

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. #0010379 **OFFICE** Design Policy & Support
Lowndes
GDOT District 4 - Tifton
Lowndes County **DATE** November 21, 2012
J. L. Newbern Middle School - SRTS
FROM  Brent Story, State Design Policy Engineer
TO SEE DISTRIBUTION
SUBJECT APPROVED REVISED CONCEPT REPORT

Attached is the approved Revised 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
Ben Rabun, State Bridge Engineer
Kathy Zahul, State Traffic Engineer
Chuck Hasty, State Materials Engineer
Lisa Myers, State Project Review Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Joe Sheffield, District Engineer
Brent Thomas, District Preconstruction Engineer
Timothy Warren, District Utilities Engineer
Randy Rathburn, Project Manager
Emmanuella Myrthil, State Safety Program Coordinator
BOARD MEMBER - 1st Congressional District

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

Project Type: <u>SRTS</u>	P.I. Number: <u>0010379</u>
GDOT District: <u>4</u>	County: <u>Lowndes</u>
Federal Route Number: <u>N/A</u>	State Route Number: <u>N/A</u>
Project Number: <u>N/A</u>	

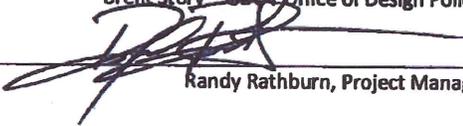
**City of Valdosta Public Schools
Construction of sidewalk from Pineview Dr. to J. L. Newbern Middle School.**

Submitted for approval:



Brent Story - GDOT Office of Design Policy & Support

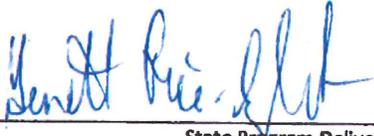
DATE: 11/13/12



Randy Rathburn, Project Manager

DATE: 11/8/2012

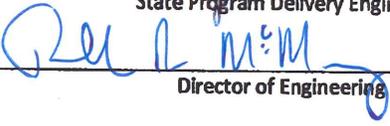
Approvals:



Bennett Rice
State Program Delivery Engineer

DATE: 11/14/2012

Approve:



Director of Engineering

DATE: 11/16/12

PLANNING, APPROVED CONCEPT, & BACKGROUND DATA

Project Justification Statement:

This project is a Safe Routes to School (SRTS) infrastructure project that will improve pedestrian and bicycle accessibility for students within a 1 mile radius of W.G. Nunn Elementary School and J. L. Newbern Middle School in Valdosta Ga.

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 is intended to promote walking and bicycling by students living within a two-mile radius of a school. The desired outcomes of the SRTS infrastructure program include increased health and fitness for students, as well as accessibility and environmental benefits for the community at large.

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

Due to nonexistent sidewalks, students walking or bicycling to school must do so using an existing narrow shoulder along portions of East Park Avenue from North Forrest Street to J. L. Newbern Middle School. The SRTS project would improve pedestrian and bicycle accessibility and connectivity by adding sidewalks.

Description of the approved concept:

This project consists of sidewalk construction along the north side of East Park Avenue (approximately 3400 feet long) from North Forrest Street to Pineview Drive. This project would also construct sidewalk with curb and gutter along the east side of North Forrest Street (approximately 280 feet long) from East Park Avenue to Lakeland Avenue, to meet current ADA requirements. This project would also include upgrading the signal at the intersection of East Park Avenue and North Forrest Street, and would add school crossing flashing beacons at the intersection of Lakeland Avenue and North Forrest Street for the existing crosswalk. All improvements would be constructed within the existing right-of-way.

PDP Classification: Major Minor

Federal Oversight: Full Oversight Exempt State Funded Other

Projected Traffic as shown in the approved Concept Report: N/A

Updated Traffic: N/A

Functional Classification (Mainline - East Park Ave.): Urban Minor Arterial Street

VE Study anticipated: No Yes Completed – Date:

PROPOSED REVISIONS

Approved Features:	Proposed Features:
This project consists of sidewalk construction along the north side of East Park Avenue (approximately 2500 feet long) from North Forrest Street to Pineview Drive. This project would also construct sidewalk with curb and gutter along the east side of North Forrest Street (approximately 280 feet long) from East Park Avenue to Lakeland Avenue, to meet current ADA requirements. This project would also include upgrading the signal at the intersection of East Park Avenue and North Forrest Street, and would add school crossing flashing beacons at the intersection of Lakeland Avenue and North Forrest Street for the existing crosswalk.	This project consists of sidewalk construction along the north side of East Park Avenue (approximately 3900 feet long) from Lakeland Avenue to J.L. Newbern Middle School. Project will now include an at grade pedestrian crossing with Norfolk Southern Railway.
Reason(s) for change: Approved Concept was rejected local officials. Locals asked to move proposed sidewalk construction closer to J. L. Newbern middle School location. This location would give better access for children walking to school.	

ENVIRONMENTAL

Project Air Quality:

Is the project located in a PM 2.5 Non-attainment area? No Yes
 Is the project located in an Ozone Non-attainment area? No Yes
 Is a Carbon Monoxide hotspot analysis required? No Yes

Potential environmental impacts of proposed revision: None anticipated.

Have proposed revisions been reviewed by environmental staff? No Yes

Environmental responsibilities (Studies/Documents/Permits): GDOT

Environmental impacts by section: None anticipated.

PROJECT COST & ADDITIONAL INFORMATION

Updated Cost Estimate		Date of Estimate
Base Construction Cost:	\$ 423,235.45	10/16/2012
Engineering and Inspection:	\$ 21,161.77	10/16/2012
Liquid AC Adjustment:	None	

<u>Total Construction Cost:</u>	\$ 444,397.22*	
Right-of-Way:	\$ 0.00	
Utilities (reimbursable costs):	\$ 0.00	
Environmental Mitigation:	\$ 0.00	
TOTAL PROJECT COST:	\$ 444,397.22	

*The GDOT would pay \$ 279,000 from the grant proceeds for the project and the city would pay the difference. See e-mail in attachment #5

Recommendation: Recommend that the proposed revision to the concept be approved for implementation.

Comments: Coordination with Norfolk Southern Railway. There is a proposed at grade pedestrian crossing with Norfolk Southern Railway within the construction limits of the project. It has been determined by GDOT utility office that installation of additional warning devices is not necessary. The bells on the existing warning devices would provide sufficient warning for pedestrians. Please refer to attachment 4.

Attachments:

1. Concept Layout
2. Construction Cost Estimate, including Engineering and Inspection)
3. Typical Section
4. Sketch of R/R and Pedestrian Crossing (provided by Office of Utilities)
5. Construction Cost Agreement e-mail

J. L. Newbern
Middle School

End Project

crossing site

Begin Project

W. G. Nunn
Elementary School

Pineview Dr.

E Park Ave

Proposed 5' Conc. Sidewalk

PI:# 0010379 - Lowndes County
City of Valdosta - SRTS



DETAILED COST ESTIMATE



Job: 0010379

JOB NUMBER 0010379

FED/STATE PROJECT NUMBER 0010379

SPEC YEAR: 01

DESCRIPTION: CITY OF VALDOSTA SRTS

ITEMS FOR JOB 0010379

100 - PINEVIEW DR. TO J. L. NEWBERN MIDDLE SCHOOL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0210	001-0000	1.000	\$	\$25,000.00000	MISC ITEMS MISC ITEMS	\$25,000.00
0065	150-1000	1.000	LS	\$20,000.00000	TRAFFIC CONTROL - TRAFFIC CONTROL	\$20,000.00
0064	163-0240	4.000	TN	\$311.96080	MULCH	\$1,247.84
0084	165-0030	1700.000	LF	\$0.63000	MAINT OF TEMP SILT FENCE, TP C	\$1,071.00
0090	171-0030	3400.000	LF	\$2.30000	TEMPORARY SILT FENCE, TYPE C	\$7,820.00
0095	210-0100	1.000	LS	\$150,000.00000	GRADING COMPLETE - EARTHWORK	\$150,000.00
0275	232-8998	70.000	LF	\$375.00000	GRADE CROSSING, PRECAST CONCRETE	\$26,250.00
0124	310-1101	5.000	TN	\$25.64727	GR AGGR BASE CRS, INCL MATL	\$128.24
0175	441-0016	75.000	SY	\$37.82516	DRIVEWAY CONCRETE, 6 IN TK	\$2,836.89
0100	441-0104	1895.000	SY	\$38.00000	CONC SIDEWALK, 4 IN	\$72,010.00
0180	441-4020	31.000	SY	\$36.05539	CONC VALLEY GUTTER, 6 IN	\$1,117.72
0214	456-2020	0.800	GLM	\$3,200.00000	INDENT, EDG LN RUMB STRP -GND-IN-PL(CON)	\$2,560.00
0215	515-2020	1300.000	LF	\$40.03038	GALV STEEL PIPE HDRAIL,2",ROUD	\$52,039.49
0270	550-1480	8.000	LF	\$81.96176	STM DR PIPE 48",H 1-10	\$655.69
0260	603-2024	100.000	SY	\$37.32835	STN DUMPED RIP RAP, TP 1, 24"	\$3,732.84
0235	652-5451	3400.000	LF	\$0.11146	SOLID TRAF STRIPE, 5 IN, WHITE	\$378.96
0240	653-0230	2.000	EA	\$141.77838	THERM PVMT MARK, WORD , TP 3A	\$283.56
0245	653-0240	2.000	EA	\$94.92500	THERM PVMT MARK, WORD , TP 4	\$189.85
0250	653-0296	2.000	EA	\$237.58000	THERMO PVMT MARKING,WORD,TP 15	\$475.16
0160	700-6910	5.000	AC	\$921.51852	PERMANENT GRASSING	\$4,607.59
0135	700-7000	6.000	TN	\$34.78000	AGRICULTURAL LIME	\$208.68
0150	700-8000	5.000	TN	\$427.62731	FERTILIZER MIXED GRADE	\$2,138.14
0255	716-2000	200.000	SY	\$1.10937	EROSION CONTROL MATS, SLOPES	\$221.87
SUBTOTAL FOR PINEVIEW DR. TO J. L. NEWBERN MIDDLE SCHOOL:						\$374,973.52

200 - LAKELAND AVE. TO PINEVIEW DR.

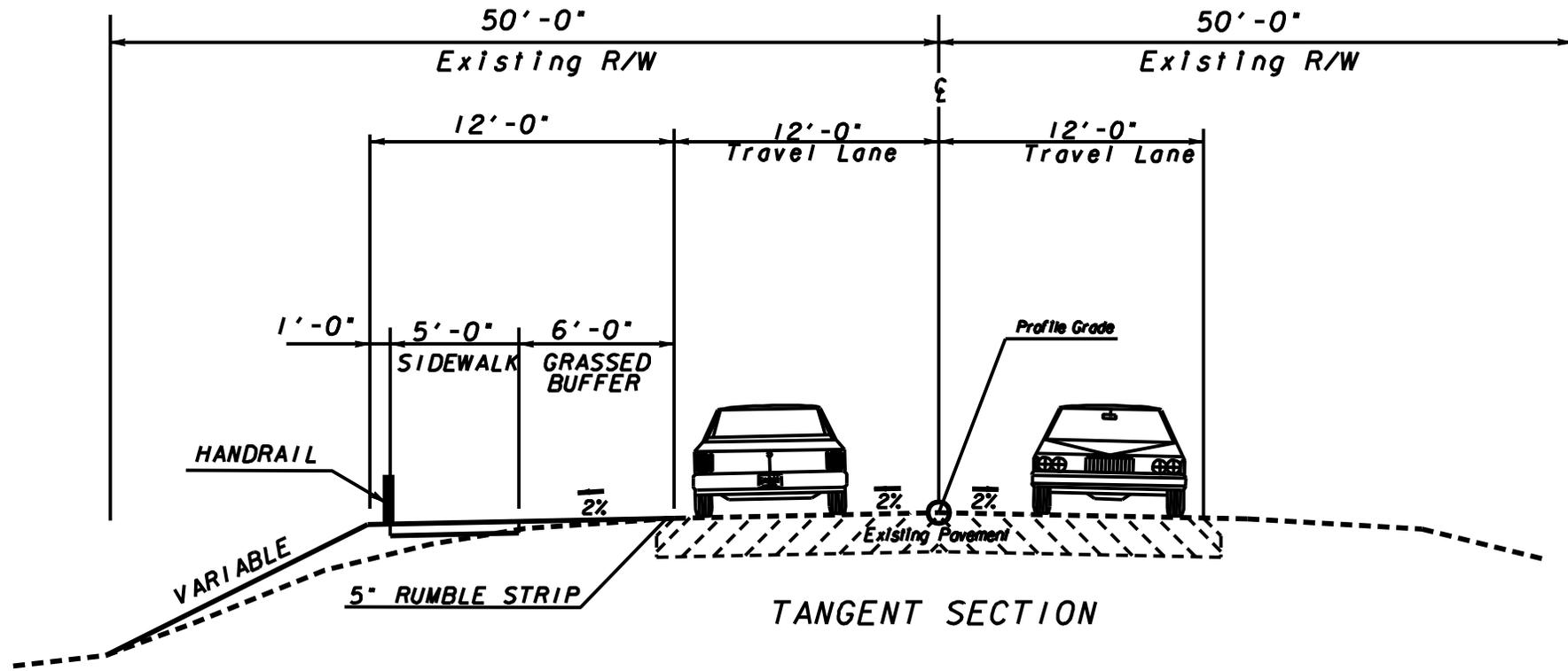
Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0305	163-0240	2.000	TN	\$350.77616	MULCH	\$701.55
0280	210-0100	1.000	LS	\$20,000.00000	GRADING COMPLETE - EARTHWORK	\$20,000.00
0285	441-0104	220.000	SY	\$31.82107	CONC SIDEWALK, 4 IN	\$7,000.64
0290	550-1240	350.000	LF	\$37.89915	STM DR PIPE 24",H 1-10	\$13,264.70
0295	550-3324	4.000	EA	\$927.47809	SAFETY END SECTION 24",STD,4:1	\$3,709.91
0300	668-2100	1.000	EA	\$1,724.25068	DROP INLET, GP 1	\$1,724.25
0315	700-6910	1.000	AC	\$850.01483	PERMANENT GRASSING	\$850.01
0310	700-7000	1.000	TN	\$118.22454	AGRICULTURAL LIME	\$118.22
0320	700-8000	2.000	TN	\$446.32667	FERTILIZER MIXED GRADE	\$892.65
SUBTOTAL FOR LAKELAND AVE. TO PINEVIEW DR.:						\$48,261.93

TOTALS FOR JOB 0010379

ITEMS COST:	\$423,235.45
COST GROUP COST:	\$0.00
ESTIMATED COST:	\$423,235.45
CONTINGENCY PERCENT:	0.00
ENGINEERING AND INSPECTION:	0.05
ESTIMATED COST WITH CONTINGENCY AND E&I:	\$444,397.22

TYPICAL SECTION

East Park Ave.



From: [Mack, Stenley K.](#)
To: [Jones, Tony](#)
Subject: RE: PI 0010379 Lowndes Co.
Date: Monday, October 01, 2012 1:05:28 PM
Attachments: [PI 0010379 Lowndes Co RR Ped crossing.pdf](#)

Tony,

Here is my official response and follow-up to discussion earlier this afternoon.

It would be desirable to have the sidewalk cross over the tracts rather than stopping just before the tracks, this would also be the railroad's preference. With that said, recommendations and comments are outlined below:

- 1) We recommend that the sidewalk be placed behind the existing railroad warning devices as you suggested. (instead of between the existing warning devices and roadway, 45-55mph)
- 2) It is not a requirement to an additional warning device just for the pedestrian users at this crossing. The bells on the existing warning devices will provide sufficient warning for the pedestrians.
- 3) It's my recommendation that the project be done without the additional pedestrian crossing gates for the following reasons
 - a) Because of the intersection angle of the railroad and roadway, if pedestrian gates were to be installed they would be about 45' apart. Which means when a gate is activated and a pedestrian is between both gates they would not have enough time to clear the second gate (meaning they would have to bend under to clear the gate)
 - b) Train speed at this crossing is 10mph and only has 2 trains per day.
 - c) Each pedestrian gate would cost about \$50k, for a total of \$100,000. I don't see the need to spend this much money for pedestrian crossing only in this situation.
 - d) You can consider adding flashing lights only on both sides of the track, this would cost about \$15,000- \$20,000. But again this is optional not a requirement.

Recommendation:

- 1) install sidewalk at crossing as shown in attachment sketch.
- 2) Existing warning devices is sufficient to satisfy proposed sidewalk at crossing.

Let me know if you have any questions

Stenley

From: Jones, Tony
Sent: Thursday, September 27, 2012 3:02 PM
To: Mack, Stenley K.
Subject: FW: PI 0010379 Lowndes Co.

Good afternoon Mr. Mack,

This project is in concept stage and Mr. Ross would like to know what it would take to add sidewalk alongside a roadway that has an existing R/R crossing. This is a 5 foot wide pedestrian sidewalk crossing. I have attached a copy of the typical section and a location map for the above project. This crossing is located on the east side of Valdosta Ga. We are planning to add sidewalk to the north side of East Park Ave. Inside the project limits there is an existing crossing with an R/R. I would like to have a ballpark figure for this additional pedestrian crossing to give to the Chief Engineer. Any help in this matter would greatly appreciated.

Thanks

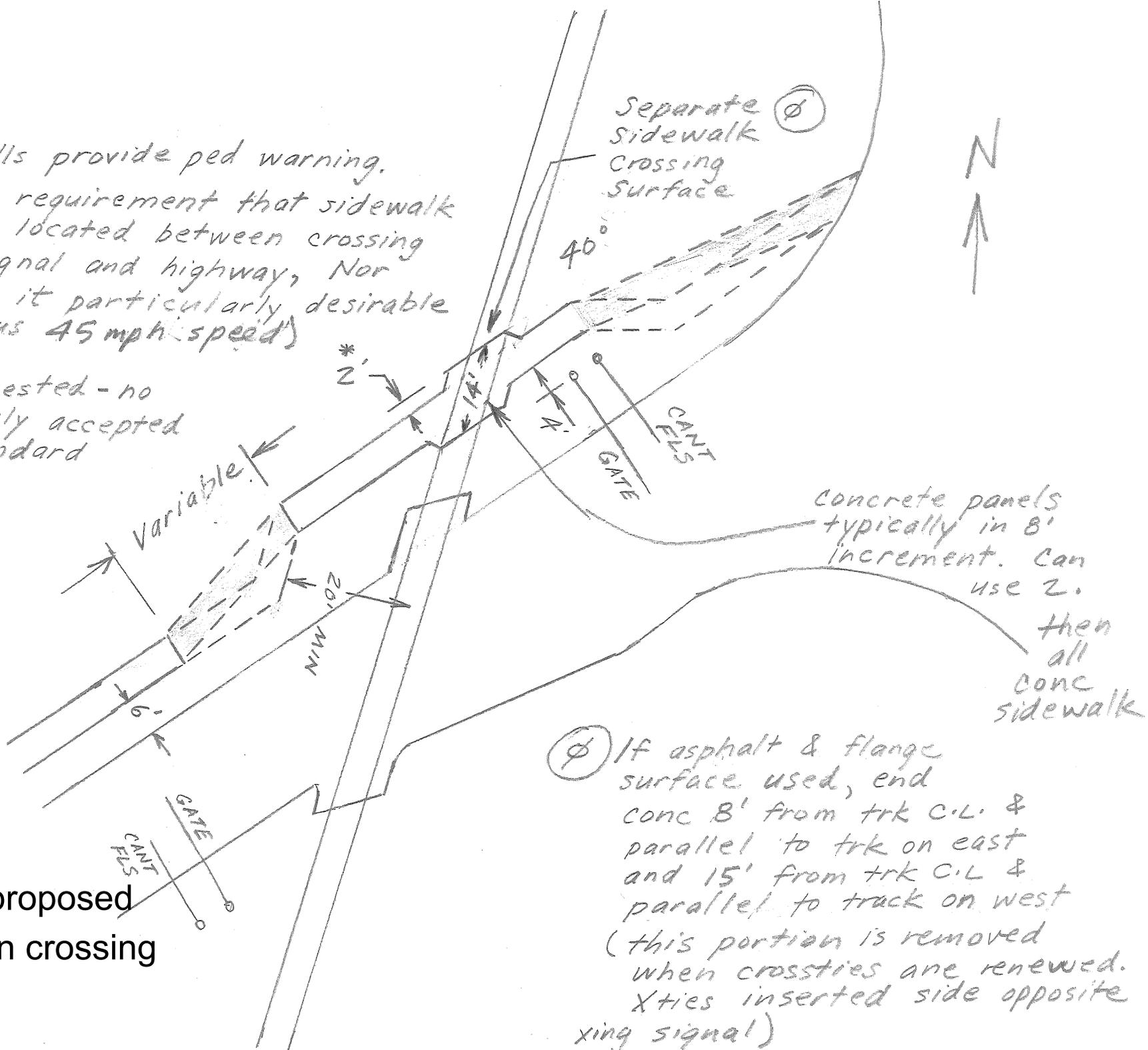
Tony Jones
Design Engineer II
Ga. Dept. of Transportation
Office of Design Policy and Support
(404)-631-1922
tojones@dot.ga.gov

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- Bells provide ped warning.
- No requirement that sidewalk be located between crossing signal and highway, Nor is it particularly desirable (plus 45 mph speed)

* suggested - no widely accepted standard



Detail of proposed Pedestrian crossing with R/R.

⊕ If asphalt & flange surface used, end conc 8' from trk C.L. & parallel to trk on east and 15' from trk C.L. & parallel to track on west (this portion is removed when crossties are renewed. Xties inserted side opposite xing signal)

Jones, Tony

From: Jones, Tony
Sent: Thursday, October 25, 2012 3:03 PM
To: Ross, Gerald
Subject: RE: 0010379 Lowndes Co. - SRTS
Attachments: 0010379 cost est 10-19.pdf

Yes that statement is correct when you talk about starting at Pineview Drive and ending at j.L. Newbern Middle School. To add the segment, Lakeland Ave. to Pineview Drive will be an additional \$50,000. See attached cost estimate.

From: Ross, Gerald
Sent: Thursday, October 25, 2012 2:29 PM
To: Jones, Tony
Cc: Myrthil, Emmanuella
Subject: FW: 0010379 Lowndes Co. - SRTS

IS THE SECTION IN RED CORRECT?

From: Larry Hanson [<mailto:lhanson@valdostacity.com>]
Sent: Tuesday, October 23, 2012 10:28 AM
To: Ross, Gerald
Subject: FW: 0010379 Lowndes Co. - SRTS

Gerald;

Wanted to be sure you received my response below. I look forward to hearing from you.

Thanks, Larry

From: Larry Hanson
Sent: Wednesday, October 17, 2012 5:59 PM
To: 'Ross, Gerald'
Subject: RE: 0010379 Lowndes Co. - SRTS

Gerald;

Thanks for your work and that of your staff on this project. The proposal looks good and I believe it is something we can accept. I want to clarify one thing, The initial project called for improvements on Forrest including sidewalks, signal upgrades and pedestrian crossing with overhead flashers. I am assuming that is no longer part of the project? Correct?

As far as the new project, the plan calls for it beginning at Pineview Drive and ending at J.L. Newbern school. **The estimated construction cost is about \$372k plus \$18k for Engineering and Inspection for a total estimated cost of \$390k. The SRS grant was for \$279k. The GDOT would pay \$279k from the grant proceeds for the project and the city would pay the difference, correct? This would be somewhere around \$93k if based on**

construction costs (if engineering and inspections are GDOT costs). If not about \$111k. We will agree to pay the difference in the costs in that range.

Finally, the plan now shows the project beginning at Pineview Drive. One short block away is Lakeland Ave where existing sidewalks connect up. We would request you include this short section in the project and we will pay for this section. It will create connectivity and otherwise we will have to do a separate project and this will just prolong the project and create coordination issues. Is that acceptable?

In closing, we like the proposal, we agree to pay the difference of \$93k to \$111k, and we request you add one more section on the west end to take the project to Lakeland Ave rather than Pineview Dr and we will pay for that section as well.

I look forward to hearing from you and appreciate your assistance in this matter.

Thanks, Larry

From: Ross, Gerald [<mailto:gross@dot.ga.gov>]
Sent: Wednesday, October 17, 2012 12:59 PM
To: Larry Hanson
Subject: FW: PI: 0010379 Lowndes Co. - SRTS

Larry please look at the draft concept report. Page 3 shows what has been revised. Also am sending a email with a cross section showing what we will do at the culvert.

Gerald M. Ross, P.E.
Chief Engineer
Georgia Department of Transportation
600 W. Peachtree St.
Atlanta, GA 30308
404-631-1004

Over the past decade, Georgia DOT has provided nearly \$860 million to assist cities and counties with the maintenance and improvement of local roads. For more information on our current Local Maintenance and Improvement Grant (LMIG) program.

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