

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. # 0010393 **OFFICE** Design Policy & Support
Henry County
GDOT District 3 - Thomaston **DATE** October 11, 2012
Henry County School System @ 6 Schools - SRTS

FROM  for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

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

Attachment

DISTRIBUTION:

Bobby Hilliard, Program Control Administrator
Genetha Rice-Singleton, State Program Delivery Engineer
Glenn Bowman, State Environmental Administrator
Cindy VanDyke, State Transportation Planning Administrator
Kathy Zahul, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
David Millen, District Engineer
Bill Rountree, District Preconstruction Engineer
Kerry Gore, District Utilities Engineer
Sue Anne Decker, Project Manager
Emmanuella Myrthil, SRTS Coordinator
BOARD MEMBER - 3rd Cong. District
BOARD MEMBER - 13th Cong. District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT

Project Type: Safe Routes to School P.I. Number: 0010393
GDOT District: 3 County: Henry
Federal Route Number: N/A State Route Number: N/A

Henry County Schools System @ 6 Schools - SRTS

Submitted for approval:

[Signature] 7/24/2012

Kimley-Horn and Associates, Inc. / Sean Johnston DATE
[Signature] 7/31/2012

Sue Anne Decker, Project Manager DATE

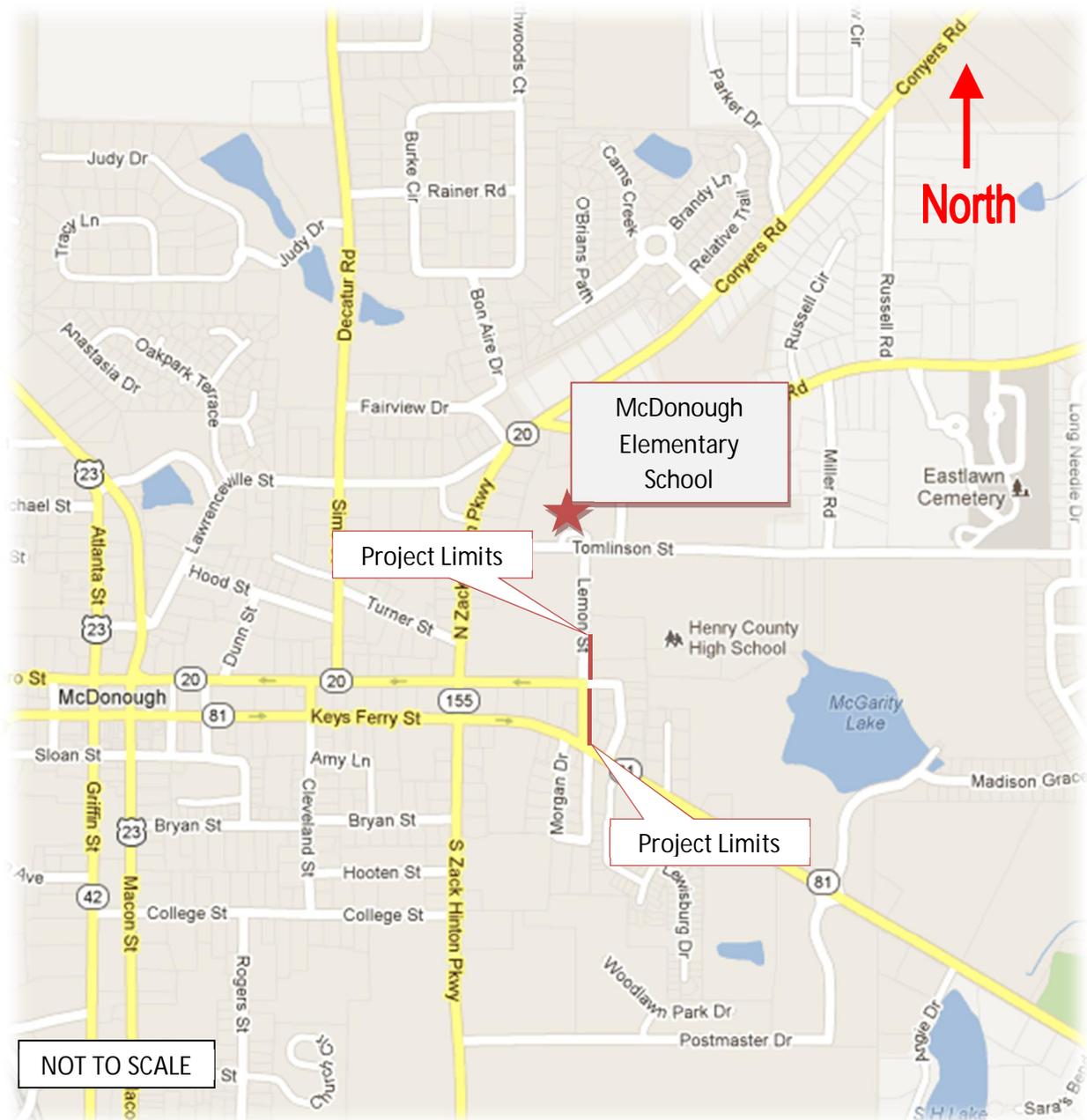
Approvals:

Concur: [Signature] 8/12/2012

State Program Delivery Engineer DATE
Approve: [Signature] 10/8/12

Director of Engineering DATE

PROJECT LOCATION



Legend:

 School Location

 Project Limits

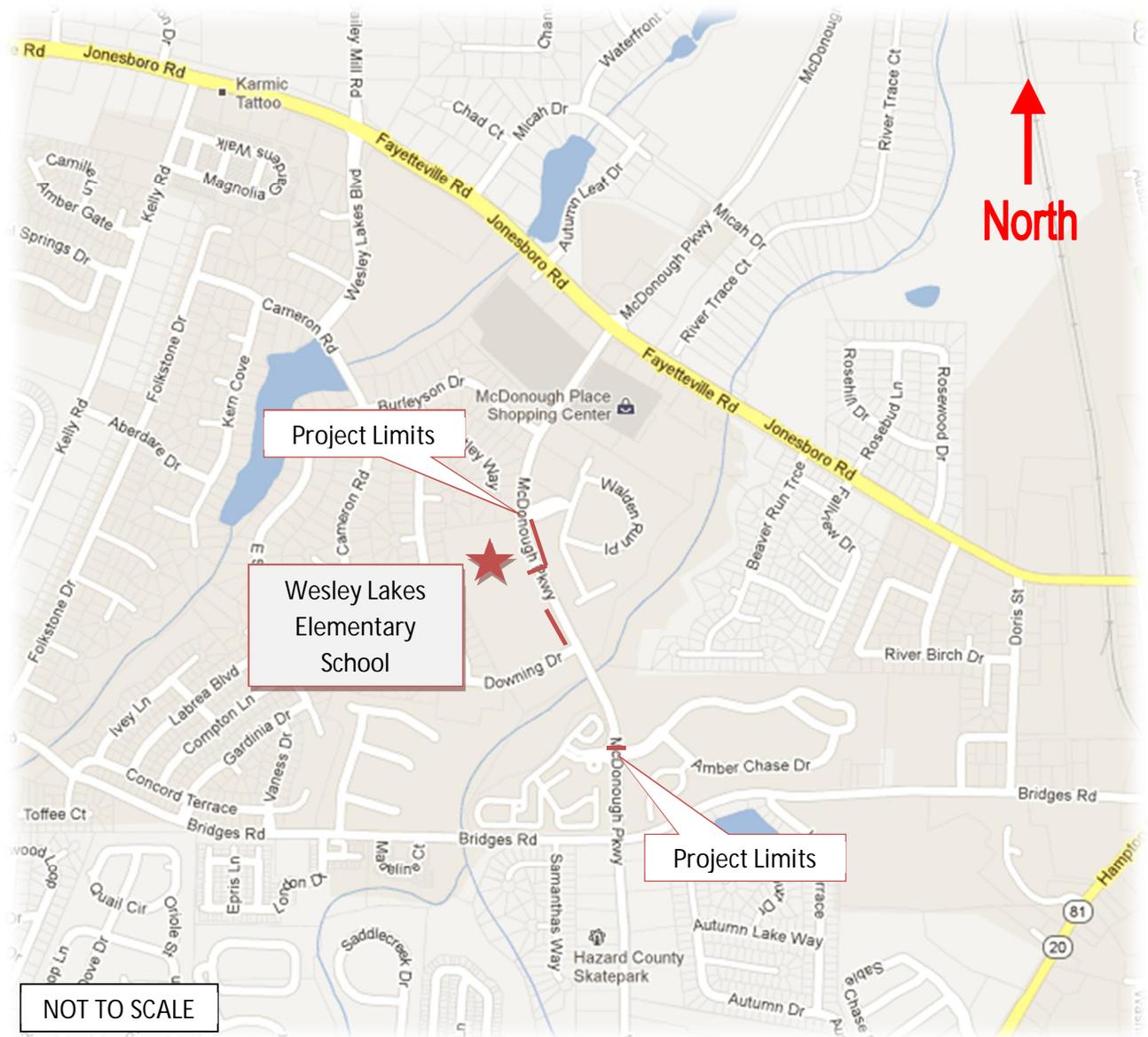
Project Location Map

Project Number: N/A
P.I. Number: 0010393

Henry County Schools SRTS
Henry County, GA

Source: Google

PROJECT LOCATION



Legend:

★ School Location

— Project Limits

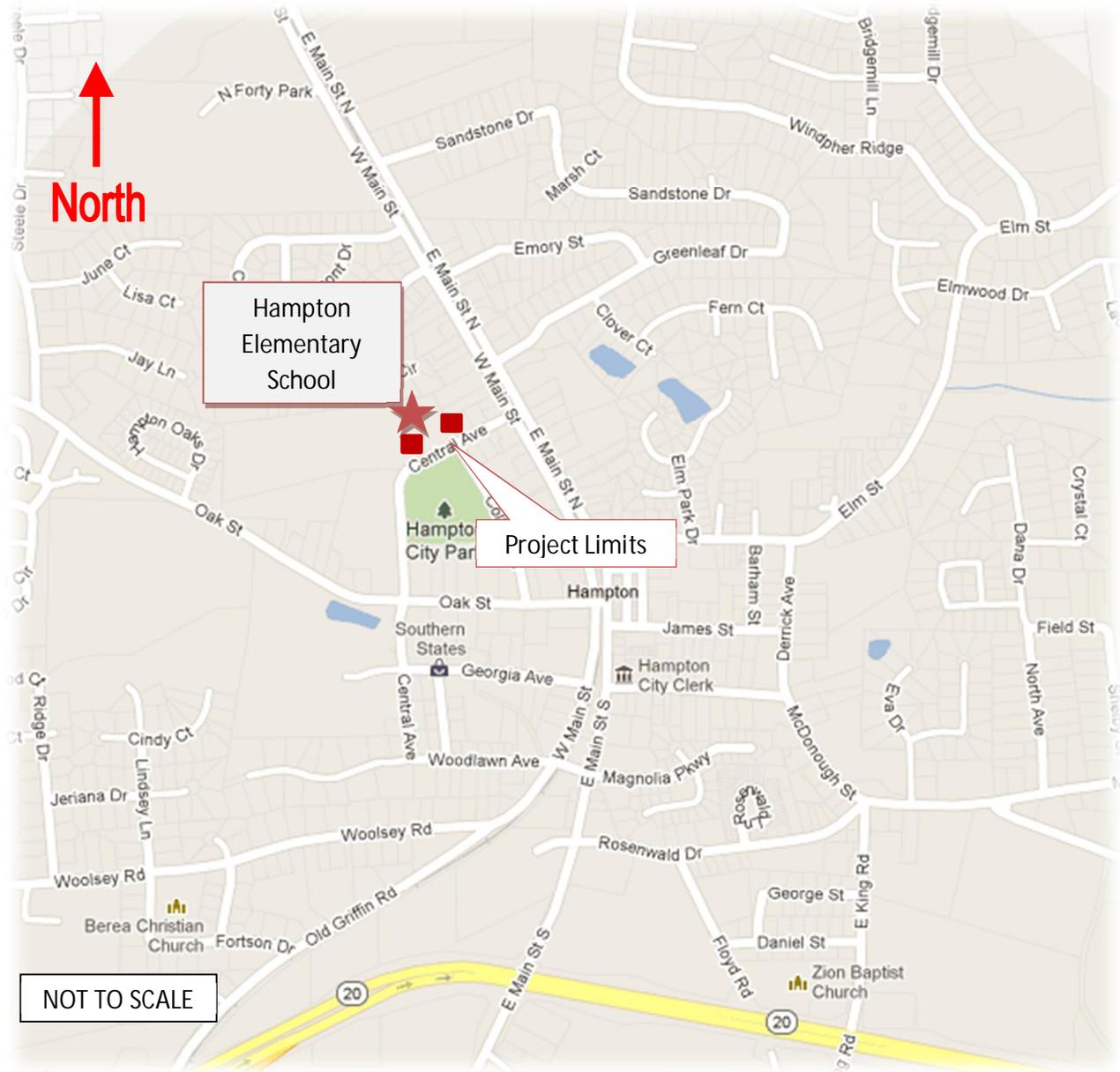
Project Location Map

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Henry County Schools SRTS
Henry County, GA

Source: Google

PROJECT LOCATION



Legend:



School Location



Project Limits

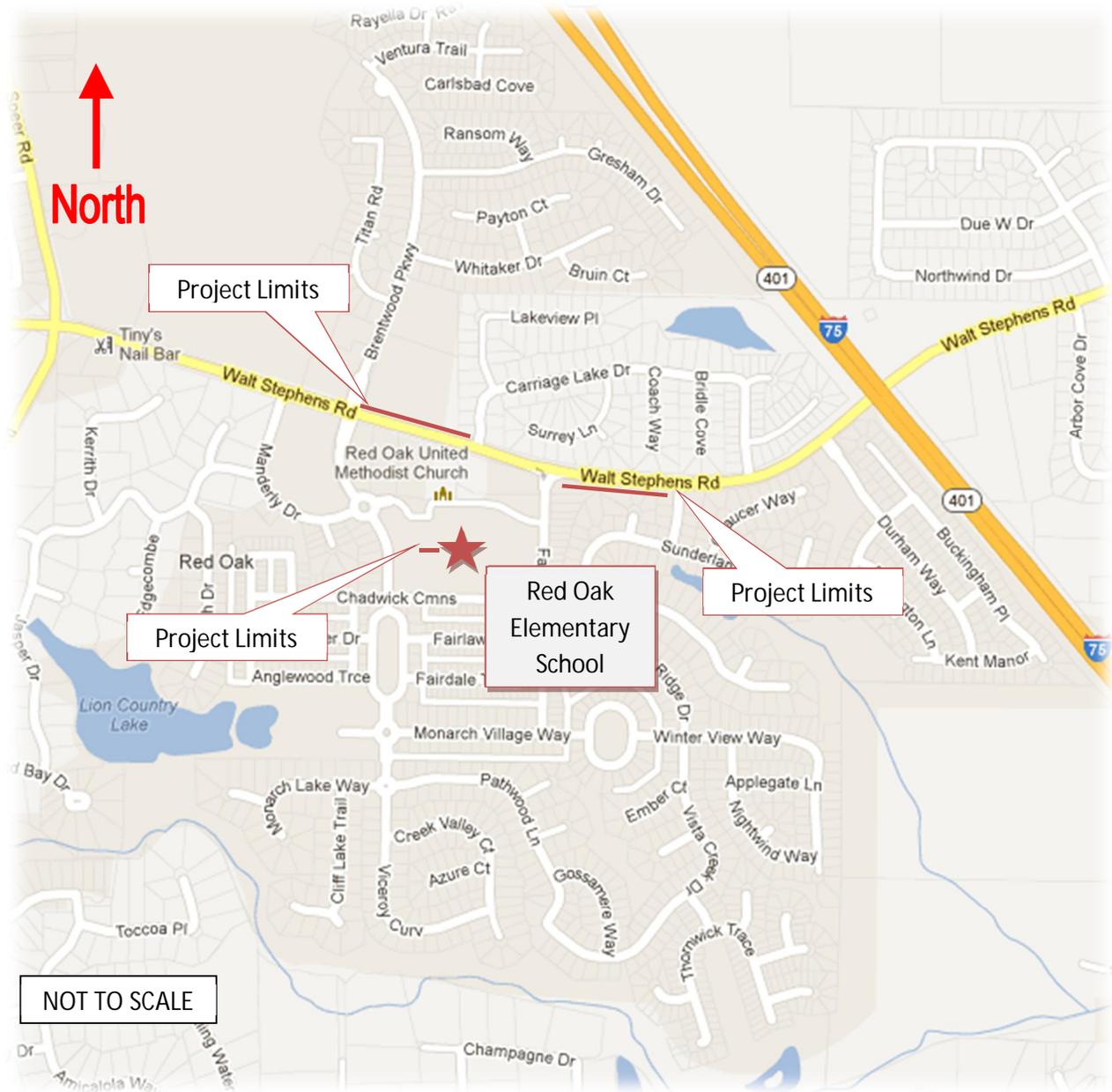
Project Location Map

Project Number: N/A
P.I. Number: 0010393

Henry County Schools SRTS
Henry County, GA

Source: Google

PROJECT LOCATION



Legend:

 School Location

 Project Limits

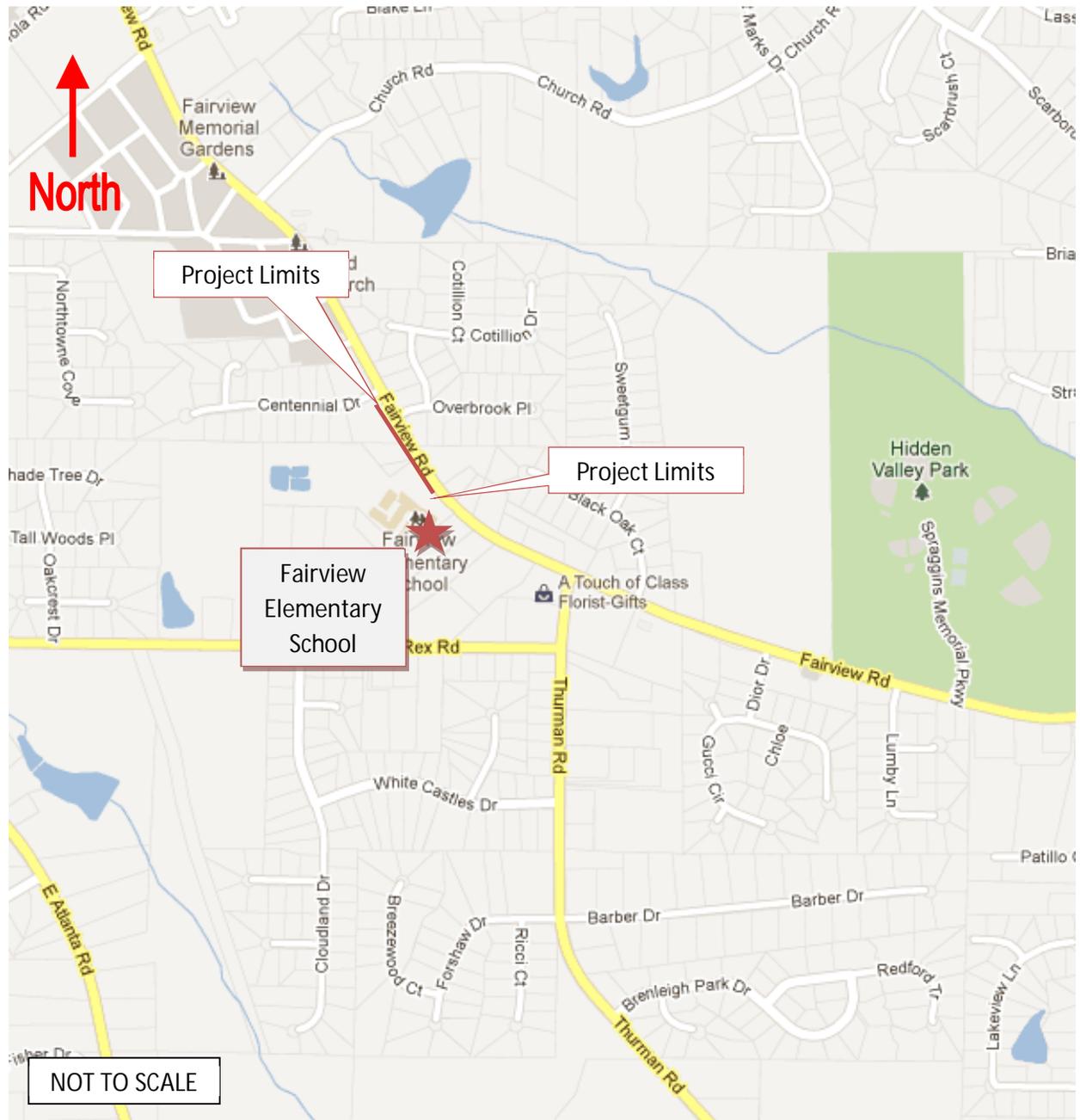
Project Location Map

Project Number: N/A
P.I. Number: 0010393

Henry County Schools SRTS
Henry County, GA

Source: Google

PROJECT LOCATION



Legend:

-  School Location
-  Project Limits

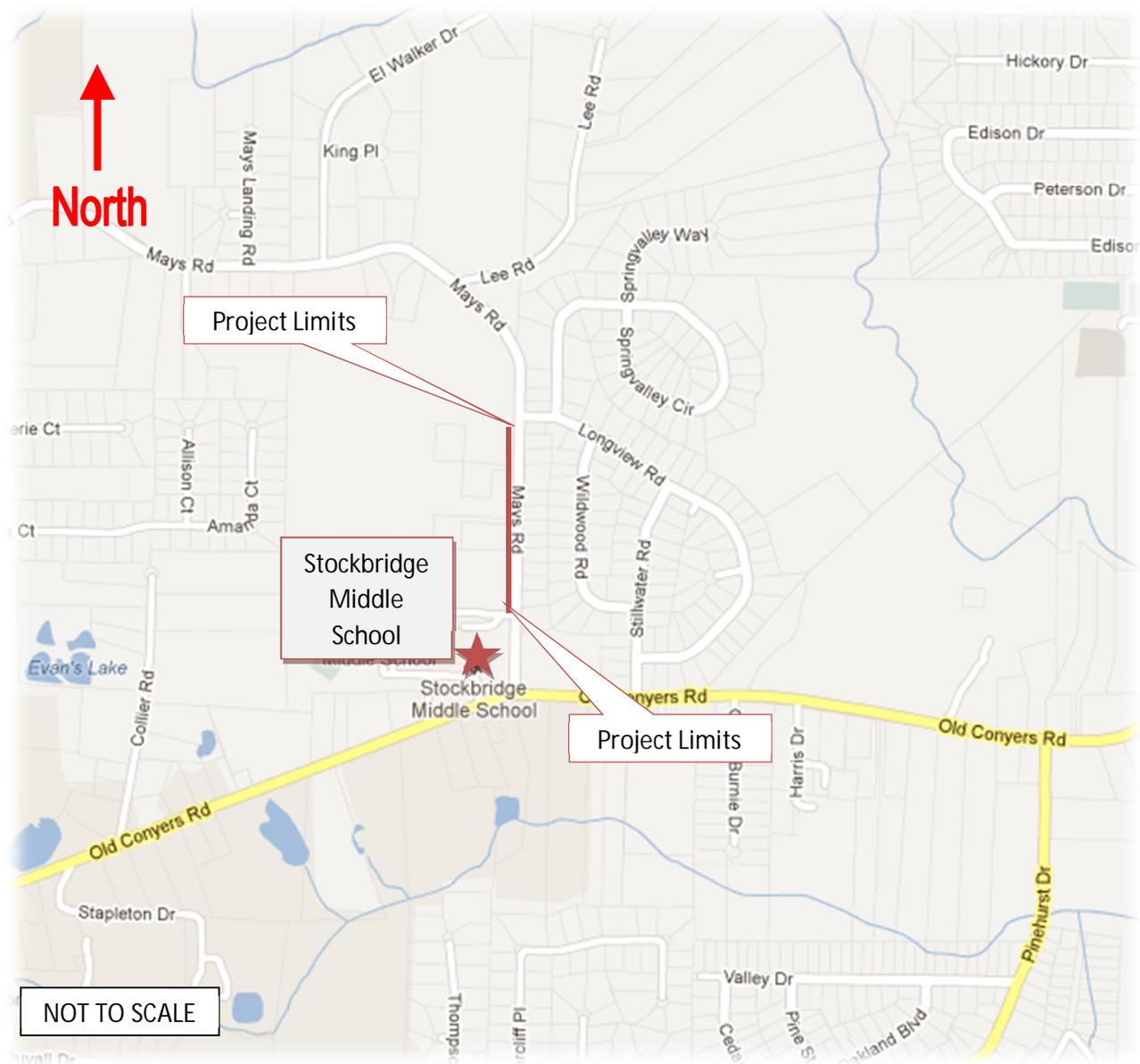
Project Location Map

Project Number: N/A
P.I. Number: 0010393

Henry County Schools SRTS
Henry County, GA

Source: Google

PROJECT LOCATION



Legend:

- ★ School Location
- Project Limits

Project Location Map

Project Number: N/A
P.I. Number: 0010393

Henry County Schools SRTS
Henry County, GA

Source: Google

PLANNING & BACKGROUND DATA

Project Justification Statement: The proposed project is a Safe Routes to School (SRTS) infrastructure project that would improve pedestrian accessibility for students within a two-mile radius of six schools in Henry County: McDonough Elementary, Wesley Lakes Elementary, Hampton Elementary, Red Oak Elementary, Fairview Elementary and Stockbridge Middle. McDonough Elementary School is located on Tomlinson Street in the City of McDonough. Wesley Lakes Elementary School is located on McDonough Parkway in the City of McDonough. Hampton Elementary School is located on Central Avenue in the City of Hampton. Red Oak Elementary School is located on Monarch Village Way in the City of Stockbridge. Stockbridge Middle School is located on Old Conyers Road in the City of Stockbridge. Fairview Elementary School is located on Fairview Road in Henry County.

The SRTS program is administered by the Federal Highway Administration under Section 1404 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). As a result of this legislation, funding is allocated to assist with infrastructure and non-infrastructure activities to primary and middle schools. The desired outcome of the SRTS program is to enable and encourage a healthy lifestyle for all students by walking and bicycling to school, as well as to provide environmental benefits for the community within a two-mile radius of the school.

McDonough Elementary School has an approximate enrollment of 500 students. According to data provided by the school, less than 10 students (approximately 2%) walk or bike to school on a regular basis. Existing sidewalks along Lemon Street do not extend to John Frank Ward Boulevard and there are no existing crosswalks directly in front of the school. The project proposes to improve connectivity for students walking or biking to school from adjacent neighborhoods through installation of infrastructure along Lemon Street.

Wesley Lakes Elementary School has an approximate enrollment of 570 students. According to data provided by the school, about 95 students (approximately 17%) walk or bike to school on a regular basis. Existing sidewalks along McDonough Parkway do not connect to adjacent neighborhoods or apartment complexes. Also, there is no existing crossing for students to cross McDonough Parkway. The project proposes to improve connectivity for students walking or biking to school from adjacent neighborhoods or apartment complexes through installation of infrastructure along McDonough Parkway.

Hampton Elementary School has an approximate enrollment of 415 students. According to data provided by the school, less than 15 students (approximately 3%) walk or bike to school on a regular basis. There is currently no permanent bicycle parking on school property. The parking lot in the front of the school does not have existing lighting. The project proposes to install permanent bicycle racks as well as lighting on school property to improve accessibility for students walking or biking to school.

Red Oak Elementary School has an approximate enrollment of 800 students. According to data provided by the school, approximately 80 students (approximately 10%) walk or bike to school on a regular basis. There are no existing sidewalks along Walt Stephens Road. The parking lot is long and straight, which allows cars to move quickly through. The project proposes to improve connectivity for students walking or biking to school through installation of new infrastructure along Walt Stephens Road, as well as traffic calming elements in the parking lot.

Fairview Elementary School has an approximate enrollment of 665 students. According to data provided by the school, less than 5 students (approximately 1%) walk or bike to school on a regular basis. The existing sidewalk ends at the edge of the school property, with no sidewalk along Fairview Road. The

project proposes to improve connectivity for students walking or biking to school from adjacent neighborhoods through installation of new infrastructure along Fairview Road.

The project limits consist of the school frontage at each school, as well as the school entrance drives and adjacent roads as noted above.

The project was selected by the State Transportation Board as part of a statewide call for SRTS Infrastructure projects in 2011. An application for project funding was prepared and submitted to the Department by the Henry County Board of Education, with input from Henry County, school staff and parent groups. The Henry County Board of Education has an active Safe Routes to School program that promotes walking and biking through education, encouragement, enforcement and evaluation. The improvements will help the schools achieve their goal of increasing the number of students walking and biking to school, and will complement the school's existing Safe Routes to School program.

Description of the proposed project: The proposed project consists of pedestrian infrastructure improvements in McDonough, Stockbridge and Henry County, Georgia, in the vicinity McDonough Elementary, Wesley Lakes Elementary, Hampton Elementary, Red Oak Elementary, Fairview Elementary and Stockbridge Middle Schools to meet current ADA and MUTCD requirements. All improvements would be constructed within the existing right-of-way.

McDonough Elementary School

New sidewalk (approximately 800 feet) would be constructed along Lemon Street from McDonough Elementary school, extending to Keys Ferry Street (SR81). Crosswalks would be installed at the school intersection as well as side street crossings along Lemon Street. School zone signs with flashing beacons would also be installed along Tomlinson Street.

Wesley Lakes Elementary School

New sidewalk (approximately 650 feet) would be constructed along McDonough Parkway from Walden Run Place to the Wesley Lake Elementary School Driveway, and along the existing right-turn deceleration lane at Downing Drive. Crosswalks would be installed at the school driveway, at the intersection of McDonough Parkway and Amber Chase Drive, and at the Downing Drive side street crossing. The crossings at Amber Chase Drive and the school driveway would be enhanced with Rectangular Rapid Flashing Beacons (RRFBs) to alert drivers to crossing pedestrians. School zone signs with flashing beacons would also be installed along McDonough Parkway.

Hampton Elementary School

At Hampton Elementary School, bicycle racks would be installed at the school entrance to promote cycling to school. In addition, new overhead light fixtures would be installed in the parking lot to increase visibility at the entrance to the school.

Red Oak Elementary School

Improvements at Red Oak Elementary School consist of installing raised crosswalks in the parking lot, connecting the front entrance of the school to an existing sidewalk on the opposite side of the parking lot. The project would also construct approximately 1800 feet of sidewalk along Walt Stephens Road, connecting Wyngate Chase to Fairgreen Trail, and connecting Carriage Lake Drive to Brentwood Parkway/Monarch Village Way. The additional sidewalk on Walt Stephens Road will complete the sidewalk connection of two neighborhoods to provide infrastructure needed to walk or bike to school. School zone signs with flashing beacons would also be installed along Walt Stephens Road.

Fairview Elementary School

New sidewalk (approximately 600 feet) would be constructed along Fairview Road just north of Fairview Elementary School. This sidewalk would connect the neighborhood at Centennial Drive to the school campus.

Stockbridge Middle School

Improvements at Stockbridge Middle School consist of installing sidewalk (approximately 1500 feet) from the school driveway on Mays Road north to Longview Road. The installation of this sidewalk would involve installing curb and gutter along the west side of Mays Road as well as drainage structures and pipe. At the intersection of Mays Road and Longview Road, a crosswalk would be installed with warning signage. School zone signs with flashing beacons would also be installed along Mays Road and Old Conyers Road.

Federal Oversight: Full Oversight Exempt State Funded Other

MPO: N/A MPO - Atlanta Regional Commission (ARC)
MPO Project TIP # N/A

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

Congressional District(s): 3 & 13

Projected Traffic: N/A

Functional Classification (Mainline):	Lemon Street:	Urban Local Road
	McDonough Parkway:	Urban Collector Street
	Walt Stephens Road:	Urban Minor Arterial Street
	Fairview Road:	Urban Minor Arterial Street
	Mays Road:	Urban Local Road

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

DESIGN AND STRUCTURAL DATA

Mainline Design Features:

Roadway Name/Identification: Lemon Street

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2 minimum	No Change
- Lane Width(s)	11'-12'	11'-12'	No Change
- Shoulder Width & Type	5' Grassed	N/A	10' Urban
- Sidewalk Width	N/A	5'	5'
- Grass Buffer Width	N/A	2' Minimum 6' Desirable	0' Minimum ** 2' Typical
Maximum Sidewalk Cross Slope	N/A	2% Max	2% Max
Minimum Crosswalk Width	N/A	8'	8'
Posted Speed	25 MPH		No Change
Design Speed	25 MPH		No Change
Right-of-Way Width***	50' (Approx.)		No Change

Roadway Name/Identification: McDonough Parkway

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2 minimum	No Change
- Lane Width(s)	11'-12'	11'-12'	No Change
- Shoulder Width & Type	5' Grassed	N/A	10' Grassed
- Sidewalk Width	N/A	5'	5'
- Grass Buffer Width	N/A	2' Minimum 6' Desirable	5' Minimum
Maximum Sidewalk Cross Slope	N/A	2% Max	2% Max
Minimum Crosswalk Width	N/A	8'	8'
Posted Speed	35 MPH (25 MPH in School Zone)		No Change
Design Speed	35 MPH		No Change
Right-of-Way Width***	70' (Approx.)		No Change

Roadway Name/Identification: Walt Stephens Road (Monarch Village Way to Carriage Lake Drive)

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2 minimum	No Change
- Lane Width(s)	11'-12'	11'-12'	No Change
- Shoulder Width & Type	12' Urban/ 10' Grassed	N/A	12' – 16' Urban
- Sidewalk Width	N/A	5'	5'
- Grass Buffer Width	N/A	2' Minimum 6' Desirable	2' Minimum 6' Desirable
Maximum Sidewalk Cross Slope	N/A	2% Max	2% Max
Minimum Crosswalk Width	N/A	8'	8'
Posted Speed	45 MPH (35 MPH in School Zone)		No Change
Design Speed	45 MPH		No Change
Right-of-Way Width***	70' (Approx.)		No Change

Roadway Name/Identification: Walt Stephens Road (Fairgreen Trail to Wyngate Chase)

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2 minimum	No Change
- Lane Width(s)	11'-12'	11'-12'	No Change
- Shoulder Width & Type	10' Grassed	N/A	No Change
- Sidewalk Width	N/A	5'	5'
- Grass Buffer Width	N/A	2' Minimum 6' Desirable	5' Minimum
Maximum Sidewalk Cross Slope	N/A	2% Max	2% Max
Minimum Crosswalk Width	N/A	8'	8'
Posted Speed	45 MPH (35 MPH in School Zone)		No Change
Design Speed	45 MPH		No Change
Right-of-Way Width***	70' (Approx.)		No Change

Roadway Name/Identification: Fairview Road

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2-3	2 minimum	No Change
- Lane Width(s)	11'-12'	11'-12'	No Change
- Shoulder Width & Type	5' Grassed	N/A	10' Grassed
- Sidewalk Width	N/A	5'	5'
- Grass Buffer Width	N/A	2' Minimum 6' Desirable	5' Minimum
Maximum Sidewalk Cross Slope	N/A	2% Max	2% Max
Minimum Crosswalk Width	N/A	8'	8'
Posted Speed	45 MPH/35 MPH		No Change
Design Speed	45 MPH		No Change
Right-of-Way Width***	70' (Approx.)		No Change

Roadway Name/Identification: Mays Road

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2 minimum	No Change
- Lane Width(s)	11'-12'	11'-12'	No Change
- Shoulder Width & Type	5'-10' Grassed	N/A	10' -12' Urban
- Sidewalk Width	N/A	5'	5'
- Grass Buffer Width	N/A	2' Minimum 6' Desirable	0' Minimum ** 2' Typical
Maximum Sidewalk Cross Slope	N/A	2% Max	2% Max
Minimum Crosswalk Width	N/A	8'	8'
Posted Speed	25 MPH		No Change
Design Speed	25 MPH		No Change
Right-of-Way Width***	50' (Approx.)		No Change

*According to current GDOT design policy if applicable.

** Sidewalk will be placed at back of curb in areas where existing right-of-way does not allow for installation of a 2' minimum width grass strip.

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

Minor Structures:

Structure	Existing	Proposed
None	None	None

Major Interchanges/Intersections: N/A

Utility Involvements:

- Water – Henry County Water and Sewerage Authority
- Sewer – Henry County Water and Sewerage Authority
- Power – Georgia Power
- Telecommunications – AT&T, Comcast
- Natural Gas – Atlanta Gas Light

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

SUE Required: Yes No

Railroad Involvement: There are no railroads in the vicinity of the project.

Right-of-Way: In order to be eligible for Safe Routes to School funding, the local government has demonstrated that adequate existing right-of-way is available to construct the proposed project

Required Right-of-Way anticipated: YES NO Undetermined

Easements anticipated: Temporary Permanent Utility None

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

Design Variances to GDOT standard criteria anticipated:

GDOT Standard Criteria	Reviewing Office	YES	Appvl Date (if applicable)	NO	Undetermined
1. Access Control - 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

A Type III Noise Screening, PM_{2.5} Exemption, and Air Quality Screening would be required for this project. No mitigation is anticipated.

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"/>	Though there are wetlands in the project area, it is unlikely that this project will impact them.
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 checked="" type="checkbox"/>	<input type="checkbox"/>	Project is expected to disturb over 1 acre
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:

Environmental impacts by section:

NEPA: A CE is anticipated for this project.

Ecology: The Georgia Department of Natural Resources (GDNR) and the U.S. Fish and Wildlife Service list the black spored quillwort (*Isoetes melanospora*), the pool sprite (*Amphianthus pusillus*), Michaux's sumac (*Rhus michauxii*), and the relict trillium (*Trillium reliquum*) as federally listed species occurring within Henry County. In addition, GDNR lists the following state listed species as occurring within the county: Altamaha shiner (*Cyprinella xaenura*), Bald Eagle (*Haliaeetus leucocephalus*), Pink lady's slipper (*Cypripedium acaule*), and granite stonecrop (*Sedum pusillum*). A field survey will be required to determine whether habitat or individual species will be found within the project area. If the field survey reveals any habitat, a seasonal survey for the protected species would be required. A field survey for streams and wetlands will be required; however, based on the National Wetlands Inventory, there is one (1) wetland in the project area near Wesley Lakes Elementary School associated with Camp Creek. Database research indicated that one (1) stream (Camp Creek)

is also in the area of the Wesley Lakes Elementary School project. Though a windshield survey also revealed instances of potential streams in the project area, it is unlikely that this project will impact any streams.

Archeology: Though a survey will be required to comply with NEPA, the project occurs in areas that are already developed. It is anticipated that there will be no archaeological resources and an archaeology short form will be required.

History: A complete survey will be required to comply with NEPA. It is likely that there are resources eligible for the National Register of Historic Places located within the Area of Potential Effect for this project. It is anticipated that an Assessment of Effects will be needed with a No Adverse Effect determination made for these resources.

Air & Noise: A Type III Noise Screening and Air Quality Screening will be needed for this project. No additional modeling is anticipated.

Public Involvement: As part of the SRTS funding application process, the local sponsor was advised to hold any desired public meetings prior to submittal of their application. Because the project will be constructed entirely within existing right-of-way, no further public involvement is anticipated.

Major stakeholders:

- Henry County Board of Education
- City of McDonough
- City of Stockbridge
- City of Hampton
- Henry County
- Georgia Department of Transportation

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: It is recommended to construct the project during summer months if possible in order to avoid conflicts with school traffic.

PROJECT RESPONSIBILITIES

Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	GDOT/Kimley-Horn and Associates, Inc.
Design	Kimley-Horn and Associates, Inc.
Right-of-Way Acquisition	N/A
Utility Relocation	Utility Owners
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	Construction Contractor
Providing Detours	N/A
Environmental Studies, Documents, & Permits	Kimley-Horn and Associates, Inc.
Environmental Mitigation	N/A
Construction Inspection & Materials Testing	GDOT

Lighting required: No Yes

The contractor is responsible for installation of lights that are to match the park near Hampton Elementary School. The City of Hampton and Henry County Board of Education will be responsible for maintenance of the lights.

Concept Meeting: May 16, 2012. Minutes attached.

Other projects in the area:

- 321530 - East-West 1-Way Pair From W of Norfolk Southern to E of Henry Street
- 0001096 – McDonough Parkway Extension from Jonesboro Road to SR 42/US 23 Phase 1
- Henry County SPLOST Project SP3029 – Fairview Road from Anvil Block Road to Panola Road

Other coordination to date: N/A

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Utility	CST*	Environmental Mitigation	Total Cost
By Whom	GDOT	N/A	N/A	GDOT	N/A	
\$ Amount	\$140,000	None Anticipated	None Anticipated	\$481,255 \$505,318	None Anticipated	\$621,255 \$645,318

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

ALTERNATIVES DISCUSSION

Preferred Alternative: The proposed project consists of pedestrian infrastructure improvements in McDonough, Stockbridge and Henry County, Georgia, in the vicinity McDonough Elementary, Wesley Lakes Elementary, Hampton Elementary, Red Oak Elementary, Fairview Elementary and Stockbridge Middle Schools to meet current ADA and MUTCD requirements. All improvements would be constructed within the existing right-of-way.

New sidewalk (approximately 800 feet) would be constructed along Lemon Street from McDonough Elementary school, extending to Keys Ferry Street (SR81). Crosswalks would be installed at the school intersection as well as crossings along Lemon Street. School zone signs with flashing beacons would also be installed along Tomlinson Street.

New sidewalk (approximately 650 feet) would be constructed along McDonough Parkway from Walden Run Place to the Wesley Lake Elementary School Driveway, and from Downing Drive connecting to existing sidewalk. Crosswalks would be installed at the school driveway, at the Amber Chase Drive intersection as well as the Downing Drive crossing. The crossings at Amber Chase Drive and the school driveway would be enhanced with rectangular rapid flashing beacons to increase driver visibility of crossing pedestrians. School zone signs with flashing beacons would also be installed along McDonough Parkway.

At Hampton Elementary School, bicycle racks would be installed at the school entrance to promote cycling to school. In addition, new light poles would be installed in the parking lot to increase visibility in the school turn around.

Improvements at Red Oak Elementary School would include installing raised crosswalks in the parking

lot, connecting the front door of the school to a sidewalk on the opposite side of the parking lot. The project would also construct approximately 1800 feet of sidewalk along Walt Stephens Road, connecting Wyngate Chase to Fairgreen Trail, and connecting Carriage Lake Drive to Brentwood Parkway/Monarch Village Way. The additional sidewalk on Walt Stephens Road will complete the sidewalk connection of two neighborhoods to provide infrastructure needed to walk or bike to school. School zone signs with flashing beacons would also be installed along Walt Stephens Road.

New sidewalk (approximately 600 feet) would be constructed along Fairview Road just north of Fairview Elementary School. This connection would connect the neighborhood at Centennial Drive to the school campus.

Improvements at Stockbridge Middle School would include installing sidewalk (approximately 1500 feet) from the driveway of the school along Mays Road north to Longview Road. The installation of this sidewalk would involve installing curb and gutter along the west side of Mays Road as well as drainage structures and pipe. At the intersection of Mays Road and Longview Road, a crosswalk would be installed. School zone signs with flashing beacons would also be installed along Mays Road and Old Conyers Road.

Estimated Property Impacts:	None	Estimated Total Cost:	\$621,255
Estimated ROW Cost:	None	Estimated CST Time:	9 Months

Rationale: The preferred alternative is recommended for this project. This alternative will improve bicycle and pedestrian options and connectivity to McDonough Elementary, Hampton Elementary, Rad Oak Elementary, Fairview Elementary and Stockbridge Middle schools from adjacent properties and neighborhoods.

No-Build Alternative: The no-build alternative would leave the existing conditions intact and not construct the improvements proposed in the preferred alternative.

Estimated Property Impacts:	None	Estimated Total Cost:	N/A
Estimated ROW Cost:	None	Estimated CST Time:	N/A

Rationale: The no-build alternative is not recommended for this project. This alternative would not support the goals of improving bicycle and pedestrian accessibility as defined by the Safe Routes to School program.

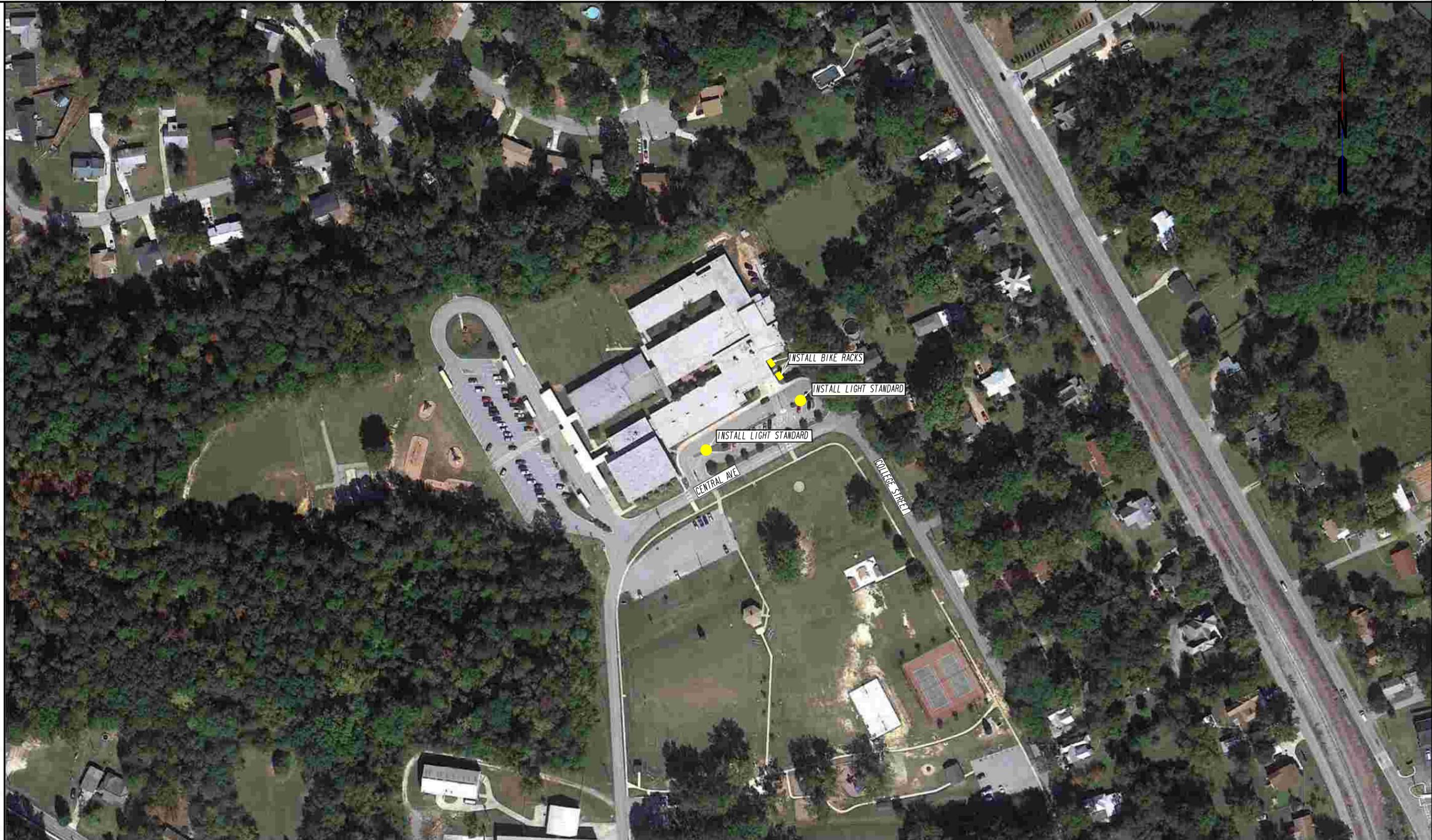
Comments: None

Attachments:

1. Concept Layout
2. Typical Sections
3. Detailed Cost Estimates:
 - a. Construction including Engineering and Inspection
4. Minutes of Concept Team Meeting



REVISION DATES	



Kimley-Horn and Associates, Inc.
 Engineering, Planning, and Environmental Consultants
 817 W. Peachtree Street NW, Suite 601
 Atlanta, GA 30308



REVISION DATES	

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE:
HAMPTON ELEMENTARY CONCEPT

DRAWING No.
03



REVISION DATES



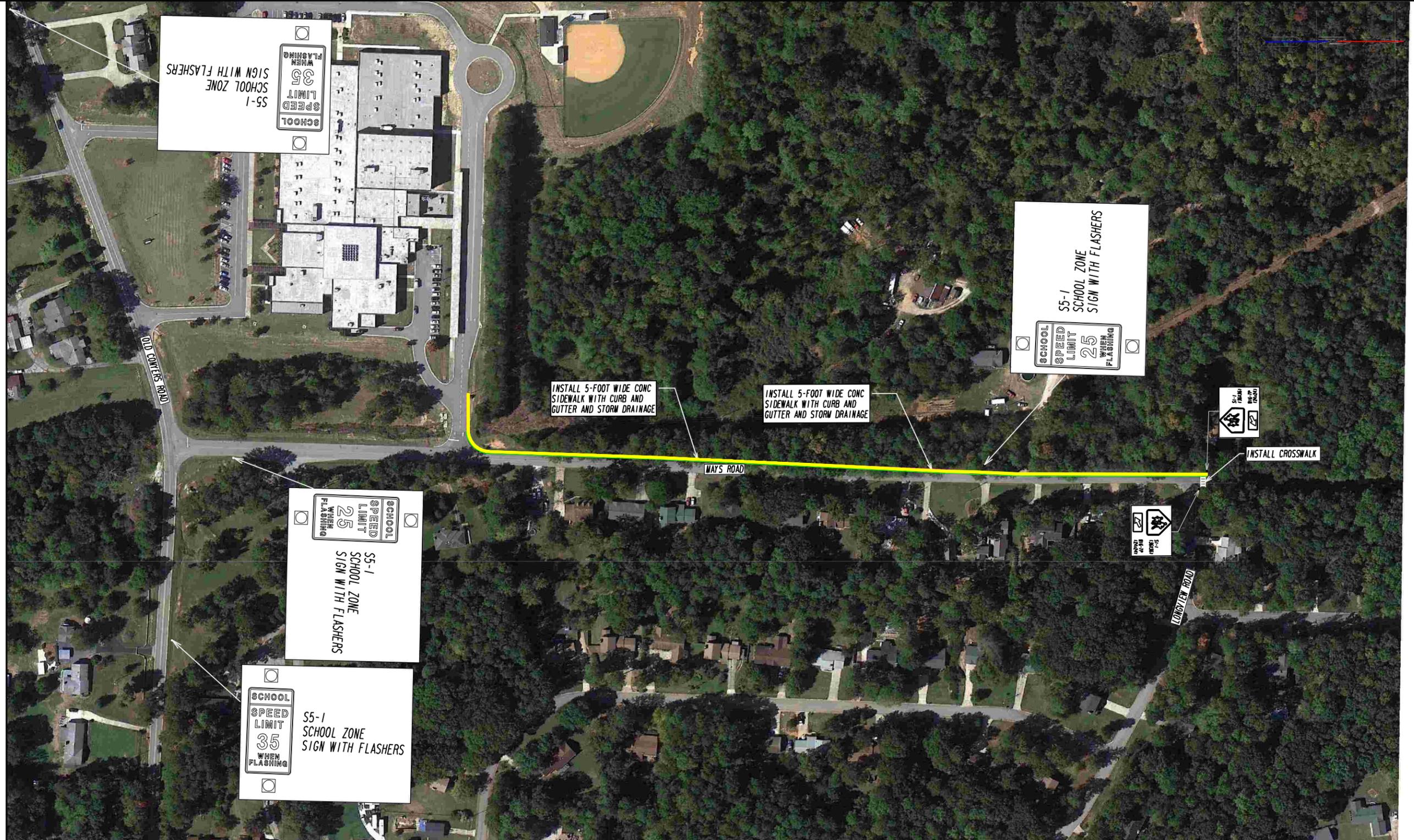
Kimley-Horn and Associates, Inc.
 Engineering, Planning, and Environmental Consultants
 817 W. Peachtree Street NW, Suite 601
 Atlanta, GA 30308



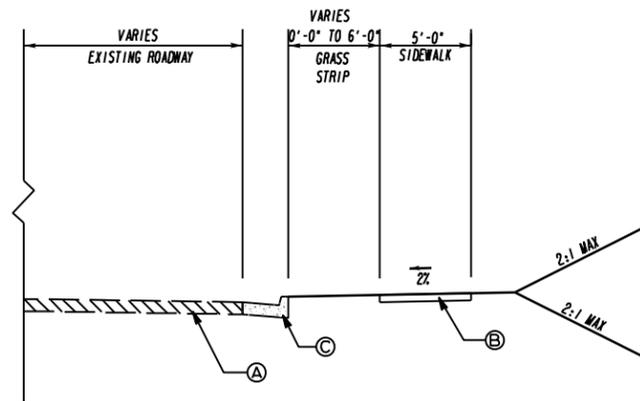
REVISION DATES	

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE:
FAIRVIEW ELEMENTARY CONCEPT

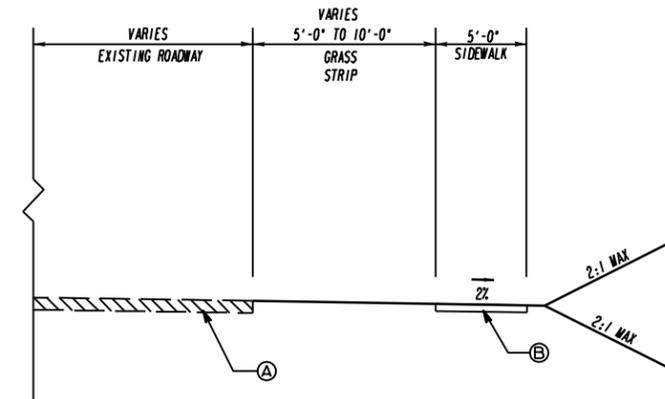
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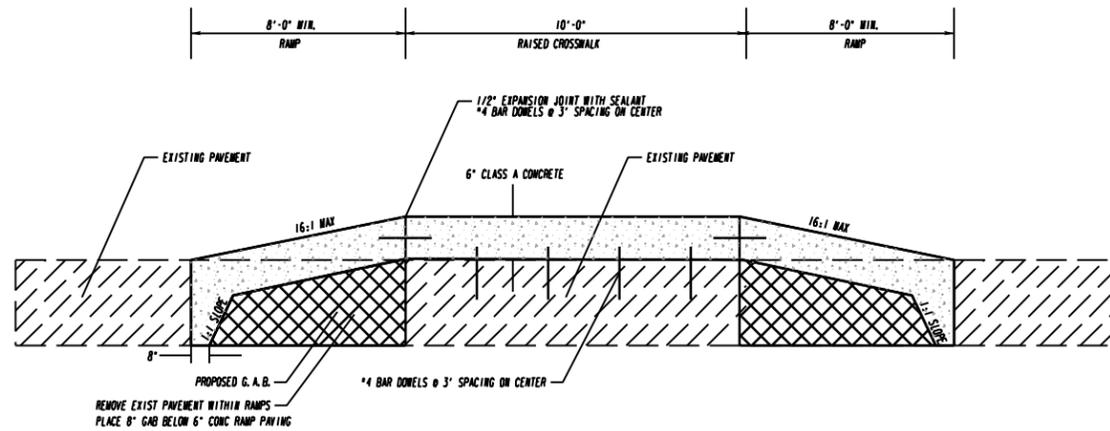
REVISION DATES	



TS 1
 CURB AND GUTTER SECTION
 LEMON STREET
 MAYS ROAD
 WALT STEPHENS ROAD



TS 2
 RURAL SHOULDER SECTION
 MCDONOUGH PARKWAY
 WALT STEPHENS ROAD
 FAIRVIEW ROAD



RAISED CROSSWALK
 RED OAK ELEMENTARY SCHOOL
 PARKING LOT

REQUIRED PAVEMENT

- (A) EXISTING PAVEMENT (TO BE RETAINED)
- (B) CONC SIDEWALK, 4 IN
- (C) CONC CURB & GUTTER, 6 IN X 30 IN, TP 2

Kimley-Horn and Associates, Inc.
 Engineering, Planning, and Environmental Consultants
 817 W. Peachtree Street NW, Suite 601
 Atlanta, GA 30308

REVISION DATES

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: PROGRAM DELIVERY

TYPICAL SECTIONS

STATE HIGHWAY AGENCY

DATE : 08/23/2012
PAGE : 1

JOB ESTIMATE REPORT

JOB NUMBER : 0010393

DESCRIPTION: HENRY COUNTY SRTS

SPEC YEAR: 01

ITEMS FOR JOB 0010393

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - 0010393	1.000	30000.00	30000.00
0010	165-0030		LF	MAINT OF TEMP SILT FENCE, TP C	3075.000	0.41	1274.13
0015	171-0030		LF	TEMPORARY SILT FENCE, TYPE C	6150.000	2.65	16324.74
0020	210-0100		LS	GRADING COMPLETE - 0010393	1.000	100000.00	100000.00
0024	310-5080		SY	GR AGGR BS CRS 8IN INCL MATL	100.000	20.02	2002.14
0025	441-0104		SY	CONC SIDEWALK, 4 IN	3485.000	19.43	67724.74
0027	441-4030		SY	CONC VALLEY GUTTER, 8 IN	135.000	40.55	5475.29
0030	441-0756		SY	CONC MEDIAN, 8 IN	15.000	65.68	985.35
0035	441-6022		LF	CONC CURB & GUTTER, 6"X30"TP2	2950.000	11.42	33715.99
0039	500-3800		CY	CL A CONC, INCL REINF STEEL	30.000	856.79	25703.90
0040	550-1180		LF	STM DR PIPE 18", H 1-10	1500.000	31.47	47209.50
0043	550-3318		EA	SAFETY END SECTION 18", STD, 4:1	8.000	506.87	4055.03
0045	636-1033		SF	HWY SIGNS, TP1MAT, REFL SH TP 9	208.000	20.34	4232.67
0050	636-2090		LF	GALV STEEL POSTS, TP 9	208.000	7.34	1527.29
0054	647-5230		EA	SIGNAL ASS, FLASHING SCHOOL, CO	10.000	5632.79	56327.97
0055	653-1804		LF	THERM SOLID TRAF STRIPE, 8", WH	4450.000	2.14	9549.21
0060	603-1012		SY	STN PLAIN RIP RAP, 12 IN	50.000	27.10	1355.28
0065	668-1100		EA	CATCH BASIN, GP 1	9.000	2362.40	21261.67
0070	681-4121		EA	LT STD, 13' MH, POST TOP	2.000	7500.00	15000.00
0075	700-6910		AC	PERMANENT GRASSING	2.000	581.58	1163.17
0079	754-6000		EA	BICYCLE RACK	2.000	975.00	1950.00
0080	999-3800		EA	RECTANGULAR RAPID BEACON ASSY	4.000	8000.00	32000.00
0085	999-3900		LS	TEST - RECTANGULAR RAPID BEACON ASSY	1.000	1208.33	1208.33
0090	999-3975		LS	TRAINING - RECT. RAPID BEACON ASSY	1.000	1208.33	1208.33

ITEM TOTAL 481254.72
INFLATED ITEM TOTAL 481254.73

TOTALS FOR JOB 0010393

ESTIMATED COST: 481254.73
CONTINGENCY PERCENT (0.0): 0.00
ESTIMATED TOTAL: 481254.73

ETI (5%) Total 24,062.74
Total 505,317.46

MEETING MINUTES

Date: May 16, 2012
Project: Henry County School System @ 6 Schools - SRTS
GDOT Project No.: PI 0010393
County: Henry
Subject: Concept Team Meeting

Attendees:

Sue Anne Decker	Georgia Department of Transportation (GDOT)
Kerry Gore	GDOT
Michael Murdock	GDOT
Harland Smith	GDOT
David Simmons	Henry County Department of Transportation
Terry McMickle	Henry County Public Works
Lee Hearn	City of McDonough
Emily Raby	City of McDonough
Fred Gardiner	City of McDonough
Leslie Cheatwood	Henry County Board of Education
Lynett Falkner	Stockbridge Middle School
Lori Squires	Wesley Lakes Elementary School
Debbie Collins	Hampton Elementary School
Gena Williams	McDonough Elementary School
Tracy Neal Bulls	Red Oak Elementary School
Vaneisa Benjamin	Fairview Elementary School
Stuart Day	Kimley-Horn and Associates (KHA)
Sean Johnston	KHA

This Safe Routes to School (SRTS) concept team meeting was held on Wednesday, May 16, 2012 at the Henry County Board of Education office in McDonough, Georgia to discuss the sponsor's application and concepts for proposed infrastructure improvements in the vicinity of Stockbridge Middle School, Wesley Lakes Elementary School, Hampton Elementary School, McDonough Elementary School, Red Oak Elementary School and Fairview Elementary School. The proposed project consists of sidewalk installation, bicycle rack installation, crossing enhancements and signage in the vicinity of the schools to improve conditions for children walking and bicycling to school. Sean Johnston opened the meeting with introductions and discussed the project's schedule. It is anticipated that a formal Concept Report will be submitted to the schools for review in June 2012, with final approved by GDOT anticipated by September 2012. The anticipated construction let date is March 2014.

There was then a group discussion at the Board of Education office, which included the following key items:

- KHA staff gave an overview of plan development process milestones, which include concept development (i.e. 30% design), environmental documentation, construction plan preparation (including a Preliminary Field Plan Review at 60% design), and letting to construction. It is GDOT

and KHA's goal to complete this process within two years. This is an expedited timeframe for a process that could normally take three to six years.

- The project construction cost as proposed in Henry County's SRTS infrastructure funding application is \$445, 425. The construction cost for any single SRTS infrastructure project cannot exceed \$500,000.00
- KHA discussed that all construction for this project must take place inside the existing right-of-way and/or on school property.
- KHA and GDOT discussed that a maintenance agreement would be required of the sponsors (City and County) to maintain the projects for the "economic life" of the project, which is determined by GDOT based on the construction cost, and is typically 2-4 years for SRTS projects.
- KHA gave an overview of the design teams' understanding of the project. The scope is broken up into six areas that encompass five elementary schools and one middle school.

The group then discussed the desired improvements at each individual school location as proposed in Henry County's SRTS funding application. KHA staff explained that the proposed improvements would be evaluated to determine the overall feasibility and constructability of the project, given the requirements to build the project within existing right-of-way and within the stated budget. Some portions of the project may be determined to be infeasible, therefore KHA asked for input on the highest priorities at each school site. The following is a summary of proposed recommendations and issues discussed at each school:

- McDonough Elementary School:
 - Installation of sidewalk along Lemon Street from School to SR 81/Keys Ferry St is proposed
 - Installation of flashing school zone signage along Tomlinson St and Lemon St is proposed (the GDOT project manager recommends coordinating with GDOT District 3 Traffic Operations)
 - Upgrade/Installation of crosswalks at Tomlinson St, the existing stadium, John Frank Ward Blvd and SR 81/Keys Ferry St is recommended.
 - It was noted that the SRTS project should be coordinated with GDOT project 321350, East-West 1-Way Pair extension, which affects the intersections of Lemon Street at John Frank Ward Boulevard and US 81/Keys Ferry Street
 - Priorities for this school were noted as follows:
 1. Installation of signage along Tomlinson Street
 2. Installation of sidewalk along Lemon Street
- Wesley Lakes Elementary School:
 - Installation of sidewalk on the east side of McDonough Pkwy from Walden Run Place to the main school driveway is proposed
 - Installation of sidewalk on the west side of McDonough Pkwy along the existing right-turn deceleration lane for Downing Drive is proposed

- Installation of pedestrian crossings on McDonough Parkway at the main school driveway and at Amber Chase Drive is proposed. KHA recommended that Rectangular Rapid Flashing Beacons (RRFBs) be considered as supplement to standard crosswalk warning signage, due to vehicular speeds and volume on McDonough Parkway. RRFB installation will require that Henry County and/or City of McDonough request written approval from the Federal Highway Administration for their use on local routes. This has been done in several other metropolitan Atlanta jurisdictions.
 - Installation of flashing school zone signs along McDonough Parkway is proposed
 - Priorities for this school were noted as follows:
 1. Installation of sidewalk and new crosswalk at the school driveway
 2. Crosswalk improvements at Amber Chase Drive
 3. Flashing school zone sign installation
- Hampton Elementary School:
 - Installation of up to two bicycle racks on concrete pads near the front entrance of the school is proposed
 - Installation of lighting in the front parking lot is proposed – light standards are proposed to match the existing park lights across the street
 - The group discussed the possibility that the City of Hampton may provide the light poles. Because the federal guidelines for Safe Routes to School funding do not allow for local jurisdictions to provide matching funds, the City would have to install the lights as part of a separate City-managed project if they wish to fund the installation.
 - Priorities for this school were noted as follows:
 1. Bike rack installation
 2. Parking lot lighting
- Red Oak Elementary School:
 - Installation of speed humps/raised crosswalks in the parking lot is proposed
 - Installation of sidewalk is proposed from the southern school exit doors to a waiting area with benches on Chadwick Commons. Installation of no parking signs on Chadwick Commons was also discussed.
 - Installation of sidewalk is proposed on the north side of Walt Stevens Rd from Carriage Lake Drive to the proposed signal at Brentwood Pkwy/Monarch Village Way. The traffic signal will be constructed by the County/City as a separate project and will include crosswalks, ADA-compliant curb ramps and pedestrian signals.
 - Installation of sidewalks on the south side of Walt Stevens Rd from Fairgreen Trail to Wyngate Chase is proposed.
 - It was noted that a large vertical grade difference exists between Chadwick Commons and the school building/parking lot.
 - Henry County staff indicated their desire to install as much sidewalk along Walt Stevens Road as possible.
 - The school principal noted priorities for this school as follows:
 1. Installation of raised crosswalks in the school parking lot
 2. Installation of sidewalk from the south school exit doors to a waiting area with benches on Chadwick Commons
 3. Installation of sidewalk on Walt Stevens Road from Carriage Lake Drive to Monarch Village Parkway
 4. Installation of sidewalk on Walt Steven Road from Fairgreen Trail to Wyngate Chase

- Stockbridge Middle School:
 - Installation of sidewalk along the west side of Mays Rd from the school drive to Longview Road is proposed
 - The school principal noted concern over high speeds along Mays Road (the posted speed is 25 mph) and sight distance over the vertical crest between the school drive and Longview Road.
 - As an alternative, the group discussed installation of sidewalk along Old Conyers Road from the main school entrance drive to Stillwater Road
 - Priorities for this school were identified as follows:
 1. Installation of sidewalk along Mays Road
 2. Installation of sidewalk along Old Conyers Road

- Fairview Elementary School:
 - Installation of sidewalk along the west side of Fairview Road from Centennial Drive to the school drive is proposed
 - Installation of sidewalk along the east side of Fairview Road from Overbrook Place to a proposed crossing near the school drive is proposed
 - Installation of a crosswalk at the main school drive is proposed.
 - It was noted that Henry County has a current SPLOST project to widen Fairview Road in the vicinity of the school. The widening would include installation of sidewalk, although the project is in the conceptual design phase and construction funding has not been identified.
 - Priorities for this school were identified as follows:
 1. Installation of sidewalk from Centennial Drive to the school
 2. Installation of sidewalk from Overbrook Place to the school drive, with a crosswalk across Fairview Road

KHA and Henry County DOT staff then visited each school site to observe and evaluate existing conditions. The following is a summary of key observations made during the site visit:

- McDonough Elementary School
 - The existing crosswalk on Lemon Street near McDonough Elementary School should be upgraded with ADA-compliant detectable warning strips
 - Curb and gutter with storm drainage will likely be required along Lemon Street between John Frank Ward Boulevard and Keys Ferry Street
- Wesley Lakes Elementary School
 - Curb and gutter with storm drainage will likely be required along the right-turn deceleration lane at Downing Drive
- Hampton Elementary School
 - Bike racks can be installed in the grassed area to the right of the main entrance doors (as seen when facing the doors from the parking lot)
- Red Oak Elementary School
 - The significant vertical grade difference between Chadwick Commons and the school building/parking lot was noted. It may not be feasible to construct a sidewalk connection without construction of stairs, which may be prohibitive from a cost standpoint.

- The existing grading of the parking lot is favorable for installation of raised crosswalks. Additional storm drainage treatments do not appear to be necessary to accommodate the crosswalks.
- Stockbridge Middle School
 - Existing ditches and drainage features along Old Conyers Road would need to be re-graded or reconstructed in order to accommodate a sidewalk. There are also areas with narrow existing shoulders and high fill slopes.
 - Curb and gutter and storm drainage will likely be required for installation of sidewalk along Mays Road.
- Fairview Elementary School
 - The posted speed along Fairview road is 45mph. Many vehicles appear to be travelling 55mph or faster. The high speeds and lightly developed nature of the area should factor into the decision whether to mark a crosswalk at this location.

These minutes contain the understanding of KHA representatives regarding discussions, decisions, action items, etc. at the meeting.