

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. #0010397
GDOT District 2 - Tennille
Newton County
Newton County School System @
5 Schools - SRTS

OFFICE Design Policy & Support

DATE August 22, 2012

FROM  for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

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

Attachment

DISTRIBUTION:

Bobby Hilliard, Program Control Administrator
Genetha Rice-Singleton, State Program Delivery Engineer
Cindy VanDyke, State Transportation Planning Administrator
Angela Robinson, Financial Management Administrator
Glenn Bowman, State Environmental Administrator
Kathy Zahul, State Traffic Engineer
Georgene Geary, State Materials & Research Engineer
Lisa Myers, State Project Review Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
James Smith, District Engineer
Neal O'Brien, District Preconstruction Engineer
Lynn Bean, District Utilities Engineer
George Brewer, Project Manager
BOARD MEMBER - 8th and 7th Congressional Districts

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT

Project Type: Safe Routes to School P.I. Number: 0010397
GDOT District: 2 County: Newton
Federal Route Number: N/A State Route Number: N/A

Newton County School System @ 5 Schools - SRTS

Submitted for approval:



Kimley-Horn and Associates, Inc. / Sean Johnston

7/19/12

DATE

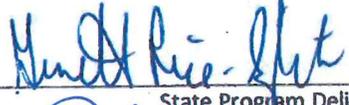


George Brewer, Project Manager

7/19/12

DATE

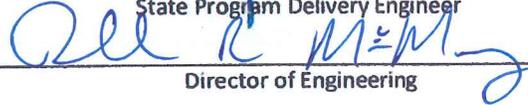
Approvals:

Concur: 

State Program Delivery Engineer

7/26/2012

DATE

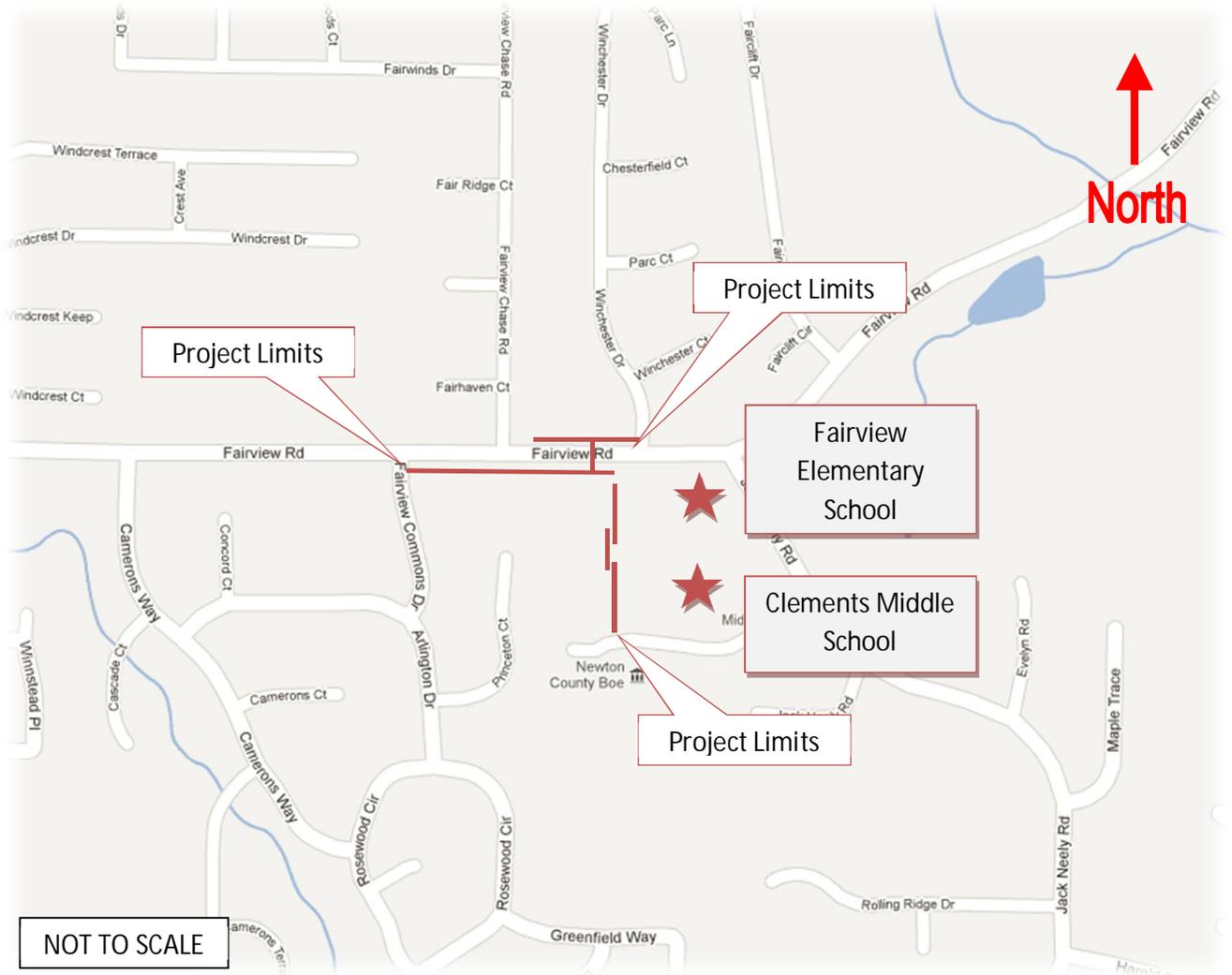
Approve: 

Director of Engineering

8/19/2012

DATE

PROJECT LOCATION



Legend:



School Location



Project Limits

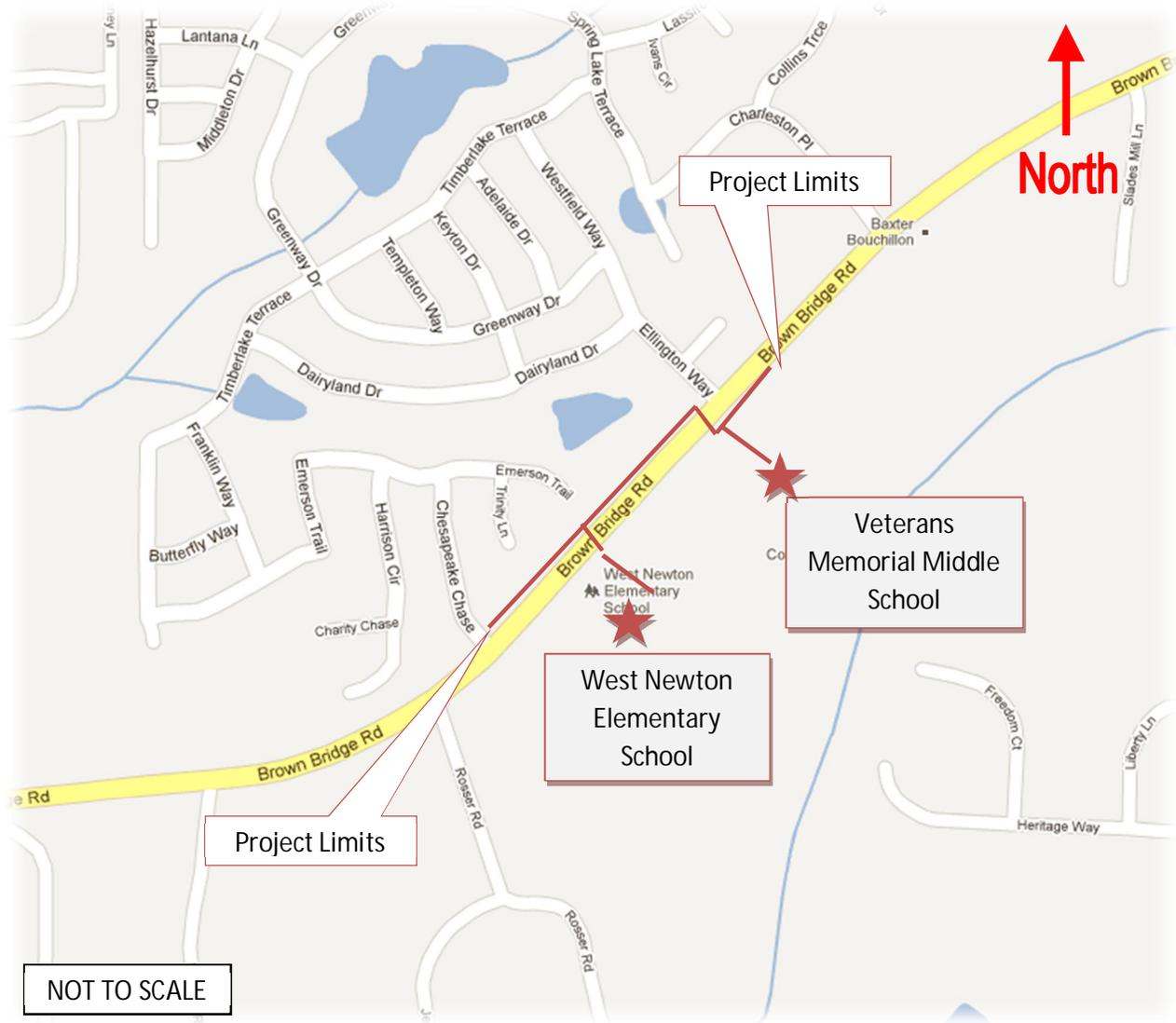
Project Location Map

Project Number: N/A
P.I. Number: 0010397

Newton County Schools SRTS
Newton County, GA

Source: Google

PROJECT LOCATION



Legend:

 School Location

 Project Limits

Project Location Map

Project Number: N/A
P.I. Number: 0010397

Newton County Schools SRTS
Newton County, GA

Source: Google

PROJECT LOCATION



Legend:



School Location



Project Limits

Project Location Map

Project Number: N/A
P.I. Number: 0010397

Newton County Schools SRTS
Newton County, GA

Source: Google

PLANNING & BACKGROUND DATA

Project Justification Statement: The proposed project is a Safe Routes to School (SRTS) infrastructure project that would improve pedestrian accessibility for students within a two-mile radius of five schools in Newton County: Fairview Elementary School, Clements Middle School, West Newton Elementary School, Veterans Memorial Middle School, and Live Oak Elementary School. Fairview Elementary and Clements Middle schools are located on Fairview Road in Newton County. West Newton Elementary and Veterans Memorial Middle schools are located on Brown Bridge Road in Newton County. Live Oak Elementary School is located on Kirkland Road in Newton County. The SRTS program is administered by the Federal Highway Administration under Section 1404 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). As a result of this legislation, funding is allocated to assist with infrastructure and non-infrastructure activities to elementary and middle schools. The desired outcome of the SRTS program is to enable and encourage a healthy lifestyle for all students by walking and bicycling to school, as well as to provide environmental benefits for the community within a two-mile radius of the school.

Fairview Elementary School has an approximate enrollment of 565 students. According to data provided by the school, less than 20 students (approximately 3%) walk or bike to school on a regular basis. Clements Middle School has an approximate enrollment of 690 students. According to data provided by the school, less than 30 students (approximately 4%) walk or bike to school on a regular basis. There are no existing sidewalks along Fairview Road. There are currently no existing sidewalks on school property that connect the elementary school to the middle school. The project proposes to improve connectivity for students walking or biking to school from adjacent neighborhoods through installation of infrastructure along Fairview Road and the school property. The project limits will extend from Winchester Drive to Fairview Commons Drive along Fairview Road.

West Newton Elementary School has an approximate enrollment of 715 students. According to data provided by the school, no students (0%) walk or bike to school on a regular basis. Veterans Memorial Middle School has an approximate enrollment of 800 students. According to data provided by the school, approximately 50 students (approximately 6%) walk or bike to school on a regular basis. There are no existing sidewalks along Brown Bridge Road. No existing crosswalks exist for students to cross Brown Bridge Road to access the schools. The project proposes to improve connectivity for students walking or biking to school from adjacent neighborhoods through installation of infrastructure and crossings along Brown Bridge Road and on the school property. The project limits will extend from Chesapeake Chase to Ellington Way along Brown Bridge Road.

Live Oak Elementary School has an approximate enrollment of 1070 students. According to data provided by the school, approximately 10 students (approximately 1%) walk or bike to school on a regular basis. There are no existing sidewalks along Kirkland Road, and there are no existing sidewalks along the eastern school drive to connect the school building to adjacent neighborhoods along Kirkland Road. The project proposes to improve connectivity for students walking or biking to school from adjacent neighborhoods through installation of infrastructure along Kirkland Road and on the school property. The project limits extend from the school drive to Arbor Lake Drive along Kirkland Road.

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

students walking and biking to school, and will complement the schools' existing Safe Routes to School programs.

Description of the proposed project: The proposed project consists of pedestrian infrastructure improvements in Newton County, Georgia, in the vicinity Fairview Elementary School, Clements Middle School, West Newton Elementary School, Veterans Memorial Middle School, and Live Oak Elementary School to meet current ADA and MUTCD requirements. All improvements would be constructed within the existing right-of-way.

At Fairview Elementary School and Clements Middle School, new sidewalk (approximately 800 feet) would be constructed along the south side of Fairview Road from Fairview Commons Drive to the schools' driveway. New sidewalk would also be constructed (approximately 350') between Fairview Chase Road and Winchester drive on the north side of Fairview Road. A new crosswalk would be installed on Fairview Road at the school driveway, supplemented with rectangular rapid flashing beacons. Additionally, sidewalk would be constructed (approximately 1200 feet) along the school drive to connect both schools to Fairview Road.

At West Newton Elementary School and Veterans Memorial Middle School, new sidewalk (approximately 1550 feet) would be constructed along the north side of Brown Bridge Road from Chesapeake Chase to Ellington Way. Raised concrete refuge islands, crosswalks and rectangular rapid flashing beacons would be installed at the West Newton Elementary School driveway and at the intersection of Brown Bridge Road and Ellington Way. New sidewalk (approximately 600 feet) would also be constructed on school property to connect the new crossings to existing sidewalk on school property.

New sidewalk (approximately 1000 feet) would be constructed along the north side of Kirkland Road from Arbor Lake Drive to the Live Oak Elementary School Driveway. Additionally, sidewalk would be constructed (approximately 350 feet) along the east side of the school drive connecting Live Oak Elementary School to Kirkland Road. A marked crosswalk would be installed across the school driveway, where the new sidewalk would terminate near the school building.

Bicycle racks (5 total) would also be installed at each school, near the school entrances.

Federal Oversight: Full Oversight Exempt State Funded Other

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

Regional Commission: N/A RC – Northeast Georgia RC
RC Project ID #

Congressional District(s): 7 & 8

Projected Traffic: N/A

Functional Classification (Mainline): Fairview Road: Urban Collector Street
Brown Bridge Road: Urban Minor Arterial Street
Kirkland Road: Urban Local Road

Is this project on a designated bike route? No YES

Is this project located on a pedestrian plan? No YES

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

DESIGN AND STRUCTURAL DATA

Mainline Design Features:

Roadway Name/Identification: Fairview Road

Feature	Existing	Standard*	Proposed
Typical Section (Curb and Gutter)			
- Number of Lanes	2	2 Minimum	No Change
- Lane Width(s)	11'-12'	11'-12'	No Change
- Shoulder Width & Type	5' Grassed	N/A	10'-16' Urban
- Sidewalk Width	N/A	5'	5'
- Grass Buffer Width	N/A	2' Minimum 6' Desirable	0' Minimum ** 6' Max
Typical Section (Grassed Shoulder)			
- Number of Lanes	2	2 Minimum	No Change
- Lane Width(s)	11'-12'	11'-12'	No Change
- Shoulder Width & Type	5' Grassed	N/A	10'-15' Grassed
- Sidewalk Width	N/A	5'	5'
- Grass Buffer Width	N/A	N/A	5' Minimum 10' Max
Maximum Sidewalk Cross Slope	N/A	2% Max	2% Max
Minimum Crosswalk Width	N/A	8'	8'
Posted Speed	45 MPH (25 MPH in School Zone)		No Change
Design Speed	45 MPH		No Change
Right-of-Way Width***	90' (Approx.)		No Change

Roadway Name/Identification: Brown Bridge

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	3	2 Minimum	No Change
- Lane Width(s)	11'-12'	11'-12'	No Change
- Shoulder Width & Type	5' Grassed	N/A	10'-15' Grassed
- Sidewalk Width	N/A	5'	5'
- Grass Buffer Width	N/A	N/A	5' Minimum 10' Max
Maximum Sidewalk Cross Slope	N/A	2% Max	2% Max
Minimum Crosswalk Width	N/A	8'	8'
Posted Speed	45 MPH (25 MPH in School Zone)		No Change
Design Speed	45 MPH		No Change
Right-of-Way Width***	100' (Approx.)		No Change

Roadway Name/Identification: Kirkland Road

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2 minimum	No Change
- Lane Width(s)	11'-12'	11'-12'	No Change
- Shoulder Width & Type	12' Urban/ 5' Grassed	N/A	12' Urban
- Sidewalk Width	N/A	5'	5'
- Grass Buffer Width	N/A	2' Minimum 6' Desirable	2'
Maximum Sidewalk Cross Slope	N/A	2% Max	2% Max
Minimum Crosswalk Width	N/A	8'	8'
Posted Speed	45 MPH (25 MPH in School Zone)		No Change
Design Speed	45 MPH		No Change
Right-of-Way Width***	75' (Approx.)		No Change

*According to current GDOT design policy if applicable.

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

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

Minor Structures:

Structure	Existing	Proposed
None	None	None

Major Interchanges/Intersections: N/A

Utility Involvements:

- Water
- Sewer
- Power
- Telecommunications
- Natural Gas

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

SUE Required: Yes No

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

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

Required Right-of-Way anticipated: YES NO Undetermined
 Easements anticipated: Temporary Permanent Utility None

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

Location and Design approval: Not Required Required

Off-site Detours Anticipated: No Yes Undetermined

Transportation Management Plan Anticipated: YES NO

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

FHWA/AASHTO Controlling Criteria	YES	Appvl Date (if applicable)	NO	Undetermined
1. Design Speed	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Lane Width	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Shoulder Width	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Bridge Width	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Horizontal Alignment	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Superelevation	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Vertical Alignment	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Grade	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. Stopping Sight Distance	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Cross Slope	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Vertical Clearance	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
12. Lateral Offset to Obstruction	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
13. Bridge Structural Capacity	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>

Design Variances to GDOT standard criteria anticipated:

GDOT Standard Criteria	Reviewing Office	YES	Appvl Date (if applicable)	NO	Undetermined
1. Access Control - Median Opening Spacing	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Median Usage & Width	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Intersection Skew Angle	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Lateral Offset to Obstruction	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Intersection Sight Distance	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Bike & Pedestrian Accommodations	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. GDOT Drainage Manual	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Georgia Standard Drawings	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. GDOT Bridge & Structural Manual	Bridge Design	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Roundabout Illumination	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Rumble Strips	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
12. Safety Edge	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>

VE Study anticipated: No Yes Completed – Date:

ENVIRONMENTAL DATA

Anticipated Environmental Document:

GEPA: NEPA: Categorical Exclusion EA/FONSI EIS

Air Quality:

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

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

Environmental Permits/Variations/Commitments/Coordination anticipated:

Permit/ Variance/ Commitment/ Coordination Anticipated	YES	NO	Remarks
1. U.S. Coast Guard Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Forest Service/Corps Land	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. CWA Section 404 Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Though there are wetlands in the project area, it is unlikely that this project will impact them.
4. Tennessee Valley Authority Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Buffer Variance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Coastal Zone Management Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. NPDES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Project anticipated to disturb over 1 acre
8. FEMA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. Cemetery Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10. Other Permits	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
11. Other Commitments	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
12. Other Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Coordination with the NRCS will be necessary due to the presence of farmlands within the project area.

Is a PAR required? No Yes Completed – Date:

Environmental impacts by section:

NEPA: A CE is anticipated for this project.

Ecology: The Georgia Department of Natural Resources (GDNR) and the U.S. Fish and Wildlife Service list the black spored quillwort (*Isoetes melanospora*), the pool sprite (*Amphianthus pusillus*), and Michaux's sumac (*Rhus michauxii*) as federally listed species occurring within Newton County. In addition, GDNR lists the following state listed species as occurring within the county: Altamaha shiner (*Cyprinella xaenura*), Piedmont blue burrower (*Cambarus harti*), and dwarf hatpins (*Eriocaulon koernickianum*). A field survey will be required to determine whether habitat or individual species will be found within the project area. If the field survey reveals any habitat, a seasonal survey for the protected species would be required. A field survey for streams and wetlands will be required; based on the National Wetlands Inventory, there are wetlands in the project area near Live Oak Elementary School associated with Caney Fork. A windshield survey also revealed instances of potential streams in the project area, however it is unlikely that this project will impact any streams.

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

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

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

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

Major stakeholders:

- City of Covington
- Newton County
- Georgia Department of Transportation

CONSTRUCTION

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

PROJECT RESPONSIBILITIES

Project Activities:

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

Lighting required: No Yes

Concept Meeting: May 30, 2012. Minutes attached.

Other projects in the area:

- STP00-00922-00(006) –SR 162 from CR 511/Brown Bridge Road to CR 34/Old Salem Road
- CSSTP-0007-00(861) – Lovers Lane from SR 162 Conn to Flat Shoals Road

Other coordination to date: N/A

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Utility	CST	Environmental Mitigation	Total Cost
By Whom	GDOT	N/A	N/A	GDOT	N/A	
\$ Amount	\$140,000	None Anticipated	None Anticipated	\$373,310	None Anticipated	\$513,310

ALTERNATIVES DISCUSSION

Preferred Alternative: The proposed project consists of pedestrian infrastructure improvements in Newton County, Georgia, in the vicinity Fairview Elementary, Clements Middle, West Newton Elementary, Veterans Memorial Middle, and Live Oak Elementary Schools to meet current ADA and MUTCD requirements. All improvements would be constructed within the existing right-of-way.

New sidewalk (approximately 800 feet) would be constructed along the south side of Fairview Road from Fairview Commons Drive, extending to the Fairview Elementary School Driveway. New sidewalk would also be constructed (approximately 350') between Fairview Chase Road and Winchester drive on the north side of Fairview Road. A new crosswalk would be installed at the school intersection as well as rectangular rapid flashing beacons. Additionally, sidewalk would be constructed (approximately 1200 feet) along the school drive connecting Clements Middle School to Fairview Road.

New sidewalk (approximately 1550 feet) would be constructed along the north side of Brown Bridge

Road from Chesapeake Chase to Ellington Way. Raised concrete refuge islands, crosswalks and rectangular rapid flashing beacons would be installed at the West Newton Elementary School driveway, at the intersection of Brown Bridge Road and Ellington Way. Additional sidewalk (approximately 600 feet) would be constructed on school property to connect the crossings to existing sidewalk on school property.

New sidewalk (approximately 1000 feet) would be constructed along the north side of Kirkland Road from Arbor Lake Drive, extending to the Live Oak Elementary School Driveway. Additionally, sidewalk would be constructed (approximately 350 feet) along the east side of the school drive connecting Live Oak Elementary School to Kirkland Road. A marked crosswalk would be installed across the school driveway, where the sidewalk would terminate.

Bicycle racks (5 total) would also be installed at each school, near the school entrance.

Estimated Property Impacts:	None	Estimated Total Cost:	\$513,310
Estimated ROW Cost:	None	Estimated CST Time:	9 Months

Rationale: The preferred alternative is recommended for this project. This alternative will improve bicycle and pedestrian options and connectivity to West Newton Elementary, Live Oak Elementary, Fairview Elementary, Veterans Memorial Middle and Clements Middle schools from adjacent properties and neighborhoods.

Alternative 2: The proposed project consists of pedestrian infrastructure improvements in Newton County, Georgia, in the vicinity Fairview Elementary, Clements Middle, West Newton Elementary, Veterans Memorial Middle, and Live Oak Elementary Schools to meet current ADA and MUTCD requirements. All improvements would be constructed within the existing right-of-way.

New sidewalk (approximately 800 feet) would be constructed along the north side of Fairview Road from Windcrest Drive, extending to Camerons Way. At this intersection, a crossing along with rectangular rapid flashing beacons would be installed. New sidewalk (approximately 2150 feet) would be constructed along the south side of Fairview Road from Camerons Way, extending to the Fairview Elementary School Driveway. New sidewalk would also be constructed (approximately 350') between Fairview Chase Road and Winchester drive on the north side of Fairview Road. A new crosswalk would be installed at the school intersection as well as rectangular rapid flashing beacons. Additionally, sidewalk would be constructed (approximately 1200 feet) along the school drive connecting Clements Middle School to Fairview Road.

New sidewalk (approximately 2700 feet) would be constructed along the north side of Brown Bridge Road from Chesapeake Chase to Charleston Place. Raised concrete refuge islands, crosswalks and rectangular rapid flashing beacons would be installed at the West Newton Elementary School driveway, at the intersection of Brown Bridge Road and Ellington Way. Additional sidewalk (approximately 1500 feet) would be constructed on school property to connect the crossings to existing sidewalk on school property.

New sidewalk (approximately 1000 feet) would be constructed along the north side of Kirkland Road from Arbor Lake Drive, extending to the Live Oak Elementary School Driveway. New sidewalk (approximately 300 feet) would be constructed along the south side of Kirkland Road from Arbor Lake Drive, extending a new crossing with rectangular rapid flashing beacons. Additionally, sidewalk would be constructed (approximately 350 feet) along the east side of the school drive connecting Live Oak

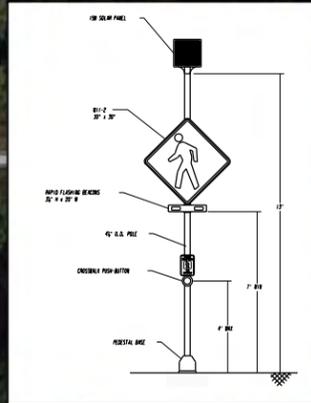
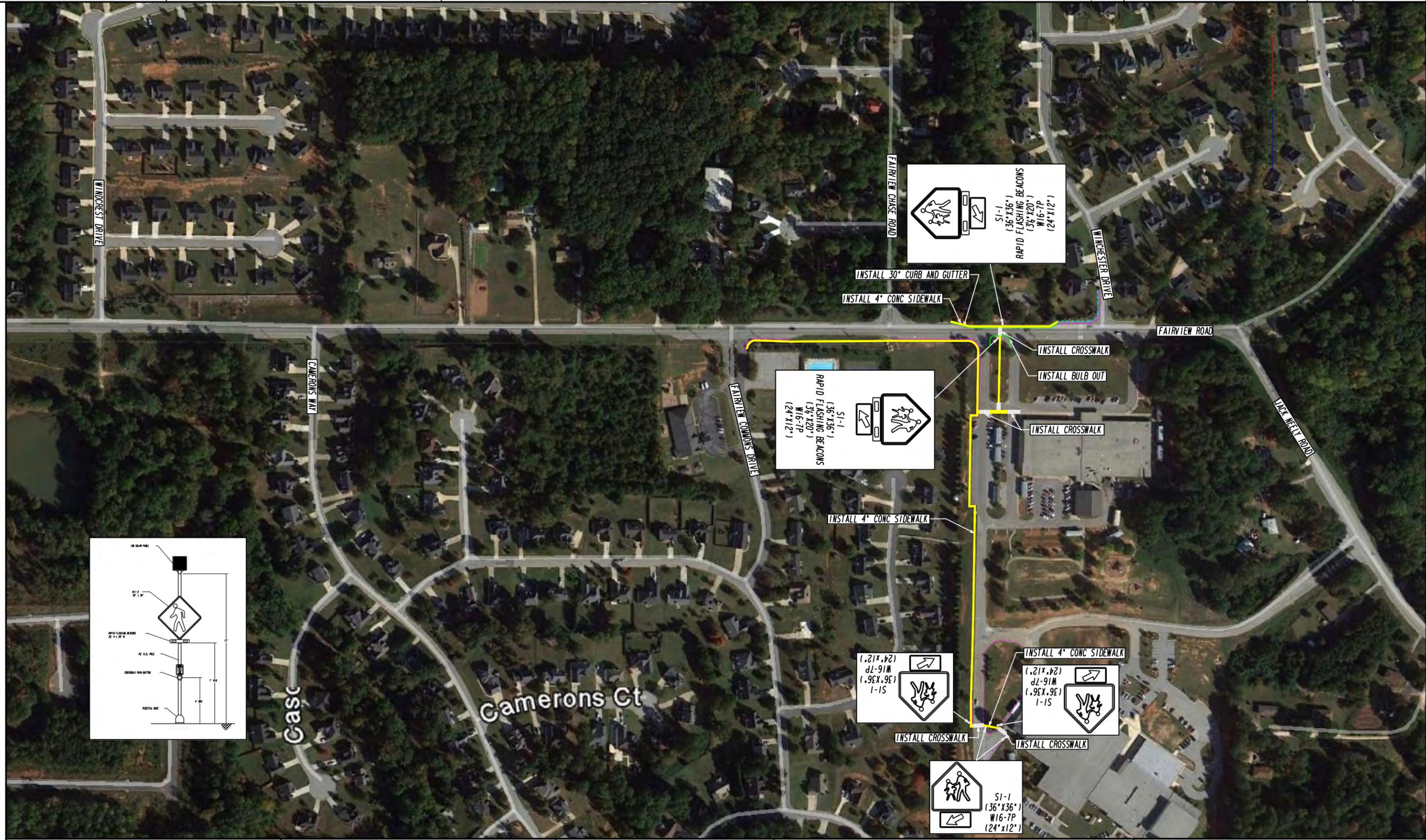
Elementary School to Kirkland Road. A marked crosswalk would be installed across the school driveway, where the sidewalk would terminate.			
Bicycle racks (5 total) would also be installed at each school, near the school entrance.			
Estimated Property Impacts:	None	Estimated Total Cost:	\$635,020
Estimated ROW Cost:	None	Estimated CST Time:	9 Months
Rationale: This alternative is not recommended for this project, due to an anticipated construction cost that would exceed the available SRTS funding. Also, the proposed crossing on Kirkland Road at Live Oak Elementary School is not recommended because of the 45 mph posted speed limit along Kirkland Road, lack of area to provide adequate pedestrian refuge, and potentially limited sight distance.			

No-Build Alternative: The no-build alternative would leave the existing conditions intact and not construct the improvements proposed in the preferred alternative.			
Estimated Property Impacts:	None	Estimated Total Cost:	N/A
Estimated ROW Cost:	None	Estimated CST Time:	N/A
Rationale: The no-build alternative is not recommended for this project. This alternative would not support the goals of improving bicycle and pedestrian accessibility as defined by the Safe Routes to School program.			

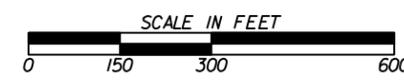
Comments: None

Attachments:

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



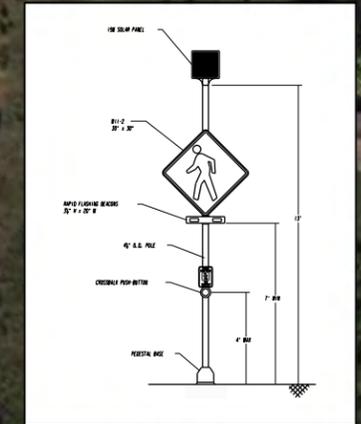
Kimley-Horn and Associates, Inc.
 Engineering, Planning, and Environmental Consultants
 817 W. Peachtree Street NW, Suite 601
 Atlanta, GA 30308



REVISION DATES

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE:
CONCEPT LAYOUT
 FAIRVIEW ELEMENTARY SCHOOL
 CLEMENTS MIDDLE SCHOOL

DRAWING No.
01



REVISION DATES

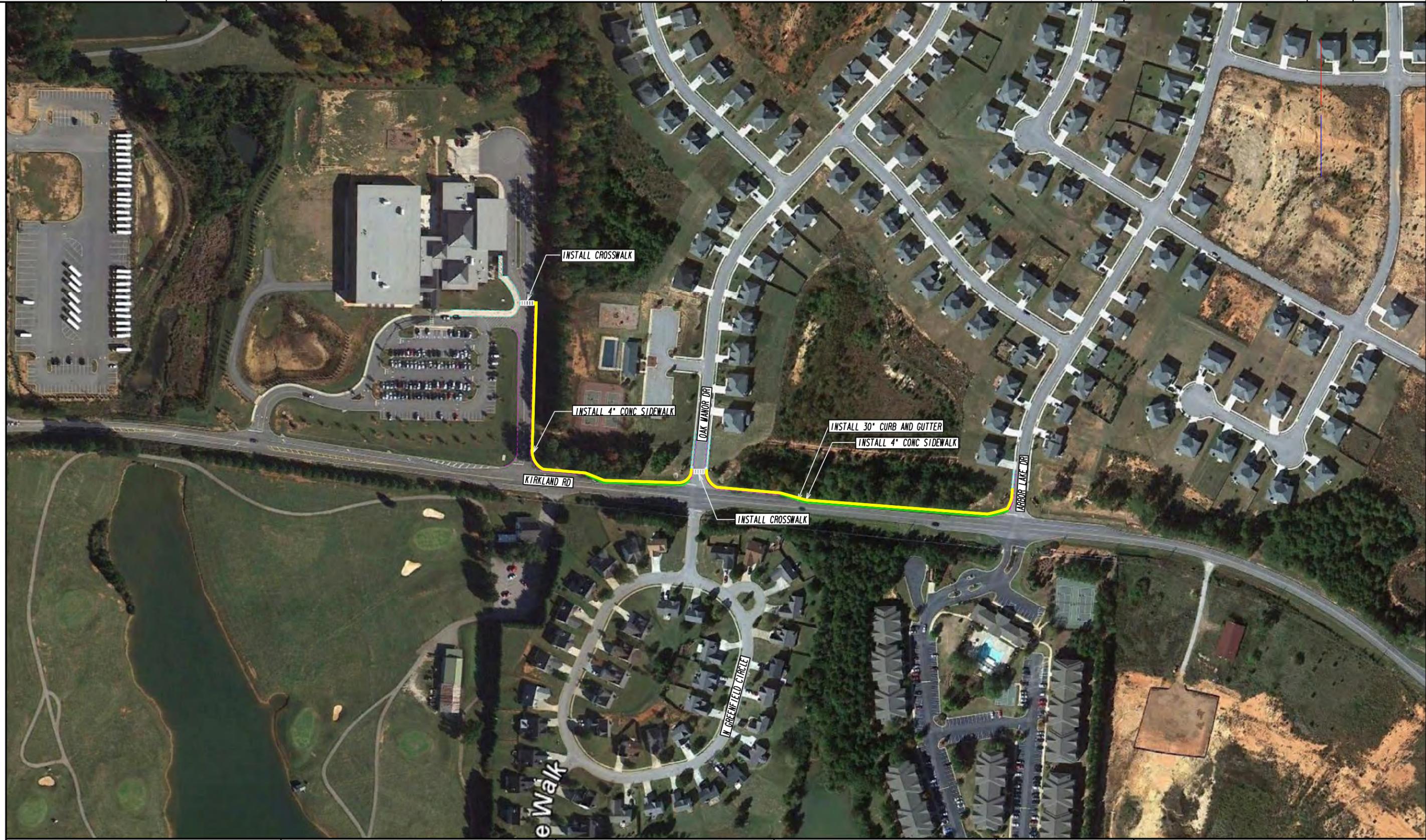
STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION

OFFICE:

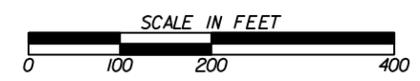
CONCEPT LAYOUT

WEST NEWTON ELEMENTARY SCHOOL
 VETERANS MEMORIAL MIDDLE SCHOOL

DRAWING No. **02**



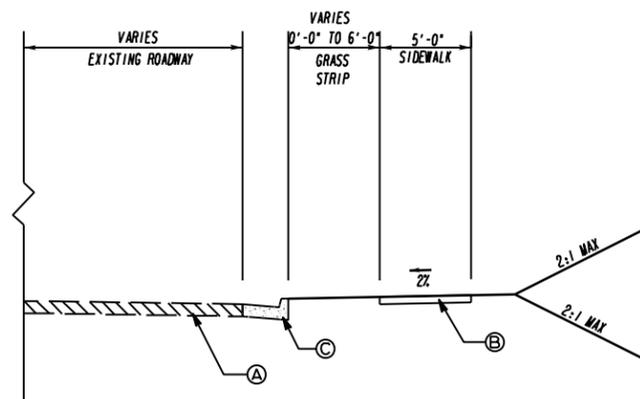
Kimley-Horn and Associates, Inc.
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 Atlanta, GA 30308



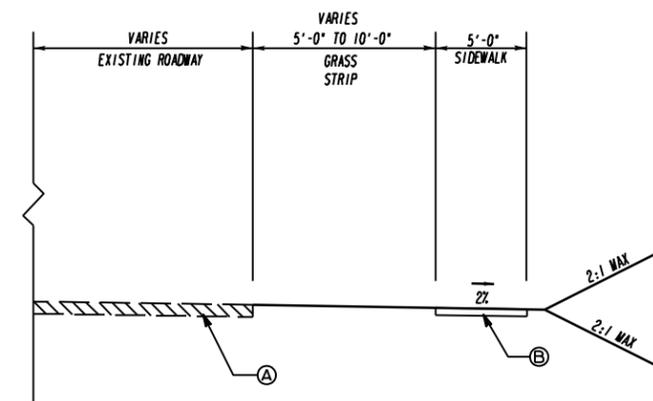
REVISION DATES

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE:
CONCEPT LAYOUT
 LIVE OAK ELEMENTARY SCHOOL

DRAWING No.
03



TS 1
CURB AND GUTTER SECTION
FAIRVIEW ROAD
KIRKLAND ROAD



TS 2
GRASSED SHOULDER SECTION
FAIRVIEW ROAD
BROWN BRIDGE ROAD

REQUIRED PAVEMENT

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

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

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PROGRAM DELIVERY

TYPICAL SECTIONS

DRAWING No.
5-01

STATE HIGHWAY AGENCY

DATE : 08/09/2012

PAGE : 1

JOB ESTIMATE REPORT

JOB NUMBER : 0010397
 DESCRIPTION: NEWTON COUNTY SRTS

SPEC YEAR: 01

ITEMS FOR JOB 0010397

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0004	001-1999		*\$*	CONSTRUCTION ENGR INSPECTION	1.000	20000.00	20000.00
0005	150-1000		LS	TRAFFIC CONTROL - 0010397	1.000	60000.00	60000.00
0010	165-0030		LF	MAINT OF TEMP SILT FENCE, TP C	3535.000	0.69	2443.07
0015	171-0030		LF	TEMPORARY SILT FENCE, TYPE C	7065.000	2.22	15692.28
0020	210-0100		LS	GRADING COMPLETE - 0010397	1.000	15000.00	15000.00
0025	441-0104		SY	CONC SIDEWALK, 4 IN	4020.000	27.52	110643.71
0030	441-0748		SY	CONC MEDIAN, 6 IN	295.000	30.76	9075.71
0035	441-6022		LF	CONC CURB & GUTTER, 6"X30"TP2	1210.000	14.09	17050.51
0040	550-1180		LF	STM DR PIPE 18",H 1-10	1100.000	31.70	34873.32
0044	550-3418		EA	SAFETY END SECTION 18",SD,4:1	2.000	494.17	988.35
0045	603-1012		SY	STN PLAIN RIP RAP, 12 IN	35.000	38.13	1334.64
0050	653-1804		LF	THERM SOLID TRAF STRIPE, 8",WH	4885.000	1.62	7951.17
0055	636-1033		SF	HWY SIGNS, TP1MAT,REFL SH TP 9	44.000	21.10	928.53
0060	636-2090		LF	GALV STEEL POSTS, TP 9	52.000	8.99	467.98
0065	668-1100		EA	CATCH BASIN, GP 1	5.000	2045.28	10226.43
0070	700-6910		AC	PERMANENT GRASSING	2.000	641.45	1282.92
0075	754-6000		EA	BICYCLE RACK	5.000	784.51	3922.57
0080	999-3800		EA	RECTANGULAR RAPID BEACON ASSY	10.000	8000.00	80000.00
0085	999-3900		LS	TEST - RECTANGULAR RAPID BEACON ASSY	1.000	1208.33	1208.33
0090	999-3975		LS	TRAINING - RECT. RAPID BEACON ASSY	1.000	1208.33	1208.33

ITEM TOTAL 394297.84
 INFLATED ITEM TOTAL 394297.85

TOTALS FOR JOB 0010397

ESTIMATED COST: 394297.85
 CONTINGENCY PERCENT (0.0): 0.00
 ESTIMATED TOTAL: 394297.85

MEETING MINUTES

Date: May 30, 2012
Project: Newton Count SRTS
GDOT Project No.: PI 0010397
County: Newton
Subject: Concept Team Meeting

Attendees:

Michael Barr	Newton County School System (NCSS)
Cheryl Delk	Newton County Board of Commissioners
Tom Garrett	Newton County
Tom Cheatham	Newton County
Artie Brunson	NCSS-Fairview
Ericka Anderson	NCSS-Live Oak
Naomi Cobb	NCSS-Fairview Elementary
Kathy Garber	NCSS-Grants
Takila Curry	NCSS-West Newton
Dennis L. Carpenter	Newton County Board of Education
Joy S. Scarella	NCSS-Clements
George Brewer	Georgia Department of Transportation
Stuart Day	Kimley-Horn and Associates (KHA)
Sean Johnston	KHA

This Safe Routes to School (SRTS) concept team meeting was held on Wednesday, May 30, 2012 at the Newton County Courthouse in Newton County, Georgia to discuss the sponsor's application and concepts for proposed infrastructure improvements in the vicinity of Fairview Elementary School, Clements Middle School, West Newton Elementary School, Veterans Memorial Middle School and Live Oak Elementary School. The proposed project consists of sidewalk installation, crossing enhancements and signage in the vicinity of the schools to improve conditions for children walking or bicycling to school. Sean Johnston opened the meeting with introductions and discussed the project's schedule. It is anticipated that a formal Concept Report will be submitted to the schools for review in June 2012, with final approval by GDOT anticipated by September 2012. The anticipated construction let date is March 2014.

The meeting began with a group discussion at the Courthouse, which included the following key items:

- KHA staff gave an overview of plan development process milestones, which include concept development (i.e. 30% design), environmental documentation, construction plan preparation (including a Preliminary Field Plan Review at 60% design), and letting to construction. It is GDOT and KHA's goal to complete this process within two years. This is an expedited timeframe for a process that could normally take three to six years.
- The project construction cost as proposed in Newton County's SRTS infrastructure funding application is \$316, 700. The construction cost for any single SRTS infrastructure project cannot exceed \$500,000.00

- KHA discussed that all construction for this project must take place inside the existing right-of-way and/or on school property.
- KHA discussed that a maintenance agreement would be required of the sponsors to maintain the improvements for the “economic life” of the project, which is determined by GDOT based on the construction cost, and is typically 2-4 years for SRTS projects.
- KHA gave an overview of the design teams' understanding of the project. The scope is broken up into three areas that encompass three elementary schools and two middle schools.

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

- Veterans Memorial Middle School and West Newton Elementary School:
 - Installation of 6000 ft. of sidewalk on Browns Bridge, to connect to nearby neighborhoods
 - Installation of crosswalks and In Road Warning Lights or Rectangular Rapid Flashing Beacons on Brown Bridge Road
 - It was discussed that cost for curb and gutter or drainage was not included in the sponsor's cost estimate.
 - It was noted that the speed limit on Brown Bridge Road is 45 mph.
 - Priorities for these schools were noted as follows:
 1. Installation of crossings on Brown Bridge
 2. Installation of sidewalk connecting the two main entrances to The Silos neighborhood (Chesapeake Chase and Ellington Way)
 3. Installation of sidewalk connecting the neighborhood to the southwest of school (Glynnshire)
 4. Installation of bike racks at each school
- Live Oak Elementary School:
 - Installation of sidewalk on the north side of Kirkland Road from the school to adjacent neighborhoods
 - Installation of sidewalk on the south side of Kirkland Road from the apartments at Arbor Lake Drive to neighborhood entrance at Greenfield Circle.
 - Installation of crosswalks on Kirkland Road. It was discussed that site distance and vehicle speeds should be evaluated at proposed crossings on Kirkland Road.
 - It was discussed that curb and gutter and storm drainage were not included in the cost estimate.
 - It was noted that the speed limit on Kirkland Road is 45 mph.
 - Priorities for this school site were noted as follows:
 1. Installation of sidewalk from the school to the adjacent neighborhood (Arbor Lake Drive) on the north side of Kirkland Road
 2. Installation of crossing on Kirkland Road
 3. Installation of sidewalk between N Greenfield Circle and the apartment complex

4. Installation of bike racks at the school

- Fairview Elementary School and Clements Middle School:
 - Installation of sidewalk on the north side of Fairview Road from Fairview Chase Road to Winchester Drive
 - Installation of sidewalk on the south side of Fairview Road from Fairview Commons Drive to the school driveway
 - Installation of crosswalks on Fairview Road
 - Installation of sidewalk on the south side of Fairview Road from Fairview Commons Drive to Camerons Way
 - Installation of sidewalk on the north side of Fairview Road from Fairview Chase Road to Windcrest Drive
 - Installation of sidewalk on the west side of the school driveway from Fairview Road to Clements Middle School
 - Priorities:
 1. Installation of sidewalk on the north side of Fairview Road from Fairview Chase Road to Winchester Drive
 2. Installation of crosswalk on Fairview Road at the school entrance drive
 3. Installation of sidewalk on the south side of Fairview Road from Fairview Commons Drive to the school driveway
 4. Installation of sidewalk on the west side of the school driveway from Fairview Road to Clements Middle School
 5. Installation of the remaining sidewalk west of the school to Camerons Way and Windcrest Drive

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

- Veterans Memorial Middle School and West Newton Elementary School:
 - There is an existing ditch along the north side of Brown Bridge Road that drains into the neighborhood. The shoulder will likely need to be graded to maintain similar drainage.
 - The existing turn lanes give an opportunity to construct a pedestrian refuge island.
 - The design team should evaluate two crossings, one in front of each school.
- Live Oak Elementary School:
 - The shoulder on the north side of Kirkland Road appears to have room to construct sidewalk.
 - The shoulder on the south side of Kirkland Road would likely require extending an existing culvert.
 - Installation of crosswalks on Kirkland Road may be problematic due to vertical and horizontal curve sight distance concerns, combined with the high posted speed (45mph).
- Fairview Elementary School and Clements Middle School:
 - The shoulder on the north side of Fairview Road near the school may present grade issues, especially at an existing residential driveway just west of Winchester Drive.
 - The existing detention pond near Windcrest Drive may be impacted due to sidewalk construction.

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