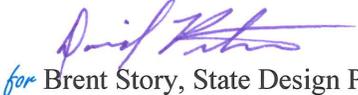


**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. # 0010395 **OFFICE** Design Policy & Support
Fulton County
GDOT District 7 - Metro Atlanta **DATE** 2/5/2013
Atlanta Charter Middle & Neighborhood Charter
Schools - SRTS

FROM  for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

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

Attachment

DISTRIBUTION:

Bobby Hilliard, Program Control Administrator
Genetha Rice-Singleton, State Program Delivery Engineer
Glenn Bowman, State Environmental Administrator
Cindy VanDyke, State Transportation Planning Administrator
Kathy Zahul, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Andy Casey, State Roadway Design Engineer
Attn: Mac Cranford, Design Group Manager
Tamaya Huff, State Pedestrian and Bicycle Coordinator
Rachel Brown, District Engineer
Scott Lee, District Preconstruction Engineer
Jonathan Walker, District Utilities Engineer
Emmanuella Myrthil, State Safety Program Coordinator
Darrell DeJean, Project Manager
BOARD MEMBER - 5th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT

Project Type: Safe Routes to School P.I. Number: 0010395
GDOT District: 7 County: Fulton
Federal Route Number: N/A State Route Number: N/A

Atlanta Charter Middle School & Neighborhood Charter School-Safe Routes to School

Submitted for approval:

Mac Crawford

District Design Engineer 12-12-12
DATE

[Signature]

Project Manager 12-18-12
DATE

Approvals:

Concur: *[Signature]*

State Program Delivery Engineer 12/20/2012
DATE

Approve: *[Signature]*

Director of Engineering 2/4/13
DATE

PLANNING & BACKGROUND DATA

Project Justification Statement: According to data compiled by the Centers of Disease Control, 30 years ago more than 66% of children in the United States walked or biked to school. Today that percentage has dropped to 13% and 30% of school age parents surveyed indicated traffic danger as a major barrier to allowing their children to walk or bike to school. As a result, statistics by a number of state and federal organizations attribute an increase in traffic congestion, a decrease in physically active children, and an increase in air pollution to this lower percentage. The Federal Safe Routes to School program was developed as a solution to help reverse these trends.

The Federal Safe Routes to School (SRTS) program was created by Section 1404 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) as Public Law 109-59 on August 10, 2005. Federal SRTS Funding was allocated to all 50 states, and cover 100% of the eligible projects, programs and plans. The Georgia Safe Routes to School Program was established in 2006 to provide funds to communities throughout Georgia to improve the ability of primary and middle school students to walk and bicycle to school. This is done through a combination of community outreach strategies and infrastructure improvements.

Atlanta Charter Middle School (ACMS) and Neighborhood Charter School (NCS) have been selected for this initiative in order to improve intersections/crossings, traffic volume, and traffic speed concerns cited by parents. The goal of the improvements is to encourage more families and children to bike and walk to school thus contributing to improved health and well being

Description of the proposed project: The proposed project consists of pedestrian and bicycle improvements in Atlanta, Georgia in the vicinity of Atlanta Charter Middle School and Neighborhood Charter School. All improvements will be constructed within the existing right-of-way at the following locations:

A. Ormewood Avenue between Stokeswood Ave and Woodland Ave - Recommended treatment: Microsurfacing Ormewood Ave between Stokeswood Ave and Woodland Ave to add standard 5'-wide bicycle lanes on both sides.

B. Intersection of Ormewood Ave at Moreland Ave - Recommended Treatment: Reconstructing intersection of Ormewood Ave at Moreland Ave (US 23/SR 42) to create raised cycle track approaches (with ramped transitions to and from bicycle lanes) at Moreland Ave with bicyclist-oriented push-buttons and illuminated NO TURN ON RED signs to prohibit conflicting right-turns during exclusive bicycle/pedestrian phase (includes pavement markings to guide bicyclists across intersection)

C. North side of Ormewood Ave between Moreland Ave and Woodland Ave - Recommended Treatment: New granite curb and >5'-wide sidewalk on north side of Ormewood Ave between Moreland Ave and Woodland Ave

D. Intersection of Ormewood Avenue and Woodland Avenue - Recommended Treatment:

Pavement marking transition between bicycle lanes and two-way cycle track at intersection of Ormewood Ave and Woodland Ave

E. South side of Ormewood Ave between Woodland Ave and Confederate Ave -

Recommended Treatment: Two-way semi-protected cycle track on existing pavement on south side of Ormewood Ave between Woodland Ave and Confederate Ave (includes green pavement markings and bollards at cross-streets and driveways)

F. Intersection of Ormewood Ave and Confederate Ave - Recommended Treatment:

Pavement marking transition between two-way cycle track and bicycle lanes at intersection of Ormewood Ave and Confederate Ave

G. Westbound on Confederate Ave between Ormewood Ave and Boulevard -

Recommended Treatment: Westbound bicycle lane on Confederate Ave between Ormewood Ave and Boulevard

H. Intersection of Confederate Ave at Boulevard - Recommended Treatment:

Reconstruction (ramped transitions to and from bicycle lanes) at Boulevard with bicyclist-oriented push-buttons and illuminated NO TURN ON RED signs to prohibit conflicting right-turns during exclusive bicycle/pedestrian phase (includes pavement markings to guide bicyclists across intersection and construction of receiving area on west side of Boulevard)

I. Southbound on Boulevard between Confederate Ave and Ormewood Ave -

Recommended Treatment: Southbound bicycle lane on Boulevard between Confederate Ave and Ormewood Ave (includes required lane reconfiguration on Boulevard)

J. Intersection of Boulevard at Ormewood Ave - Recommended Treatment:

Reconstructing intersection of Boulevard at Ormewood Ave to create a two-stage left-turn queue box for southbound to eastbound cyclists crossing Boulevard with a push-button activated rectangular rapid flashing beacon (includes pavement markings to guide bicyclists and pedestrians across intersection)

K. Eastbound on Ormewood Ave between Boulevard and Confederate Ave -

Recommended Treatment: Eastbound bicycle lane on Ormewood Ave between Boulevard and Confederate Ave

L. Intersection of Cherokee at Milledge Ave and Cherokee Ave at Augusta Ave -

Recommended Treatment: Curb bulb-outs, rectangular rapid flashing beacons, and crosswalk enhancements at the intersections

M. Various locations – Recommended Treatment: Upgrading all ADA ramps and pedestrian push buttons along project corridor to be compliant with latest federal and state regulations

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 – Atlanta Regional Commission
 RC Project ID # N/A

Congressional District(s): 5

Projected Traffic:

Current Year (20WW): N/A Open Year (20XX): N/A Design Year (20YY): N/A

Functional Classification (Mainline): Urban Collector Street – Ormewood Ave SE, Urban Principal Arterial – Moreland Ave, Urban Local Road – Woodland Ave SE, urban Collector Arterial – Confederate Ave SE, Urban Minor Arterial Stree – Boulevard SE, Urban minor Arterial Street – Cherokee Ave, Urban Local Road – Milledge Ave SE, Urban Local Road – Augusta Ave

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: None

Context Sensitive Solutions: N/A

DESIGN AND STRUCTURAL DATA

Mainline Design Features:

Roadway Name/Identification: Ormewood Ave SE

Feature	Existing	Standard*	Proposed
Typical Section	Urban	Urban	Urban
- Number of Lanes	3	2	No Change
- Lane Width(s)	10-11-ft	10-12-ft	No Change
- Outside Shoulder Width & Type	2-ft grassed	N/A	No Change
- Sidewalks	5-ft	5-ft	No Change
- Bike Lanes	None	4-ft	N/A
Posted Speed	25 mph	35 mph	No Change
Design Speed**	35 mph	35 mph	No Change
Design Vehicle	SU or P	SU or P	No Change
Minimun Crosswalk Width	N/A	8-ft	8-ft

*According to current GDOT design policy if applicable

**lower during school hours

Major Structures: N/A

Roadway Name/Identification: Moreland Ave

Feature	Existing	Standard*	Proposed
Typical Section	Urban	Urban	Urban
- Number of Lanes	4	4	No Change
- Lane Width(s)	11-12-ft	11-12-ft	No Change
- Outside Shoulder Width & Type	10-16-ft	10-16-ft	No Change
- Sidewalks	5-ft	5-ft	No Change
- Bike Lanes	None	4-ft	N/A
Posted Speed	35 mph	45 mph	No Change
Design Speed*	45 mph	45 mph	No Change
Design Vehicle	WB-40 or WB-62	WB-40 or WB-62	No Change
Minimum Crosswalk Width	N/A	8-ft	8-ft

*According to current GDOT design policy if applicable

**lower during school hours

Major Structures: N/A

Roadway Name/Identification: Woodland Ave SE

Feature	Existing	Standard*	Proposed
Typical Section	Urban	Urban	Urban
- Number of Lanes	3	2	No Change
- Lane Width(s)	10-11-ft	10-12-ft	No Change
- Outside Shoulder Width & Type	2-ft grassed	N/A	No Change
- Sidewalks	5-ft	5-ft	No Change
- Bike Lanes	None	4-ft	N/A
Posted Speed*	25 mph	35 mph	No Change
Design Speed**	35 mph	35 mph	No Change
Design Vehicle	SU or P	SU or P	No Change
Minimum Crosswalk Width	N/A	8-ft	8-ft

*According to current GDOT design policy if applicable

**lower during school hours

Major Structures: N/A

Roadway Name/Identification: Confederate Ave SE

Feature	Existing	Standard*	Proposed
Typical Section	Urban	Urban	Urban
- Number of Lanes	2	4	No Change
- Lane Width(s)	10-12-ft	10-12-ft	No Change
- Outside Shoulder Width & Type	10-16-ft	10-16-ft	No Change
- Sidewalks	5-ft	5-ft	No Change
- Bike Lanes	None	4-ft	N/A
Posted Speed	35 mph	35 mph	No Change
Design Speed*	35 mph	35 mph	No Change
Design Vehicle	SU or P	SU or P	No Change
Minimum Crosswalk Width	N/A	8-ft	8-ft

*According to current GDOT design policy if applicable

**lower during school hours

Major Structures: N/A

Roadway Name/Identification: Boulevard SE

Feature	Existing	Standard*	Proposed
Typical Section	Urban	Urban	Urban
- Number of Lanes	4	4	No Change
- Lane Width(s)	11-12-ft	11-12-ft	No Change
- Outside Shoulder Width & Type	10-16-ft	10-16-ft	No Change
- Sidewalks	5-ft	5-ft	No Change
- Bike Lanes	None	4-ft	N/A
Posted Speed	45 mph	45 mph	No Change
Design Speed*	45 mph	45 mph	No Change
Design Vehicle	WB-40 or BUS 40	WB-40 or BUS 40	No Change
Minimum Crosswalk Width	N/A	8-ft	8-ft

*According to current GDOT design policy if applicable

**lower during school hours

Major Structures: N/A

Roadway Name/Identification: Cherokee Ave

Feature	Existing	Standard*	Proposed
Typical Section	Urban	Urban	Urban
- Number of Lanes	4	4	No Change
- Lane Width(s)	11-12-ft	11-12-ft	No Change
- Outside Shoulder Width & Type	10-16-ft	10-16-ft	No Change
- Sidewalks	5-ft	5-ft	No Change
- Bike Lanes	None	4-ft	N/A
Posted Speed**	30 mph	45 mph	No Change
Design Speed*	30 mph	45 mph	No Change
Design Vehicle	WB-40 or BUS 40	WB-40 or BUS 40	No Change
Minimum Crosswalk Width	N/A	8-ft	8-ft

*According to current GDOT design policy if applicable

**lower during school hours

Major Structures: N/A

Roadway Name/Identification: Milledge Ave SE

Feature	Existing	Standard*	Proposed
Typical Section	Urban	Urban	Urban
- Number of Lanes	3	2	No Change
- Lane Width(s)	10-12-ft	10-12-ft	No Change
- Outside Shoulder Width & Type	None	N/A	N/A
- Sidewalks	5-ft	5-ft	No Change
- Bike Lanes	None	4-ft	N/A
Posted Speed	30 mph	30 mph	No Change
Design Speed**	30 mph	30 mph	No Change
Design Vehicle	SU or P	SU or P	No Change
Minimum Crosswalk Width	N/A	8-ft	8-ft

*According to current GDOT design policy if applicable

**lower during school hours

Major Structures: N/A

Roadway Name/Identification: Augusta Ave

Feature	Existing	Standard*	Proposed
Typical Section	Urban	Urban	Urban
- Number of Lanes	3	2	No Change
- Lane Width(s)	10-12-ft	10-12-ft	No Change
- Outside Shoulder Width & Type	None	N/A	N/A
- Sidewalks	5-ft	5-ft	No Change
- Bike Lanes	None	4-ft	N/A
Posted Speed	35 mph	35 mph	No Change
Design Speed**	35 mph	35 mph	No Change
Design Vehicle	SU or P	SU or P	No Change
Minimum Crosswalk Width	N/A	8-ft	8-ft

*According to current GDOT design policy if applicable

**lower during school hours

Major Structures: N/A

Major Interchanges/intersections: Boulevard SE at Confederate Ave SE, Boulevard SE at Ormewood Ave SE, and Moreland Ave SE at Ormewood Ave SE.

Utility Involvements: Georgia Power – Power, Atlanta Gas Light – Gas/Light, Comcast – Cable, Atlanta Water & Sewer - Water

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

SUE Required: Yes No

Railroad Involvement: None

Right-of-Way:

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

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

No Design Exceptions are anticipated.

Design Variances to GDOT standard criteria anticipated:

No Design Variances are anticipated.

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

The project is exempt, because the proposed work for this project would not increase capacity and would conform to the model.

Environmental Permits/Variances/Commitments/Coordination anticipated:

No environmental permits, variances, commitments, and/or coordination is anticipated.

Is a PAR required? No Yes Completed – Date:

NEPA/GEPA: To Be Determined

Ecology: No adverse impacts anticipated

History: No adverse impacts anticipated

Archeology: No adverse impacts anticipated

Air & Noise: N/A

Public Involvement: Neighborhood Charter School-Sustainability Committee (Walking Bus Chaperones, car idling survey, etc.) Parent surveys

Major stakeholders:

- Sustainability Committee
- Atlanta Charter Middle School
- Neighborhood Charter School

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: None

Early Completion Incentives recommended for consideration: No Yes

PROJECT RESPONSIBILITIES

Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	GDOT
Design	GDOT
Right-of-Way Acquisition	None
Utility Relocation	Local
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	N/A
Providing Detours	N/A
Environmental Studies, Documents, & Permits	GDOT
Environmental Mitigation	GDOT
Construction Inspection & Materials Testing	GDOT

Lighting required: No Yes

Concept Meeting: Held on June 18, 2012 to discuss the scope of work that will be done concerning the Safe Route to School Projects.

Other projects in the area: None

Other coordination to date: None

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Utility	CST*	Environmental Mitigation	Total Cost
By Whom	GDOT	N/A	N/A	GDOT	N/A	
\$ Amount	\$140,000.00	N/A	N/A	\$429,876.67	N/A	\$569,876.67
Date of Estimate	3/22/2011			1/29/2013		

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

ALTERNATIVES DISCUSSION

Alternative selection:

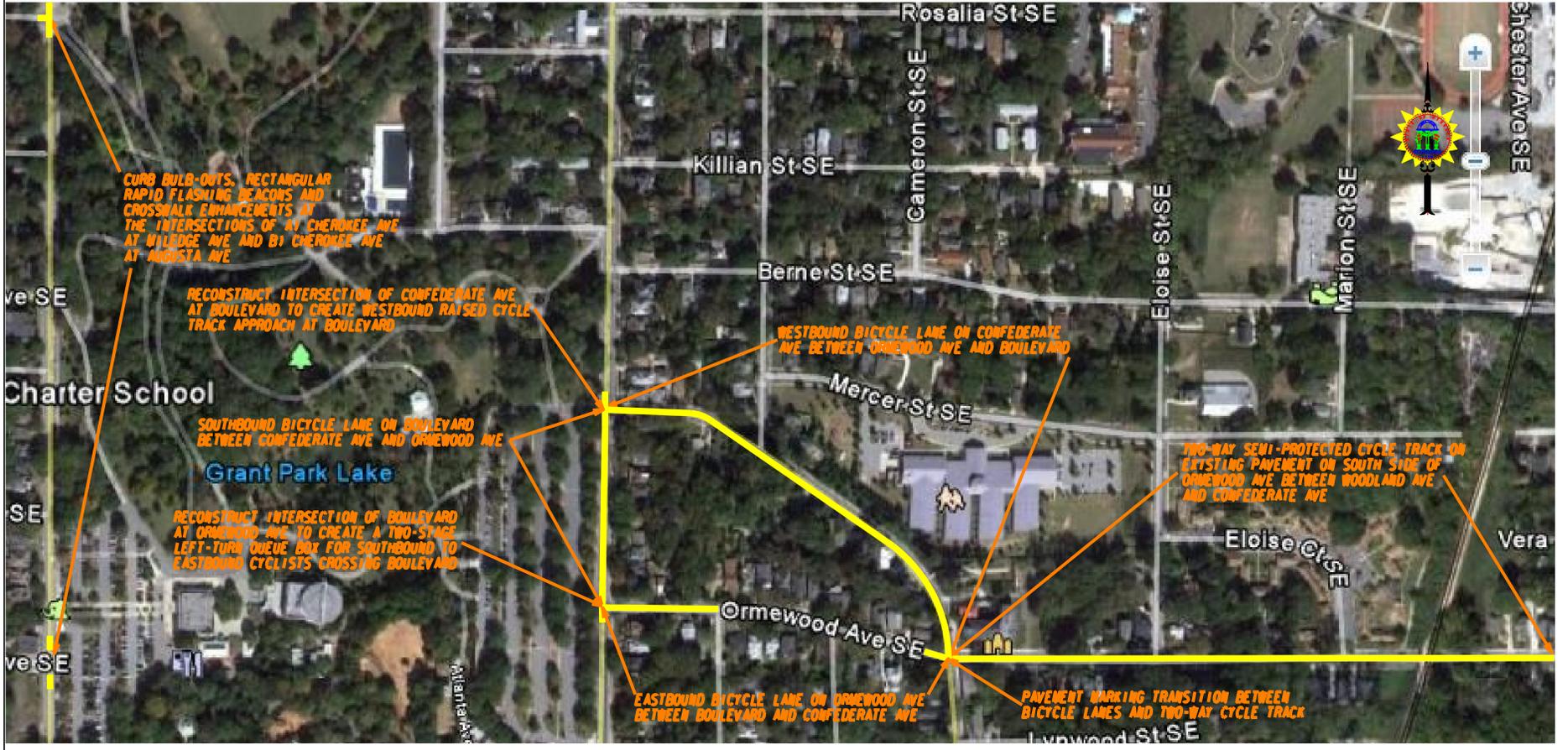
Preferred Alternative: Proposed project consists of pedestrian and bicycle improvements in Atlanta, Georgia in the vicinity of Atlanta Charter Middle School and Neighborhood Charter School.			
Estimated Property Impacts:	0	Estimated Total Cost:	\$585,018.18
Estimated ROW Cost:	\$0.00	Estimated CST Time:	18 months
Rationale: This would be the SRTS enhancement design which meets budget and best meets the priorities of the key stakeholders and the project justification for this project. The proposed project would provide adequate pedestrian facilities within the vicinity of Atlanta Charter Middle School and Neighborhood Charter School.			

No-Build Alternative: No proposed enhancements			
Estimated Property Impacts:	0	Estimated Total Cost:	\$0.00
Estimated ROW Cost:	\$0.00	Estimated CST Time:	0
Rationale: This alternative was not chosen, because it does not fulfill the need and purpose of the project as set forth in the SRTS program.			

Comments: *None*

Attachments:

1. Concept Layout
2. Detailed Cost Estimates:
 - a. Construction including Engineering and Inspection
 - b. Completed Fuel & Asphalt Price Adjustment forms
3. Revised scope and cost estimate
4. Typical Sections
5. Email with locals agreeing to move utility pole

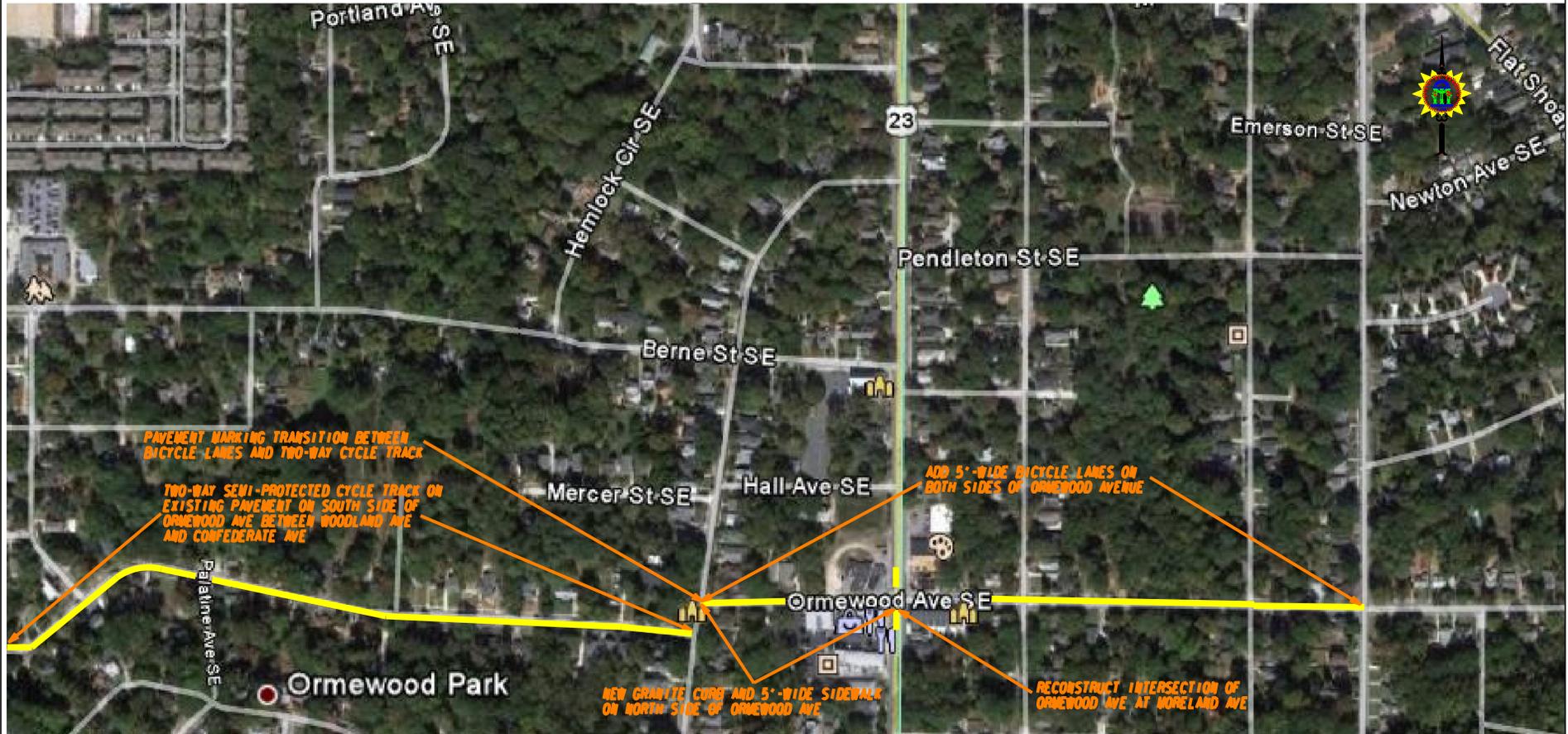


GEORGIA
DEPARTMENT
OF
TRANSPORTATION

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: DISTRICT 7 PRECONSTRUCTION
MAINLINE PROFILE

DRAWING No.
13-001



GEORGIA
DEPARTMENT
OF
TRANSPORTATION

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: DISTRICT 7 PRECONSTRUCTION
MAINLINE PROFILE

DRAWING No.
13-002

JOB NUM 0010395_KW

FED/STATE PROJECT NU

SPEC YE. 01

DESCRIPTION: ATLANTA CHARTER MIDDLE & NEIGHBORHOOD CHARTER SCHOOLS - SRTS

ITEMS FOR JOB 0010395_KW

0010 - CONFEDERATE-BOULEVARD

Line Number	ITEM	QUANTITY	JNIT	PRICE	DESCRIPTION	AMOUNT
0295	424-1000	250.000	SF	\$3.16000	HIGH FRICTION SURF TRT	\$790.00
0005	441-0108	90.000	SY	\$40.93408	CONC SIDEWALK, 8 IN	\$3,684.07
0255	647-1000	1.000	LS	\$20,000.00000	TRAF SIGNAL INSTALLATION NO - 0010395	\$20,000.00
0015	652-0094	17.000	EA	\$50.77601	PVMT MARKING, SYMBOL, TP 4	\$863.19
0025	652-0110	13.000	EA	\$51.56888	PAVEMENT MARKING, ARROW, TP 1	\$670.40
0045	653-0120	2.000	EA	\$94.45653	THERM PVMT MARK, ARROW, TP 2	\$188.91
0010	653-1501	1600.000	LF	\$0.79924	THERMO SOLID TRAF ST 5 IN, WHI	\$1,278.78
0055	653-1501	100.000	LF	\$1.17857	THERMO SOLID TRAF ST 5 IN, WHI	\$117.86
0060	653-1804	40.000	LF	\$2.65645	THERM SOLID TRAF STRIPE, 8",WH	\$106.26
0014	653-6004	250.000	SY	\$3.95746	THERM TRAF STRIPING, WHITE	\$989.37
0040	656-0050	90.000	LF	\$0.83000	REM EX SLD TRF STRIPE, 5",THER	\$74.70
0035	656-5000	1.000	EA	\$476.00000	REM EXIST TRAF MARKINGS - 0010395	\$476.00
0030	900-0526	4.000	EA	\$615.00000	BOLLARDS	\$2,460.00
SUBTOTAL FOR CONFEDERATE-BOULEVARD:						\$31,699.54

0020 - ORMEWOOD-BOULEVARD

Line Number	ITEM	QUANTITY	JNIT	PRICE	DESCRIPTION	AMOUNT
0065	441-0108	90.000	SY	\$40.93408	CONC SIDEWALK, 8 IN	\$3,684.07
0260	647-1000	1.000	LS	\$20,000.00000	TRAF SIGNAL INSTALLATION NO - 0010395	\$20,000.00
0075	652-0094	12.000	EA	\$52.37901	PVMT MARKING, SYMBOL, TP 4	\$628.55
0080	652-0110	8.000	EA	\$51.56888	PAVEMENT MARKING, ARROW, TP 1	\$412.55
0070	653-1501	1200.000	LF	\$0.83210	THERMO SOLID TRAF ST 5 IN, WHI	\$998.52
0090	653-1804	39.000	LF	\$2.65783	THERM SOLID TRAF STRIPE, 8",WH	\$103.66
0085	656-0050	39.000	LF	\$0.83000	REM EX SLD TRF STRIPE, 5",THER	\$32.37
0084	999-3800	2.000	EA	\$12,902.37000	RECTANGULAR RAPID BEACON ASSY	\$25,804.74
SUBTOTAL FOR ORMEWOOD-BOULEVARD:						\$51,664.46

0030 - ORMEWOOD-MORELAND

Line Number	ITEM	QUANTITY	JNIT	PRICE	DESCRIPTION	AMOUNT
0165	402-3130	21.000	TN	\$128.49272	RECYL AC 12.5MM SP,GP2,BM&HL	\$2,698.35
0300	424-1000	500.000	SF	\$3.16000	HIGH FRICTION SURF TRT	\$1,580.00
0160	432-0206	250.000	SY	\$11.75711	MILL ASPH CONC PVMT/ 1.50" DEP	\$2,939.28
0095	437-1571	400.000	LF	\$30.00000	ST GRANITE CURB,5" X 17",TP A	\$12,000.00
0100	437-2571	100.000	LF	\$36.00000	CI GRANITE CURB,5" X 17",TP A	\$3,600.00
0110	441-0104	277.000	SY	\$23.23235	CONC SIDEWALK, 4 IN	\$6,435.36
0105	441-0108	180.000	SY	\$37.25550	CONC SIDEWALK, 8 IN	\$6,705.99
0265	647-1000	1.000	LS	\$20,000.00000	TRAF SIGNAL INSTALLATION NO - 0010395	\$20,000.00
0115	652-0094	2.000	EA	\$61.46065	PVMT MARKING, SYMBOL, TP 4	\$122.92
0125	652-0094	35.000	EA	\$47.60715	PVMT MARKING, SYMBOL, TP 4	\$1,666.25
0130	652-0110	25.000	EA	\$51.56888	PAVEMENT MARKING, ARROW, TP 1	\$1,289.22
0145	653-0120	3.000	EA	\$93.17573	THERM PVMT MARK, ARROW, TP 2	\$279.53
0120	653-1501	4400.000	LF	\$0.69363	THERMO SOLID TRAF ST 5 IN, WHI	\$3,051.97
0150	653-1501	200.000	LF	\$1.06951	THERMO SOLID TRAF ST 5 IN, WHI	\$213.90
0155	653-1804	60.000	LF	\$2.63446	THERM SOLID TRAF STRIPE, 8",WH	\$158.07
0119	653-6004	500.000	SY	\$3.85225	THERM TRAF STRIPING, WHITE	\$1,926.13
0140	656-0050	173.000	LF	\$0.83000	REM EX SLD TRF STRIPE, 5",THER	\$143.59
0135	900-0526	8.000	EA	\$615.00000	BOLLARDS	\$4,920.00
SUBTOTAL FOR ORMEWOOD-MORELAND:						\$69,730.56

0040 - WOODLAND TO CONFEDERATE

Line Number	ITEM	QUANTITY	JNIT	PRICE	DESCRIPTION	AMOUNT
0290	413-1000	25.000	GL	\$2.87797	BITUM TACK COAT	\$71.95
0305	424-1000	3984.000	SF	\$3.16000	HIGH FRICTION SURF TRT	\$12,589.44
0170	441-0108	390.000	SY	\$33.54080	CONC SIDEWALK, 8 IN	\$13,080.91
0195	636-1020	420.000	SF	\$13.70618	HWY SGN,TP1MAT,REFL SH TP3	\$5,756.60
0190	636-2070	210.000	LF	\$8.50629	GALV STEEL POSTS, TP 7	\$1,786.32
0270	647-1000	1.000	LS	\$20,000.00000	TRAF SIGNAL INSTALLATION NO - 0010395	\$20,000.00
0180	652-0094	23.000	EA	\$49.42466	PVMT MARKING, SYMBOL, TP 4	\$1,136.77
0185	652-0110	11.000	EA	\$51.56888	PAVEMENT MARKING, ARROW, TP 1	\$567.26
0175	653-1501	4300.000	LF	\$0.69587	THERMO SOLID TRAF ST 5 IN, WHI	\$2,992.24
0210	653-1804	90.000	LF	\$2.61264	THERM SOLID TRAF STRIPE, 8",WH	\$235.14
0174	653-6004	3984.000	SY	\$3.55367	THERM TRAF STRIPING, WHITE	\$14,157.82
0200	656-0050	90.000	LF	\$0.83000	REM EX SLD TRF STRIPE, 5",THER	\$74.70
0205	656-0050	4300.000	LF	\$0.83000	REM EX SLD TRF STRIPE, 5",THER	\$3,569.00
SUBTOTAL FOR WOODLAND TO CONFEDERATE:						\$76,018.15

0050 - CONFEDERATE TO ORMEWOOD

Line Number	ITEM	QUANTITY	JNIT	PRICE	DESCRIPTION	AMOUNT
0220	652-0094	4.000	EA	\$57.77422	PVMT MARKING, SYMBOL, TP 4	\$231.10
0225	652-0110	4.000	EA	\$51.56888	PAVEMENT MARKING, ARROW, TP 1	\$206.28
0230	653-0120	4.000	EA	\$92.27754	THERM PVMT MARK, ARROW, TP 2	\$369.11
0215	653-1501	560.000	LF	\$0.92586	THERMO SOLID TRAF ST 5 IN, WHI	\$518.48
0235	653-1502	1120.000	LF	\$0.70688	THERMO SOLID TRAF ST, 5 IN YEL	\$791.71
SUBTOTAL FOR CONFEDERATE TO ORMEWOOD:						\$2,116.68

0060 - MILLEDGE-AUGUSTA AVE

Line Number	ITEM	QUANTITY	JNIT	PRICE	DESCRIPTION	AMOUNT
0244	437-1571	15.000	LF	\$30.00000	ST GRANITE CURB,5" X 17",TP A	\$450.00

0245	437-2571	15.000	LF	\$36.00000	CI GRANITE CURB,5" X 17",TP A	\$540.00
0239	441-0108	120.000	SY	\$39.36518	CONC SIDEWALK, 8 IN	\$4,723.82
0275	647-1000	1.000	LS	\$20,000.00000	TRAF SIGNAL INSTALLATION NO - 0010395	\$20,000.00
0250	653-1804	140.000	LF	\$2.58908	THERM SOLID TRAF STRIPE, 8",WH	\$362.47
0240	656-0050	140.000	LF	\$0.83000	REM EX SLD TRF STRIPE, 5",THER	\$116.20
0249	999-3800	4.000	EA	\$12,902.37000	RECTANGULAR RAPID BEACON ASSY	\$51,609.48
SUBTOTAL FOR MILLEDGE-AUGUSTA AVE:						\$77,801.97

Line Number	ITEM	QUANTITY	UNIT	PRICE	DESCRIPTION	AMOUNT
0280	150-1000	1.000	LS	\$50,000.00000	TRAFFIC CONTROL - 0010395	\$50,000.00
0285	210-0100	1.000	LS	\$50,000.00000	GRADING COMPLETE - 0010395	\$50,000.00
SUBTOTAL FOR :						\$100,000.00

TOTALS FOR JOB 0010395_KW

ITEMS COST:	\$409,031.36
COST GROUP COST:	\$0.00
ESTIMATED COST:	\$409,031.36
CONTINGENCY PERCENT:	0.00
ENGINEERING AND INSPECTION:	0.05
ESTIMATED COST WITH CONTINGENCY AND E&I:	\$429,482.93

PROJ. NO.

[Redacted]

CALL NO.

P.I. NO.

0010395

DATE

1/29/2013

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Jan-13	\$ 3.278
DIESEL		\$ 3.938
LIQUID AC		\$ 567.00

Link to Fuel and AC Index:

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

LIQUID AC ADJUSTMENTS

$PA = (((APM - APL) / APL) \times TMT) \times APL$

Asphalt

Price Adjustment (PA)				357.21	\$	357.21
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	907.20		
Monthly Asphalt Cement Price month project let (APL)			\$	567.00		
Total Monthly Tonnage of asphalt cement (TMT)				1.05		

ASPHALT	Tons	%AC	AC ton
Leveling		5.0%	0
12.5 OGFC		5.0%	0
12.5 mm	21	5.0%	1.05
9.5 mm SP		5.0%	0
25 mm SP		5.0%	0
19 mm SP		5.0%	0
	21		1.05

BITUMINOUS TACK COAT

Price Adjustment (PA)			\$	36.53	\$	36.53
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	907.20		
Monthly Asphalt Cement Price month project let (APL)			\$	567.00		
Total Monthly Tonnage of asphalt cement (TMT)				0.107377523		

Bitum Tack

Gals	gals/ton	tons
25	232.8234	0.10737752

PROJ. NO.

[Redacted]

CALL NO.

P.I. NO.

0010395

DATE

1/29/2013

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)						0	\$	-
Monthly Asphalt Cement Price month placed (APM)		Max. Cap	60%	\$	907.20			
Monthly Asphalt Cement Price month project let (APL)				\$	567.00			
Total Monthly Tonnage of asphalt cement (TMT)					0			

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

TOTAL LIQUID AC ADJUSTMENT	\$ 393.74
-----------------------------------	------------------

Minutes of 06/18/2012 Team Concept Meeting

Location: Atlanta Neighborhood Charter School Library (and site visits as described below)

Time: 2:00 p.m. – 5:30 p.m.

Minutes prepared by: Steve Bayliss

Participants:

GDOT: Darrell DeJean, ddejean@dot.ga.gov
Emmanuella Myrthil, emyrthil@dot.ga.gov
Mac Cranford, mcranford@dot.ga.gov
Kelvin Wilson, kewilson@dot.ga.gov

City of ATL: Joshua Mello, jdmello@atlantaga.gov

EACA/NPU-W: Ted Bradford, bradford.ted@gmail.com

Southstar CDC: Ronald Lall, ronald.lall@gmail.com

ANCS: Matt Underwood, munderwood@atlncs.org
Lara Zelski, lzelski@atlncs.org
Jennifer Dickie, jdickie@atlncs.org
Ken Rose, everose@comcast.net
Steve Bayliss, bayliss@visa-law.net

Neighbor: Tilly Hatcher, tilly.hatcher@gmail.com

Email String: ddejean@dot.ga.gov; emyrthil@dot.ga.gov; mcranford@dot.ga.gov; kewilson@dot.ga.gov; jdmello@atlantaga.gov; bradford.ted@gmail.com; ronald.lall@gmail.com; munderwood@atlncs.org; lzelski@atlncs.org; jdickie@atlncs.org; everose@comcast.net; bayliss@visa-law.net; tilly.hatcher@gmail.com

Invited, but not in attendance:

City of ATL: Michele Wynn
William Jones

NPU-W: Bob Titus

ANCS: Beth Wells

Atl Bicycle Coalition: Rebecca Serna

Project Concept and Grant Award:

Bayliss described the layout of the neighborhoods around the Atlanta Neighborhood Charter School's elementary campus at 688 Grant Street, the middle school campus at 820 Essie Avenue, Parkside Elementary school, and Maynard Jackson High School. The Safe Routes to School program at the Atlanta Neighborhood Charter School (ANCS) was started with the assistance of the Georgia SRTS Resource Center, and began with a walking audit of the area around the schools. ANCS secured a SRTS mini-grant to build bike racks for the middle school, working with SOPO bike cooperative (a grass roots bicycle advocacy group). After successfully securing Gold-level partnership with the Georgia SRTS Resource Center, ANCS was awarded grant-funded assistance from the Toole Design Group (www.tooledesign.com) to evaluate the neighborhood infrastructure and school policies relating to students biking and walking to school.

ANCS gathered a broad team of supporters from the community and engaged in an extensive process of surveying the school's student body and parents, evaluating elements of the neighborhood infrastructure and the school's culture that contributed to making it difficult for many students to bike or walk to school, and identifying potential improvements in school policies, streets, and intersections that would make it safer for students to travel to school on foot or by bike. The Toole Design Group developed the ANCS SRTS Travel Plan, which formalized the school's commitment to building its SRTS program and increasing the number of children who choose healthy and safe bike and pedestrian options for getting to school. The Travel Plan also recommended specific improvements to neighborhood streets, intersections and sidewalks that would encourage more children to bike and walk to school, and just as importantly, improvements that would give parents confidence that they could allow and encourage their children to travel to school on foot or by bike. Building upon the recommendations in the Travel Plan, ANCS

prepared its application for a SRTS Infrastructure Grant, which was submitted by the City of Atlanta in November 2010. In June 2011, ANCS was awarded the SRTS Infrastructure grant for the Fifth Congressional District. This Initial Team Concept Meeting is the first step towards implementing the proposals in the grant application. Myrthil said that there is a new sense of urgency within GDOT to expedite the completion of the projects, and that it was imperative that the stakeholders (ANCS, the surrounding neighborhoods, GDOT, and City of Atlanta) act quickly to identify the highest priority projects, develop current cost estimates, and proceed with concept drawings. This would likely be the only large group meeting on the project, although there would be open communication between the stakeholders as issues arise and the project progresses.

The following division of responsibilities was discussed, subject to further open communication between all stakeholders about all aspects of the project, as needed:

1. ANCS and community representatives would assign priorities to the various projects;
2. Mello would be the lead contact with the City of Atlanta, and would prepare cost estimates based upon the projects proposed and the relative priorities assigned to each, subject to the grant cap of approximately \$500,000;
3. Martin would be the primary GDOT professional responsible for preparing project design drawings, under the supervision of Cranford.
4. DeJean would be the project manager, responsible for spurring ANCS and the City to complete the prioritization and costing of the projects in a timely fashion, for shepherding the project designs throughout the process, and more broadly, for keeping the project on-time and on-budget.
5. Myrthil would be available as needed to consult and advise the parties and coordinate between the stakeholders.

Potential Modifications to Suit Current Conditions and Best Practices

Bayliss noted that some of the smaller projects proposed in the grant application had already been carried out by the city completely independent of the SRTS grant, including ADA ramps installed at several locations around ANCS, and Countdown Pedheads installed at the intersection of Moreland and Ormewood. In addition, the City of Atlanta's recent adoption of the NACTO guidelines for urban bikeway design presented some options for "best practices" bicycle facilities that had not been available in Atlanta at the time the grant application was prepared. It also appeared that a substantial portion of the grant funds -- \$227,514 -- were designated to go to the repaving of a 500 yard stretch of Ormewood, and that those funds (as well as other smaller projects and project components) might more effectively be directed to higher priority projects.

Bayliss asked Myrthil whether it would be possible to redirect some of that funding to the highest priority projects in the plan. Myrthil said that funds allocated for projects that had already been completed by the City of Atlanta could be readily redirected towards other projects in the plan.

Myrthil said that funds for certain projects in the plan could be redirected to allow for modification of other projects already in the plan, or to new projects reflecting the current best practices in Safe Routes infrastructure planning, as long as the modified or new projects were: a) consistent with the goals of this Safe Routes infrastructure grant; b) within a two-mile radius of ANCS; and 2) in line with accepted bicycle and pedestrian infrastructure guidelines and practices.

Bayliss proceeded to go through the attached PowerPoint presentation addressing the following:

1. Demographic analysis of the ANCS elementary and middle school communities and the surrounding neighborhoods of Grant Park, Ormewood Park, and East Atlanta, which was submitted with the grant application to show the large numbers of students within an easy biking and walking distance of the elementary and middle school campuses.
2. Maps overlaying student residences and the streets within a two-mile radius of the ANCS middle school campus show major concentrations of students within a ½ mile - 1 mile of a corridor running along Ormewood Avenue from East Atlanta to Grant Park. This corridor is also in close proximity to the ANCS elementary and middle school campuses, Parkside Elementary (an APS school not formally associated with this infrastructure grant, but which undoubtedly will benefit from the planned improvements to student cyclist and pedestrian infrastructure in the neighborhood), Maynard Jackson High School, the Atlanta Beltline (which would feature a prominent access point where a historic railroad bridge crosses Ormewood Avenue), Zoo Atlanta,

and Grant Park.

3. Maps showing the locations of the various projects included within the infrastructure grant, diagrams and schematic drawings of several of the proposed improvements.

4. Several slides showed various alternative versions of protected bike lanes that are most likely to increase the safety of child cyclists, and enhance the confidence of their parents that the kids can safely travel to school by bike:

a. One-way cycle track, using onstreet parking as a buffer between the bike lane and the travel lanes;

b. Two-way cycle track, using onstreet parking as a buffer between the bike lane and the travel lanes;

c. Buffered bike lanes, using a hard or painted buffer zone between the bike lane and the travel lanes.

Advantages and disadvantages of each of these options were discussed by the attendees

Major Areas of Concern:

The issues of greatest general concern identified in the ANCS Travel Plan are intimidating intersection crossings and limited bicycle facilities on major routes used by students to access the ANCS elementary and middle school campuses. Bayliss and Rose proposed the highest priority issues within the grant for enhancing the safety for student cyclists and pedestrians, and potential treatments for each issue were discussed by the attendees. It was agreed that the planning and prioritization process would benefit from visits to several of the high priority locations, so that the attendees could evaluate the current infrastructure and further discuss the most appropriate and effective solutions. Bayliss, Rose, Lall, Bradford, Martin, Cranford, and Mello visited the first four priority areas listed below, and the following treatments were discussed:

1. Priority One is improving the ability of students travelling to and from the ANCS elementary and Middle school campuses to safely cross Boulevard and Moreland Avenue. Both Boulevard and Moreland are high volume, relatively high speed streets, with poor infrastructure for student cyclists who need to cross. The attendees visited each of these sites and discussed various options for improving the safety of the three optimal crossing points for students within a two-mile radius of the ANCS middle school campus, and there was a general consensus that the following options should be pursued:

A. Boulevard Crossing at Confederate Avenue:

Goals: Improve westbound bicycle crossing of Boulevard by installing bicycle facilities on Confederate Avenue and modifying Boulevard-Confederate intersection.

Proposed improvements on Confederate Avenue, from Ormewood Avenue to the Boulevard Intersection:

- 1) Install westbound bike lane on the south side of Confederate Avenue from Ormewood Avenue to Boulevard. Bike lane should have Bike Lane word and/or symbol and arrow markings.
- 2) At Confederate/Boulevard intersection: convert the existing westbound left turn only lane of Confederate to a single travel lane for all westbound motorists going straight into Grant Park or turning left/right onto Boulevard.
- 3) At Confederate/Boulevard intersection: install raised cycle track in the new westbound bike lane to separate cyclists from motorists turning right.
- 4) Beside the new raised cycle track at the intersection, install a bicycle-level switch tied to an LED sign that illuminates "No Right on Red" when activated by bike/ped waiting to cross Boulevard.

B. Boulevard Crossing at Ormewood Avenue

Goals: Improve eastbound bicycle crossing of Boulevard by installing eastbound bicycle facilities on Ormewood Avenue and installing bike/ped activated signal at Boulevard-Ormewood Intersection. Note: On this segment of the eastbound lane of Ormewood, there is some onstreet parking, and there are MARTA bus stops; elimination of onstreet parking would require community support; Mello will advise the extent to which lesser alterations to the current onstreet parking arrangement (e.g., moving the onstreet parking area away for the curb to accommodate a protected cycle track) may require community

support/consent. The ANCS Safe Routes Team will be responsible for securing any community support deemed necessary to implement the proposals.

Proposed improvements on Ormewood Avenue from Boulevard to Ormewood/Confederate Intersection:

- 1) Option 1: Install one-way protected cycletrack on south side (eastbound lane) of Ormewood, protected by moving the limited onstreet parking and the MARTA stops off the curb. Where possible, use existing solid stripe (which marks the outside of the current onstreet parking area) as the edge of the cycle track, and add 3' foot diagonal striped buffer to prevent door collisions. Buffer should be dashed at driveways. Color, yield lines, and "Yield to Bikes" signage should be used to identify the conflict area and make it clear that the cycle track has priority over entering and exiting traffic, at the Rosedale/Ormewood and Marion/Ormewood Ave intersections. Cycle track should have Bike Lane word and/or symbol and arrow markings.
 - i) Alternative 1: If funding permits, install plastic bollards in the center of the parking buffer to discourage parking on the cycle track.
 - ii) Alternative 2: If funding permits, install turtles in the center of the parking buffer to discourage parking on the cycle track.
- 2) Option 2: Install buffered bike lane on eastbound lane of Ormewood from Boulevard to Ormewood/Confederate intersection, with bike lane of acceptable width and buffer lane of at least 2' with diagonal striping per NACTO Urban Bikeway Design Guide. Bike lane should have Bike Lane word and/or symbol and arrow markings.
- 3) Option 3: Install Shared road markings on eastbound lane of Ormewood from Boulevard to Confederate.
- 4) Where necessary to accommodate an eastbound bike lane, remove double centerlines between Boulevard and Confederate to make this a "yield" street segment.

C. Moreland Avenue Crossing at Ormewood Avenue

Goals: Improve bike/ped crossing of Moreland Avenue by installing/upgrading bike lanes and improving pedestrian facility at northwest corner of intersection.

Proposed improvements to Ormewood Avenue between Stokeswood Avenue and Woodland Ave.:

- 1) Restripe the existing eastbound and westbound bike lanes on Ormewood Avenue between Stokeswood Avenue and Moreland Avenue to allow for a bike lanes of acceptable width. Bike lanes should have Bike Lane word and/or symbol and arrow markings. Remove speedhumps from bike lanes where necessary to accommodate bike traffic by removing outer edge of the humps and gradually sloping the edge towards the bike lane..
- 2) Install eastbound and westbound bike lanes between Moreland and Woodland Avenue. Bike lanes should have Bike Lane word and/or symbol and arrow markings.
- 3) At Ormewood/Moreland intersection: Convert the existing westbound left turn only lane to a single travel lane for all westbound motorists going straight or turning left/right on Moreland.
- 4) At Ormewood/Moreland intersection: install raised cycle track in eastbound and westbound bike lanes to separate cyclists from motorists turning right onto Moreland.
- 5) Extend the bike lanes through the Ormewood/Moreland intersection with appropriate pavement markings.
- 6) Install new pedestrian curb/landing at northwest corner of intersection (Jiffy Grocery) and ADA ramps. Georgia Power agreed to move existing utility pole to accommodate new pedestrian curb/landing, at no cost per attached 11/17/2010 email from Casey Preece (Southern Co.) to Bryant Poole.
- 7) Where necessary to accommodate the bike lanes, remove double centerlines on Ormewood Avenue between Stokeswood and Woodland to make this a "yield" street segment.
- 8) Install 5ft sidewalk on north side of Ormewood between Moreland and Woodland to connect existing sidewalk to new pedestrian landing/curb ramp at intersection, allowing curb cuts for egress from corner store and adjacent tax service. [NB: Since the meeting,

we have learned that the corner store now in foreclosure – it may be advisable to delay this improvement in anticipation of redevelopment of this property].

- 9) Beside the new eastbound and westbound raised cycle tracks at the intersection, install a bicycle-level switch tied to an LED sign that illuminates “No Right on Red” when activated by a bike/ped waiting to cross Moreland Avenue.

2. Priority Two is to install on-street bike infrastructure on Ormewood Avenue, to make it safer for students cyclists travelling to and from the ANCS elementary and Middle school campuses to access the school of the corridor that receives the most student traffic. The current road segment has a moderate amount of traffic, travelling at moderate speeds. The road segment is fairly wide, making it suitable for the installation of a protected cycle track. Research indicates that parents are much more likely to allow their children to bike to school when they know that the children will be physically separated from cars in a protected bike lane. The attendees visited this site and discussed various options for improving the safety of this road segment:

A. Ormewood Avenue from Woodland Avenue to Confederate Avenue

Goals: Improve bicycle facilities on Ormewood Avenue by installing two-way cycle track.

Note: On this segment of the eastbound lane of Ormewood, there is onstreet parking, and MARTA bus stops; elimination of onstreet parking would require community support; Mello will advise the extent to which lesser alterations to the current onstreet parking arrangement (e.g., moving the onstreet parking area away from the curb to accommodate a protected cycle track) may require community support/consent. The ANCS Safe Routes Team will be responsible for securing any community support deemed necessary to implement the proposals.

Proposed Improvements to Ormewood Avenue from Woodland Avenue to Confederate Avenue:

- 1) Option 1: Install two-way protected cycletrack on south side (eastbound lane) of Ormewood, protected by moving the onstreet parking off the curb. Where possible, use existing solid stripe (which marks the outside of the current onstreet parking area) as the edge of the cycle track, and add 3' foot diagonal striped buffer to prevent door collisions. Buffer should be dashed at driveways. Color, yield lines, and “Yield to Bikes” signage should be used to identify the conflict area and make it clear that the cycle track has priority over entering and exiting traffic, at the Palatine/Ormewood and Ormewood Terrace/Ormewood Ave intersections Cycle track should have Bike Lane word and/or symbol and arrow markings.
 - i) Alternative 1: If funding permits, install plastic bollards in the center of the parking buffer to discourage parking on the cycle track.
 - ii) Alternative 2: If funding permits, install turtles in the center of the parking buffer to discourage parking on the cycle track.
- 2) Option 2: Install eastbound and westbound buffered bike lanes on Ormewood from Woodland to Confederate, with bike lane of acceptable width and buffer lane of at least 2' with diagonal striping per NACTO Urban Bikeway Design Guide. Bike lane should have Bike Lane word and/or symbol and arrow markings.
- 3) Option 3: Install shared lane markings in the eastbound and westbound travel lanes.
- 4) Install colored pavement markings in off-set Ormewood/Woodland intersection to direct cyclists to/from bike lanes (on the Ormewood segment between Moreland and Woodland) and the new two-way cycle track, buffered bike lane, or sharrows on the Ormewood segment from Woodland east to Confederate.
- 5) Where necessary to maintain on street parking, remove double centerlines to make this a “yield” street segment

3. Priority 3 is to install on-street bike infrastructure on Boulevard. This improvement would be needed to connect the westbound crossing of Boulevard addressed in Priority One (at the Confederate Avenue parking lot entrance into Grant Park) with the eastbound crossing of Boulevard addressed in Priority One (at the intersection of Ormewood Avenue and Boulevard). This would be used by students from all three neighborhoods travelling to and from the ANCS elementary and middle school campuses. Mello indicated that, in the event the TIA passes on July 31st, some version of this improvement would be covered by the City’s existing plans to use

part of its TIA funding for a road diet, bike lanes, and other improvements along Boulevard and Cherokee Avenue. The attendees visited this site and discussed various options for improving the safety of this intersection, and there was a general consensus that the following options should be pursued:

A. Boulevard between Confederate Avenue and Ormewood Avenue

Goals: Connect Grant Park to eastbound bicycle facilities on Ormewood Avenue by installing southbound protected cycle track (beginning at parking lot entrance at Confederate), a two-stage turn queue box, and a flashing crossing warning
Proposed Improvements to Boulevard between Confederate Avenue and Ormewood Avenue:

- 1) Consistent with planned Boulevard road diet, convert right southbound travel lane to buffered two-way cycle track, protected by curb, bollards, or turtles, with appropriate bicycle access from Grant Park parking lot entrance at Confederate.
- 2) Install Two-stage Turn Queue Box at Boulevard/Ormewood intersection, aligned with cycle track/bike lane on Ormewood.
- 3) Install bike lane markings (aligned with Two-stage Turn Queue Box) and crosswalk markings across Boulevard at the south side of the Ormewood/Boulevard intersection.
- 4) Install Rectangular Rapid Flashing Beacon at Two-stage Turn Queue Box/pedestrian crosswalk to alert motorists that a cyclist or pedestrian is crossing Boulevard.

4. Priority 4 is to improve student pedestrian and cyclist crossings of Cherokee Avenue at Milledge Avenue and Augusta Avenue. Cherokee Avenue is a moderate volume, but relatively high speed street. Both of these crossings are used by students from all three neighborhoods travelling to and from the ANCS elementary and middle school campuses. Mello indicated that, in the event the TIA passes on July 31st, some version of this improvement would be covered by the City's existing plans to use part of its TIA funding for a road diet, bike lanes, and other improvements along Boulevard and Cherokee Avenue. The attendees discussed various options for improving the safety of this intersection, and there was a general consensus that the following options should be pursued

A. Cherokee Crossings at Milledge Avenue and Augusta Avenue

Goals: Improve pedestrian facilities and signage to alert drivers to presence of bicyclists and pedestrians crossing Cherokee.

Proposed Improvements to Cherokee Crossings at Milledge Avenue and Augusta Avenue:

- 1) Install bulbouts at Cherokee/Milledge and Cherokee/Augusta to width of on-street parking area.
- 2) Install Rectangular Rapid Flashing Beacons (e.g., http://www.spotdevices.com/docs/system_sheets/System_Sheet_RRFB.pdf) on bulbouts.
- 3) Replace existing crosswalk across Cherokee at Milledge and at Augusta with high-visibility/tactilized stamped concrete or epoxy architectural treatments.
- 4) Upgrade or install ADA accessible curb ramps at new crosswalks.

Myrthil and DeJean emphasized the need for the ANCS and community to promptly prioritize the projects, and for Mello to costs the projects, so that the design drawings could be completed and the project could move forward on the expedited timetable being adopted by GDOT. The ANCS Safe Routes team committed to promptly providing the necessary priority list to the other attendees so that everyone could do their part to successfully implement these projects. The ANCS Safe Routes team also committed to informing the affected City Council Representatives, neighbors and community groups about the proposed improvements, and securing the necessary community support.

The meeting adjourned at the conclusion of the site visits at about 5:30 p.m.

Attachments to Minutes:

Safe Routes Travel Plan

Approved Grant Application

PowerPoint Presentation at the Team Concept Meeting

Email from Southern Co. to Bryant Poole regarding moving utility pole



**M. KASIM REED
MAYOR**

CITY OF ATLANTA
DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
55 TRINITY AVENUE, S.W. SUITE 3350 – ATLANTA, GEORGIA 30303
404-330-6145 – FAX: 404-658-7491
<http://www.atlantaga.gov/Government/Planning.aspx>

**JAMES E. SHELBY
COMMISSIONER**

**CHARLETTA WILSON JACKS
DIRECTOR
Office of Planning**

MEMORANDUM

TO: Kelvin Wilson, District 7 Preconstruction, Georgia Department of Transportation

FROM: Joshua Mello, Assistant Director of Planning – Transportation, City of Atlanta

RE: Revised Scope and Cost Estimate for PI# 0010395-Fulton-CTM-Atlanta Neighborhood Charter School SRTS

DATE: August 29, 2012

The attached cost estimate is based on the following scope:

- Microsurfacing Ormewood Avenue between Stokeswood Ave and Woodland Ave to add standard 5'-wide bicycle lanes on both sides
- Reconstructing intersection of Ormewood Ave at Moreland Ave (US 23/SR 42) to create raised cycle track approaches (with ramped transitions to and from bicycle lanes) at Moreland Ave with bicyclist-oriented push-buttons and illuminated NO TURN ON RED signs to prohibit conflicting right-turns during exclusive bicycle/pedestrian phase (includes pavement markings to guide bicyclists across intersection)
- New granite curb and >5'-wide sidewalk on north side of Ormewood Ave between Moreland Ave and Woodland Ave
- Pavement marking transition between bicycle lanes and two-way cycle track at intersection of Ormewood Ave and Woodland Ave
- Two-way semi-protected cycle track on existing pavement on south side of Ormewood Ave between Woodland Ave and Confederate Ave (includes green pavement markings and bollards at cross-streets and driveways)
- Pavement marking transition between two-way cycle track and bicycle lanes at intersection of Ormewood Ave and Confederate Ave
- Westbound bicycle lane on Confederate Ave between Ormewood Ave and Boulevard

- Reconstructing intersection of Confederate Ave at Boulevard to create westbound raised cycle track approach (with ramped transitions to and from bicycle lanes) at Boulevard with bicyclist-oriented push-buttons and illuminated NO TURN ON RED signs to prohibit conflicting right-turns during exclusive bicycle/pedestrian phase (includes pavement markings to guide bicyclists across intersection and construction of receiving area on west side of Boulevard)
- Southbound bicycle lane on Boulevard between Confederate Ave and Ormewood Ave (includes required lane reconfiguration on Boulevard)
- Reconstructing intersection of Boulevard at Ormewood Ave to create a two-stage left-turn queue box for southbound to eastbound cyclists crossing Boulevard with a push-button activated rectangular rapid flashing beacon (includes pavement markings to guide bicyclists and pedestrians across intersection)
- Eastbound bicycle lane on Ormewood Ave between Boulevard and Confederate Ave
- Curb bulb-outs, rectangular rapid flashing beacons and crosswalk enhancements at the intersections of a) Cherokee Ave at Milledge Ave and b) Cherokee Ave at Augusta Ave
- Upgrading all ADA ramps and pedestrian push buttons along project corridor to be compliant with latest federal and state regulations

Bicycle Lane Concept on Ormewood Ave between Stokeswood Ave and Woodland Ave



Raised Cycle Track Approach Concept at Intersection of Ormewood Ave at Moreland Ave and Confederate Ave at Boulevard



Semi-protected Two-way Cycle Track Concept on Ormewood Ave between Woodland Ave and Confederate Ave



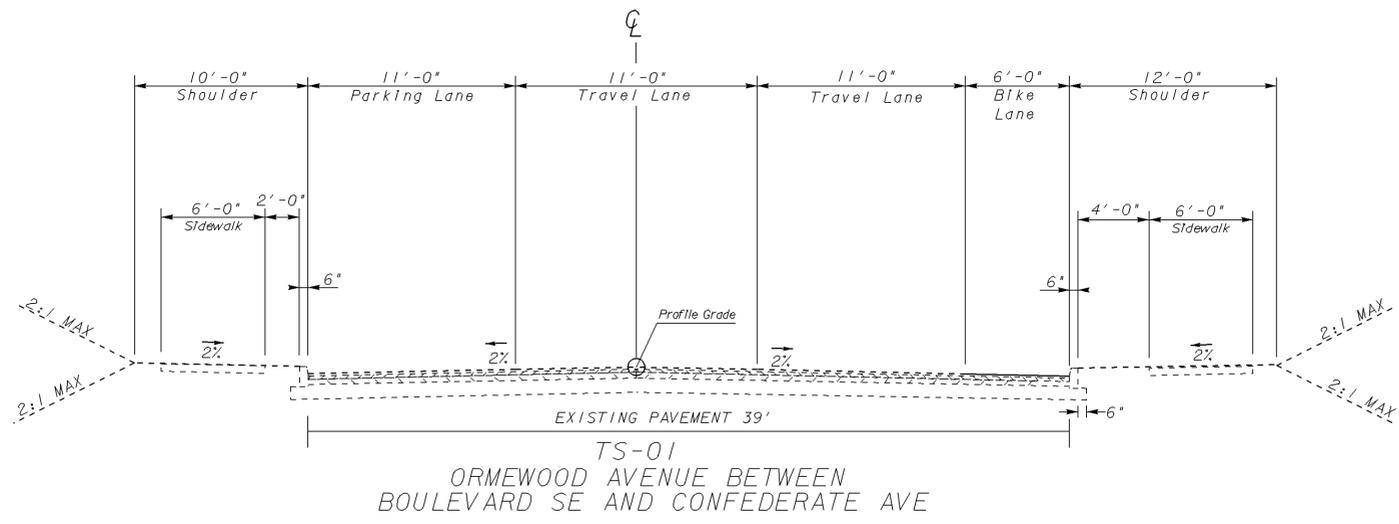
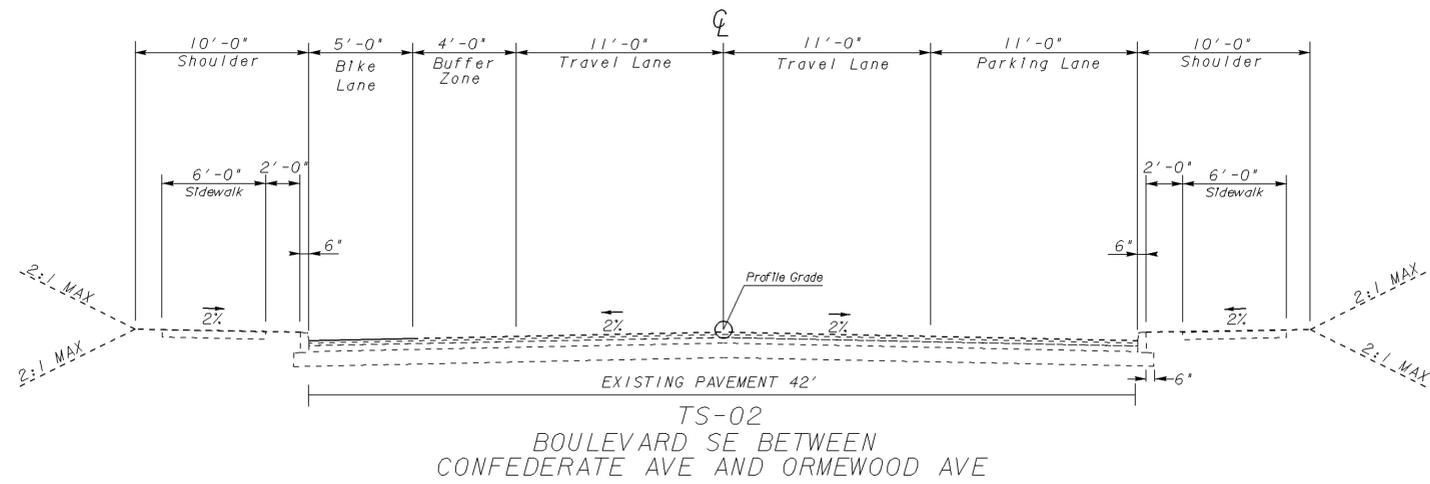
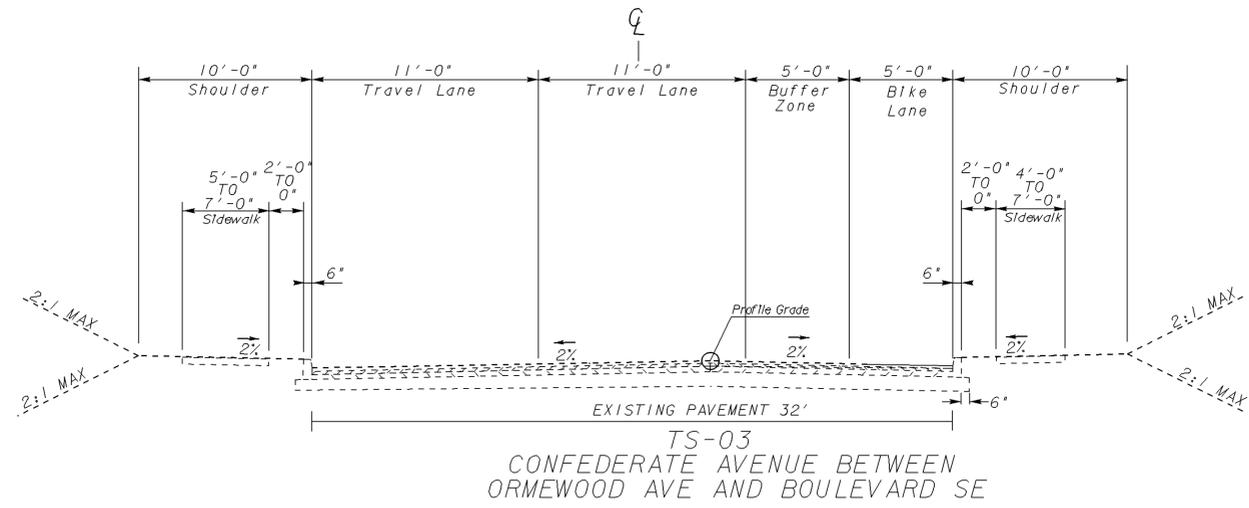
Two-stage Left-turn Queue Box with RRFB Concept at intersection Boulevard at Ormewood Ave



SRTS Cost Estimate
Atlanta Neighborhood Charter School
August 2012

	UNITS	LENGTH (MILES)	Improving Safety at Boulevard and Moreland Crossings						Ormewood Ave		Boulevard		Cherokee		TOTAL
			Confederate/Boulevard		Ormewood/Boulevard		Ormewood/Moreland		Woodland to Confederate		Confederate to Ormewood		Milledge/Augusta Avs		
			QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	
Sidewalks															
Granite Curb	LF	\$ 20.00	0	\$ -	0	\$ -	500	\$ 10,000	0	\$ -	0	\$ -	0	\$ -	
ADA Ramps	EA	\$ 400.00	4	\$ 1,600	4	\$ 1,600	12	\$ 4,800	26	\$ 10,400	0	\$ -	8	\$ 3,200	
5' Concrete Sidewalk, 4"	SY	\$ 51.00	0	\$ -	0	\$ -	277	\$ 14,127	0	\$ -	0	\$ -	0	\$ -	
Concrete Header Curb	LF	\$ 20.00	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	
Remove Curb	LF	\$ 10.00	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	
Bulb Outs at Intersections	EA	\$ 5,250.00	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	2	\$ 10,500	
Sidewalks Subtotal				\$ 1,600		\$ 1,600		\$ 28,927		\$ 10,400		\$ -		\$ 13,700	
Contingency (15%)				\$ 240		\$ 240		\$ 4,339		\$ 1,560		\$ -		\$ 2,055	
Sidewalks Total				\$ 1,840		\$ 1,840		\$ 33,266		\$ 11,960		\$ -		\$ 15,755	\$ 64,661
Bike Lanes/Cycle Track															
Bike Lane Ramp (for raised cycle track)	EA	\$ 400.00	2	\$ 800	0	\$ -	2	\$ 800	0	\$ -	0	\$ -	0	\$ -	
Thermoplastic Green Pavement, Cycle Track (intersection and driveway areas)	SF	\$ 0.85	250	\$ 213	0	\$ -	500	\$ 425	3984	\$ 3,386	0	\$ -	0	\$ -	
Thermoplastic Solid Stripe, Green	LF	\$ 7.00	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	
Thermoplastic Skip Stripe, Green	LF	\$ 6.70	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	
Thermoplastic Type 1 Arrow, Green	EA	\$ 330.00	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	
Thermoplastic Type 2 Arrow, Green	EA	\$ 195.00	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	
Thermoplastic Bicycle Lane Symbol, Green	EA	\$ 325.00	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	
Thermoplastic Solid Stripe, 6" White	LF	\$ 3.00	1600	\$ 4,800	1200	\$ 3,600	4400	\$ 13,200	4300	\$ 12,900	560	\$ 1,680	0	\$ -	
Thermoplastic Bicycle Lane Symbol, White	EA	\$ 125.00	13	\$ 1,625	8	\$ 1,000	25	\$ 3,125	11	\$ 1,375	4	\$ 500	0	\$ -	
Thermoplastic Bicycle Arrow, Types 1, 2, or 3, White	EA	\$ 125.00	13	\$ 1,625	8	\$ 1,000	25	\$ 3,125	11	\$ 1,375	4	\$ 500	0	\$ -	
Bollards (for raised cycle track)	EA	\$ 75.00	4	\$ 300	0	\$ -	8	\$ 600	0	\$ -	0	\$ -	0	\$ -	
Left-Turn Queue Box	EA	\$ 7,500.00	0	\$ -	1	\$ 7,500	0	\$ -	0	\$ -	0	\$ -	0	\$ -	
Bike Lanes/Cycle Track Subtotal				\$ 9,363		\$ 13,100		\$ 21,275		\$ 19,036		\$ 2,680		\$ -	
Contingency (15%)				\$ 1,404		\$ 1,965		\$ 3,191		\$ 2,855		\$ 402		\$ -	
Bike Lanes Total				\$ 10,767		\$ 15,065		\$ 24,466		\$ 21,892		\$ 3,082		\$ -	\$ 75,272
Signage/Auxiliary Items															
Aluminum sign and U-channel post	EA	\$ 50.00	0	\$ -	0	\$ -	0	\$ -	70	\$ 3,500	0	\$ -	0	\$ -	
Countdown Pedestrian Signals	EA	\$ 800.00	4	\$ 3,200	4	\$ 3,200	4	\$ 3,200	0	\$ -	0	\$ -	4	\$ 3,200	
Rectangular Rapid Flash Beacon	EA	\$ 10,000.00	0	\$ -	2	\$ 20,000	0	\$ -	0	\$ -	0	\$ -	4	\$ 40,000	
Intersection Improvements	LS	\$ 7,500.00	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	
Push Call Button	EA	\$ 210.00	5	\$ 1,050	0	\$ -	6	\$ 1,260	4	\$ 840	0	\$ -	0	\$ -	
No Turn on RED Sign, LED (R10-11)	EA	\$ 3,000.00	1	\$ 5,000	0	\$ -	2	\$ 5,000	0	\$ -	0	\$ -	0	\$ -	
Signage/Auxiliary Subtotal				\$ 9,250		\$ 23,200		\$ 9,460		\$ 4,340		\$ -		\$ 43,200	
Contingency (15%)				\$ 1,388		\$ 3,480		\$ 1,419		\$ 651		\$ -		\$ 6,480	
Signage/Auxiliary Total				\$ 10,638		\$ 26,680		\$ 10,879		\$ 4,991		\$ -		\$ 49,680	\$ 102,868
Resurfacing/Restriping/Paving															
Remove Thermoplastic Turn Lane Arrow	EA	\$ 125.00	1	\$ 125	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	
Remove Existing Traffic Stripe (crosswalks)	LF	\$ 3.00	90	\$ 270	39	\$ 117	173	\$ 519	90	\$ 270	0	\$ -	140	\$ 420	
Remove Existing Solid Traffic Stripe (Double Yellow Centerline)	LF	\$ 3.00	0	\$ -	0	\$ -	0	\$ -	4300	\$ 12,900	0	\$ -	0	\$ -	
Remove Concrete	SY	\$ 51.39	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	
Thermoplastic Turn Lane Arrow	EA	\$ 125.00	2	\$ 250	0	\$ -	3	\$ 375	0	\$ -	4	\$ 500	0	\$ -	
Thermoplastic Solid Traffic Stripe, 5" White	LF	\$ 1.00	100	\$ 100	0	\$ -	200	\$ 200	0	\$ -	0	\$ -	0	\$ -	
Thermoplastic Solid Traffic Stripe, 5" Double Yellow	LF	\$ 1.00	0	\$ -	0	\$ -	0	\$ -	0	\$ -	1120	\$ 1,120	0	\$ -	
Thermoplastic Solid Traffic Stripe, 8" (crosswalk markings)	LF	\$ 2.14	40	\$ 86	39	\$ 83	60	\$ 128	90	\$ 193	0	\$ -	140	\$ 300	
Thermoplastic Solid Traffic Chevrons, 5" White (Crosswalk/Bike)	EA	\$ 58.00	4	\$ 232	4	\$ 232	10	\$ 580	12	\$ 696	0	\$ -	0	\$ -	
Mill Asph Pavement, 1.5"	SY	\$ 5	0	\$ -	0	\$ -	250	\$ 1,250	0	\$ -	0	\$ -	0	\$ -	
Recycled Asphalt Pavement, patching	TN	\$ 412.21	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	
Recycled Asphalt Pavement	SY	\$ 379.19	0	\$ -	0	\$ -	250	\$ 94,798	0	\$ -	0	\$ -	0	\$ -	
Resurfacing Subtotal				\$ 1,063		\$ 432		\$ 97,850		\$ 14,059		\$ 1,620		\$ 720	
Contingency (15%)				\$ 159		\$ 65		\$ 14,677		\$ 2,109		\$ 243		\$ 108	
Resurfacing Total				\$ 1,222		\$ 497		\$ 112,527		\$ 16,167		\$ 1,863		\$ 828	\$ 133,105
TOTAL				\$ 24,466		\$ 44,082		\$ 181,139		\$ 55,010		\$ 4,945		\$ 16,583	\$ 375,905

SRTS Cost Estimate		
Atlanta Neighborhood Charter School		
August 2012		
Cost Estimate Summary		Totals
Materials Testing		\$ 5,000
Mobilization		\$ 10,000
Traffic Control		\$ 25,000
ROW Acquisition		\$ 37,591
Utilities		\$ 37,591
Construction		\$ 375,905
		\$ 491,086



GEORGIA
DEPARTMENT
OF
TRANSPORTATION

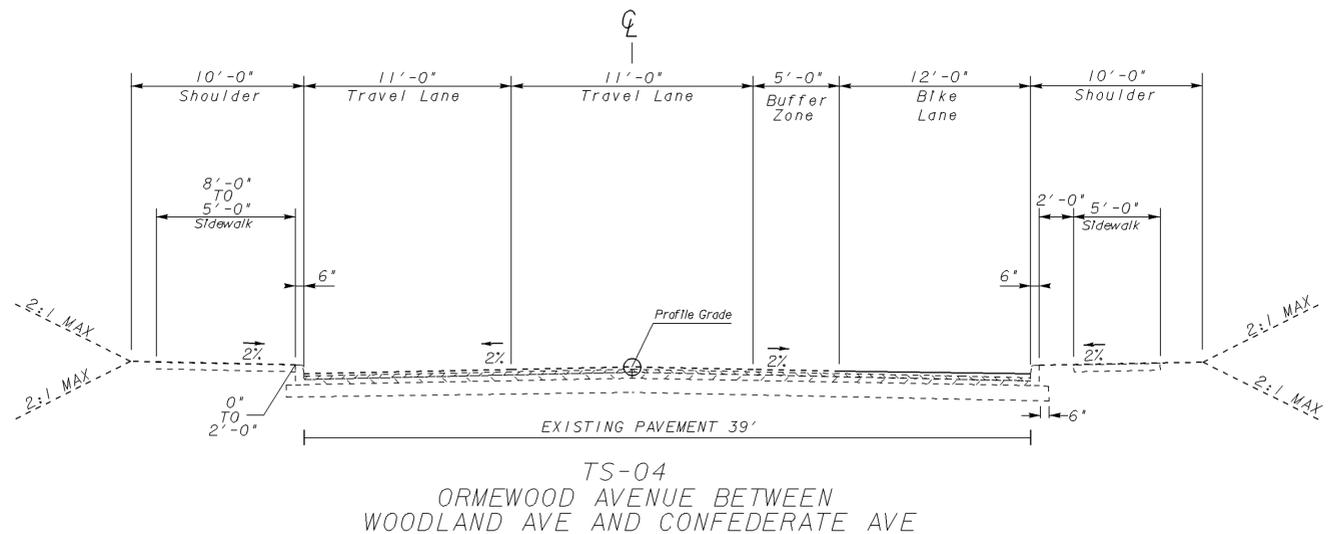
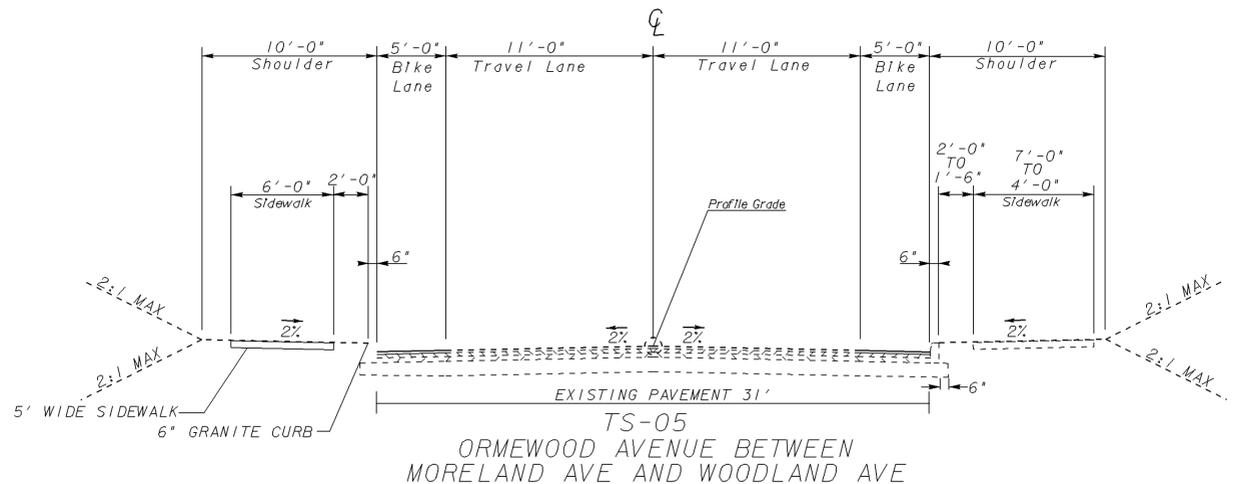
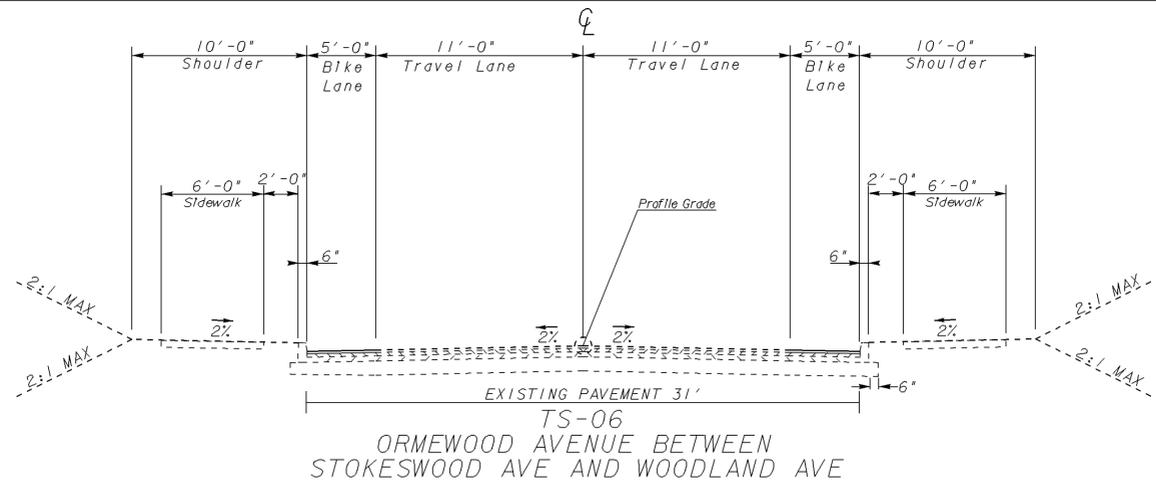
NOT TO SCALE

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: DISTRICT 7 PRECONSTRUCTION

TYPICAL SECTIONS
ATLANTA NEIGHBORHOOD
CHARTER SCHOOL SRTS

DRAWING No.
5-01



GEORGIA
DEPARTMENT
OF
TRANSPORTATION

NOT TO SCALE

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: DISTRICT 7 PRECONSTRUCTION

TYPICAL SECTIONS
ATLANTA NEIGHBORHOOD
CHARTER SCHOOL SRTS

DRAWING No.
5-02

Steve Bayliss

From: Poole, Bryant [bpoole@dot.ga.gov]
Sent: Friday, November 19, 2010 9:41 AM
To: 'ronald.lall@gmail.com'; Kenneth Rose; Steve Bayliss
Cc: Lobdell, Mike
Subject: RE: Safe routes to school application - Charter Middle School

Just following up with you on some action Mike Lobdell and I agreed to check on for you. In reference to the possibility of the utility pole being relocated at the intersection of Moreland Ave. and Ormewood. We have talked to Ga. Power and below is their response. Please keep in mind, we did not specify a time to have it relocated since you're grant was pending. If you would like to discuss anything further about the pole being relocated, Mr. Preece's contact info. is included. Good luck with your grant application!

Bryant Poole
Metro District Engineer

Georgia Department of Transportation
5025 New Peachtree Rd., NE
Chamblee, Georgia 30341
Office Phone: 770-986-1011
e-mail: bpoole@dot.ga.gov

-----Original Message-----

From: Preece, Casey J. [mailto:CJPREECE@southernco.com]
Sent: Wednesday, November 17, 2010 1:57 PM
To: Walker, Jonathan
Cc: Collins, Seth
Subject: FW: NW Corner of Moreland and Ormewood

Jonathan,

Georgia Power will not charge anyone to relocate the pole for safety concerns at the northwest corner of Moreland Ave and Ormewood Ave.

Please feel free to contact me in regards to this issue as plans move forward.

Thank you,

Casey Preece
Engineering Rep. Sr.
Atlanta Operating
Georgia Power Co.
404-572-7715

From: Ronald Lall [mailto:ronald.lall@gmail.com]
Sent: Tuesday, November 02, 2010 9:20 AM
To: Poole, Bryant; Zahul, Kathy
Cc: Kenneth Rose; Steve Bayliss; Lobdell, Mike; Myrthil, Emmanuella; Cressman, Norm
Subject: Re: Safe routes to school application - Charter Middle School

Bryant,

6/22/2012