

ORIGINAL TO GENERAL FILES

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

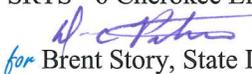
**OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE**

FILE P.I. # 0010396

OFFICE Design Policy & Support

GDOT District 6 - Cartersville
Cherokee County
SRTS - 6 Cherokee Elementary Schools

DATE July 3, 2012

FROM  for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

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

Attachment

DISTRIBUTION:

Bobby Hilliard, Program Control Administrator
Genetha Rice-Singleton, State Program Delivery Engineer
Cindy VanDyke, State Transportation Planning Administrator
Angela Robinson, Financial Management Administrator
Glenn Bowman, State Environmental Administrator
Andy Casey, State Roadway Design Engineer
Attn: David Ray, District Design Engineer
Kathy Zahul, State Traffic Engineer
Georgene Geary, State Materials & Research Engineer
Lisa Myers, State Project Review Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
DeWayne Comer, District Engineer
Kerry Bonner, District Utilities Engineer
Chad White, Project Manager
BOARD MEMBER - 6th Congressional District

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

Project Type: Safe Routes to School
GDOT District: 6
Federal Route Number: N/A

P.I. Number: 0010396
County: Cherokee
State Route Number: N/A

Pedestrian and Bicycle Enhancements at six Cherokee County Elementary Schools: The New Ball Ground Replacement ES, Joseph Knox ES, Holly Springs ES, Woodstock ES, Bascomb ES, and Carmel ES.

Submitted for approval:



For: Brent Story, State Design Policy Engineer

6/29/2012

DATE



Chad White, Project Manager

6/21/12

DATE

Concur:



Bobby Hilliard, State Program Delivery Engineer

6/21/12

DATE

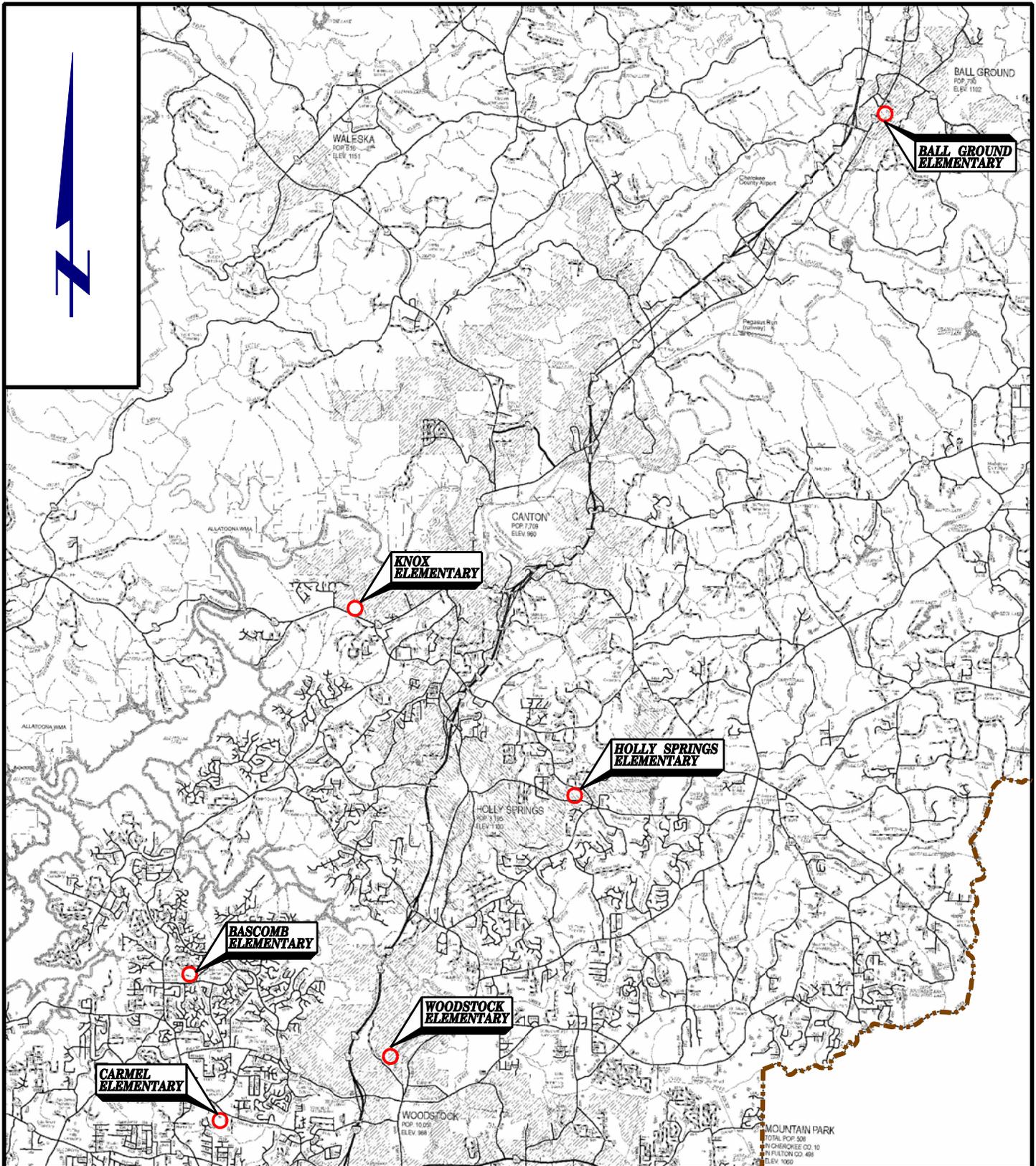
Approval:



Russell McMurry, Director of Engineering

7/2/12

DATE



PI# 0010396 CHEROKEE COUNTY
SAFE ROUTES TO SCHOOL

SOURCE: GENERAL HIGHWAY MAP, CHEROKEE CO., GEORGIA
PREPARED BY THE GEORGIA DEPARTMENT OF TRANSPORTATION, 2009

MARCH, 2012

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 costs of 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.

The Cherokee County School District (CCSD) applied for SRTS funding for seven schools in November, 2010 and was awarded SRTS funding at six elementary schools in May, 2011. The CCSD application indicates less than 1% of more than 38,000 students county wide bicycle or walk to school. The CCSD selection process for the SRTS application set out to identify schools that could make the best use of the funding based on several factors, including, but not limited to:

- Large portion of student population living within 1 mile of the school
- Existing pedestrian infrastructure already in place
- Sufficient lighting along student pathways
- Existing or needed crosswalks at busy intersections
- Active school community organizations (PTA, Partners in Education, etc.) and/or
- A healthy lifestyle environment promoted in the school community.

The six elementary schools awarded funding currently serve approximately 5850 students, with the capacity to serve over 7100 students. Overall, approximately 39% of the current student population at these six schools lives within 1 mile of the school. The proposed improvements in the CCSD application target these students. The application notes that currently there are no bikes racks located at *any* of the CCSD's 42 schools.

Description of the proposed project: Proposed improvements would include:

- The installation of a traffic signal at Holly Springs Elementary School, contingent upon signal warrants.
- The installation of sidewalks, crosswalks, & signage in the vicinity of Ball Ground, Holly Springs, and Joseph Knox Elementary Schools.
- The installation of bike racks at Holly Springs, Ball Ground, Joseph Knox, Woodstock, Bascomb, & Carmel Elementary Schools.

Federal Oversight: Full Oversight Exempt State Funded Other

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

MPO – Atlanta Regional Commission

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

RC – Atlanta Regional Commission

Congressional District(s): 6th Congressional District

Projected Traffic (ADT):

Current Year (2012): 9540 (CR 778/Hickory Road – Holly Springs ES)

Source: Transportation Data Viewer

Functional Classification (Mainline):

Ball Ground ES:

- | | | |
|-----------------------|-----------------------|-------------------------|
| • SR 5 BU | Rural Major Collector | Posted Speed: 45 mph |
| • Coy M Holcomb Drive | Urban Local Road | Posted Speed: 25 mph |
| • Old Canton Road | Urban Local Road | Posted Speed: 25/35 mph |

Holly Springs ES:

- | | | |
|-------------------------|------------------------|----------------------|
| • Hickory Road (CR 778) | Urban Collector Street | Posted Speed: 40 mph |
|-------------------------|------------------------|----------------------|

Joseph Knox ES:

- | | | |
|----------------------|------------------|----------------------|
| • River Bend Drive | Urban Local Road | Posted Speed: 25 mph |
| • River Green Avenue | Urban Local Road | Posted Speed: 25 mph |

Is this project on a designated bike route? No YES

Is this project located on a pedestrian plan? No YES

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: Architectural specific signposts in the River Green community

Context Sensitive Solutions: Match the architectural style of the signposts in the community.

DESIGN AND STRUCTURAL DATA

Note: All proposed improvements are to be ADA compliant.

Holly Springs Elementary School (Hickory Road/CR 778) – Proposed improvements would include (see attached layouts):

- The installation of approximately 1070 feet of sidewalk and school pedestrian signage on the south side of Hickory Road/CR 778, from Carl Barrett Drive/CS 620 to the entrance of Holly Springs Elementary School. The sidewalk would be placed to maximize spacing from the travel lanes, within existing right-of-way.

- Horizontal road curvature suggests that Type 2 or Type 3 curb and gutter be installed on the south side of Hickory Road/CR 778, from Carl Barrett Drive/CS 620 to Park Lane/CS 617 to provide positive separation for the proposed sidewalk. Approximately 170 feet of existing guardrail and 140 feet of existing mountable curb and gutter, both adjacent to the right turn decel lane onto Park Lane/CS 617 would be removed. 170 feet of new guardrail would replace the removed guardrail and be shifted south approximately 6 feet towards the shoulder point of Hickory Road/CR 778 to allow for the installation of the new curb and gutter and sidewalk .
- The installation of approximately 1510 feet of sidewalk and school pedestrian signage on the north side of Hickory Road/CR 778, from the Holly Springs Elementary School parking lot to New Light Road/CR 1304. The sidewalk would be placed to maximize spacing from the travel lanes, within existing right-of-way.
- The installation of crosswalks across: Park Lane/CS 617, Hickory Road/CR 778 at the entrance to Holly Springs Elementary School, and the entrance to the Holly Springs Elementary School parking lot.
- The installation of a traffic signal with pedestrian signals at the entrance of Holly Springs Elementary School on Hickory Road/CR 778 contingent upon a Signal Warrant Study. Please see the Comments section at the end of the report for more information.
- The installation of 2 bike racks on school property.

Feature	Existing	Standard*	Proposed
Typical Section: Hickory Road/CR 778			
- Number of Lanes	2	2	Unchanged
- Lane Width(s)	11'-0"	11'-0" to 12'-0"	Unchanged
- Outside Shoulder Width & Type	n/a (urban), 8'-0" to 16'-0"(rural)	n/a (urban), 8'-0" min(rural)	Unchanged
- Sidewalks	None	N/A	5'-0"
- Auxiliary Lanes	9'-0" RHT & 11'-0" RHT/LHT		Unchanged
Posted Speed	40 mph		Unchanged
Access Control	By Permit	By Permit	Unchanged
Right-of-Way Width	100'	N/A	Unchanged

*According to current GDOT design policy if applicable.

New Ball Ground Elementary School (Old Canton Road/CS 813 and CS 801, and Coy M Holcomb Street/ CS 812) – Proposed improvements would include (see attached layouts):

- The installation of approximately 450 feet of sidewalk and school pedestrian signage on the north side of Coy M Holcomb Street/CS 812, from Canton Highway/SR 5BU to Old Canton Road/CS 813. The sidewalk would be placed to maximize spacing from the travel lanes, within existing right-of-way.

- The installation of approximately 840 feet of sidewalk and school pedestrian signage on the east side of Old Canton Road/CS 813, from Coy M Holcomb Street/CS 812 to existing sidewalk at the new Ball Ground Elementary School. The sidewalk would be placed to maximize spacing from the travel lanes, within existing right-of-way.
- The installation of approximately 510 feet of sidewalk and school pedestrian signage on the east side of Old Canton Road/CS 801, from existing sidewalk at the new Ball Ground Elementary School to existing sidewalk on the east side of Old Canton Road/CS 801. The sidewalk would be placed to maximize spacing from the travel lanes, within existing right-of-way.
- Limited right-of-way and usable shoulder suggests the installation of approximately 780 feet of curb and gutter on the east side of Old Canton Road/CS 813, from the existing drop inlet north of Coy M Holcomb Street to the existing curb and gutter at the new Ball Ground elementary School.
- The installation of crosswalks across: Canton Highway/SR 5BU @ Coy M Holcomb Street/CS 812, and Old Canton Road/CS 813 @ Coy M Holcomb Street/CS 812. If the intersection of Canton Highway/SR 5BU @ Coy M Holcomb Street/CS 812 is not included in the reduced speed school zone (with appropriate signage), then signage with flashing signals should be considered on Canton Highway/SR 5BU, due to the travel speeds (greater than 45 mph) routinely experienced on Canton Highway/SR 5BU.
- The installation of 2 bike racks on school property.

Feature	Existing	Standard*	Proposed
Typical Section: Old Canton Road/CS 813			
- Number of Lanes	2	2	Same as Existing
- Lane Width(s)	11'-0"	9'-0" min	Same as Existing
- Outside Shoulder Width & Type	8'-0" rural	2'-0" min	8'-0" (east side only)
- Sidewalks	None	N/A	5'-0"
Posted Speed	35 mph		Same as Existing
Access Control	By Permit	By Permit	Same as Existing
Right-of-Way Width	50'	N/A	Same as Existing

*According to current GDOT design policy if applicable.

Feature	Existing	Standard*	Proposed
Typical Section: Coy M. Holcomb Street/CS 812			
- Number of Lanes	2	2	Same as Existing
- Lane Width(s)	10'-0"	9'-0" min	Same as Existing
- Outside Shoulder Width & Type	10'-0" urban	10'-16' (urban)	Same as Existing
- Sidewalks	None	N/A	5'-0"
Posted Speed	25 mph (unsigned)		Same as Existing
Access Control	By Permit	By Permit	Same as Existing
Right-of-Way Width	50'	N/A	Same as Existing

*According to current GDOT design policy if applicable

Feature	Existing	Standard*	Proposed
Typical Section: Old Canton Road/ CS 801			
- Number of Lanes	2	2	Same as Existing
- Lane Width(s)	9'-0"	9'-0" min	Same as Existing
- Outside Shoulder Width & Type	8'-0" rural	2'-0" min	8'-0"
- Sidewalks	None	N/A	5'-0"
Posted Speed	25 mph		Same as Existing
Access Control	By Permit	By Permit	Same as Existing
Right-of-Way Width	50'	N/A	Same as Existing

*According to current GDOT design policy if applicable

Joseph Knox Elementary School (Riverbend Way, and River Green Avenue) – Documentation shows that River Bend Way and River Green Avenue from Knox Bridge Highway/SR 20 to the River Green community roundabout, and all of Racquet Drive lie within public right-of-way. Therefore, proposed improvements would include (see attached layout):

- The installation of crosswalks and appropriate signage at the following intersections:
 - 18 crosswalks along River Green Avenue: Brooks Drive (1), Townhome entrance/Discovery Point childcare entrance (1), Pinnacle Place Drive (1), Jaime Drive (1), Market Lane (1), New Point Lane/Chestnut Drive (3), Woodbury Way (1), Racquet Drive (1), Arcadia Park Drive (Madison Park entrance)/Central Park side entrance (4), and River Green Avenue/River Bend Way roundabout (4).
 - 10 crosswalks along Riverbend Way: Joseph Knox ES main entrance/Oakview Drive (4), Pinnacle Place Drive (1), Joseph Knox ES bus entrance/Market Lane (4), and Racquet Drive (1).
 - 4 crosswalks along Racquet Drive: Parkview Drive (Addison Place entrance)/Central Park main entrance.
- The installation of approximately 40 feet of sidewalk in the northwest quadrant of the Joseph Knox ES bus entrance/Market Lane intersection with River Bend Way to improve the skew of the crosswalks across River Bend Way and the Joseph Knox bus entrance. The side walk would match the spacing of existing sidewalk from the existing curb in the area.
- Appropriate signage would include new 4 way stop control at the intersections of: New Point Lane/Chestnut Drive @ River Green Avenue and Arcadia Park Drive/Central Park side entrance @ River Green Avenue. The existing 3 way stop control at the Racquet Drive intersection @ River Green Avenue would be changed to side street stop control on Racquet Drive only. All proposed sign posts would match the architectural style of the existing signposts to be context sensitive to the community
- The installation of 2 bike racks on school property.

Woodstock, Bascomb, and Carmel Elementary Schools – As requested in the Cherokee County School District SRTS application, the proposed improvements would include:

- The installation of 2 bike racks at each school.

Major Structures: N/A

Major Interchanges/Intersections: None.

Utility Involvements: No major conflicts anticipated.

Utilities in the project corridor:

<u>Utility Type:</u>	<u>Holly Springs ES:</u>	<u>New Ball Ground ES:</u>
Water	Cherokee County WSA	City of Ball Ground
Sewer	Cherokee County WSA	City of Ball Ground
Electric Service	Sawnee EMC	Georgia Power
Natural Gas	Atlanta Gas Light	Atlanta Gas Light
Telephone	Windstream	Ellijay Telephone Company, TDS Telecom
Cable TV	Comcast	Ellijay Telephone Company

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

SUE Required: Yes No

Railroad Involvement: None

Right-of-Way: The Safe Routes to School program does not allow for the purchase of additional Right-of-Way or easements.

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: None

Design Variances to GDOT standard criteria anticipated: None

VE Study anticipated: No Yes Completed – Date:

ENVIRONMENTAL DATA

Anticipated Environmental Document:

GEPA: **NEPA:** Categorical Exclusion EA/FONSI EIS

Air Quality:

Is the project located in a PM 2.5 Non-attainment area? No Yes
Is the project located in an Ozone Non-attainment area? No Yes

This project as proposed is not intended to add vehicle capacity to the surrounding roadway network.

Environmental Permits/Variations/Commitments/Coordination anticipated: A CWA Section 404 Permit may be required.

Is a PAR required? No Yes Completed

NEPA/GEPA: NEPA document has not been approved.

Preliminary Ecology, History, and Archeological studies have not been performed. Engineering field studies indicate proposed sidewalk improvements may cross three Waters of the US within existing right-of-way, and one historic resource may exist within the project corridor (along CS 801/Old Canton Road, just south of the New Ball Ground Elementary School). No potentially eligible archeological resources or cemeteries are expected to be found within the project corridor. No additional impacts or adverse effects from the proposed improvements are anticipated.

Public Involvement: The Georgia Safe Routes to School program includes a number of proactive public outreach measures in the elementary schools. The proposed infrastructure improvements are not expected to require additional public outreach.

Major stakeholders: School administrators, students, parents, and local residents.

PROJECT RESPONSIBILITIES

Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	GDOT 's Office of Design Policy & Support
Design	To be determined
Right-of-Way Acquisition	None required
Utility Relocation	Utility Companies (none anticipated)
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	GDOT (none anticipated)
Providing Detours	GDOT (none anticipated)
Environmental Studies, Documents, and Permits	GDOT
Environmental Mitigation	GDOT (none anticipated)
Construction Inspection & Materials Testing	GDOT

Lighting required: No Yes

Initial Concept Meeting: None.

Concept Meeting: A Scoping/Concept Team Meeting was held on 1/24/2012 (Meeting minutes attached).

Other projects in the area: List other projects in the area; include PI numbers and brief description.

Holly Springs ES:

- PI# 0008961 Bicycle/Pedestrian Enhancements in Downtown Holly Springs

Ball Ground ES:

- PI# 0010649 Bicycle/Pedestrian Enhancements on CS 791 & CS 793
- PI# 0005970 SR 372 Improvements

Joseph Knox ES:

- PI# 0007836 SR 20 Reconstruction from I-75 to I-575
- PI# 0008947 SR 20 & SR 140 Crash Frequency Reduction Measures.

Carmel, Bascomb, and Woodstock ES:

- No projects listed in current STIP

Other coordination to date: None

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Utility	CST*	Environmental Mitigation	Total Cost
By Whom	GDOT	LOCAL	GDOT	GDOT	GDOT	
\$ Amount	\$140,000.00	\$0.00	\$0.00	\$283,920.53	\$0.00	
Date of Estimate	Authorized 11/4/2011	N/A	N/A	6/19/2012.	N/A	

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

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative: <i>As proposed in this report</i>			
Estimated Property Impacts:	None	Estimated Total Cost:	\$283,920.53
Estimated ROW Cost:	\$0.00	Estimated CST Time:	3 months
Rationale: This alternative slightly varies from the improvements initially proposed in the Cherokee County School District, based on field investigations of the school sites requested in the original SRTS application.			

No-Build Alternative:			
Estimated Property Impacts:	None	Estimated Total Cost:	\$0.00
Estimated ROW Cost:	\$0.00	Estimated CST Time:	0 months
Rationale: This alternative does not meet the address the needs for the Safe Routes to School program, nor provide any additional benefit to students walking or bicycling to school.			

Comments:

Proposed Traffic Signal at Holly Springs Elementary School: As discussed at the 1/24/2012 Scoping/Concept Team Meeting (minutes attached), the proposed installation of a traffic signal on Hickory Drive in front of Holly Springs Elementary School is subject to a Signal Warrant Study. The Cherokee County School District agreed to perform and provide the Signal Warrant Study to justify the installation of the traffic signal, as per guidance from the current edition of the Manual of Uniform Traffic Control Devices (MUTCD). Should the installation of a traffic signal not be warranted, the installation of a High Intensity Activated Crosswalk (HAWK) Beacon should be considered at the same location during the design phase.

New Ball Ground Elementary School: As discussed at the 1/24/2012 Scoping/Concept Team Meeting (minutes attached), the City of Ball Ground is planning to widen the existing 10 foot lanes of Old Canton Road/CS 813 to 11 foot lanes, from the school property south to the intersection of Coy M Holcomb Street/CS 812 to accommodate school buses. The City Manager of Ball Ground stated that the widening would include a graded shoulder on the east side of the roadway of that would accommodate the ADA compliant sidewalk improvements proposed with this project. The city also plans to cul-de-sac the end of Old Canton Road north of the new elementary school at the same time the south section of Old Canton Road is widened. The City Manager of Ball Ground stated both of these tasks should be completed prior to the August, 2012 opening of the new Ball Ground Elementary School.

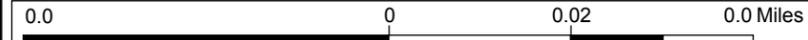
Attachments:

1. Concept Layouts
2. Typical sections
3. Detailed Cost Estimates:
 - a. Construction, including Engineering and Inspection
4. Minutes of Concept meetings

Holly Springs Elementary School



- Legend**
- City and County Boundaries
 - Proposed Sidewalk



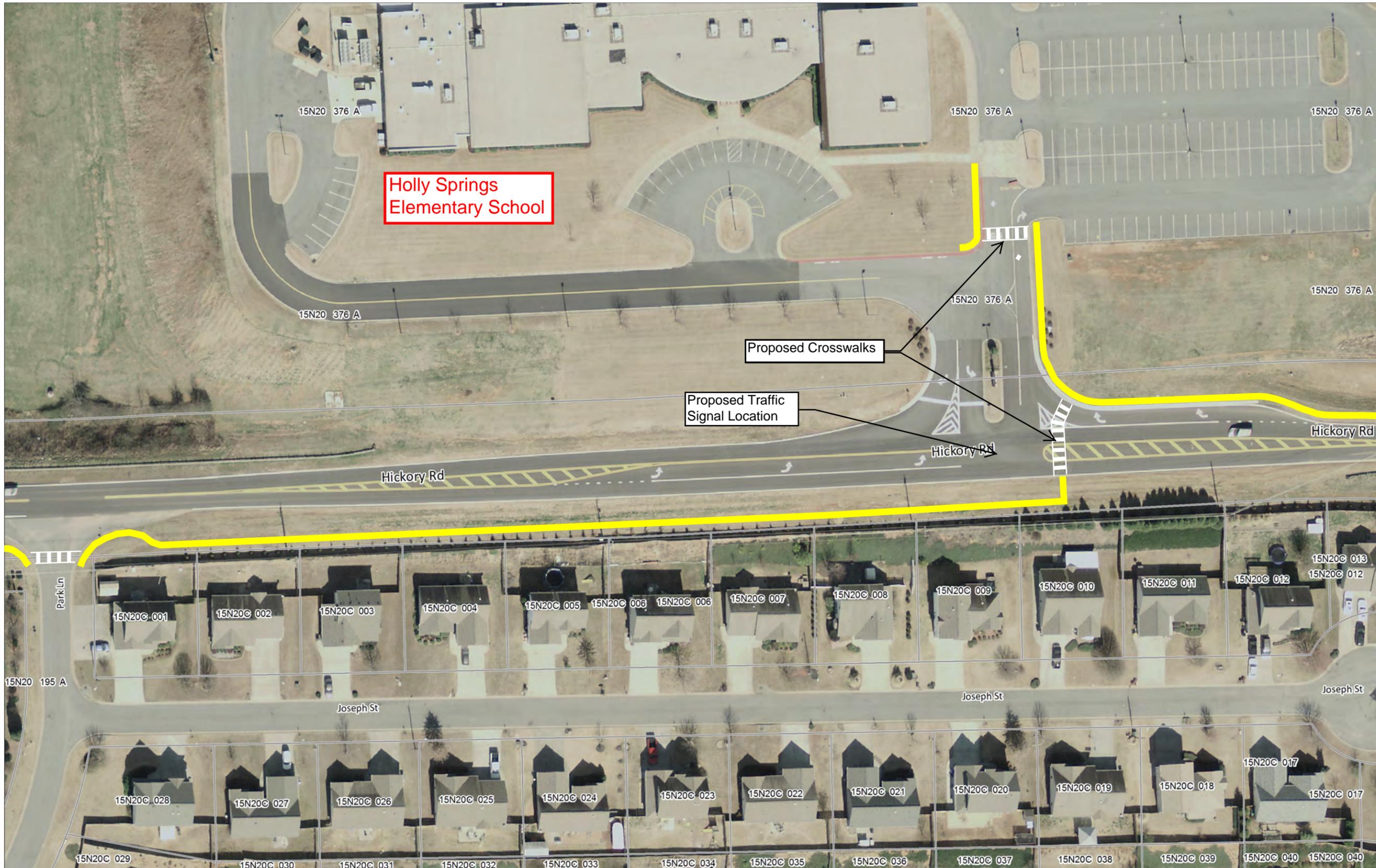
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1: 1,157

Notes
This map was automatically generated using Geocortex Essentials.

Holly Springs Elementary School



- Legend**
- City and County Boundaries
 - Proposed Sidewalk

1: 1,010

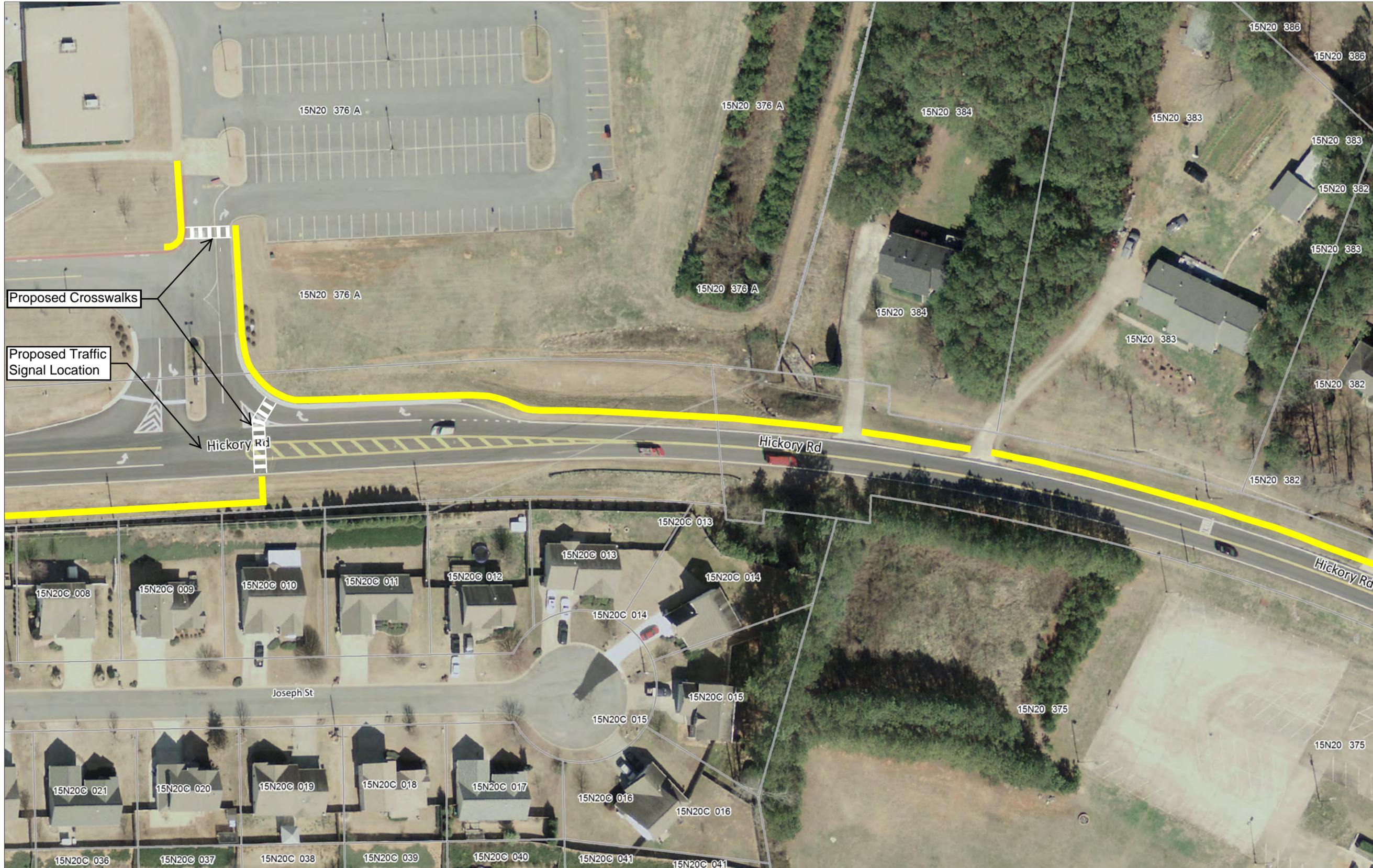
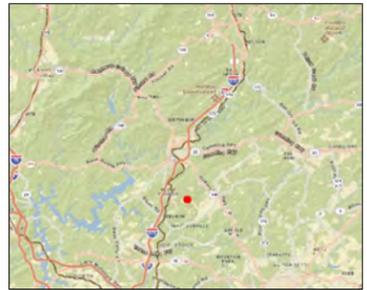


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Holly Springs Elementary School



- Legend**
- City and County Boundaries
 - Proposed Sidewalk

Proposed Crosswalks

Proposed Traffic Signal Location

Hickory Rd

Hickory Rd

Hickory Rd

Joseph St

0.0 0 0.02 0.0 Miles



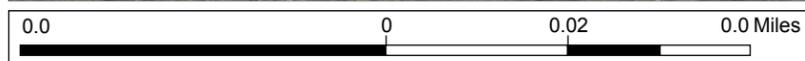
Holly Springs Elementary School



- Legend**
- City and County Boundaries
 - Proposed Sidewalk

Tie into existing intersection sidewalk

1: 1,010



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Notes
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New Ball Ground Elementary School



- Legend**
- City and County Boundaries
 - Proposed Sidewalk

Proposed Curb & Gutter

Proposed Crosswalks

1: 1,269

0.0 0 0.02 0.0 Miles

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Notes
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New Ball Ground Elementary School



- Legend**
- Churches
 - Proposed Sidewalk

New Ball Ground Elementary School

End of school entrance

Tie into school sidewalk

1: 1,269

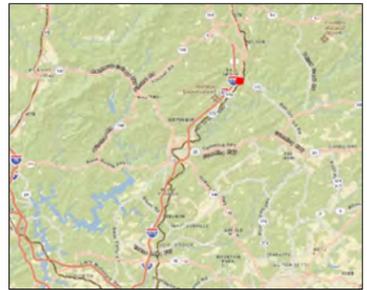


0.0 0 0.02 0.0 Miles

Notes

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New Ball Ground Elementary School



- Legend**
- City and County Boundaries
 - Churches
 - Proposed Sidewalk

1: 1,025



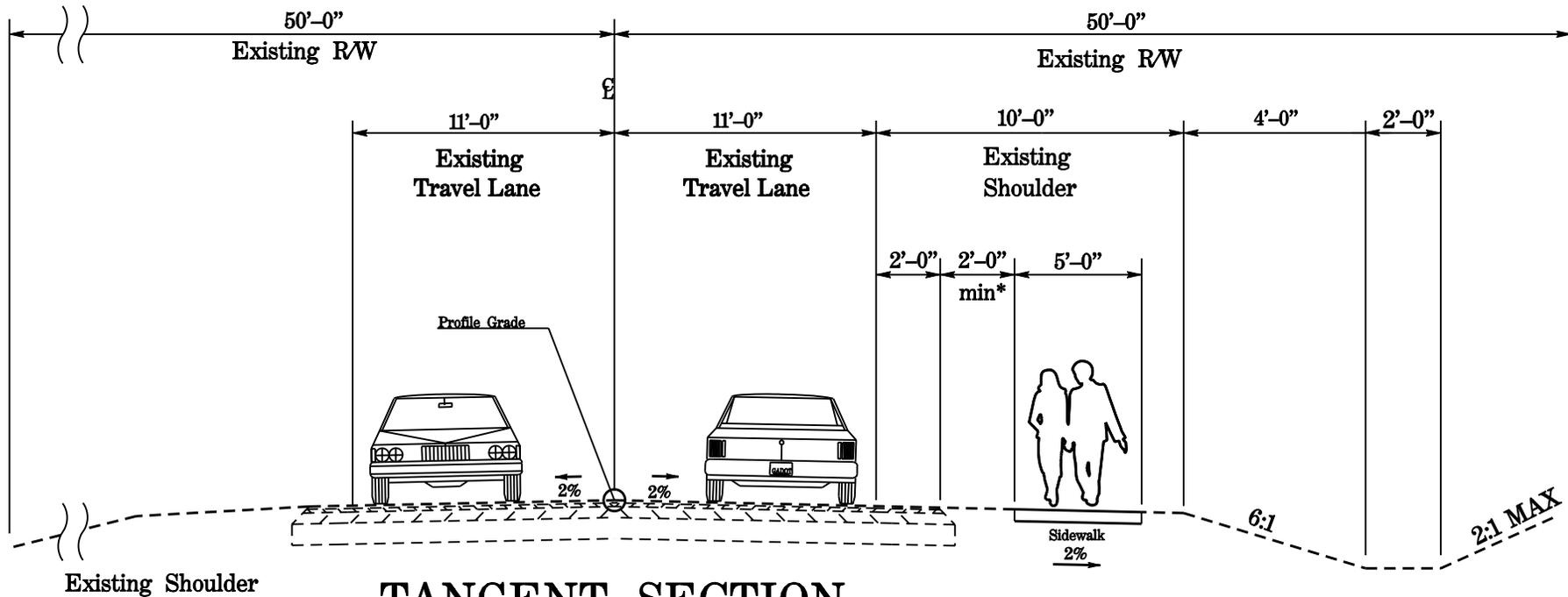
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TYPICAL SECTION #1

Hickory Road/CR 778



TANGENT SECTION

(Not to Scale)

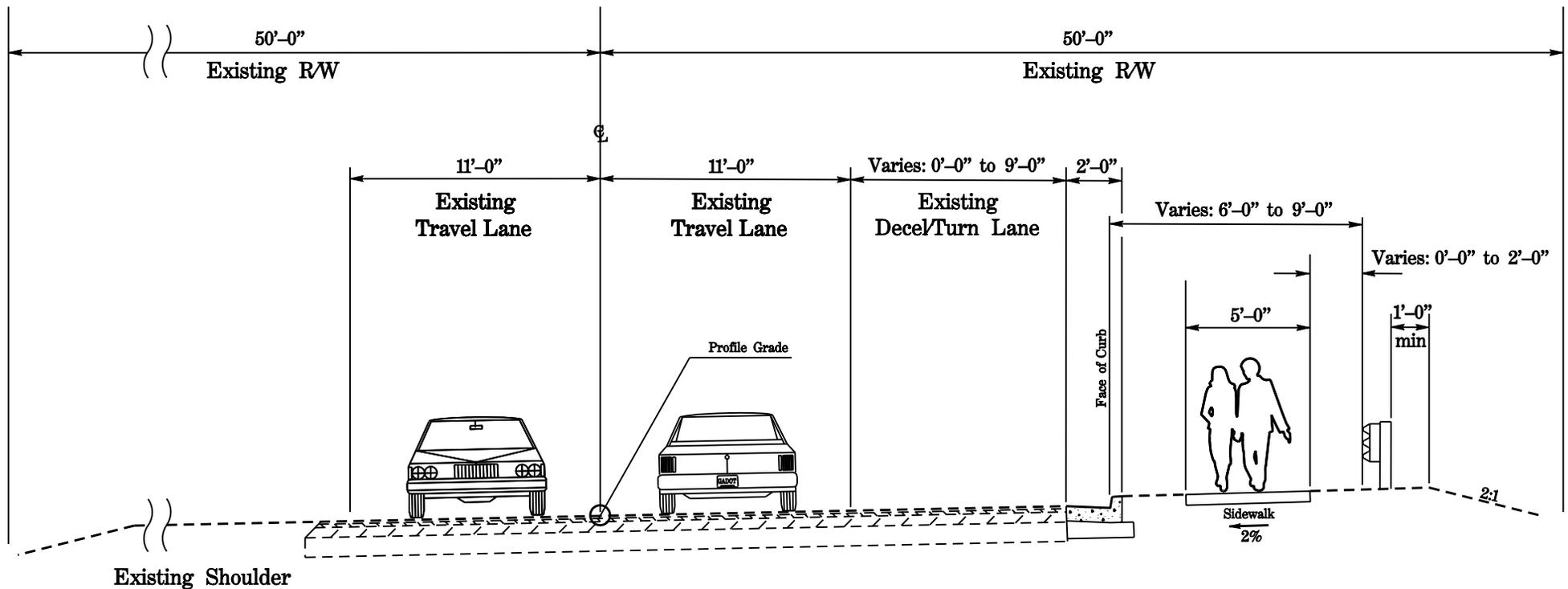
*buffer width should be maximized where possible.

From Park Lane/CS 617 to Holly Springs ES (sidewalk on south shoulder)

From Holly Springs ES to New Light Road/CR 1304 (sidewalk on north shoulder)

TYPICAL SECTION #2

Hickory Road/CR 778



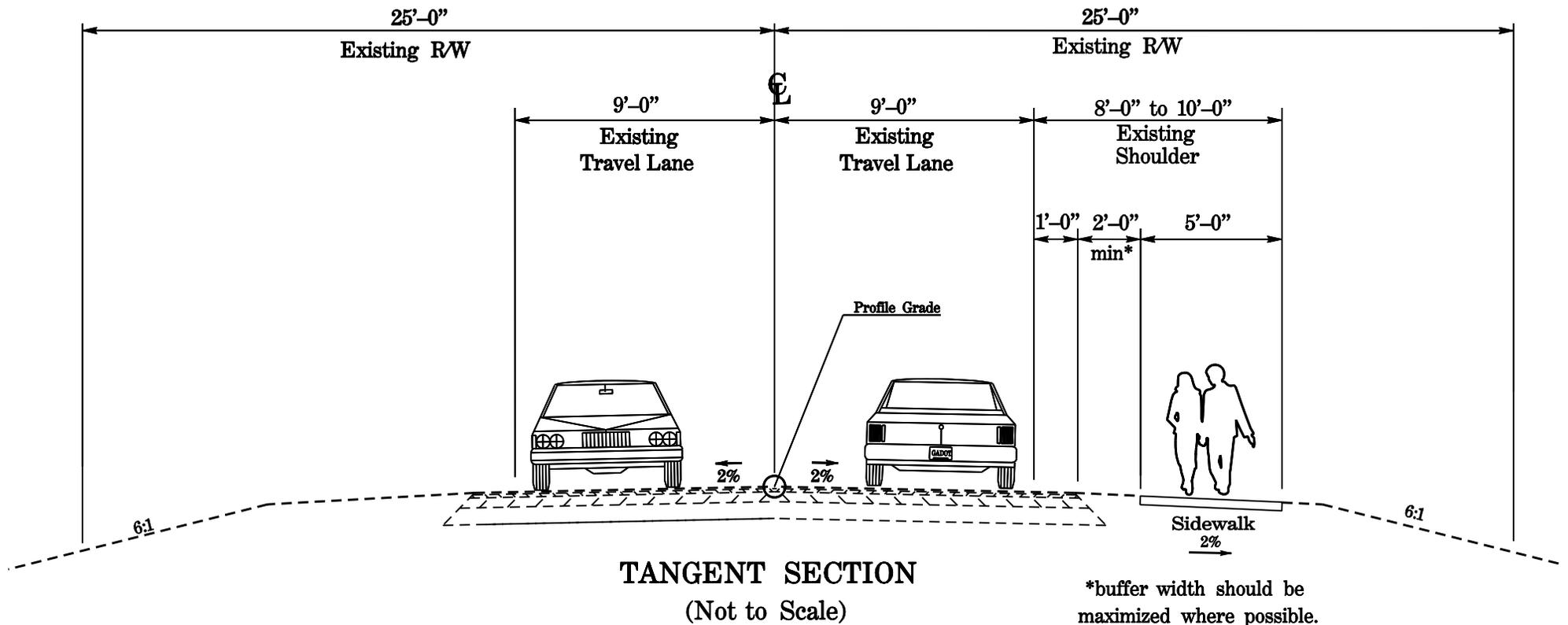
SUPERELEVATED SECTION OVER CULVERT

(Not to Scale)

From Carl Barrett Drive/CS 620
to Park Lane/CS 617

TYPICAL SECTION #3

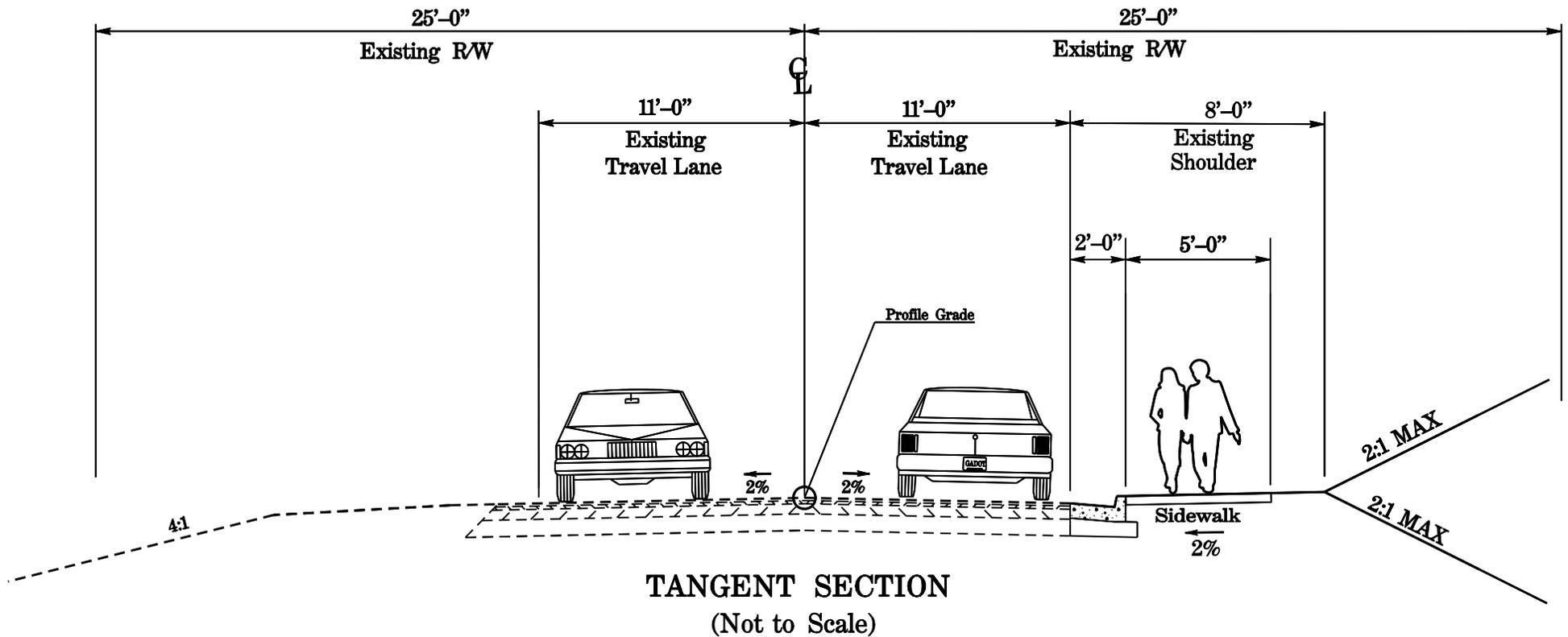
Old Canton Road/CS 801



From existing sidewalk on Old Canton Road to Ball Ground Elementary School

TYPICAL SECTION #4

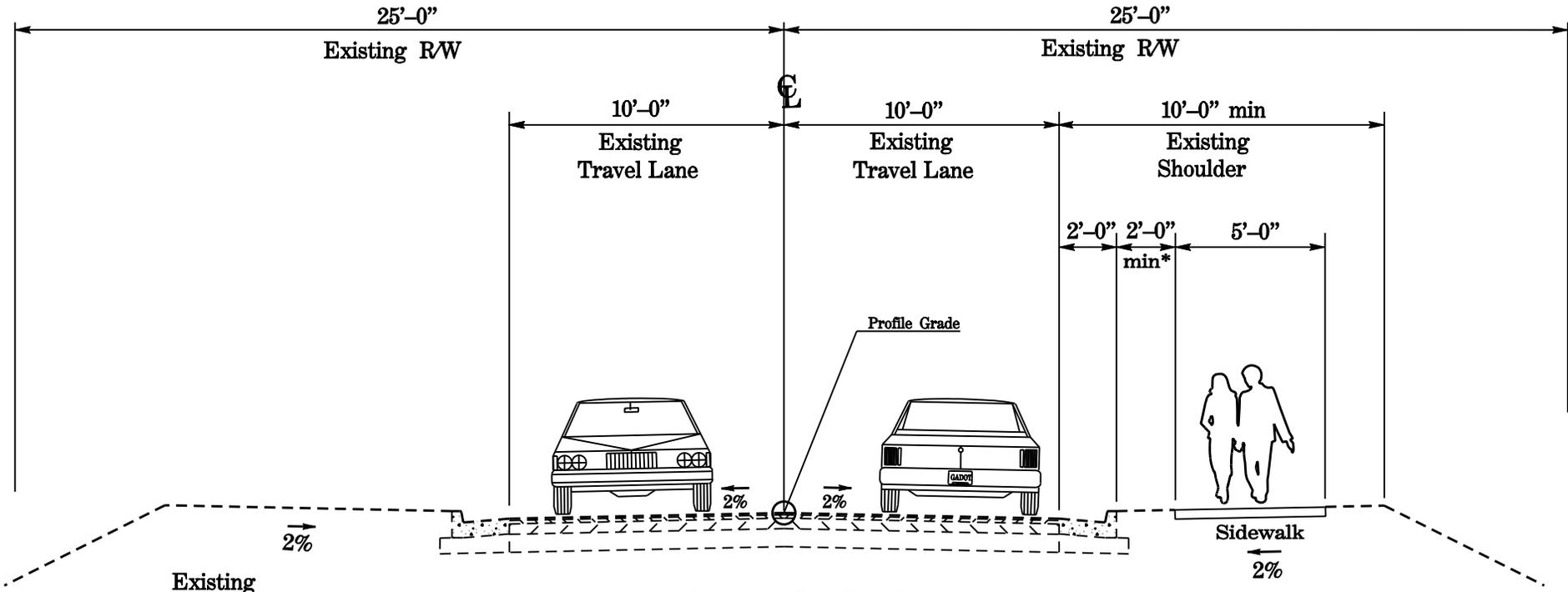
Old Canton Road/CS 813



From Coy M Holcomb Street/CS 812
to Ball Ground Elementary School

TYPICAL SECTION #5

Coy M Holcomb Street/CS 812



TANGENT SECTION
(Not to Scale)

*buffer width should be maximized where possible.

From Old Canton Road/CS 813
to Canton Highway/SR 5BU

DETAILED COST ESTIMATE



Job: 0010396_SRTS

JOB NUMBER: 0010396_SRTS

FED/STATE PROJECT NUMBER P# 0010396

SPEC YEAR: 01

DESCRIPTION: SRTS CHEROKEE COUNTY SCHOOLS FINAL

ITEMS FOR JOB 0010396_SRTS

100 - BALL GROUND ELEMENTARY SCHOOL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0440	163-0240	0.500	TN	\$429.95	MULCH	\$214.98
0445	165-0030	1050.000	LF	\$1.02	MAINT OF TEMP SILT FENCE, TP C	\$1,075.54
0450	171-0030	2150.000	LF	\$2.72	TEMPORARY SILT FENCE, TYPE C	\$5,838.22
0020	210-0100	1.000	LS	\$16,000.00	GRADING COMPLETE - 0010396	\$16,000.00
0030	441-0104	1020.000	SY	\$28.55	CONC SIDEWALK, 4 IN	\$29,121.00
0080	441-6012	780.000	LF	\$14.38	CONC CURB & GUTTER/ 6"X24"TP2	\$11,219.57
0455	550-1240	80.000	LF	\$46.62	STM DR PIPE 24",H 1-10	\$3,729.22
0460	550-2240	400.000	LF	\$29.24	SIDE DR PIPE 24",H 1-10	\$11,694.45
0060	636-1041	30.000	SF	\$31.67	HWY SIGNS,TP 2MAT,REFL SH TP 9	\$950.18
0070	636-2070	60.000	LF	\$8.90	GALV STEEL POSTS, TP 7	\$534.01
0310	653-1704	12.000	LF	\$5.05	THERM SOLID TRAF STRIPE,24",WH	\$60.58
0050	653-1804	570.000	LF	\$1.77	THERM SOLID TRAF STRIPE, 8",WH	\$1,008.90
0515	668-2100	1.000	EA	\$1,335.92	DROP INLET, GP 1	\$1,335.92
0465	700-6910	0.350	AC	\$935.75	PERMANENT GRASSING	\$327.51
0470	700-7000	0.500	TN	\$112.13	AGRICULTURAL LIME	\$56.07
0475	700-8000	0.500	TN	\$613.98	FERTILIZER MIXED GRADE	\$306.99
0270	754-6000	2.000	EA	\$735.00	BICYCLE RACK	\$1,470.00
SUBTOTAL FOR BALL GROUND ELEMENTARY SCHOOL:						\$84,943.14

200 - HOLLY SPRINGS ELEMENTARY SCHOOL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0480	163-0240	1.000	TN	\$261.62	MULCH	\$261.62
0485	165-0030	1480.000	LF	\$1.00	MAINT OF TEMP SILT FENCE, TP C	\$1,486.63
0490	171-0030	2950.000	LF	\$2.69	TEMPORARY SILT FENCE, TYPE C	\$7,939.78
0100	210-0100	1.000	LS	\$34,000.00	GRADING COMPLETE - 0010396	\$34,000.00
0495	441-0016	30.000	SY	\$49.44	DRIVEWAY CONCRETE, 6 IN TK	\$1,483.11
0110	441-0104	1450.000	SY	\$29.50	CONC SIDEWALK, 4 IN	\$42,773.52
0160	441-6012	400.000	LF	\$16.47	CONC CURB & GUTTER/ 6"X24"TP2	\$6,587.98
0435	610-0355	130.000	LF	\$14.50	REM CONC CURB & GUTTER ALL SIZ	\$1,885.00
0170	610-1055	150.000	LF	\$4.75	REM GUARDRAIL	\$712.58
0180	610-1075	23.000	EA	\$171.82	REM GUARDRAIL ANCH, ALL TYPES	\$3,951.95
0140	636-1041	90.000	SF	\$31.67	HWY SIGNS,TP 2MAT,REFL SH TP 9	\$2,850.53
0150	636-2070	60.000	LF	\$8.90	GALV STEEL POSTS, TP 7	\$534.01
0190	641-1200	170.000	LF	\$21.14	GUARDRAIL, TP W	\$3,594.13
0200	641-5001	1.000	EA	\$805.58	GUARDRAIL ANCHORAGE, TP 1	\$805.58
0290	647-1000	1.000	LS	\$30,000.00	TRAF SIGNAL INSTALLATION NO - AS PER ENGINEERING SERVICES	\$30,000.00
0120	653-1704	30.000	LF	\$4.83	THERM SOLID TRAF STRIPE,24",WH	\$144.89
0130	653-1804	1300.000	LF	\$1.81	THERM SOLID TRAF STRIPE, 8",WH	\$2,355.21
0500	700-6910	0.500	AC	\$912.97	PERMANENT GRASSING	\$456.49
0505	700-7000	1.000	TN	\$105.44	AGRICULTURAL LIME	\$105.44
0510	700-8000	1.000	TN	\$613.98	FERTILIZER MIXED GRADE	\$613.98
0210	754-6000	2.000	EA	\$735.00	BICYCLE RACK	\$1,470.00
SUBTOTAL FOR HOLLY SPRINGS ELEMENTARY SCHOOL:						\$144,012.43

DETAILED COST ESTIMATE



Job: 0010396_SRTS

300 - KNOX ELEMENTARY SCHOOL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0525	165-0030	30.000	LF	\$1.25	MAINT OF TEMP SILT FENCE, TP C	\$37.63
0520	171-0030	60.000	LF	\$3.00	TEMPORARY SILT FENCE, TYPE C	\$180.14
0420	210-0100	1.000	LS	\$1,500.00	GRADING COMPLETE - 0010396	\$1,500.00
0415	441-0104	28.000	SY	\$64.64	CONC SIDEWALK, 4 IN	\$1,809.88
0430	636-1041	120.000	SF	\$31.67	HWY SIGNS,TP 2MAT,REFL SH TP 9	\$3,800.71
0280	636-3000	830.000	LB	\$13.77	GALV STEEL STR SHAPE POST CONTEXT SENSITIVE - MATCH EXIST SPEC	\$11,429.10
0410	653-1704	55.000	LF	\$4.69	THERM SOLID TRAF STRIPE,24",WH	\$257.97
0260	653-1804	9350.000	LF	\$1.77	THERM SOLID TRAF STRIPE, 8",WH	\$16,549.50
0240	754-6000	2.000	EA	\$735.00	BICYCLE RACK	\$1,470.00
SUBTOTAL FOR KNOX ELEMENTARY SCHOOL:						\$37,034.93

400 - CARMEL ELEMENTARY SCHOOL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0230	754-6000	2.000	EA	\$735.00	BICYCLE RACK	\$1,470.00
SUBTOTAL FOR CARMEL ELEMENTARY SCHOOL:						\$1,470.00

500 - BASCOMB ELEMENTARY SCHOOL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0220	754-6000	2.000	EA	\$735.00	BICYCLE RACK	\$1,470.00
SUBTOTAL FOR BASCOMB ELEMENTARY SCHOOL:						\$1,470.00

600 - WOODSTOCK ELEMENTARY SCHOOL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0400	754-6000	2.000	EA	\$735.00	BICYCLE RACK	\$1,470.00
SUBTOTAL FOR WOODSTOCK ELEMENTARY SCHOOL:						\$1,470.00

TOTALS FOR JOB 0010396_SRTS

ITEMS COST:	\$270,400.50
COST GROUP COST:	\$0.00
ESTIMATED COST:	\$270,400.50
CONTINGENCY PERCENT:	0.00
ENGINEERING AND INSPECTION:	0.05
ESTIMATED COST WITH CONTINGENCY AND E&I:	\$283,920.53

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. #0010396

OFFICE Design Policy & Support

GDOT District 6 - Cartersville
Cherokee County
6 Elementary Schools - Safe Routes to School

DATE January 31, 2012

FROM *for* Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT CONCEPT TEAM MEETING MINUTES

Date/Time: Tuesday, January 24, 2012 @ 1:00 pm
Location: Cherokee County School District Training Facility, 200 Mountain Brook Court Holly Springs, Georgia 30135
Attending: Geoff Morton - County Engineer, Cherokee County Public Works Agency; Kenneth Owen - Director of School Improvement, Cherokee County School District; Mitch Hamilton - Planning/Forecasting Coordinator, Cherokee County School District; Alicia Hatcher - Northwest Regional School Outreach Coordinator, Georgia Safe Routes to School; Eric Wilmarth - City Manager, City of Ball Ground; Robert Logan - City Manager, City of Holly Springs; Nancy Moon - Community Development Director, City of Holly Springs; Matt Lathem & Eric Swann - Georgia Power Company; Derrick Cameron, Project Manager, GDOT Office of Program Delivery; Keith Posey, Design Phase Engineer, GDOT Office of Design Policy & Support.

The meeting was opened by Ken Owen who explained the purpose of the meeting. The Cherokee County School District applied for Safe Routes to School funding for 6 Elementary Schools in Cherokee County: the new Ball Ground replacement ES (scheduled to open for the 2012-2013 school year), Holly Springs ES, Bascomb ES, Carmel ES, Joseph Knox ES, and Woodstock ES. GDOT PI # 0010396, the Cherokee County Safe Routes to Schools (SRTS) project, as proposed, would fulfill the request from the Cherokee County School District to provide:

- new bicycle racks at all 6 schools,
- provide high visibility pedestrian crosswalks in the vicinity of the new Ball Ground replacement ES, Holly Springs ES, and Joseph Knox ES,
- ADA compliant sidewalks, improved school zone signage, and intersection treatment curb ramps in the vicinity of the new Ball Ground replacement ES and Holly Springs ES,
- and possibly provide a traffic control signal with pedestrian control at the current Hickory Road entrance to Holly Springs ES.

Ken asked all participants to introduce themselves and who they represented. Then Ken asked Keith Posey to speak to the participants.

Keith explained that the purpose of the meeting was to review the items requested in the SRTS application and discuss the issues and proposed solutions at each school location. He also explained that he would prepare a concept report for the project that would describe the proposed solution and submit the report for approval by GDOT management. He told the meeting participants that Derrick Cameron is the Project Manager for this project and that Derrick manages the project schedule, scope of work, and budget. Keith mentioned that Derrick is the GDOT point of contact for the project.

Derrick told the participants that concept approval is expected to take around 3 months. The design phase, which includes the engineering site survey, design and environmental work, is expected to take around 15 months, and would start sometime after concept approval. Derrick mentioned that the department has a contract with a consultant for the design of a number of the SRTS projects, Kimley-Horn and Associates. Kimley-Horn may get the design work for this project.

The following comments were made:

Keith Posey: Question – The application originally mentions 7 schools – 6 elementary schools and 1 middle school, but the application cost estimate shows only the 6 elementary schools, and GDOT data shows only the 6 elementary schools. Which is correct?

Ken Owen: *We dropped Woodstock Middle school, so only the 6 elementary schools.*

Keith Posey: OK. So for the 6 schools we have 3 schools needing only bicycle racks - that is Bascomb, Carmel, and Woodstock, we have 1 school needing bicycle racks and crosswalks – that’s Knox. Then we have 1 school needing bicycle racks, sidewalks, crosswalks and signage – that’s the new Ball Ground school, and 1 school needing bicycle racks, sidewalks, crosswalks, signage and a traffic signal – that’s Holly Springs, correct?

Ken Owen: *Ball Ground should be getting bicycle racks, too. I believe we requested bicycle racks for all 6 schools.*

Keith Posey: The bicycle racks for the new Ball Ground School are not in the application cost estimate, but that’s not a problem – we can include them.

Keith Posey: I ran a cost estimate using GDOT’s cost estimating software for some of the items included in the SRTS application and compared it to the costs included in the application for the same items. The overall totals were very close. Our estimate included some additional items and sidewalk that may be needed, so it looks like our item costs are a bit lower on some of the bigger items.

Keith Posey: I did not look at the costs for the requested traffic signal at the entrance to Holly Springs ES yet. The SRTS application mentioned that the signal was being requested because the traffic count on hickory road exceeds safety limits. Could you explain?

Ken Owen: *We have a problem with parent and bus traffic because Holly Springs ES has only 1 entrance that the buses and parents share for dropping off and picking up the children.*

Mitch Hamilton: *We have a problem with parent and bus traffic because Holly Springs ES has only 1 entrance that the buses and parents share for dropping off and picking up the children.*

Derrick Cameron: So you need the signal to address an operational problem with the bus and car traffic?

Ken Owen: *The traffic and the expected increase in children walking home that we expect once the sidewalks are installed. There are some children walking to and from school now.*

Derrick Cameron: Is there anything being done now to deal with the traffic and the children crossing?

Ken Owen: *We have local law enforcement at the entrance to the school, right Mitch?*

Mitch Hamilton: *Right. We also have in our just approved TSPLOST a project to construct a second entrance to Holly Springs ES off of New Light Road. This will be the parent entrance; the current entrance at Hickory Road would then become school bus only.*

Derrick Cameron: When are you planning on building the new entrance?

Mitch Hamilton: *Construction is scheduled to start in April or May of this year; it should be finished for the start of the new school year. We already own the land and the house on the land has been removed.*

Keith Posey: That should help out with the traffic/operational problem, shouldn't it?

Ken Owen: *it should, but we still expect to have an increase in children crossing Hickory Road.*

Keith Posey: Here's the issue concerning the traffic signal. Probably the only way it can be included in the SRTS project is if the signal warrant for a school crossing is met. From an engineering standpoint, a signal warrant study would need to be done as part of a traffic engineering study. If the signal warrant study shows that the current condition meets the warrant criteria for a school crossing. Then it's possible we could finance a traffic signal in this SRTS project. There are 9 warrants that are part of the study. The other warrants could be met, which shows that a signal is needed, but it would need to be part of another project. If only the school crossing warrant is met, the guidance given by the Manual of Uniform Traffic Control Devices states that other control measures should be considered. That includes a school crossing guard and other types of traffic control.

Derrick Cameron: What do you think about HAWK signals?

Ken Owen: *What are HAWK signals?*

Derrick Cameron: They are overhead signals that require traffic to stop when pedestrians push a button.

Ken Owen: *Would they address the traffic problem?*

Derrick Cameron: Not really, they address mostly pedestrian safety.

Ken Owen: *What do we need to do to get the traffic engineering study done? Is that something GDOT would do?*

Derrick Cameron: Typically our District Traffic Operations group out of the District office would handle that, but since Hickory Road is a local road and not a state route that may present a problem. If you can show me that a traffic signal is needed for the crosswalk, I will be happy to include it in this project.

Ken Owen: *Okay, so we need to have a traffic engineering study done.*

Keith Posey: As far as the other items – the sidewalks, the crosswalks and the signage, we did a recent field study for Holly Springs and the new Ball Ground School. What is in the application for Holly Springs looks pretty good, with but maybe a tweak or two. An issue may be the requested sidewalk that would cross the stream and culvert west of the school. It looks like the application preferred the sidewalk to be behind the guardrail. The right turn lane off of the Hickory Road eastbound lane onto Park Lane presents problems with putting the sidewalk behind the guardrail. Therefore we are proposing to place the sidewalk in front of the guardrail. We may also extend the right turn lane curb and gutter to provide positive separation between the eastbound lanes on Hickory Road and the sidewalk. This section has curvature – drainage is not an issue because the curb and gutter are on the high side of the curve superelevation and the curb helps keeps vehicles from tracking off of the travel lane though the curve towards the sidewalk. The guardrail adjacent to the right turn lane curb and gutter would be moved back to make room for the sidewalk.

Concerning the proposed location of the crosswalk for Holly Springs ES – are the kids that are currently walking to school crossing at this location or west of the proposed crosswalk? A lot of times we see kids take shorter paths regardless of the sidewalk locations.

Mitch Hamilton: *My understanding from the school staff is that the kids are walking to where local law enforcement has their vehicle and are overseeing the traffic into and out of the school entrance. This is where we located the proposed crosswalk.*

Keith Posey: OK. The other issue is the location of the sidewalk from the school crossing west along the eastbound lanes of Hickory Road to Park Lane. We have a wider than normal shoulder in this area and typically I prefer to separate the sidewalk as far as possible from the travel lanes. The problem placing at the back of the right way is we have a ditch and surface drainage structure just east of Park Lane. If we put the sidewalk on the back side of the right of way, we would have to cross that drainage, which can present additional issues to consider. We think we will have adequate separation of sidewalk and travel lanes by placing the sidewalk on the front side of the ditch.

Ken Owen: *Sounds good.*

Keith Posey: Does Georgia Power see any utility issues?

Matt Lathem & Eric Swann: *We do not service that area.*

Ken Owen: *I can check on that*

Derrick Cameron: Does anyone have any other comments concerning what has been requested/what is currently proposed for Holly Springs ES?

No further comments were made.

Keith Posey: Next are the requested improvements for the new Ball Ground replacement school. Again, we field investigated this location recently and it looks like what was requested in the application is for the most part do-able. I do have a couple of questions:

In our recent field site visit we noticed that the application requested sidewalk on Old Canton Road up to the school property, but the school did not have sidewalk in place to connect to. Does anyone know if the contractor will be installing sidewalk before the school opens?

Ken Owen: *Yes, there will be sidewalk on the school property that will connect to the east side of Old Canton Road.*

Keith Posey: One other situation we observed is that there is 50 feet of right of way on Old Canton Road. The best location for the sidewalk is the east side of Old Canton Road as the application requested. The west side has driveways and ditch that makes the east side preferable. A lot of the east side shoulder is berm and it may be worthwhile to consider curb and gutter, since the right of way is tight.

Ken Owen: *Eric – do you know how much right of way there is on Old Canton Road?*

Eric Wilmarth: *Yes – 50 feet of right of way. The city also owns the field that is adjacent to the right of way on the east side of the road.*

Keith Posey: Existing Old Canton Road has 10 foot wide lanes.

Ken Owen: *Old Canton Road is going to be the bus drop of and pick up access.*

Eric Wilmarth: *That's right. The City of Ball Ground is going to add 2 feet of pavement on the east side of Old Canton Road from the school property to Holcomb Street so the buses will have 11 foot lanes. While we are doing that we can grade the shoulder for the sidewalk.*

Keith Posey: OK, well that may allow us to not have to look at curb and gutter and the drainage issues that may present. I believe we should have no issues with providing sidewalk on the north side of Holcomb Street. There is plenty of shoulder and I see no utility conflicts.

Matt Lathem & Eric Swann: *There is a utility pole and a new brick utility structure and parking pad at the corner of Holcomb Street and Old Canton Road. I believe the structure and parking pad belong to the fiber optic utility. I do not see any conflicts from Georgia Power utilities.*

Keith Posey: I think we can avoid all the utilities in this area. The application also requested sidewalk north of the school on the east side of Old Canton Road that will connect to recently constructed sidewalk

in front of recently built homes. The application is showing that the end of Old Canton Road on the north side of the school will get a cul-de-sac, but it was not in place when we did our field visit.

Eric Wilmarth: *the City will cul-de-sac that location at the same time it widens the portion of Old Canton Road south of the school.*

Keith Posey: And I do not see any utility conflicts or other conflicts that present issues in constructing the sidewalk as requested by the application. The south end of this section of sidewalk will terminate connect to the new sidewalk constructed on the new northern entrance to the school.

Ken Owen: *That is the parent drop of and pick up, and visitor entrance.*

Derrick Cameron: The School District wants a crosswalk across Canton Highway?

Ken Owen: *That's correct, to connect to the Lantern Walk neighborhood on the west side of Canton Highway.*

Derrick Cameron: Is that a 4 way stop?

Eric Wilmarth: *No. Only the side streets, Holcomb Street and Lantern Walk Drive are stop control.*

Derrick Cameron: You have through lanes and both left and right turn lanes for the kids to cross on Canton Highway, and I assume there is some traffic on there when the kids would be using it. Are you sure you want to go ahead with the crosswalk there?

Eric Wilmarth & Ken Owen: *Yes.*

Keith Posey: Are there any other issues or questions about the Ball Ground school location?

No further comments were made.

Keith Posey: Alright. One thing I did want to mention about the items requested for Joseph Knox Elementary – The crosswalk is very much needed. In fact, I think more than just the 1 crosswalk requested is needed. The River Green community is next to Knox and currently consists of approximately 700 residences, with approximately 1200 – 1300 slated for completion.

Ken Owen: *for forecasting purposes, we calculate in that neighborhood approximately 1.5 children per residence.*

Keith Posey: I run the Neighborhood Watch effort in River Green. I can tell you that we have a real speeding problem in the neighborhood, and we have a lot of elementary school children in the neighborhood. We also have a really good network of sidewalks, but no crosswalks.

Ken Owen: *I am very aware of the speeding problem in the neighborhood. I get a lot of complaints, and I am in the neighborhood for a soccer team practice so I am familiar with the issues.*

Alicia Hatcher: *Have you thought about starting a safe driver campaign? I have some good resources for this. They include a safe driver pledge that people sign and commit to.*

Keith Posey: Actually, we have a safe driver program already in place. It was done by a resident on his own initiative. He has run into resistance from residents. He created a River Green Pledge and asked residents to sign it. We haven't gotten the support for this that I was expecting.

The neighborhood has not been fully developed, but it does have streets that have final pavement done in some neighborhoods, as well as the main artery from the front entrance to the neighborhood roundabout. There are a number of street crossings that get heavy use from children and are used when children walk to Knox. There was good participation in the SRTS outreach programs implemented in spring of 2011 as well. Kids and parents would meet at the neighborhood park for a group walkover in the mornings. I also saw a number of children walking to school when the current school year started. Placing crosswalks and the appropriate signage in these areas would be beneficial.

Ken Owen: *I agree.*

Alicia Hatcher: *I agree.*

Keith Posey: As far as the costs estimated and the funds allocated. The application estimate was \$369,336.00, the same as the funding amount allocated. My estimated costs using GDOT's CES software with our most recent cost template was very close on similar items, minus the traffic signal at Holly Springs Elementary. My estimate included some extra sidewalk for Ball Ground ES and some curb and gutter for Old Canton Road, and it looks like those items will not be needed. We will add in the bike racks we discussed earlier and some crosswalks and signage for the Knox ES request. Of the \$369,336 in the application, \$200,000 was for the Holly Springs ES traffic signal. If the signal is not warranted, it significantly reduces the amount applied for.

Derrick Cameron: I will tell you that when it comes to the cost on these projects, the Chief Engineer is reviewing the construction estimates with the PE costs. Where the PE costs are a lot higher than what we typically see, he is reluctant to move forward with the project. For a typical GDOT project, PE ends up being approximately 10-15% of construction costs. We have had some SRTS projects where the PE is close to the construction costs and the Chief thinks it is not a good use of the money. I just want you to be aware of this up front.

Ken Owen: *Would you be OK with us using Kimley-Horn for the traffic engineering study, since they would be doing the design?*

Derrick Cameron: That's fine, no problem.

Eric Wilmarth: *If we cannot do a signal at Holly Springs, maybe we should look at a pedestrian bridge across Canton Highway.*

Derrick Cameron: It would have to be ADA compliant. You may have problems getting the ramp grades within acceptable limits.

Keith Posey: Are there anymore comments, questions, or issues that we need to discuss?

No further comments were made.

Keith Posey: OK. Meeting adjourned.

CONCEPT TEAM MEETING – SIGN IN SHEET

OFFICE: GDOT – Design Policy & Support

P.I. NO: 0010396 – Safe Routes to School

COUNTY: Cherokee

DATE: January 24, 2012

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