length. These trees cannot be removed.</i>			

Alternative 2: <i>Modified Proposal—Discontinuous Sidewalk, Upgraded Crossings</i>			
Estimated Property Impacts:	N/A	Estimated Total Cost:	\$138,471
Estimated ROW Cost:	N/A	Estimated CST Time:	N/A
Rationale: <i>This alternative would improve pedestrian accessibility and increase pedestrian visibility to motorists by enhancing White Bluff Road pedestrian crossings in front of the school and constructing a new sidewalk on the west side of White Bluff Road. Roadway crossings would be upgraded to ADA compliance. This concept report recommends Alternative 2 for White Bluff Elementary because it would construct as much sidewalk as possible on White Bluff Road within the limits of the original proposal while also upgrading roadway crossings in front of the school entrance. This alternative would upgrade White Bluff Road crosswalks in front of the school entrance (at Television Circle) to achieve full ADA-compliance, particularly in the median, which currently splits the existing crosswalks. The sidewalk on the west side of White Bluff Road would be constructed in this alternative, except for the 500' stretch that contains an extensive number of mature live oak and pine trees. Schoolchildren north of this proposed sidewalk gap would be able to cross White Bluff Road at the Food Lion shopping center entrance, which features a full traffic signal and an ADA-compliant crossing.</i>			

Largo-Tibet Elementary

Preferred Alternative: <i>Alternative 2</i>			
Estimated Property Impacts:	N/A	Estimated Total Cost:	\$74,582
Estimated ROW Cost:	N/A	Estimated CST Time:	N/A
Rationale: <i>See description below.</i>			

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

Alternative 1: <i>Original Proposal</i>			
Estimated Property Impacts:	N/A	Estimated Total Cost:	\$67,097
Estimated ROW Cost:	N/A	Estimated CST Time:	N/A
Rationale: <i>This alternative would improve pedestrian accessibility and increase pedestrian visibility to motorists by enhancing Tibet Avenue crosswalks and sidewalk in front of the school to full ADA-compliance and extending the Largo Drive sidewalk from Wilshire Boulevard to Tranquilla Drive. Alternative 1 was not selected because it would terminate the Largo Drive sidewalk extension about 400' before the Abercorn Street sidewalk, missing out on a key connection point to additional sidewalks in the area.</i>			

Alternative 2: <i>Original Proposal Plus Extended Largo Drive Sidewalk</i>			
Estimated Property Impacts:	N/A	Estimated Total Cost:	\$74,582
Estimated ROW Cost:	N/A	Estimated CST Time:	N/A
Rationale: <i>This alternative would improve pedestrian accessibility and increase pedestrian visibility to motorists by enhancing Tibet Avenue crosswalks and sidewalk in front of the school to full ADA-compliance and extending the Largo Drive sidewalk from Wilshire Boulevard to Abercorn Street. This concept report selects Alternative 2 as the preferred alternative because it would lengthen the proposed Largo Drive sidewalk extension to the Abercorn Street sidewalks, about 400' beyond the proposed end point at Tranquilla Drive. Extending the proposed sidewalk to Abercorn Street will further enhance connectivity for schoolchildren and completely eliminate the sidewalk discontinuity on Largo Drive.</i>			

Georgetown Elementary

Preferred Alternative: <i>Alternative 1</i>			
Estimated Property Impacts:	N/A	Estimated Total Cost:	\$133,921
Estimated ROW Cost:	N/A	Estimated CST Time:	N/A
Rationale: <i>See description below.</i>			

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

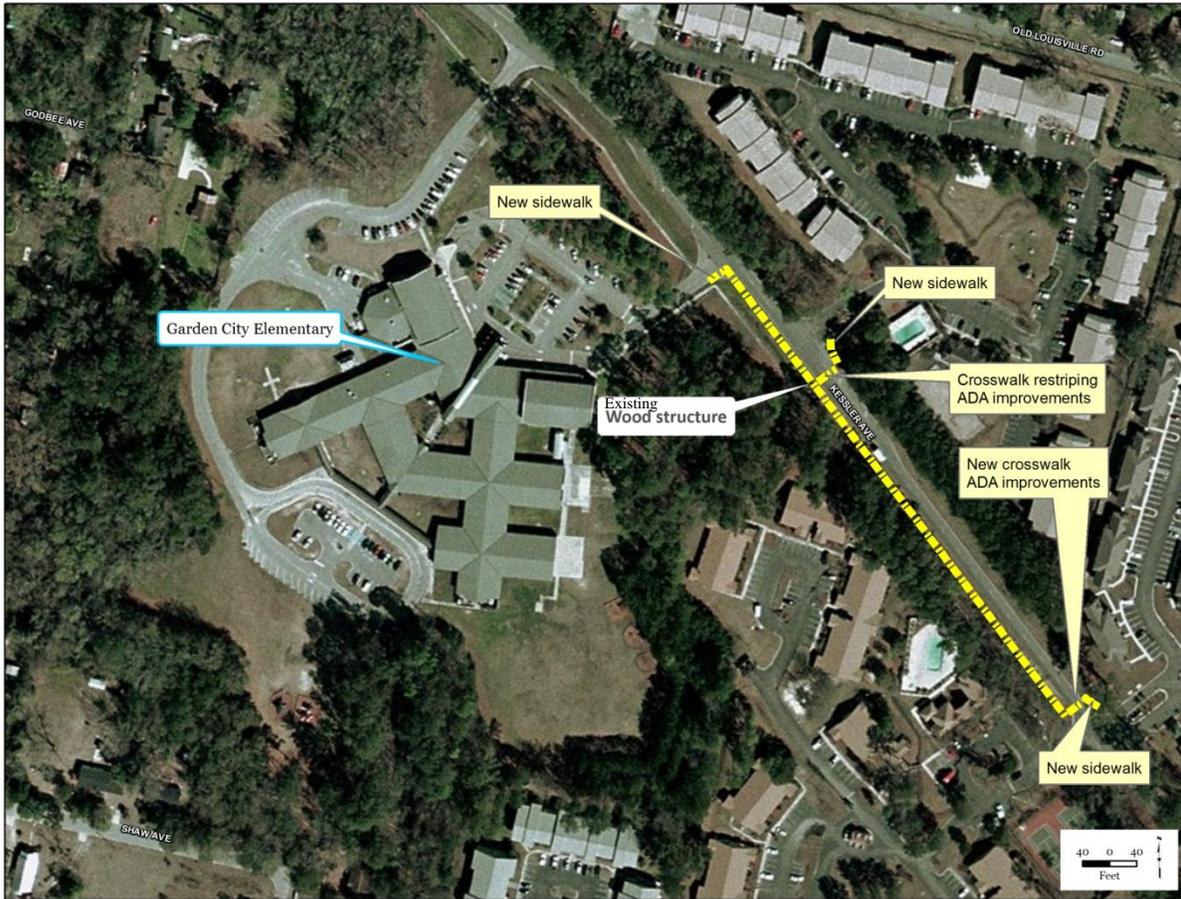
Alternative 1: <i>Original Proposal</i>			
Estimated Property Impacts:	N/A	Estimated Total Cost:	\$133,921
Estimated ROW Cost:	N/A	Estimated CST Time:	N/A
Rationale: <i>This alternative would improve pedestrian accessibility and increase pedestrian visibility to motorists by enhancing the King George Boulevard crosswalk at the north school entrance and constructing sidewalks on King George Boulevard and St. Ives Drive. The proposed east-side King George Boulevard sidewalk would extend from St. Ives Drive north to the northerly entrance of King Henry Court (about 0.5 miles from the school driveway). The proposed north-side St. Ives Drive sidewalk would extend from King George Boulevard to St. Ives Way. Both sidewalks would cross a drainage canal on existing box culverts. The concept report selects Alternative 1 as the preferred alternative because it meets the needs of the SRTS program and grant application.</i>			

Comments: N/A

Attachments:

1. Concept Layout
2. Typical Sections
3. Detailed Cost Estimates
4. Liquid AC Adjustment
5. Minutes of Concept meetings

Garden City Elementary Preferred Alternative Concept Layout



White Bluff Elementary Preferred Alternative Concept Layout



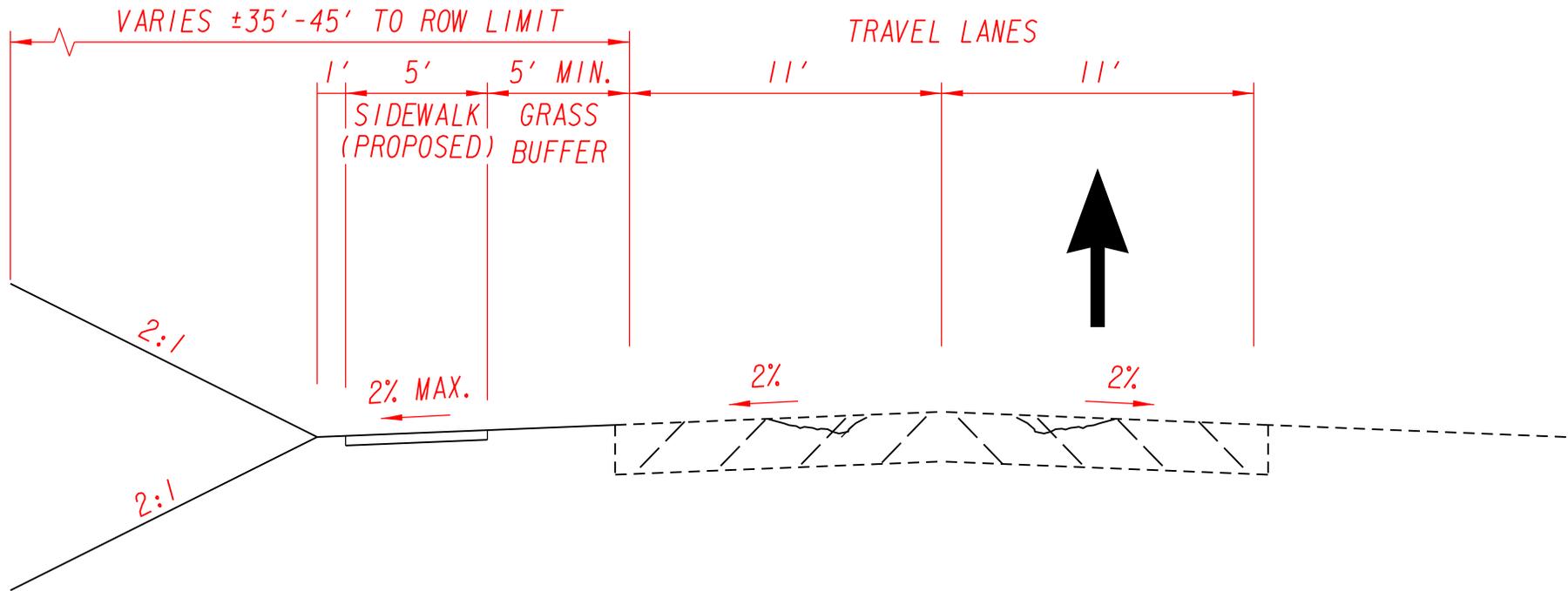
Largo-Tibet Elementary Preferred Alternative Concept Layout



Georgetown Elementary Preferred Alternative Concept Layout

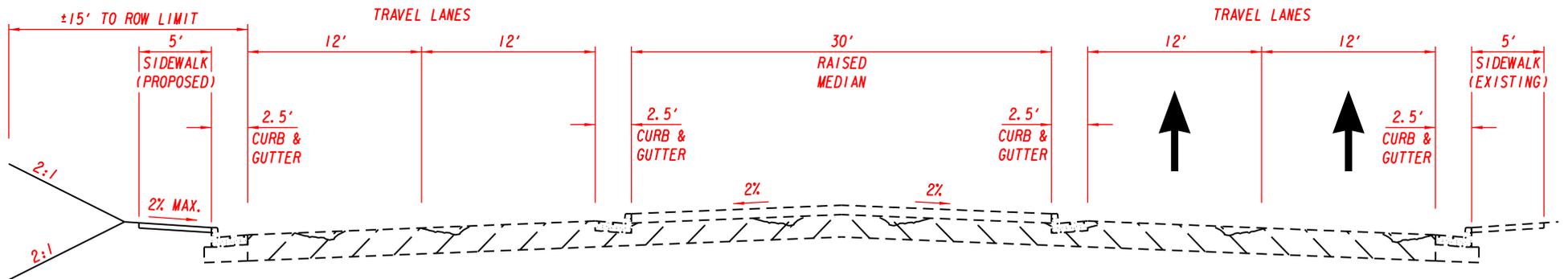


Garden City Elementary
Typical Section of Kessler Avenue



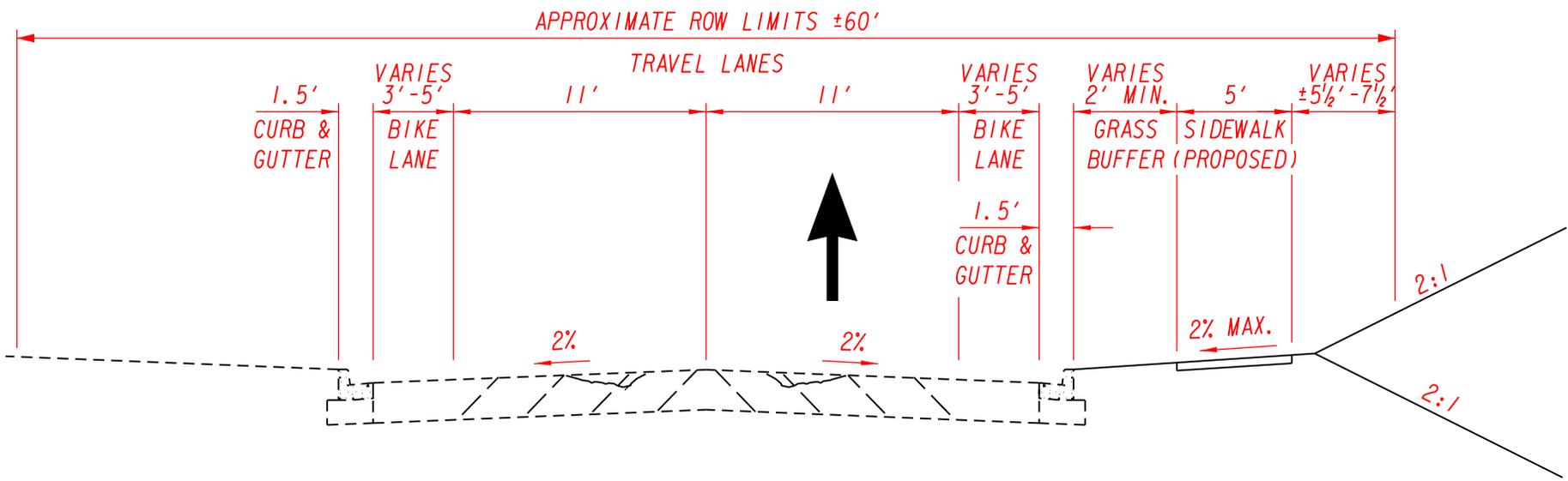
Not to Scale

White Bluff Elementary
Typical Section of White Bluff Road



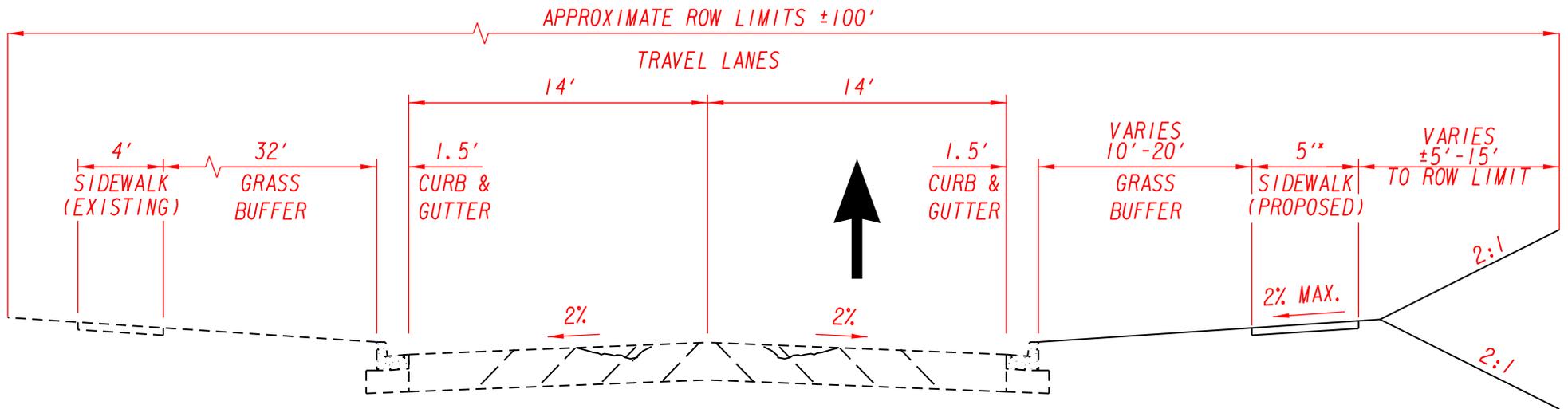
Not to Scale

Largo-Tibet Elementary
Typical Section of Largo Drive



Not to Scale

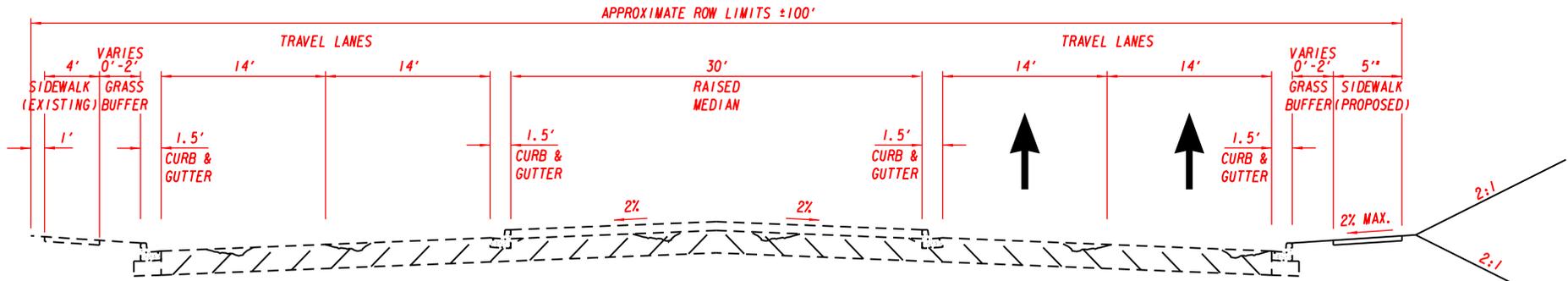
Georgetown Elementary
Typical Section of King George Boulevard
(South of Chalice Way)



Not to Scale

* EXISTING SIDEWALK IS 4' WIDE BUT PROPOSED SIDEWALK WILL BE 5' AND WILL TIE INTO EXISTING SIDEWALK WHERE APPLICABLE.

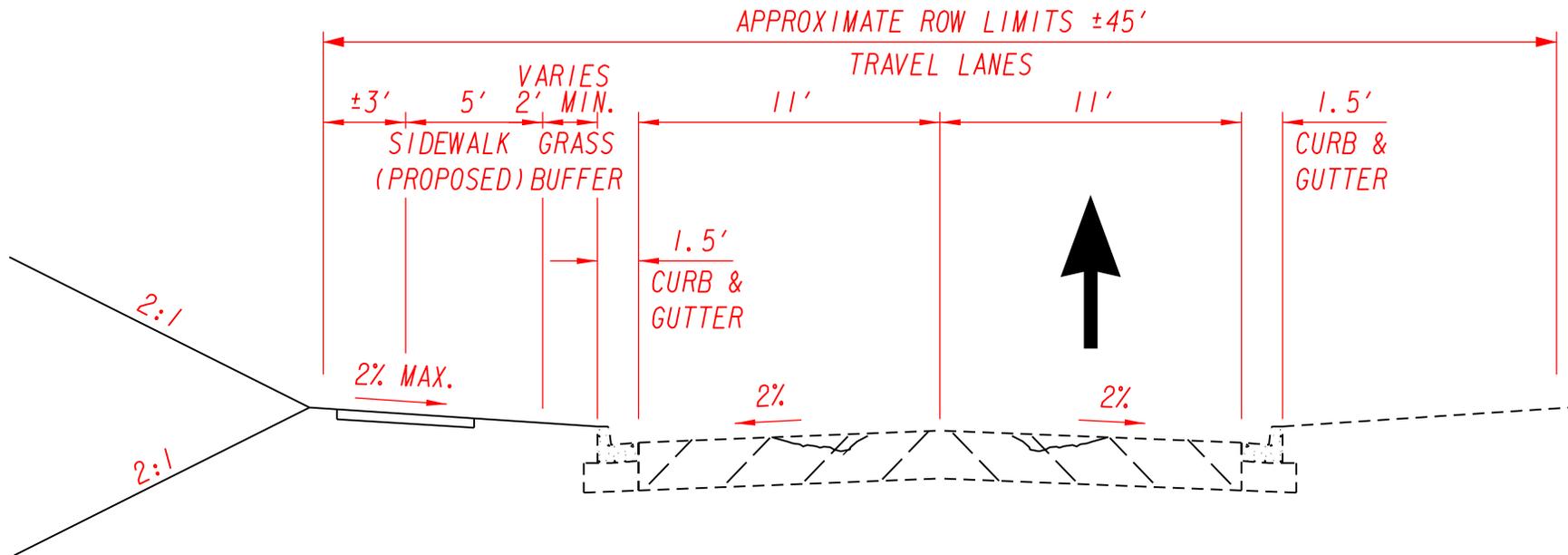
Georgetown Elementary
 Typical Section of King George Boulevard
 (North of Chalice Way)



* EXISTING SIDEWALK IS 4' WIDE BUT PROPOSED SIDEWALK WILL BE 5' AND WILL TIE INTO EXISTING SIDEWALK WHERE APPLICABLE.

Not to Scale

Georgetown Elementary
Typical Section of St. Ives Drive
(looking east)



Not to Scale

STATE HIGHWAY AGENCY

JOB ESTIMATE REPORT

JOB NUMBER : 0010020 SPEC YEAR: 01
 DESCRIPTION: CHATHAM COUNTY SAFE ROUTE TO SCHOOLS

ITEMS FOR JOB 0010020

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0010	441-0104		SY	CONC SIDEWALK, 4 IN	6207.000	25.69	159457.83
0015	636-1033		SF	HWY SIGNS, TP1MAT,REFL SH TP 9	58.000	58.00	3364.00
0020	636-2070		LF	GALV STEEL POSTS, TP 7	20.000	20.00	400.00
0025	647-1000		LS	TRAF SIGNAL INSTALLATION NO - CHATHAM	1.000	5000.00	5000.00
0035	653-1804		LF	THERM SOLID TRAF STRIPE, 8",WH	2621.000	1.61	4233.94
0040	656-4001		SY	REM EXIST TRAF MARKING, THERM	261.000	8.69	2269.08
0045	441-6012		LF	CONC CURB & GUTTER/ 6"X24"TP2	125.000	21.39	2673.83
0050	444-1000		LF	SAWED JTS IN EXIST PVMTS - PCC	205.000	3.98	817.34
0055	171-0020		LF	TEMPORARY SILT FENCE, TYPE B	9024.000	1.05	9558.58
0060	700-6910		AC	PERMANENT GRASSING	0.700	483.37	338.36
0065	163-0240		TN	MULCH	21.000	229.90	4827.92
0070	754-6000		EA	BICYCLE RACK	1.000	774.69	774.70
0075	653-1810		LF	THER SLD TRAF STRIPE, 10 IN, W	12.000	3.45	41.43
0080	515-2020		LF	GALV STEEL PIPE HDRAIL,2",ROUD	10.000	61.10	611.10
0085	500-3002		CY	CL AA CONCRETE	5.000	593.63	2968.18
0090	210-0100		LS	GRADING COMPLETE - CHATHAM	1.000	50000.00	50000.00
0095	150-1000		LS	TRAFFIC CONTROL - CHATHAM	1.000	20000.00	20000.00
0100	611-3000		EA	RECONSTR CATCH BASIN, GROUP 1	5.000	1960.62	9803.13
0105	441-4020		SY	CONC VALLEY GUTTER, 6 IN	556.000	31.86	17718.58
0115	441-0014		SY	DRIVEWAY CONCRETE, 4 IN TK	278.000	24.52	6818.56
0120	310-1101		TN	GR AGGR BASE CRS, INCL MATL	195.000	22.56	4399.97
0125	402-3100		TN	REC AC 9.5 MM SP,TPI,GP1ORBL1,INCL BM&HL	15.000	100.90	1513.63
0130	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	76.000	88.77	6746.92
0135	413-1000		GL	BITUM TACK COAT	97.220	3.70	360.63
0150	451-1100		SF	PATCHING PCC PVMT	625.000	39.65	24781.25

ITEM TOTAL 339478.93
 INFLATED ITEM TOTAL 339478.93

TOTALS FOR JOB 0010020

ESTIMATED COST: 339478.96
 E&I PERCENTAGE (5.0): 16973.95
 ESTIMATED TOTAL: 356452.91

PROJ. NO.

Chatham County SRTS

CALL NO.

P.I. NO.

0010020

DATE

2/10/2012

INDEX (TYPE)

REG. UNLEADED

Feb-12

\$ 3.481

DIESEL

\$ 3.796

LIQUID AC

\$ 604.00

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)

1648.92

\$

1,648.92

Monthly Asphalt Cement Price month placed (APM)

Max. Cap

60%

\$ 966.40

Monthly Asphalt Cement Price month project let (APL)

\$ 604.00

Total Monthly Tonnage of asphalt cement (TMT)

4.55

ASPHALT	Tons	%AC	AC ton
Leveling	0	5.0%	0
12.5 OGFC	0	5.0%	0
12.5 mm	0	5.0%	0
9.5 mm SP	15	5.0%	0.75
25 mm SP	76	5.0%	3.8
19 mm SP	0	5.0%	0
	91		4.55

BITUMINOUS TACK COAT

Price Adjustment (PA)

\$ 151.33

\$

151.33

Monthly Asphalt Cement Price month placed (APM)

Max. Cap

60%

\$ 966.40

Monthly Asphalt Cement Price month project let (APL)

\$ 604.00

Total Monthly Tonnage of asphalt cement (TMT)

0.417569712

Bitum Tack

Gals	gals/ton	tons
97.22	232.8234	0.41756971

PROJ. NO.

Chatham County SRTS

CALL NO.

P.I. NO.

0010020

DATE

2/10/2012

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)				86.54387832	\$	86.54
Monthly Asphalt Cement Price month placed (APM)		Max. Cap	60%	\$ 966.40		
Monthly Asphalt Cement Price month project let (APL)				\$ 604.00		
Total Monthly Tonnage of asphalt cement (TMT)				0.238807611		

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.	278	0.20	55.6	232.8234	0.238807611
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0
					0.238807611

TOTAL LIQUID AC ADJUSTMENT					\$	1,886.79
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Site Visit Meeting Notes - Final

Project – Garden City Elementary School, White Bluff Elementary School, Largo-Tibet Elementary School, and Georgetown Elementary School – SRTS

County – Chatham

P.I. Number – 0010020

PB Project Number – 173445 – Task Order 16

October 19, 2011

Garden City Elementary School
4037 Kessler Avenue
Savannah, GA 31408

White Bluff Elementary School
9902 White Bluff Road
Savannah, GA 31406

Largo-Tibet Elementary School
430 Tibet Avenue
Savannah, GA, 31406

Georgetown Elementary School
1516 King George Boulevard
Savannah, GA 31419

Attendees:

Brent Moseley
Project Manager
GDOT

Cindy Coddington
Traffic Engineer
City of Savannah

Carey Purvis
Street Maintenance Supervisor
City of Savannah

Dennis Hutton
Director of Comprehensive Planning
Chatham County – Savannah Metropolitan Planning Commission

Jane Love
Transportation Planner
Costal Region Metropolitan Planning Organization

Jason Stubbs
Chatham County Schools

Chris L. Rains, PE
Civil Engineer
Chatham County Department of Engineering

Scott Allison, RLA
Director
Garden City Department of Planning and Economic Development

John H. Palm, AICP
Senior Supervising Planner
Parsons Brinckerhoff

Nick Schmidt
Planner
Parsons Brinckerhoff

Key Notes:

Garden City Elementary School

Project: new sidewalk and two new crosswalks on Kessler Avenue.

A. Key features:

1. Relatively heavy truck traffic on Kessler Avenue cutting through to reach Highway 80 and the Port of Savannah.
2. Drainage ditch in front of school between west side of Kessler Avenue and the existing sidewalk. Sidewalk connects to wooden bridge over the ditch near entrance to Kessler Point apartments. The bridge features a slight grade up to street level, but the sidewalk does not continue after the wooden bridge. The bridge may not be compliant with Federal guidelines or with the ADA.
3. Crosswalk to Kessler Point apartments already built, but not directly connected to sidewalk on either side of Kessler Avenue. Wooden bridge/sidewalk ends about 8' from end of crosswalk. Missing roadway signs for crosswalk.
4. Entrance corners for all three nearby apartment entrances have curbs.
5. No plans to widen or alter Kessler Avenue.

B. Notes:

1. School representatives stressed that flashing school zone lights are the most important component of this grant as speeding is an issue on Kessler Avenue. Standard, non-flashing school zone signs are in place. Enforcement is already in place, but drivers still speed through the area.
2. Sidewalk could be installed within existing ROW of Kessler Avenue, which extends 30' from the centerline.
 - Relatively level space available for sidewalk in existing ROW near roadway, though grading may be an issue farther from the roadway edge.
 - Two manholes along ROW where sidewalk is proposed, though covers are relatively level with ground.
 - Maintenance and compliance issues with existing wooden bridge over drainage ditch.
3. Construct ADA-compliant ramps at existing crosswalk as well as at new crosswalk. May also need to add short sidewalk connection from existing crosswalk to Kessler Point Apartments with ADA ramp at existing entrance.
4. Signage and/or in pavement lighting suggested for existing crosswalk.

Figure 1: Wood bridge over drainage ditch

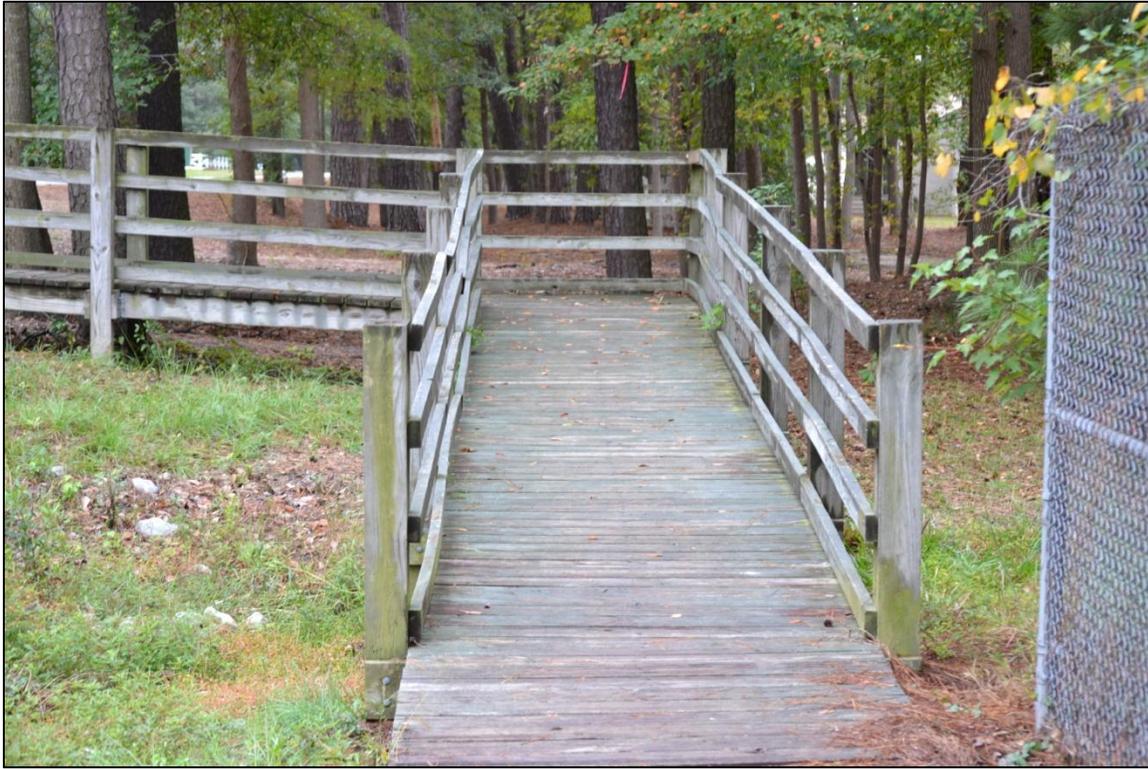


Figure 2: Adequate space for a new sidewalk. Grade may be an issue as the shoulder slopes down toward trees.



Figure 3: Some landscaping may be removed to accommodate sidewalk and ADA-compliant curb ramps



White Bluff Elementary School

Purpose: new sidewalk and crossing improvements on White Bluff Road

A. Key features:

1. Heavy traffic volumes at high speeds on White Bluff Road.
2. ROW about 8' from edge of roadway.
3. Existing sidewalk on canal bridge north of school.
4. Short, non-continuous sidewalk segment between Food Lion shopping center and Heritage Square Apartment entrance.
5. Two existing crosswalks on White Bluff Road at Television Circle, only northern crosswalk features a pedestrian signal. Non-compliant ADA ramps for these crosswalks are narrow with non-ideal ramp placement.
6. Next closest crosswalk at Tibet Avenue about 925' to the south and the Food Lion shopping center about 2,000' to the north. Magnolia Avenue intersection has no crosswalk. Tibet Avenue crosswalk does not connect to ADA ramps. Food Lion crosswalk does have ADA ramps and pedestrian countdown signals.
7. Two locations with right turn lanes between Tibet Avenue and Magnolia Avenue.

B. Notes:

1. Installing the proposed sidewalk would be difficult. Landscaping blocks the path of proposed sidewalk along the west side of White Bluff Road. In

particular, a roughly 500' stretch of live oaks line the roadway, with no room between trees, the roadway, and the adjacent parking lot to implement a sidewalk without removing trees. City of Savannah staff suggested constructing a raised wooden sidewalk that would snake through the trees. A similar sidewalk has been constructed on Martin Luther King Jr. Blvd. It appears that there may not be enough room to construct even a raised wooden sidewalk without removing some live oak trees, which is politically difficult in Savannah. City staff will investigate the health of the trees at a future date.

- As an alternative, a new crosswalk could be implemented at Paradise Drive to avoid taking any live oaks. A crossing guard already helps children cross at this location, despite the lack of a crosswalk, but the overall goal of this proposal is to consolidate children to cross in front of the school. Limited site distance is an issue at this location.
2. Additional landscaping (not live oaks) south of school in proposed sidewalk ROW would need to be removed.
 3. Proposed sidewalk is intended to continue past the Food Lion shopping center to Montgomery Cross Road, but this is a commercial area. May need to cut back the sidewalk to residential area at the Food Lion intersection.
 4. Reconstruct ADA-compliant ramps in existing crosswalk at the school entrance. New ADA-compliant ramps also needed at Tibet Avenue as well as Paradise Drive if a new sidewalk cannot be constructed due to the live oaks.

Figure 4: Live oaks in ROW blocking proposed sidewalk



Figure 5: Additional landscaping blocking proposed sidewalk



Figure 6: Several grading issues in proposed sidewalk ROW



Figure 7: Sidewalk across the street from Food Lion abruptly terminates at Heritage Square apartments



Figure 8: Canal bridge already equipped with sidewalk



Largo-Tibet Elementary School

Purpose: new sidewalk on Largo Drive and ADA-compliance improvements on Tibet Avenue

A. Key features:

1. At school entrance, existing midblock crosswalk (with only one ADA ramp) with “stop for pedestrians” sign in centerline. South side of crosswalk ends at curb, not ADA ramp. The path from this crosswalk to the school may not be ADA compliant.
2. New ADA ramps at Largo Drive and Tibet Avenue intersection already in place at the north and southwest corners. Southeast corner may not be ADA compliant. The existing crosswalk on Tibet Avenue is all-way stop-controlled.
3. Bicycle lanes on Largo Drive south of Wilshire Boulevard.

B. Notes:

1. Sidewalk in front of school not ADA compliant. Bisected by a utility pole and wire. A depressed section of this sidewalk would act as a barrier to a person with disabilities. This initial stretch of sidewalk needs improvement to become compliant.
2. Sidewalk ramps at school entrance across from Coastal Place are not ADA compliant (narrow and odd placement). At this entrance, the existing west-side ramp is against a storm drain. A new ramp would need to be relocated a few feet closer to the school to avoid this drain.
3. Several barriers are present with respect to implementing Largo Drive sidewalk: landscaping (some trees), mailboxes, light pole, and street signs. Storm drain at the corner of Wilshire Boulevard and Largo Drive.

Figure 9: Non-ADA compliant and poorly maintained sidewalks along Tibet Avenue



Figure 10: Non-ADA compliant curb ramps near school



Figure 11: Obstructions in proposed sidewalk ROW along Largo Drive



Georgetown Elementary School

Purpose: new sidewalk on King George Boulevard and St. Ives Drive to St. Ives way via a canal bridge.

A. Key features:

1. A non-continuous sidewalk on the east side of King George Boulevard extends 250' north of Dukes Way and 150' south of Dukes Way.
2. The proposed sidewalk must cross a canal on King George Boulevard. The span of the canal (including its drainage slope) is about 60'. A sidewalk on the west side of the roadway over the canal, which sits mostly on fill and then partially over concrete drainage structures, could serve as a model for the proposed sidewalk.
3. Similarly, the proposed sidewalk must cross a canal on St. Ives Way. The canal bridge, however, includes plenty of space (9' between roadway and railing) for a sidewalk and grass buffer.
4. The sidewalk on King George Boulevard is proposed to end near an existing midblock crosswalk in front of the Georgetown Community Services Association.

B. Notes:

1. Need ADA ramps and curb cuts at existing crosswalk at the King George Boulevard and St. Ives Drive intersection.
2. Mailboxes, landscaping, poles, and many utility boxes (at varying distances from the roadway) are located along both sides of St. Ives Drive. Implementing a sidewalk may be difficult due to utility relocations, though a meandering path may work. Some small utility boxes may be relatively easy to relocate, but it will need to be investigated.
3. "Funded" sidewalks on the east side of King George Boulevard are not yet built.
4. No other projects in the planning pipeline to affect SRTS implementation.

Figure 12: Adequate space for sidewalk on St. Ives Way canal bridge

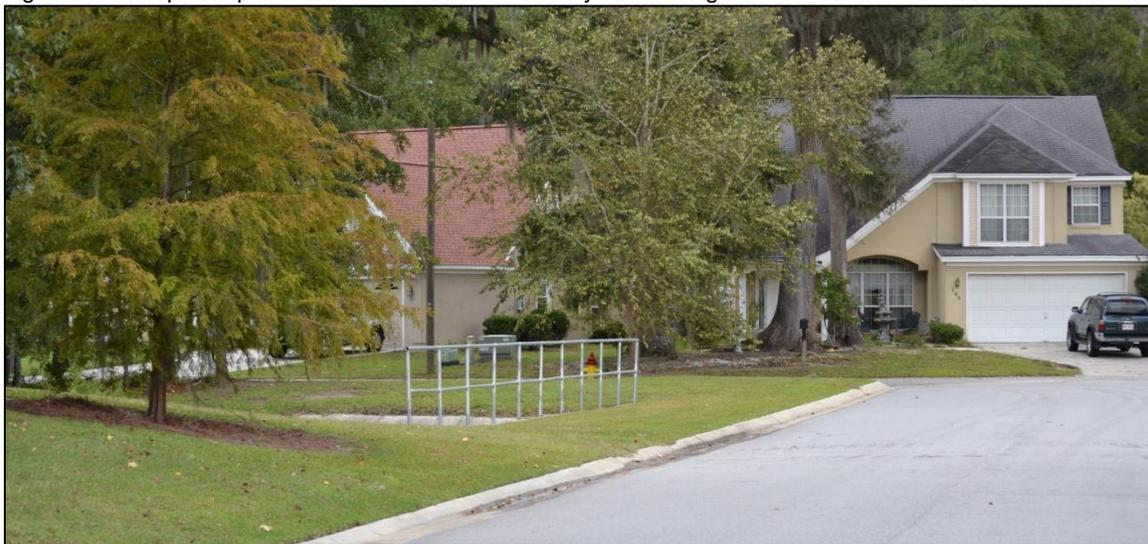


Figure 13: Typical barriers to sidewalk implementation along St. Ives Drive



Figure 14: Sidewalk needed on south side of King George Boulevard canal bridge



Figure 15: North side of King George Boulevard canal bridge already has a sidewalk



Figure 16: Short sidewalk segment ends just south of King George Boulevard canal bridge



Next Steps:

- Garden City Elementary:
 - Evaluate maintenance and compliance issues with existing wooden bridge over drainage ditch.
- White Bluff Elementary:
 - Evaluate wooden sidewalk feasibility option under SRTS program.
 - City staff to check the health of live oaks on the west side of White Bluff Road.
- Largo-Tibet Elementary:
 - Confirm location and specific improvements for “ADA improvements.”
- Georgetown Elementary:
 - Evaluate feasibility of sidewalk on St. Ives Way and Drive due to utility boxes and canal crossing.
 - Evaluate options for sidewalk along King George Boulevard canal crossing.