

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

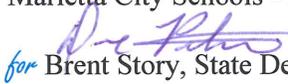
FILE P.I. #0010021 **OFFICE** Design Policy & Support

GDOT District 7 - Metro Atlanta

Cobb County

Marietta City Schools - SRTS

DATE July 26, 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:

Bobby Hilliard, Program Control Administrator
Genetha Rice-Singleton, State Program Delivery Engineer
Cindy VanDyke, State Transportation Planning Administrator
Angela Robinson, Financial Management Administrator
Glenn Bowman, State Environmental Administrator
Kathy Zahul, State Traffic Engineer
Georgene Geary, State Materials & Research Engineer
Lisa Myers, State Project Review Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Rachel Brown, District Engineer
Scott Lee, District Preconstruction Engineer
Jonathan Walker, District Utilities Engineer
Emmanuella Myrthil, State Safety Program Coordinator
Ryan Fernandez, Project Manager
BOARD MEMBER - 11th Congressional District

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT**

Project Type: SRTS
GDOT District: 7
Federal Route Number: N/A

P.I. Number: 0010021
County: Cobb
State Route Number: N/A

Marietta City Schools Safe Routes to School (SRTS) sidewalk construction at Park Street Elementary School, Westside Elementary School, Marietta Middle School, and A.L. Burruss Elementary School.

Submitted for approval:

Mark W. H. [Signature], Heath & Lineback Engineers, Inc.
Consultant Designer & Firm

6/12/12
DATE

[Signature]
GDOT Project Manager

6/13/12
DATE

Approvals:

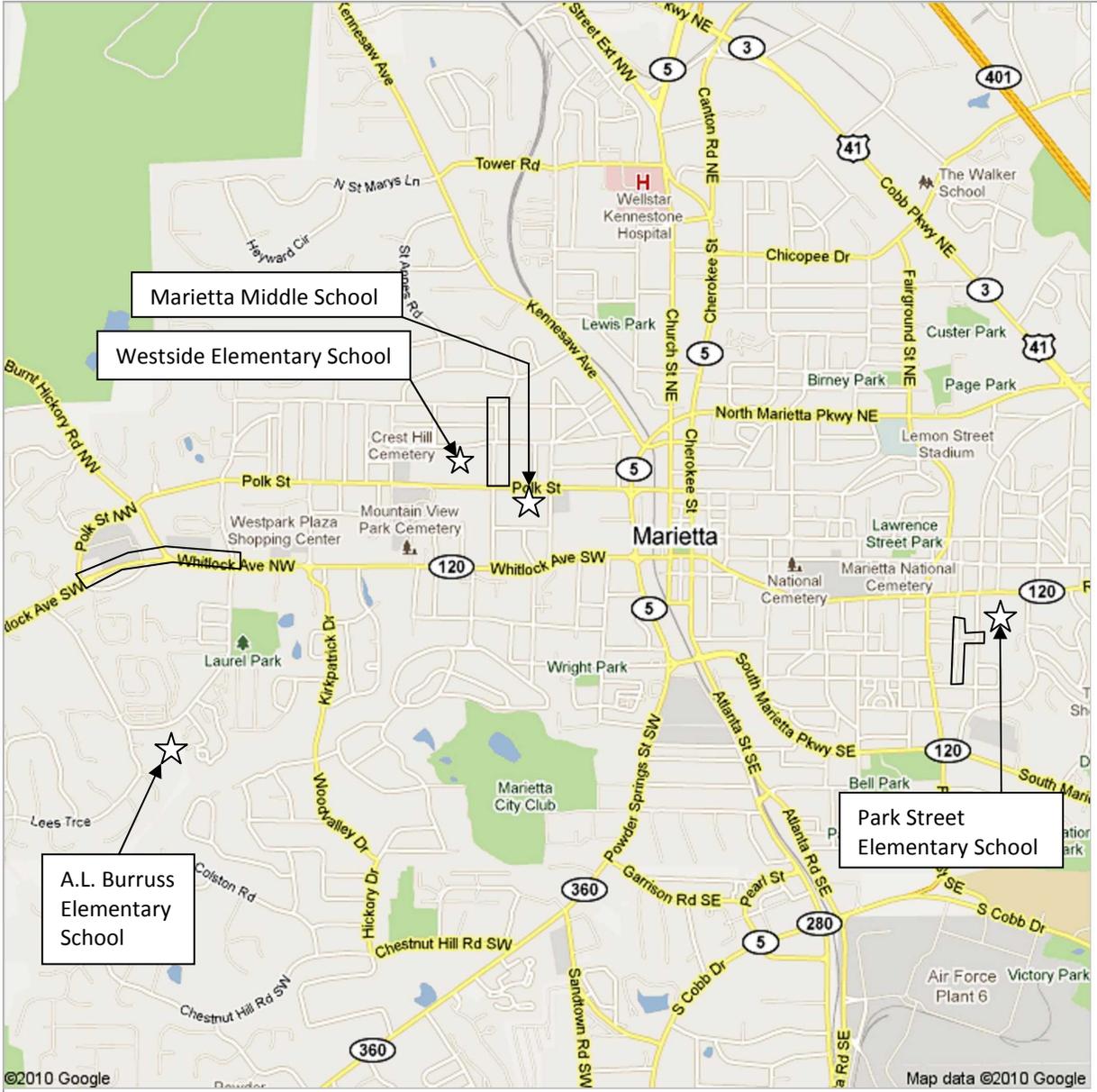
Concur: [Signature]
State Program Delivery Engineer

7/11/2012
DATE

Approve: [Signature]
Director of Engineering

7/23/12
DATE

PROJECT LOCATION



PLANNING & BACKGROUND DATA

Project Justification Statement:

P.I. No. 0010021 is a Safe Routes to School infrastructure project designed to improve pedestrian accessibility for children, parents, and teachers walking and biking to school. The four schools, Park Street Elementary, West Side Elementary, Marietta Middle and A. L. Burruss Elementary, are within the Marietta City School system.

The intent of the project is to promote walking and bicycling by students, parents and teachers living within a two-mile radius of a school. The project will improve pedestrian accessibility through installation of new sidewalks, crosswalks, and signage.

The Park Street Elementary School area needs sidewalks because citizens walk to school out of necessity. The sidewalks and crosswalks will improve pedestrian accessibility for students, parents, and teachers who walk to and from school.

West Side Elementary and Marietta Middle Schools are located in an older community where the roads are configured in a grid system. There are many sidewalks within the near vicinity of both schools that run east-west. The sidewalk along Cleburne Avenue will run north-south and connect the east-west sidewalks.

The A. L. Burruss Elementary School sidewalk is needed to improve pedestrian accessibility for students, parents, and teachers. Whitlock Avenue/State Route 120 is an urban major arterial with an ADT of 25,684. The sidewalks crosswalks, and signage will improve accessibility for students, parents and teachers who walk to and from school.

Description of the proposed project:

P.I. No. 0010021 consists of pedestrian and bicycling improvements for students, parents and teachers of Park Street Elementary School, Westside Elementary School, Marietta Middle School and A. L. Burruss Elementary School. All improvements will be constructed within existing right-of-way.

Improvements at Park Street Elementary School consist of new sidewalks and crosswalks with appropriate signage. Sidewalk will be constructed on the north side of Armstrong Street from Merritt Street to Park Street and on the east side of Merritt Street from Frasier Street to Pierce Street. Crosswalks will be installed at Merritt Street, crossing over Armstrong Street, and at the intersection of Armstrong Street and Park Street, crossing over Park Street.

The improvements at Westside Elementary School and Marietta Middle School along Cleburne Avenue consist of new sidewalks and a crosswalk with appropriate signage. Sidewalk will be constructed on the west side of Cleburne from Polk Street to Maple Avenue and on the east side of Cleburne Avenue from Maple Avenue to Stewart Avenue. Additional sidewalk will provide the desired network for the neighborhood streets. The crosswalk will cross over Maple Avenue.

Improvements for A.L. Burruss Elementary School along Whitlock Avenue/ State Route 120 will include new sidewalks crosswalks, and signage. The sidewalks will be located on the south side of Whitlock Avenue from Old Dallas Road (west) to Manning Road (east). It will connect

on both ends to the existing sidewalk network that provides direct access to the school. Crosswalks will be striped at all roads and business access drives.

See attachments for concept layouts.

Federal Oversight: Full Oversight Exempt State Funded Other

MPO: N/A MPO - Choose
MPO Project TIP #

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

Congressional District(s): 11

Traffic: ADT

Whitlock Avenue

Current Year: (2011): 25,684

Polk Street

Current Year: (2011): 12,278

Functional Classification (Mainline):

Park Street: Local Road

Armstrong Street: Local Road

Merritt Street: Local Road

Polk Street: Major Collector

Maple Avenue: Local Road

Stewart Avenue: Local Road

Cleburne Avenue: Local Road

Whitlock Avenue (SR 120): Urban Major Arterial

Is this project on a designated bike route? No YES

Is this project located on a pedestrian plan? No YES

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

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: There is limited right of way available for the sidewalk construction and various storm drain culvert extensions.

Context Sensitive Solutions: Small gravity type retaining walls will be utilized to limit construction to within the existing right of way. Larger gravity type retaining walls will be utilized at culverts to limit construction within the existing right of way.

DESIGN AND STRUCTURAL DATA

Roadway Name/Identification: Armstrong Street & Merritt Street – Park Street Elementary School

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2 Minimum	No Change
- Lane Width(s)	11'	9' Minimum 12' Desirable	No Change Anticipated
- Shoulder Width & Type	2', Urban	2' Minimum	6' to 7'
- Sidewalks	3' to 4'**	4' Minimum	5' Typical 4' Possible at Constraints
- Grassed Buffer	0**	2' to 4' Desirable 0 Acceptable	0
- Posted Speed	25 MPH		No Change
- Design Speed	25 MPH		25 MPH
- Right-of-Way Width ⁺	40'		No Change
- Maximum Sidewalk Cross Slope	2%**	2%	2%
- Minimum Crosswalk Width	6'**	6' Minimum	6'

* According to current AASHTO design requirements, if applicable.

⁺ In order to be eligible for SRTS funding, the local government has demonstrated that adequate existing right-of-way is available to construct the proposed project.

** Existing sidewalk adjacent to project area. No sidewalk exists in project area.

Roadway Name/Identification: Cleburne Avenue – West Side Elementary School and Marietta Middle School

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2 minimum	No change
- Lane Width(s)	11'	9' minimum 12' desirable	No Change Anticipated
- Shoulder Width & Type	2', Urban	2' Minimum	6' to 7'
- Sidewalks	3'**	4' Minimum	5' Typical 4' Possible at Constraints
- Grassed Buffer	0**	2' to 4' Desirable 0 Acceptable	0
- Posted Speed	30 MPH		No Change
- Design Speed	30 MPH		30 MPH
- Right-of-Way Width ⁺	Varies 40' to 50'		No Change
- Maximum Sidewalk Cross Slope	2%**	2%	2%
- Minimum Crosswalk Width	6'**	6' Minimum	6'

* According to current AASHTO design requirements, if applicable.

⁺ In order to be eligible for SRTS funding, the local government has demonstrated that adequate existing right-of-way is available to construct the proposed project.

** Existing sidewalk adjacent to project area. No sidewalk exists in project area.

Roadway Name/Identification: Whitlock Avenue – A.L. Burruss Elementary School

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2 Minimum	No Change
- Lane Width(s)	12'	11' Minimum 12' Desirable	No Change Anticipated
- Shoulder Width & Type	2', Urban	2' Minimum	6' to 7'
- Sidewalks	5'***	4' Minimum	5' Typical 4' Possible at Constraints
- Grassed Buffer	0**	2' to 6' Desirable 0 Acceptable	0
- Posted Speed	35 MPH		No Change
- Design Speed	35 MPH		35 MPH
- Right-of-Way Width ⁺	Varies 80' to 100'		No Change
- Maximum Sidewalk Cross Slope	2%**	2%	2%
- Minimum Crosswalk Width	6'***	6' Minimum 8' to 10' Desirable	6' to 8'

* According to current AASHTO design requirements, if applicable.

⁺ In order to be eligible for SRTS funding, the local government has demonstrated that adequate existing right-of-way is available to construct the proposed project.

**Existing sidewalk north and south of project area. No sidewalk exists in project area.

Major Structures: (If no major structures on project, N/A and delete table below)

Structure	Existing	Proposed
Retaining walls	none	Gravity walls and concrete cantilever retaining walls.
Other	Concrete box culvert with standard parapet.	Reconstruct box culvert parapet and add handrail to accommodate sidewalk construction

Utility Involvements: Marietta Power, AT&T, and Georgia Power

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

SUE Required: Yes No

Right-of-Way:

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

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	Appvl Date (if applicable)		NO	Undetermined
	YES			
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	Appvl Date (if applicable)		NO	Undetermined
		YES			
1. Access Control - Median Opening Spacing	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	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Rumble Strips	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
12. 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

This project is exempt from conforming plan because the scope is construction of pedestrian sidewalks.

Environmental Permits/Variations/Commitments/Coordination anticipated: *List all anticipated permits, variances, commitments, and coordination needed –Section 404, TVA, Water Quality, etc.*

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 checked="" type="checkbox"/>	<input type="checkbox"/>	Further determination w/ prelim
4. Tennessee Valley Authority Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Buffer Variance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Further determination w/ prelim
6. Coastal Zone Management Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. NPDES	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Further determination w/ prelim
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 type="checkbox"/>	
11. Other Commitments	<input type="checkbox"/>	<input type="checkbox"/>	
12. Other Coordination	<input type="checkbox"/>	<input type="checkbox"/>	

Is a PAR required? No Yes Completed – Date:

NEPA/GEPA: A NEPA Programmatic Categorical Exclusion is anticipated for this project.

Ecology: An ecology assessment is underway. A stream buffer variance will be required for encroachment into the buffer of Stream 2.

History: The historic resources survey report was submitted April 30, 2012. Two historic districts identified as part of the survey report are recommended as eligible. SHPO concurrence with these findings has not been received. An assessment of effects will be prepared once concurrence of the survey report has been received.

Archeology: No archaeological sites were identified. An archaeological short form for negative findings was concurred with on March 27, 2012.

Air & Noise: An air quality screening assessment is underway. No CO modeling is required. This project does not require a noise study or abatement of highway noise impacts. A Type III noise screening assessment will be prepared.

Public Involvement: A public hearing open house is not required. A public information open house is not scheduled.

Major stakeholders: City of Marietta, Marietta City School System, Westside Elementary School, Park Street Elementary School, Marietta Middle School, A. L. Burruss Elementary School.

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: Construction area for sidewalks and retaining walls is limited. Use of equipment will be limited and use of man-power will be required.

Early Completion Incentives recommended for consideration: No Yes

PROJECT RESPONSIBILITIES

Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	GDOT OPD/Heath & Lineback Engineers, Inc.
Design	GDOT OPD/Heath & Lineback Engineers, Inc.
Right-of-Way Acquisition	NA
Utility Relocation	Utility Companies
Letting to Contract	GDOT
Construction Supervision	GDOT/District 7
Providing Material Pits	NA
Providing Detours	NA
Environmental Studies, Documents, & Permits	GDOT OES/Edwards-Pitman Environmental, Inc.
Environmental Mitigation	NA
Construction Inspection & Materials Testing	GDOT/District 7

Lighting required: No Yes

Initial Concept Meeting: November 16, 2010; Minutes attached

Concept Meeting: January 2011; Minutes attached

Other projects in the area: None

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Utility	CST*	Environmental Mitigation	Total Cost
By Whom	GDOT	N/A	NA	GDOT	N/A	
\$ Amount	\$155,825	0	0	\$426,103	0	\$581,928
Date of Estimate	5/15/2012			6/12/2012		

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

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative: Construct 5 ft sidewalk at back of existing curb or construct C&G and sidewalk at back of curb.			
Estimated Property Impacts:	None	Estimated Total Cost:	\$581, 928
Estimated ROW Cost:	0	Estimated CST Time:	12 months
Rationale: Sidewalk can be constructed within the existing right-of-way. Constraints at several locations will require gravity type retaining walls, turndown sidewalk edges, and handrail at the back of sidewalk in order to keep construction limits within existing right-of-way.			

No-Build Alternative: Leave shoulders in existing conditions –no changes made to improve accessibility and connectivity for students, parents, and teachers accessing Park Street, West Side, and A.L. Burruss Elementary Schools in the City of Marietta			
Estimated Property Impacts:		Estimated Total Cost:	
Estimated ROW Cost:		Estimated CST Time:	
Rationale: No-build does meet intent of SRTS Grant and need for pedestrian access and connectivity.			

Alternative 1: All sections, construct 2 ft grass strip between back of curb and sidewalk.			
Estimated Property Impacts:		Estimated Total Cost:	
Estimated ROW Cost:		Estimated CST Time:	
Rationale: Requires right of way, which is not allowed for SRTS projects.			

Comments: None.

Attachments:

1. Concept Layout
2. Typical sections
3. Detailed Cost Estimates:
 - a. Construction including Engineering and Inspection
 - b. Completed Fuel & Asphalt Price Adjustment forms
4. Minutes of Initial Concept Meeting
5. SRTS Application

PROJECT NUMBER

SHEET NO.

TOTAL SHEETS



GEORGIA DEPARTMENT
OF TRANSPORTATION
OFFICE: TRAFFIC OPERATIONS

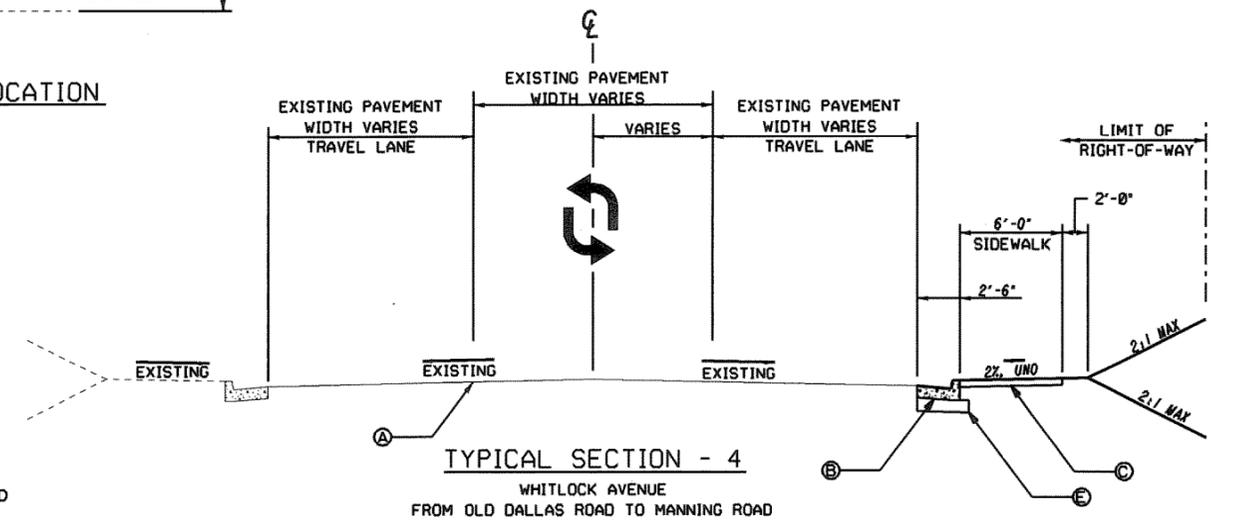
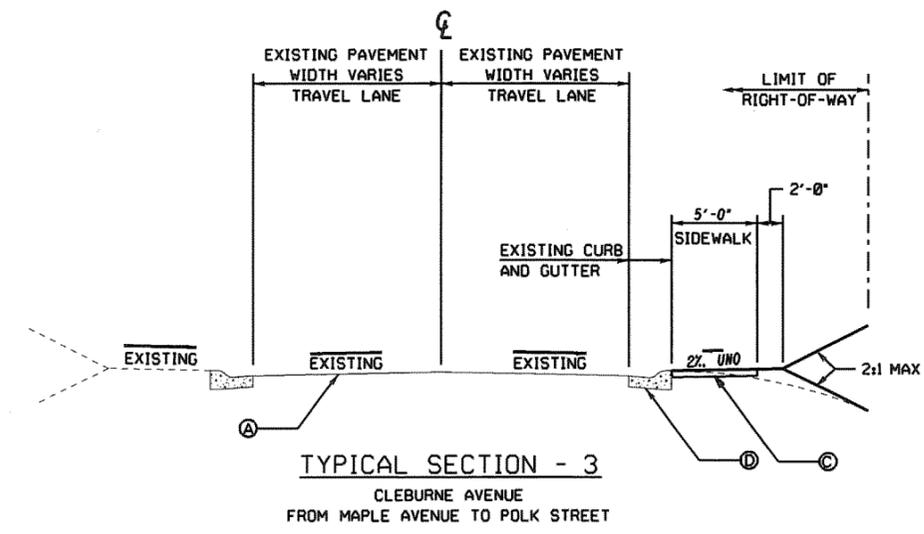
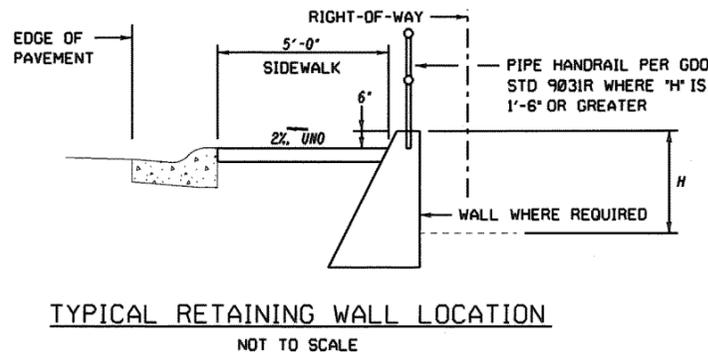
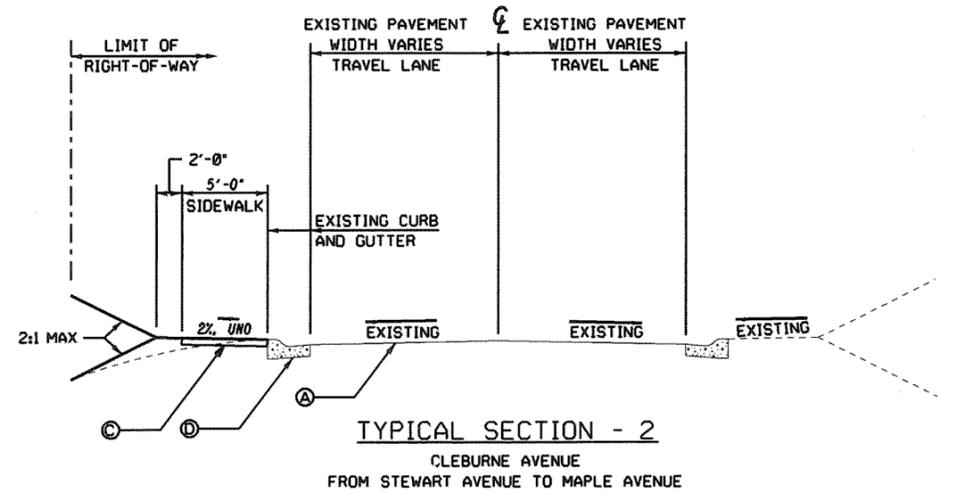
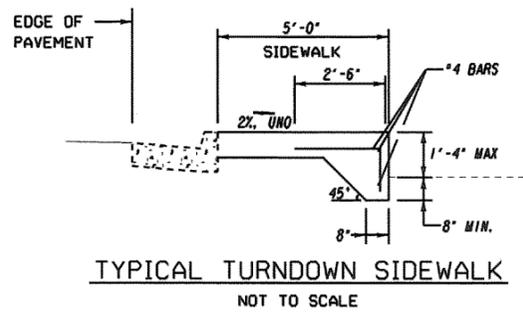
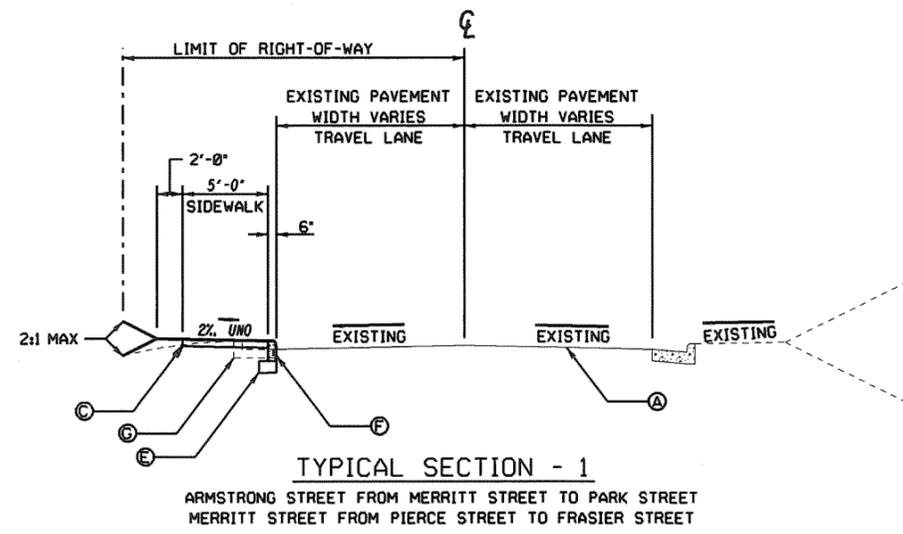
**PARK STREET
ELEMENTARY SCHOOL**
MARIETTA CITY
SAFE ROUTES TO SCHOOL

DATE: 10-5

REVISION DATES

NO.	DATE	DESCRIPTION





- Ⓐ EXISTING PAVEMENT TO BE RETAINED
- Ⓑ 30" CURB AND GUTTER
- Ⓒ CONCRETE SIDEWALK, 4 IN.
- Ⓓ EXISTING CURB AND GUTTER
- Ⓔ GR AGGR BASE CRS, 12 IN, INCL MATL OR CLASS B CONCRETE
- Ⓕ CONCRETE HEADER CURB, 6 IN.
- Ⓖ EXISTING PAVEMENT TO BE REMOVED

HL Heath & Lineback Engineers
 INCORPORATED
 2390 CANTON ROAD, BUILDING 200
 MARIETTA, GEORGIA 30066-5393
 (770)424-1668

REVISION DATES

GEORGIA DEPARTMENT OF TRANSPORTATION
 OFFICE: TRAFFIC OPERATIONS
TYPICAL SECTIONS

MARIETTA CITY
 SAFE ROUTES TO SCHOOL

DRAWING No.
 5-01

PROJ. NO.: Cobb County
P.I. NO. 0010021
DATE: 6/12/2012

Base Construction Cost	\$	404,398.42
E & I	5% \$	20,219.92
Construction Contingency	0% \$	-
Subtotal Construction Cost	\$	424,618.34
Liquid AC Adjustment (50 % cap)	\$	1,484.40
Total Construction Cost	\$	426,102.74

PROJ. NO.

Cobb County

CALL NO.

P.I. NO.

0010021

DATE

5/22/2012

INDEX (TYPE)

DATE INDEX

REG. UNLEADED

May-12 \$ 3.668

DIESEL

\$ 4.057

LIQUID AC

\$ 626.00

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)			\$	1,301.45	\$	1,301.45
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	1,001.60		
Monthly Asphalt Cement Price month project let (APL)			\$	626.00		
Total Monthly Tonnage of asphalt cement (TMT)				3.465		

ASPHALT	Tons	%AC	AC ton
Leveling	0	5.0%	0
12.5 OGFC		5.0%	0
12.5 mm	69.3	5.0%	3.465
9.5 mm SP	0	5.0%	0
25 mm SP	0	5.0%	0
19 mm SP	0	5.0%	0
	69.3		3.465

BITUMINOUS TACK COAT

Price Adjustment (PA)			\$	47.43	\$	47.43
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	1,001.60		
Monthly Asphalt Cement Price month project let (APL)			\$	626.00		
Total Monthly Tonnage of asphalt cement (TMT)				0.126275967		

Bitum Tack

Gals	gals/ton	tons
29.4	232.8234	0.12627597

PROJ. NO.

Cobb County

CALL NO.

P.I. NO.

0010021

DATE

5/22/2012

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)				\$	135.51	\$	135.51
Monthly Asphalt Cement Price month placed (APM)		Max. Cap	60%	\$	1,001.60		
Monthly Asphalt Cement Price month project let (APL)				\$	626.00		
Total Monthly Tonnage of asphalt cement (TMT)					0.360788477		

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.	420	0.20	84	232.8234	0.360788477
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0
					0.360788477

TOTAL LIQUID AC ADJUSTMENT				\$	1,484.40
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**MEETING MINUTES
November 16, 2010**

Initial Concept Team Meeting
Marietta City School System – Safe Routes to School
PI no. 0010021

LOCATION: Marietta City Hall
Fourth Floor Conference Room
935 East Confederate Avenue
Atlanta, GA

ATTENDEES:

Emily Lembeck, Superintendant
Preston Howard, Assistant Superintendant
Alicia Hatcher, SRTS Resource Center
Dana Mosley, Park Street Elementary
Darlene Darby, Admin. School Operations
Mike Cochran, Director Transportation
Jim Wilgus, Marietta City Engineer
Kyethea Clark, Senior Urban Planner
Emmanuella Myrthil, GDOT
Justin Leaders H&L
Allen Krivsky, H&L
Mark Holmberg, H&L

The meeting was held to discuss project status, concept study process, project priorities and walk the sites.

Following introductions, the following items were discussed:

1. Heath and Lineback is working with the Georgia Department of Transportation to develop a Project Concept Report.
2. Updated cost estimate the next step in concept study process.
3. Project Priorities:
 - a. A. L. Burruss Elementary: The sidewalk along Whitlock from Manning Road (east) to Old Dallas Road (west). To match existing side walk, 6' wide sidewalk with no separation from curb and gutter. Items of note: culvert crossing at intersection of Burnt Hickory Road, it may be possible to use existing culvert without extending culvert.
 - b. Park Street Elementary: Sections in order of priority are Armstrong Street from Park Street to Merritt Street, Merritt Street from Armstrong Street south to Frasier Street, and Merritt Street from Armstrong Street north to Pierce Street. Items of note: Armstrong Street to have two foot grass strip, possible lane width reduction to two 11'

lanes. Merritt Street (south) needs to have curb and gutter to reduce vehicles from on sidewalk. Merritt Street (north) may have extensive site work involved.

- c. West Side Elementary and Marietta Middle School: The sidewalk is set to be on the east side of Cleburne Avenue per SRTS application. During walk through, both sides of Cleburne Ave. were looked at for sidewalk. Many obstructions exist on both sides of Cleburne Ave. During concept process, study both sides of road for proposed sidewalk. Existing drainage structures may factor into proposed sidewalk.
4. Jim Wilgus said the City of Marietta has many capabilities to perform finishing touches outside scope of this project if the funding source will allow in-kind type participation.
5. The question was asked about time schedule. Emmanuella stated the project is scheduled for FY 2014 (complete construction by 6/2013).
6. A question was asked about supplemental funding from local sources. The maximum amount for the project is \$500,000. As per SRTS application, "No local match or in-kind services are required or accepted." The scope of the project must be reduced to fit within the SRTS funding.

Action Items:

- A. H&L will complete Project Concept Report and coordinate with GDOT and the City of Marietta.
- B. H&L will schedule a Project team Concept Meeting upon completion of a draft Project Concept Report.



Kelechi Nwosu
RECEIVED

DEC 12 2008

OFFICE OF PLANNING

December 11, 2008

Kelechi Nwosu
SRTS Coordinator
Georgia Department of Transportation
One Georgia Center
600 West Peachtree St, NW
Atlanta, Georgia 30308

Dear Ms. Nwosu:

The City of Marietta and the Marietta City School System is enthusiastic about the Georgia Safe Routes to School (SRTS) Program initiative. We believe in promoting walkable communities for our young pedestrians and bicyclists. The SRTS program offers great benefits to our students and environment.

Enclosed in the application package are the following items:

- SRTS signed application
- Three page attachment (including continued text and project pictures)
- Four maps:
 - Park Street Project Area Map
 - West Side and Marietta Middle Project Area Map
 - A.L. Burruss Project Area Map
 - Combined Project Area and Existing Sidewalk Map
- CD with the following documents:
 - Marietta - SRTS Application (excel)
 - Marietta – SRTS Application and Attachment (pdf)
 - Marietta – SRTS Park Street Project Area Map, Marietta – SRTS West Side and Marietta Middle Project Area Map, Marietta – SRTS A.L. Burruss Project Area Map, and Marietta – SRTS Combined Project Area and Existing Sidewalk Map

Please feel free to contact me at 770-794-5668 or via kkirk@mariettaga.gov or Jim Wilgus at 770-794-5648 jwilgus@mariettaga.gov, if you have any questions. We look forward to working with you on the SRTS program initiative.

Sincerely,

A handwritten signature in black ink, appearing to read "Kyethea Kirk".

Kyethea Kirk



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:		Marietta City Schools and City of Marietta Projects					
Agency Name:		City of Marietta					
Project Contact Person:		Jim Wilgus					
Position/Title:		City Engineer/ Assistant Public Works Director					
Mailing Address:		205 Lawrence Street					
City:	Marietta	State:	GA	Zip Code:	30060	County:	Cobb
Daytime Phone:	770-794-5648	Email Address:				FOR INTERNAL USE ONLY	
Fax Phone:	770-794-5585	jwilgus@mariettaga.gov				Ranking:	Date Submitted:

School 1 Name:		Park Street Elementary School		School 2 Name:		West Side Elementary School	
Mailing Address:		105 Park Street SE		Mailing Address:		344 Polk Street NW	
City:	Marietta	School District:		City:	Marietta	School District:	
County:	Cobb		Marietta City	County:	Cobb		Marietta City

School 3 Name:		Marietta Middle School		School 4 Name:		A.L. Burruss Elementary School	
Mailing Address:		121 Winn Street		Mailing Address:		325 Manning Rd SW	
City:	Marietta	School District:		City:	Marietta	School District:	
County:	Cobb		Marietta City	County:	Cobb		Marietta City

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

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

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

*Do you have more than ten (10) schools for proposed infrastructure project? 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?	1

Project Cost Estimate: \$492,512.62

By signing, applicant attests to being authorized to sign for City of Marietta (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

12/10/2008

 Date

SECTION 2 - PROBLEM IDENTIFICATION

[Total of 35 Points]

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

Built and established in 1834, Marietta's intown area is historic in nature. Exists are narrow roadways with sub-standard sidewalks that are less than five-feet wide in many areas, and still exists are numerous roads that don't have sidewalks at all. The outer areas of Marietta developed later in time, where wider roads were built that lacked sidewalks; which was more of a suburban design. One concept that remained consistence throughout the 173-years, was the idea to continue to operate schools as each community's focal point.

This application submission includes three projects (Park Street area, Cleburne Avenue, and Whitlock Avenue), which involve four schools (Park Street Elementary, West Side Elementary, Marietta Middle, and A.L. Burruss Elementary Schools), where each school neighborhood conditions for biking and walking will be discussed further.

The Park Street Elementary School neighborhood is a 'walkable community.' The neighborhood has residential roadways that offer a neighborhood street grid. The school and playground area is located along the north-south roadway 'spine' of the neighborhood, which is Park Street. Park Street, is one of two roadways that link the school to the neighborhood and has existing sidewalks. Armstrong Street is the other residential street that T's into Park Street, and lacks sidewalks.

The conditions that exist for biking and walking in the Park Street Elementary School neighborhood is a lack of sidewalks on the majority of narrow neighborhood streets, incomplete sidewalk networks, sub-standard sidewalks that may be 3 feet or less, but is residential in nature with duplex-family housing. According to The Governor's Office of Student Achievement for 2007-2008, the school population is predominantly Hispanic (57.2%) and Black (34%), and the students are stated to be economically disadvantaged (100%). The neighborhood is primarily Hispanic, where economic conditions may propel the majority of parents and students to walk to/from school out of necessity, regardless of the inadequacy of pedestrian and bicycling conditions that exists.

The West Side Elementary and Marietta Middle Schools neighborhood is also a 'walkable community.' The neighborhood is historic and residential in nature, and offers a neighborhood street grid. Sidewalks exist along the east-west roadways, such as Polk Street, Maple Avenue, and Stewart Avenue, and are sporadic along Whitlock Avenue. The conditions that exist for biking and walking is the lack of sidewalks on some roads, incomplete sidewalk networks on other roads with sub-standard sidewalks that may be 3 feet or less, which increases safety hazards.

Through the years, Polk Street has changed from a calm residential street to a major east-west arterial that cuts through the neighborhood with high traffic volumes (average daily traffic count (ADT) is 12,278). To calm the automobile traffic through the school zone, traffic enhancements such as low mph speed limit signs, stop signs, and school flashers exists.

Polk Street accesses West Side Elementary and Marietta Middle Schools. West Side Elementary School is a community focal point, and is located and accessible from both Polk Street and Maple Avenue. A good amount of parents choose to walk their children to/from school daily. The sidewalk network along the east-west roadways are adequate along with traffic calming signage; however the lack of sidewalks along the north-south roadways still presents a safety hazard. According to The Governor's Office of Student Achievement for 2007-2008, the primary student population is 50 % White, 36% Black, and 8% Hispanic, and 35% of the students are stated as being economically disadvantaged. (Continues on attachment titled "Section 2: Continued")

- 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	100	35	71	43						
% Asian	0	1	2	1						
% African-American	34	36	51	43						
% Caucasian	4	50	16	40						
% Hisianc	57	8	27	8						
% Native American	0	0	0	0						
% Other	4	4	5	9						

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	686	373	1,097	347						
½ mile	98	79	14	96						
1 mile	74	112	59	119						
2 miles	7	158	329	53						
Estimated percent of current walkers and bikers	50	35	30	25						

SECTION 3 - PROPOSED PROJECT

[Total of 25 Points]

- A. Is all property involved in your project in the public right-of-way (ROW)? Yes No
 If part of your project is on a permanent public easement, do you have documentation for such easement?
- B. Describe in detail your proposed Infrastructure project? Please attach a map or diagram of your project location(s) which includes, at a minimum, street names, school name(s) and location(s), city and county names, existing walking/biking facilities (e.g., sidewalks, crosswalks, paths, etc.), and existing traffic signals or stop signs. Also attach photographs, plans, and other materials that may help illustrate the proposed project.

All three projects and the four schools are located within the City of Marietta, and within the Marietta City School System.

Project 1: Park Street Elementary School Neighborhood

- A. Merritt Street from Pierce Street to Frasier Street Sidewalks. Construct a 5 ft wide sidewalk along the east side of the roadway. Project length - 1,050 feet. Estimated Cost \$98,344.
- B. Armstrong Street from Merritt Street to Park Street Sidewalks. Construct a 5 ft wide sidewalk along the north side of the roadway. Project length - 310 feet. Estimated Cost \$19,129.
- Schools:
 - o Park Street Elementary – direct benefit
 - o Marietta Center for Advanced Academics and Marietta 6th Grade Academy – less than half mile from proposed sidewalk facility
- Existing Facilities: Sidewalks currently exist along the east side of Park Street from Roswell Street to Victory Drive. Frasier Circle, a recently redeveloped residential street has sidewalks along both sides of the road, as well as Frasier Street. Victory Drive has sidewalks along the west side of the roadway and in some areas along the east side. Roswell Road, which is a major arterial road is a streetscape project, and currently has sidewalks on both sides of the road that will be improved during construction phase of the streetscape project. In the immediate project area there are 17 stop signs, 1 traffic signal, and 2 school flashers.

Project 2: West Side Elementary/ Marietta Middle Schools Area

- Cleburne Avenue from Polk Street to Stewart Street Sidewalks. Construct a 5 ft wide sidewalk along the east side. Project length 1,310 feet. Estimated Cost \$125,215.
- Schools: West Side Elementary and Marietta Middle School – direct benefit
- Existing Facilities: Sidewalks currently exist along Polk Street (north side), Maple Avenue (both sides), and Stewart Avenue (both sides), which all link to West Side Elementary. The proposed project will link to an existing sidewalk along the east side of Cleburne on the south side of Polk Street, which is along the side of the historic Northcutt Stadium. Sidewalks exist along the west side of Winn Street, which runs along the frontage of Marietta Middle School. In the immediate project area there are 14 stop signs, 6 school flashers, 0 traffic signals, 4 signal flashers.

Project 3: A.L. Burruss Elementary School

- Whitlock Avenue from Manning Street (east) to Old Dallas Road (west) Sidewalks. Construct a 5 ft wide sidewalk along the south side of the roadway. Project length 2,420 feet. Estimated Cost \$249,825.
- Schools: A.L. Burruss Elementary and Marietta High School – direct benefit
- Existing Facilities: Sidewalks currently exist along Manning Street on the south side of the road from Whitlock Avenue (west) to Whitlock Avenue (east)(road circles), and along the north side of the roadway from Whitlock Avenue to Kimberly Way. Sidewalks exist along the southern side of Whitlock Avenue from Old Dallas Road (west) to Kennesaw Mountain National Battlefield Park, and along the northern side from Old Dallas Road (west) to Windsor Drive. In the immediate project area there are 3 stop signs, 2 traffic signals, and 3 school flashers.

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

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

The three projects that are being proposed are to construct sidewalk facilities that will link to existing sidewalks and will build a more continuous network of sidewalks, thus increasing safety conditions for young kids walking to/from school. These three proposed sidewalk projects are located in three different challenged areas dealing with narrow roadways, high traffic volumes, low-income communities, and school facilities being used beyond school hours. The implementation of each of the three projects would greatly benefit the kids that currently walk and bike to and from school daily, and would promote and encourage other school children to do the same as there would be a sidewalk and bicycling facility. The pedestrian and bicycling facilities would increase safety and confidence levels of students and parents. These proposed sidewalk facilities would generate stronger feelings of safety, and would encourage students and parents to walk/bike to/from school, thus minimizing conflicts with automobiles.

With the implementation of the sidewalk projects, and the programs of the participating schools', students walking to/from school could increase tremendously due to the already 'walkable' environments that already exists within the school neighborhoods. As more students walk and bike to/from school, air quality will improve because less vehicular and school bus traffic congestion and emissions will be emitted into the air. As well, the implementation and development of the Safe Route to School Programs will promote and educate parents and students about safely walking/ bicycling to/from school that will increase safety conditions and minimize environmental hazards that may exist within the neighborhoods.

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 West Side Elementary School has a great number of students walking to/from school each day as well as involved parents, due to the neighborhood street grid that offers great connectivity and accessibility throughout their historic neighborhood. On average, anywhere from 45 to 50 parents are geared-up to walk their kids and other neighborhood kids/friends (where working parents have to leave before their kids are due to school) to/from school daily. On average, 110 to 125 kids walk to/from school weekly. There is not an official formality that currently exists, but the activity is more of a social and environmental walking/biking activity for the parents and students. The demographics and economic conditions that exist at the school mirror the neighborhood and have 50% Whites and 36% Blacks, and the school population is 35% economically disadvantaged. The parents and the students that attend this school are middle to upper income levels. The parents have taken the initiative to make sure their kids and other neighborhood kids get to school safely, which includes teaching their kids to be safe walkers, while improving their health conditions, and consciously making a small contribution to reduce automobile emission, thus improving air quality.

The Marietta Middle School has a large number of students walking to/from school each day, due to the kids being older, and the school shares the same historic street grid with West Side Elem., which offers neighborhood connectivity and accessibility. The demographics and economic conditions that exist have 51% Blacks, 27% Hispanics, and 16% Whites, and the school population is 71% economically disadvantaged. Students that live in the area are more likely to walk, versus those that live further away and catch the school bus or where parents pick them up.

The Middle School is a very active school and community focal point, which houses middle school athletic events, as well as high school athletic events at the historic Northcutt Stadium. This generates an influx of students, neighborhood fans that live in surrounding neighborhoods, and others from all over the metro area that come to see the middle and high schools athletic events, and park along residential streets a mile away and walk to the stadium. The Middle School is also the designated begin and end point for the March of Dimes Walkathon that is held every year, and is a 3.5 mile walk through the Marietta Middle and West Side Elementary Schools neighborhood. People come out from all over to participate in the March of Dimes walkathon.

The Park Street Elementary School also has a large number of students walking to/from school each day as well as involved parents, due to the neighborhood street grid that offers neighborhood connectivity and accessibility to the school and large school/neighborhood playground area. The demographics and economic conditions are different from the West Side Elementary School, where the school population mirrors the neighborhood population of 57% Hispanics and 34% Blacks, and 100% of the school population is economically disadvantaged. However, the same activities exist that were mentioned above; where parents, older siblings, and/or neighbors are making sure that the kids are getting to school safely by walking. Walking/bicycling is most likely the main form of transportation for this neighborhood, due to close proximity and disadvantaged economic conditions.

A good neighborhood street grid exists, however sidewalks are lacking along some roadways, which forces students, parents, siblings, and neighbors alike to walk/bike in the narrow residential streets. There is not a formal program that exists; however there are a great number of students, parents, and neighbors walking/biking students to/from school purely out of close proximity and economic disparity.

The A.L. Burruss Elementary School has a good number of students walking to/from school each day, due to the townhouses, duplex housing and residential subdivisions that exist along Manning Road. The demographics and economic conditions has a school population of 43% Black and 40% White, and 43% are economically disadvantaged. (Continues on attachment titled "Section 4: Continued")

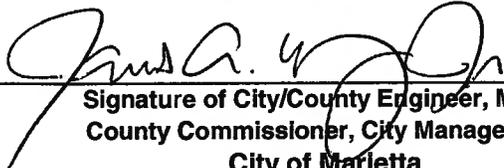
SECTION 5 - PROJECT COST ESTIMATE

[Total of 10 Points]

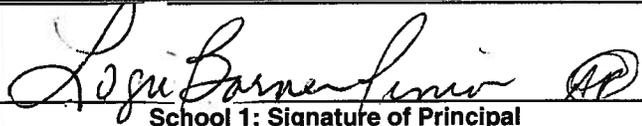
Provide the Project Cost Estimate. Include material and construction costs. All preliminary engineering will be conducted by GDOT. Note: SRTS is a 100% federal-aid program. Local funds and in-kind donations are not required or accepted. **Use Project Cost Estimate tab to complete Section 5. Contact your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

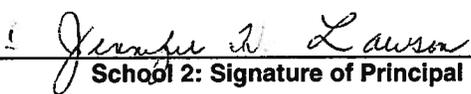
SECTION 6 - SIGNATURES

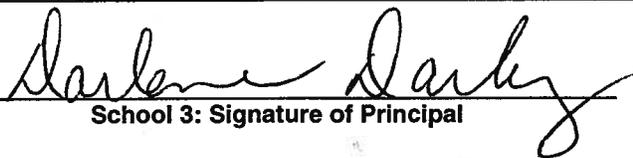
The undersigned consent to enroll school(s) with the SRTS Resource Center, engage in Non-Infrastructure SRTS activities, and participate in GDOT's evaluation process. The undersigned understand that the proposed infrastructure project, if granted, will be designed and implemented by Georgia Department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

 <hr/> Signature of City/County Engineer, Mayor, County Commissioner, City Manager, etc. <hr/> City of Marietta <hr/> Name of Agency	Jim Wilgus <hr/> Print Name of City/County Engineer, Mayor, County Commissioner, City Manager, etc. <hr/> 770-794-5648 <hr/> Telephone Number
	12/10/08 <hr/> Date

 <hr/> Signature of School District Superintendent <hr/> Marietta City Systems <hr/> Name of School District	Emily Lembeck <hr/> Print Name of School District Superintendent <hr/> 770-429-3100 <hr/> Telephone Number
	12/10/08 <hr/> Date

 <hr/> School 1: Signature of Principal <hr/> Park Street Elementary School <hr/> Name of School	Corey Lawson <hr/> School 1: Print Name of Principal <hr/> 770-429-3180 <hr/> Telephone Number
	12/10/08 <hr/> Date

 <hr/> School 2: Signature of Principal <hr/> West Side Elementary School <hr/> Name of School	Jennifer Lawson <hr/> School 2: Print Name of Principal <hr/> 770-429-3172 <hr/> Telephone Number
	12/10/08 <hr/> Date

 <hr/> School 3: Signature of Principal <hr/> Marietta Middle School <hr/> Name of School	Darlene Darby <hr/> School 3: Print Name of Principal <hr/> 770-422-0311 <hr/> Telephone Number
	12/10/08 <hr/> Date

 <hr/> School 4: Signature of Principal <hr/> A.L. Burruss Elementary School <hr/> Name of School	Julie King <hr/> School 4: Print Name of Principal <hr/> 770-429-3144 <hr/> Telephone Number
	12/10/08 <hr/> Date

Section 2 – Problem Identification (Continued)

Marietta Middle School is a large community focal point, where the school facilities extend beyond regular school hours and intermingles regularly with the community. The Middle School facility once housed the Marietta High School until 2001, when a new high school facility was built, but excluded in the plans a new football stadium. The thought was (intentional) to keep the high school athletic events at the historic Northcutt Stadium, along with the middle school athletic events, which continues to attract walkers, bicyclists, students, parents, and Marietta Blue Devil community fans from all over Marietta, and the metro Atlanta area. Therefore, improving access and sidewalk conditions along the north-south roadways is vital to the safety of the students and the community. According to The Governor’s Office of Student Achievement for 2007-2008, states there are 50% Blacks, 26.6% Hispanics, and 16% Whites, and 71% of the student population are stated as being economically disadvantaged.

The A.L. Burruss Elementary School area is different than the Park Street and Westside Elementary neighborhoods, and is located on the outer western portion of Marietta. The area is made-up of residential subdivisions, and radial streets that lack sidewalks. Marietta High School is located a half mile from A.L. Burruss Elementary School, and would also benefit from the proposed sidewalk project.

The conditions that exist for biking and walking in the A.L. Burruss Elementary School neighborhood area are a lack of sidewalks along some roads and an incomplete sidewalk network. Traffic volume is heavier and flows faster due to the wider roadways that lack sidewalks. Whitlock Avenue has an average daily traffic count of 25,684 vehicles. The safety and environmental hazards are increased due to the traffic volumes and congestion that exists during morning and evening peak hours. According to The Governor’s Office of Student Achievement for 2007-2008, shows there are 42.5% Blacks, 39.7% Whites, and 8% Hispanics, and 43% of the student population are economically disadvantaged.

Section 4 – Program Information (Continued)

A few years ago, the school principal attempted to implement and conduct a few safe route to school activities to encourage more students to walk/bike to/from school more frequently. Also, the goal was to get more kids walking to school, therefore promoting exercise that would lead to improved physical health, thus promoting student and parent social health interaction. Another goal, was to reduce vehicular traffic on the school campus thereby reducing traffic conflicts with young pedestrians and reducing automobile/bus emissions. The attempt was unsuccessful, mainly due to the lack of community buy-in. However, if awarded this grant application the principal of A.L. Burruss, as well as principals of the other three schools, the School Superintendent and City government are all ready and eager to continue to encourage, educate, enforce, implement engineering, and evaluate closely the safety conditions for students walking and bicycling to/from school.

Project 1 Pictures: Park Street Elementary School Neighborhood



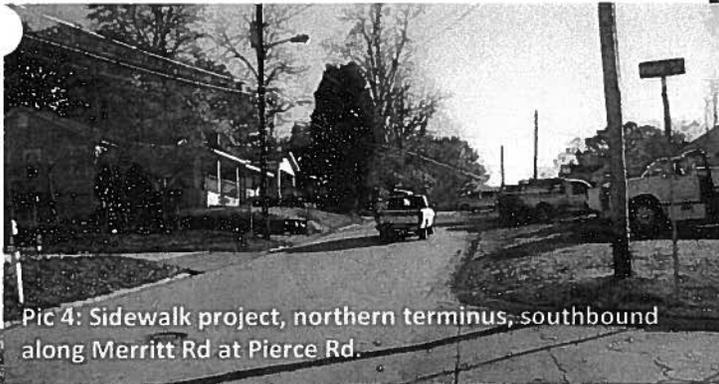
Pic 1: Park St. Elem. Schl.



Pic 2: Park St. Elem. Schl. Playground



Pic 3: Students walking from school along Park St.



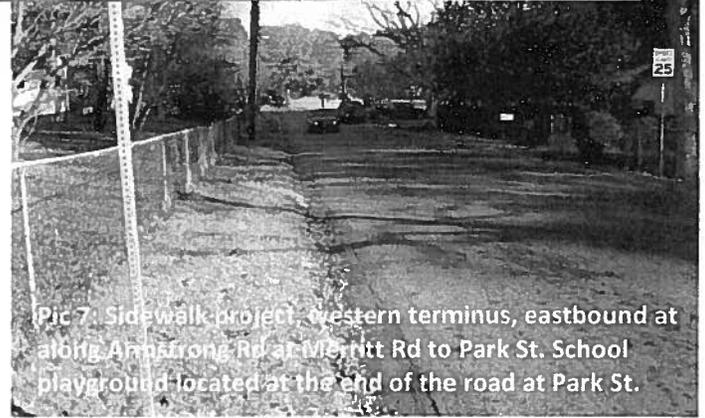
Pic 4: Sidewalk project, northern terminus, southbound along Merritt Rd at Pierce Rd.



Pic 5: Sidewalk project, southbound along Merritt Rd at Armstrong Rd. Young bicyclist rides bike in street.

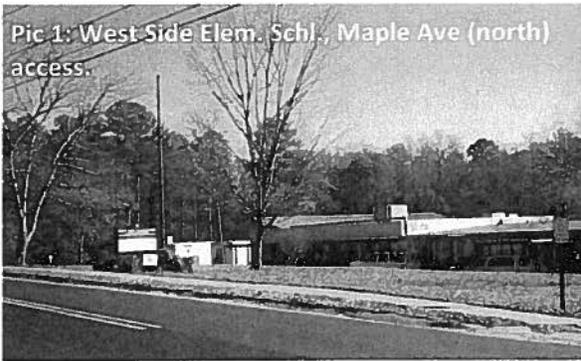


Pic 6: Sidewalk project, southern terminus, southbound along Merritt Rd at Frasier St.

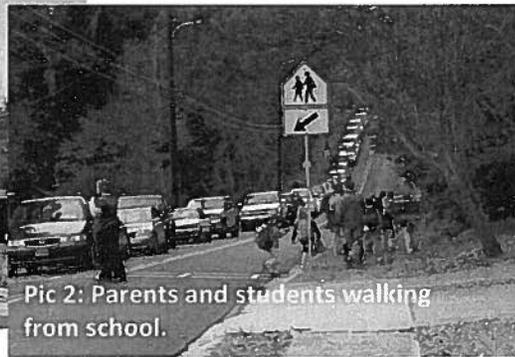


Pic 7: Sidewalk project, western terminus, eastbound at along Armstrong Rd at Merritt Rd to Park St. School playground located at the end of the road at Park St.

Project 2 Pictures: West Side Elementary and Marietta Middle Schools Neighborhood



Pic 1: West Side Elem. Schl., Maple Ave (north) access.



Pic 2: Parents and students walking from school.



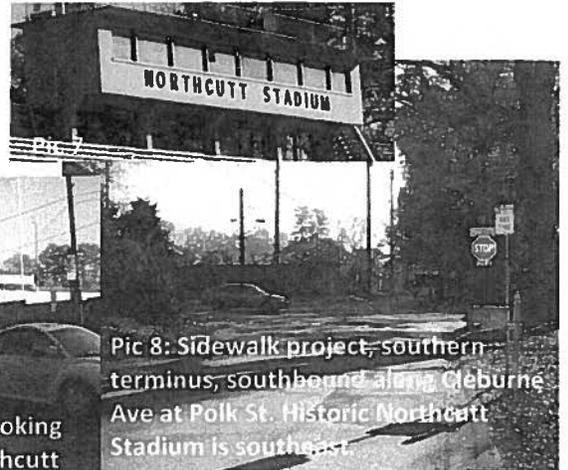
Pic 3: Parents and students walking school.



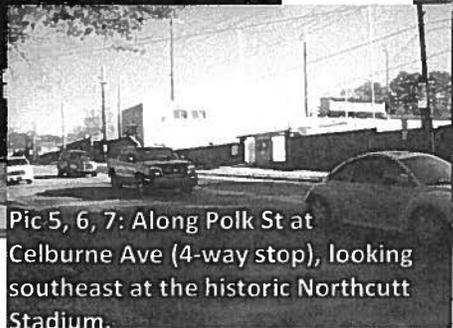
Pic 4: Marietta Middle School, located on both sides of Polk St., looking eastward.



Pic 6



Pic 7



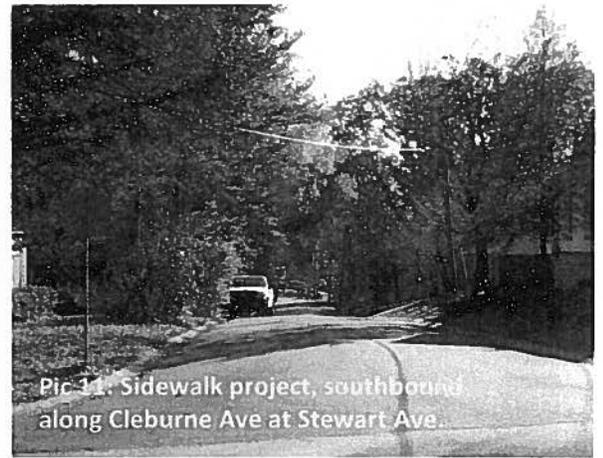
Pic 5, 6, 7: Along Polk St at Celburne Ave (4-way stop), looking southeast at the historic Northcutt Stadium.



Pic 9: Sidewalk project, northbound along Cleburne Ave.

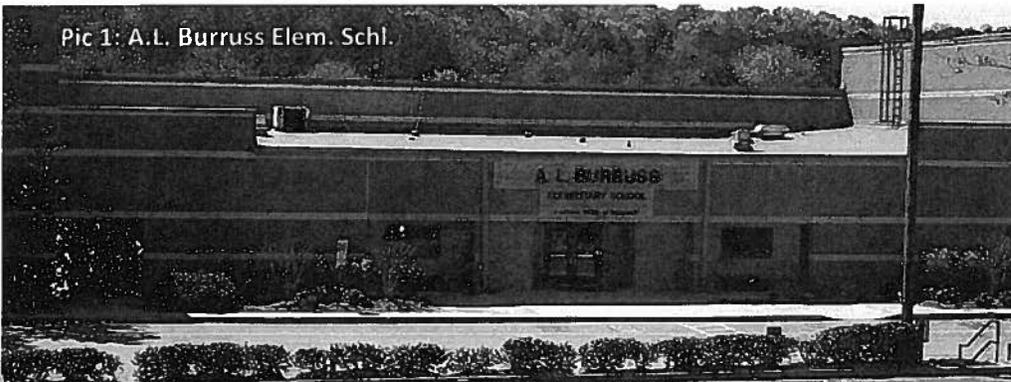


Pic 10: Sidewalk project, southbound along Cleburne Ave looking at Marble Ave.

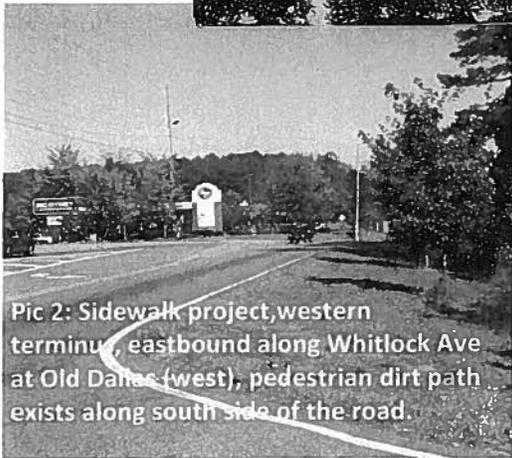


Pic 11: Sidewalk project, southbound along Cleburne Ave at Stewart Ave.

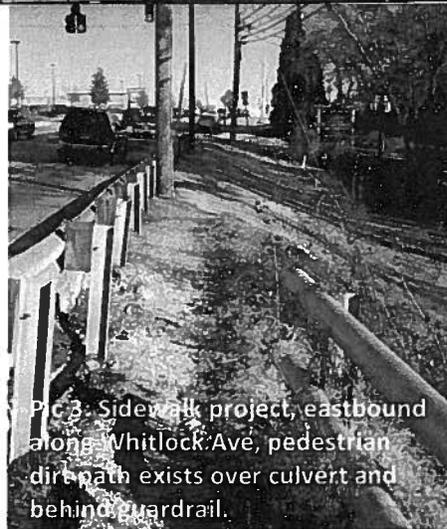
Project 3 Pictures: A.L. Burruss Neighborhood



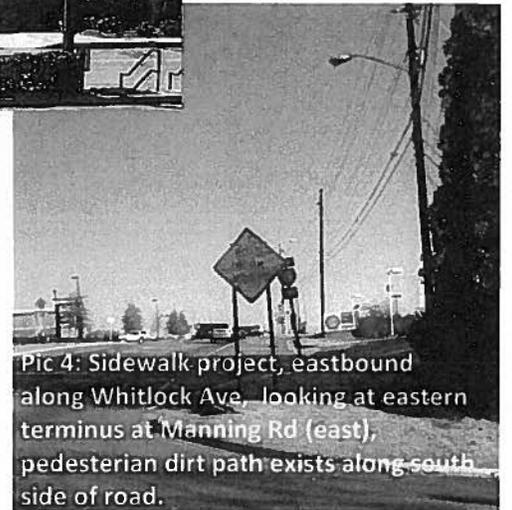
Pic 1: A.L. Burruss Elem. Schl.



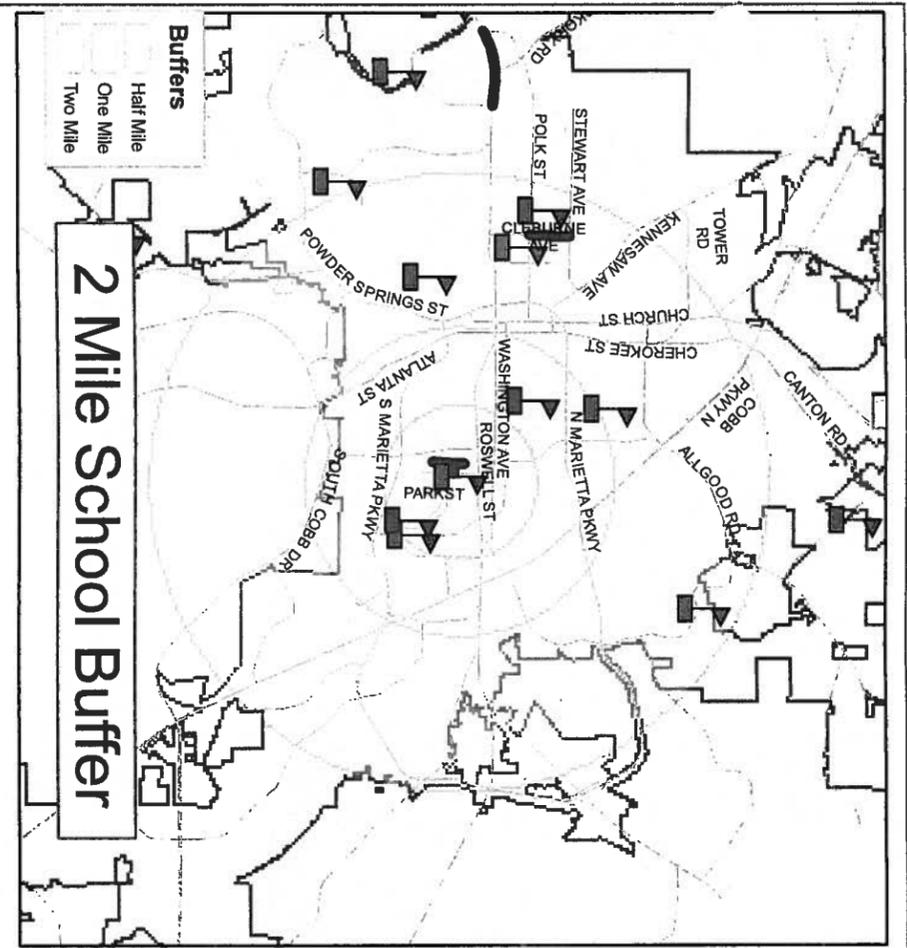
Pic 2: Sidewalk project, western terminus, eastbound along Whitlock Ave at Old Dances (west), pedestrian dirt path exists along south side of the road.



Pic 3: Sidewalk project, eastbound along Whitlock Ave, pedestrian dirt path exists over culvert and behind guardrail.



Pic 4: Sidewalk project, eastbound along Whitlock Ave, looking at eastern terminus at Manning Rd (east), pedestrian dirt path exists along south side of road.



2 Mile School Buffer

Map Legend

- Elementary
- 6th Grade Academy
- Middle
- High

Student Locations

- Elementary
- 6th Grade
- Middle
- High

Sidewalk Projects

- Marietta
- Cobb County
- Parks
- Park St School Buffer
- Half Mile, 3 schools
- One Mile, 4 schools
- Two Miles, 9 schools



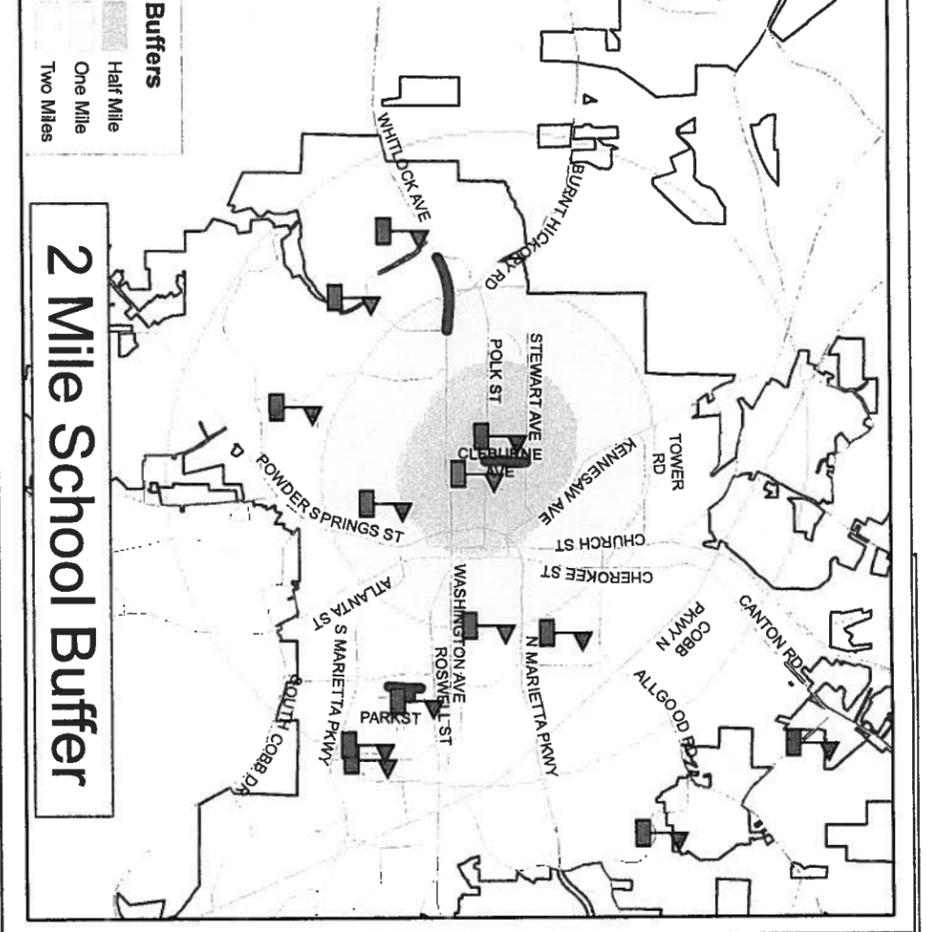
Students in Full Project Buffer

Level	Marietta Center	6th Grade
Elementary (K-5)	98	6
Academics (3-5)	74	12
Totals:	172	18

**Safe Routes to School
Park Street School Area Project**

Level	One Mile	Two Miles
Elementary (K-5)	74	102
Academics (3-5)	29	44
Totals:	103	146





2 Mile School Buffer

Buffers

- Half Mile
- One Mile
- Two Miles

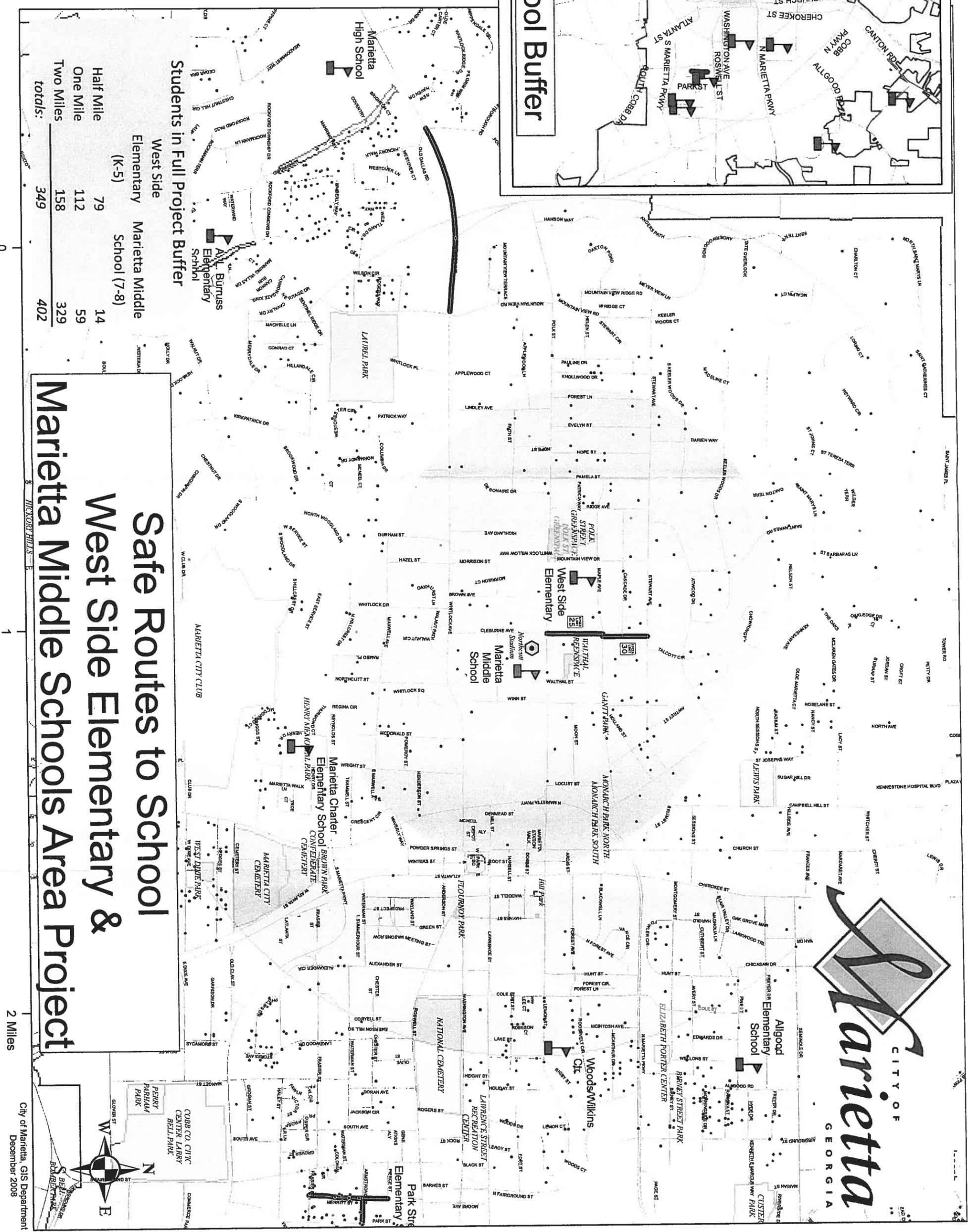
Map Legend

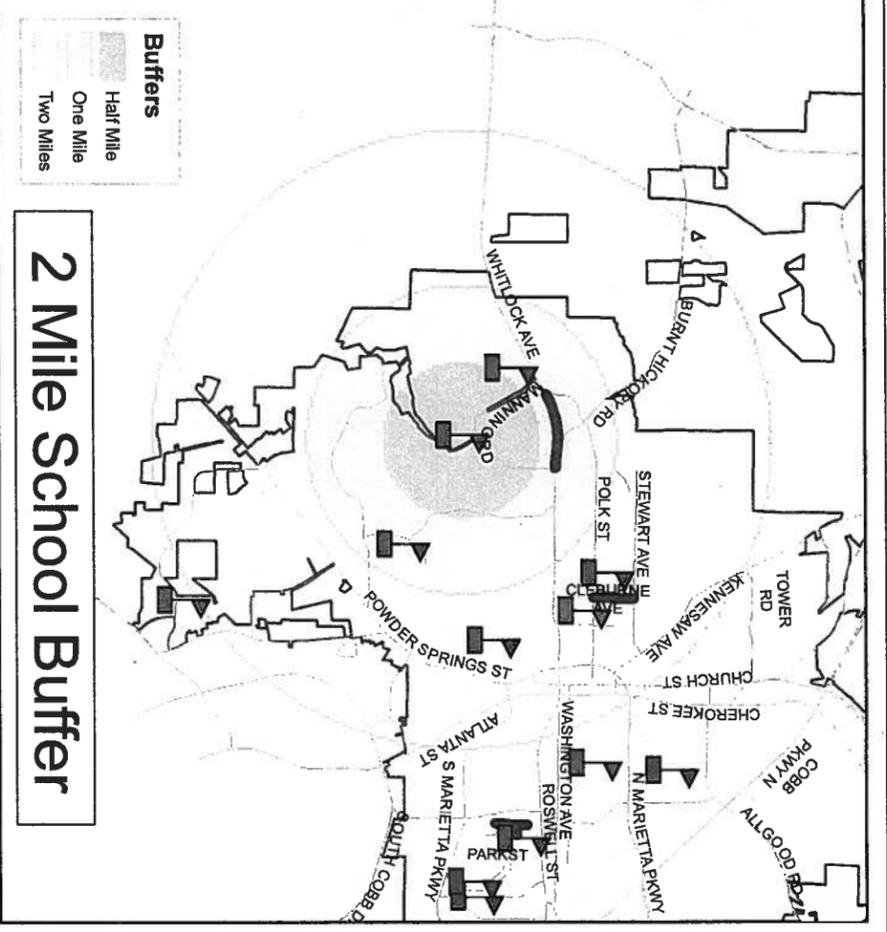
- Elementary
 - 6th Grade Academy
 - Middle
 - High
- Student Locations**
- Elementary
 - 6th Grade
 - Middle
 - High
- Streets**
- Sidewalk Projects
 - Marietta
 - Cobb County
 - Parks
- West Side Elem/Marietta Middle School Buffers**
- One Mile, 4 schools
 - Half Mile, 2 schools
 - Two Miles, 11 schools

Students in Full Project Buffer

West Side Elementary (K-5)	Marietta Middle School (7-8)	totals:
79	14	93
112	59	171
158	329	487
349	402	751

**Safe Routes to School
West Side Elementary &
Marietta Middle Schools Area Project**





2 Mile School Buffer

- Buffers**
- Half Mile
 - One Mile
 - Two Miles

Map Legend

- Elementary
- 6th Grade Academy
- Middle
- High

Student Locations

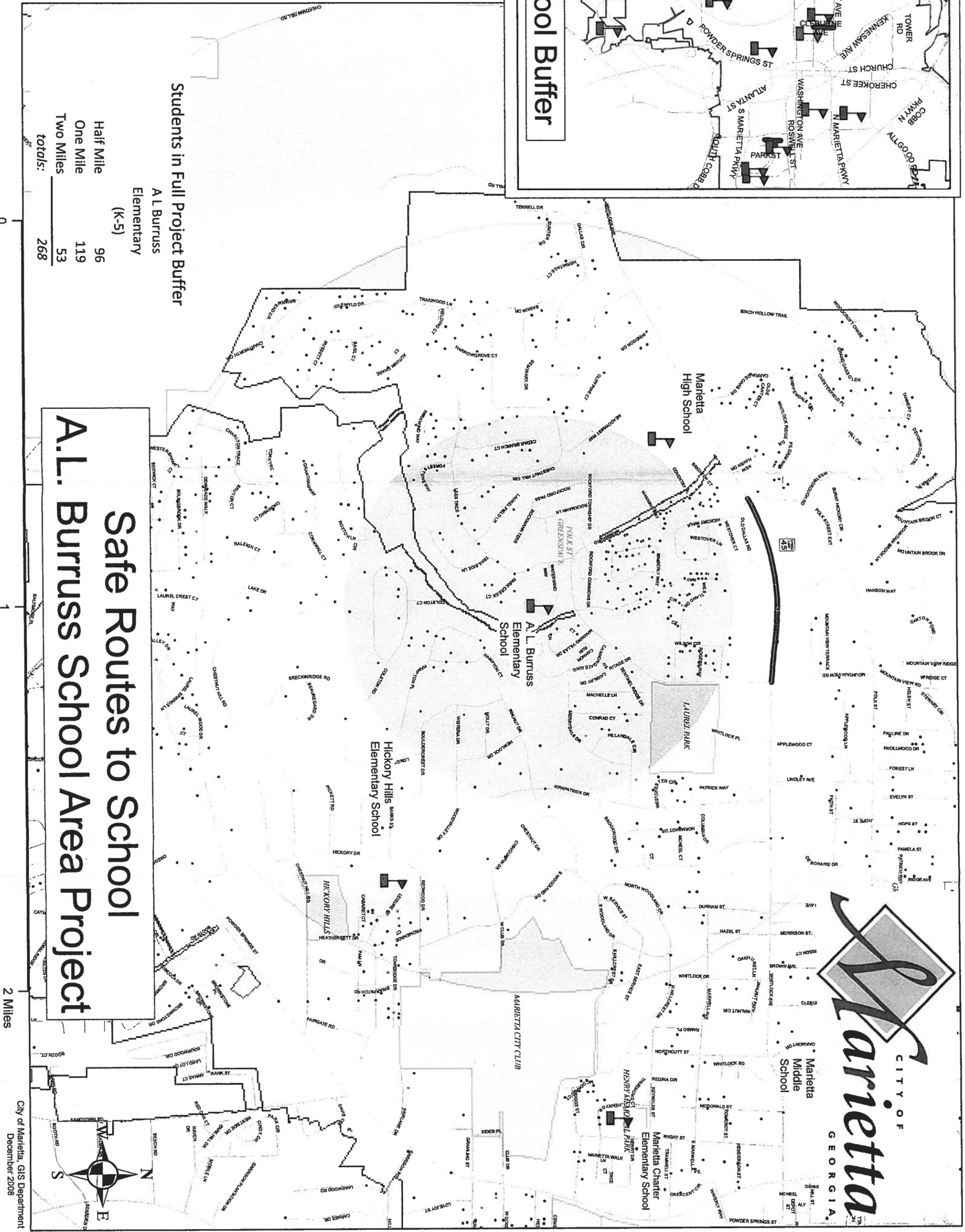
- Elementary
- 6th Grade
- Middle
- High
- Streets
- Sidewalk Projects
- Marietta
- Cobb County
- Parks
- A.L. Burruss School Buffer**
 - Half Mile, 1 school
 - One Mile, 3 schools
 - Two Miles, 6 schools

Students in Full Project Buffer

Buffer	Elementary (K-5)	6th Grade	Middle	High	Sidewalk Projects	Marietta	Cobb County	Parks	A.L. Burruss School Buffer
Half Mile	96								1 school
One Mile	119								3 schools
Two Miles	53								6 schools
totals:	268								

Safe Routes to School

A.L. Burruss School Area Project



Map Legend

-  Elementary
-  6th Grade Academy
-  Middle
-  High

Student Locations

- Elementary
- 6th Grade
- Middle
- High

-  Proposed Sidewalk Projects
-  Existing Sidewalks
-  Streets

A L Burruss School Buffer

-  Half Mile, 1 school
-  One Mile, 3 schools
-  Two Miles, 6 schools

Park St School Buffer

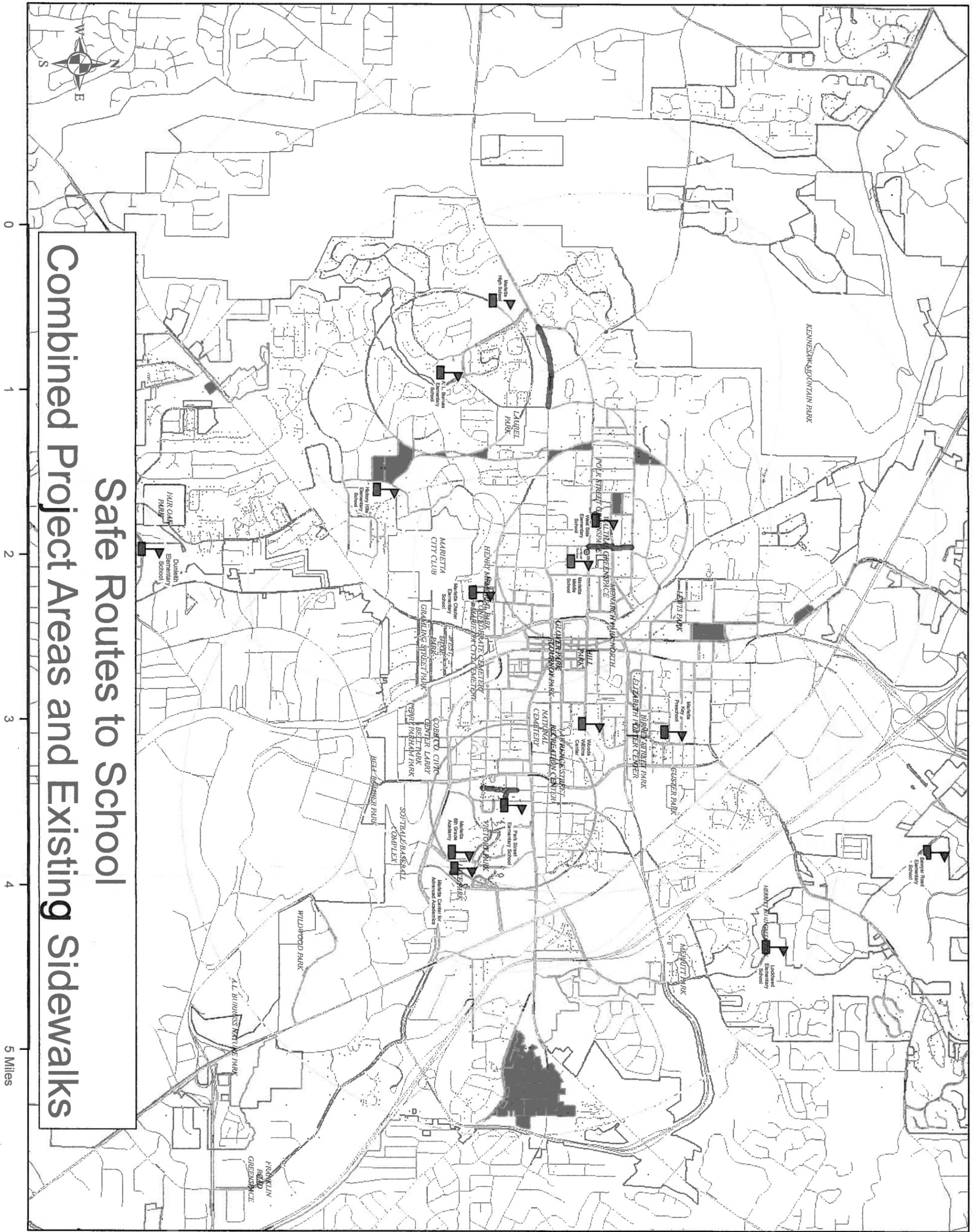
-  Half Mile, 3 schools
-  One Mile, 4 schools
-  Two Miles, 9 schools

Cleburne Ave School Buffers

-  Half Mile
-  One Mile, 4 schools
-  Two Miles, 11 schools

-  Parks
-  Marietta City Limits

City of Marietta, GIS Department
December, 2009



Safe Routes to School
Combined Project Areas and Existing Sidewalks