

ORIGINAL TO GENERAL FILES

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

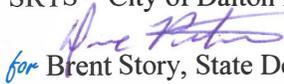
**OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE**

FILE P.I. #0010399

OFFICE Design Policy & Support

GDOT District 6 - Cartersville
Whitfield County
SRTS - City of Dalton Elementary Schools

DATE 1/30/2012

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:

Genetha Rice-Singleton, Program Control Administrator
Bobby Hilliard, State Program Delivery Engineer
Cindy VanDyke, State Transportation Planning Administrator
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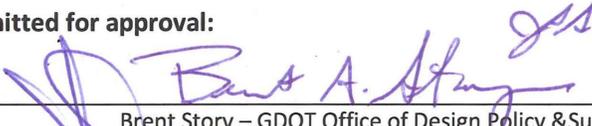
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
CONCEPT REPORT**

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

P.I. Number: 0010399
County: Whitfield
State Route Number: N/A

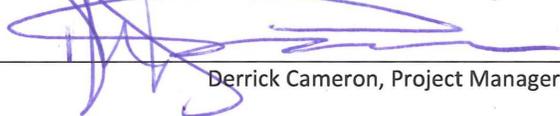
City of Dalton Public Schools
Brookwood Elementary School, Roan Elementary School, Blue Ridge Elementary School,
City Park Elementary School, Westwood Elementary School, and Park Creek Elementary

Submitted for approval:



Brent Story – GDOT Office of Design Policy & Support

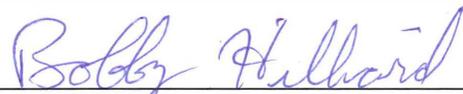
DATE: Jan 19, 2012



Derrick Cameron, Project Manager

DATE: 23 Jan 2011

Approvals:

Concur: 

State Program Delivery Engineer

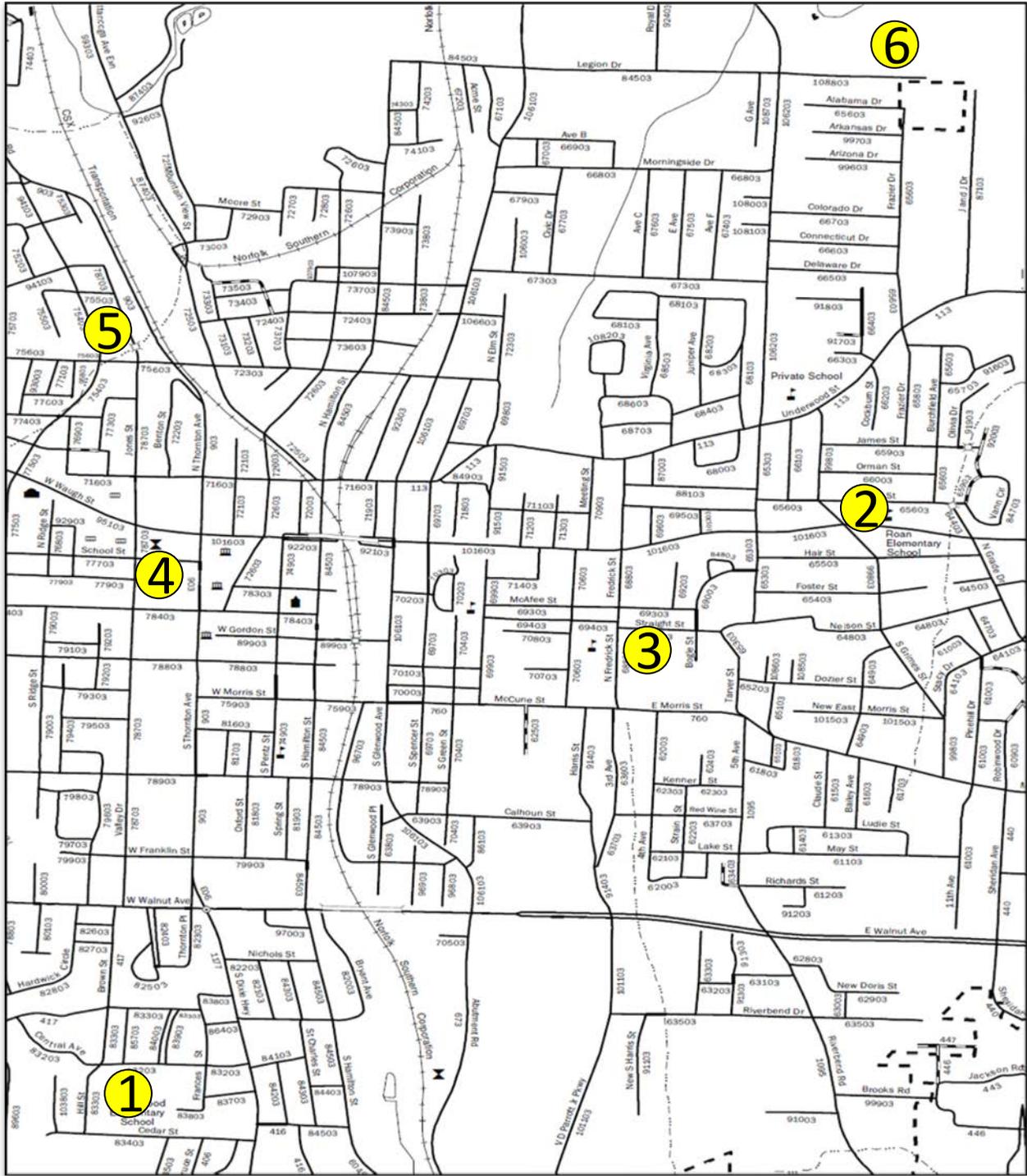
DATE: 1-24-2012

Approve: 

Director of Engineering

DATE: 1/29/12

PROJECT LOCATION: CITY OF DALTON, GA.



- 1. Brookwood Elementary School
- 2. Roan Elementary School
- 3. Blue Ridge Elementary School

- 4. City Park Elementary School
- 5. Westwood Elementary School
- 6. Park Creek Elementary School

PLANNING & BACKGROUND DATA

Project Justification Statement:

This project is a Safe Routes to School (SRTS) infrastructure project that will improve pedestrian and bicycle accessibility for students within a ½ mile radius of Brookwood Elementary, Roan Elementary, Blue Ridge Elementary, City Park Elementary, Westwood Elementary and Park Creek Elementary in Dalton Ga.

The Federal SRTS program was created by Section 1404 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which was signed into public law (P.L. 109-59) on August 10, 2005. As a result of this legislation, every state now has dedicated dollars to help with infrastructure improvements (e.g. new sidewalks and traffic calming projects) and non-infrastructure activities to encourage and enable students to walk and bicycle to school.

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

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

Due to gaps in existing sidewalks, students walking to school must do so on existing shoulder on portions of SR31/US 221/South Valdosta Road, West Patten Avenue, East Franklin Avenue, Berrien Avenue, and Park Drive.

The SRTS project would improve pedestrian accessibility and connectivity by addressing gaps in existing sidewalks.

Description of the proposed project:

This project consists of pedestrian and bicycle infrastructure improvements in Dalton, GA in the vicinity of Blue Ridge Elementary, Brookwood Elementary, Park Creek Elementary, City Park Elementary, Roan Elementary, and Westwood Elementary. The project will improve pedestrian accessibility and connectivity through the installation of new sidewalks, school zone flashing beacons, overhead school zone beacons and signs, as well as signalized intersections safety improvements. All improvements will be constructed within the existing right-of-way.

Brookwood Elementary:

School Zone Flashing Beacons will be provided at the following locations:

- Central Avenue (west of school)
- Central Avenue (east of school)
- West Willow Dr. (south bound)

Roan Elementary:

Overhead School Zone Flashing Beacons and Signs will be provided at the following locations:

- M. L. King Jr. Blvd (Eastbound and Westbound) of Roan Elementary School.

School Zone Flashing Beacons will be provided at the following locations:

- Roan Street (west of school)
- Dantzler Street (north of school)
- Burchfield Avenue (north of school)
- Grade Street (south of school)
- Grimes Street (south of school)

Blue Ridge Elementary:

Signalized Intersections Safety Improvements will be provided at the following locations:

- M.L. King Jr. Blvd @ Fredrick Street (Blue Ridge Elementary)
- Morris Street @ Fredrick Street (Blue Ridge Elementary)

Improvements to intersections include, but are not limited to: installation of handicap curb ramps, installation of pedestrian signals and push buttons, and the installation or restriping of intersection crosswalks.

School Zone Flashing Beacons will be provided at the following locations:

- Straight Street (west of school)
- N. Fredrick Street (north of school)
- Bogle Street (north of school)
- Third Avenue (south of school)

City Park Elementary:

Overhead School Zone Flashing Beacons and Signs will be provided at the following locations:

- Thornton Avenue (Northbound and Southbound) of City Park Elementary School.

School Zone Flashing Beacons will be provided at the following locations:

- School Street (east of school)
- Vernon Street (east of school)
- W. Crawford Street (east of school)

- W. Crawford Street (south of school)
- Valley Drive (south of school)
- Jones Street (north of school)

Westwood Elementary:

School Zone Flashing Beacons will be provided at the following locations:

- Trammell Street (south of school)
- West Tyler Street (west of school)
- West Tyler Street (east of school)
- Jones Street (north of school)
- Jones Street (south of school)

Park Creek Elementary:

School Zone Flashing Beacons will be provided at the following locations:

- Hale Bowen Drive. (east bound)

New sidewalks will be provided at the following locations:

- Frazier Drive – Install new, 5 foot sidewalk from Underwood Street to end of street along the east side of the street. (Approx. 3000 feet)
- Park Creek Elementary East Entrance – Install new, 5 foot sidewalk from sidewalk on Hale Bowen Drive to school entrance (existing sidewalk) along the west side of the driveway. ((Approx. 150 feet)
- Park Creek Elementary West Entrance – Install new, 5 foot sidewalk from sidewalk on Hale Bowen Drive to school entrance (existing sidewalk) along the east side of the driveway. (Approx. 350 feet)

New street cross walk:

This crosswalk will line up with the walking trail that leads from the end of the Frazier Street sidewalk to Park Creek Elementary.

Signalized Intersections Safety Improvements will be provided at the following locations:

- Veterans Drive @ Hale Bowen Drive (Park Creek Elementary)

Improvements to intersections include, but are not limited to: installation of handicap curb ramps, installation of pedestrian signals and push buttons, and the installation or restriping of intersection crosswalks.

Maps detailing proposed improvements for the schools listed above are included in the attachments.

Federal Oversight: Full Oversight Exempt State Funded Other

MPO: N/A MPO -
MPO Project TIP # 0010399

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

Congressional District: 9

Projected Traffic AADT:

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

Functional Classification:

Brookwood Elementary:

- Central Avenue: Urban Local Road
- W. Willow Park Drive: Urban Local Road

Roan Elementary:

- M.L. King Blvd.: Urban Minor Arterial Street
- Roan Street: Urban Local Road
- Dantzler Street: Urban Local Road
- Burchfield Avenue: Urban Local Road
- Grade Street: Urban Local Road
- Grimes Street: Urban Local Road

Blue Ridge Elementary:

- Straight Street: Urban Local Road
- N. Fredrick Street: Urban Local Road
- Bogle Street: Urban Local Road
- Third Avenue: Urban Local Road

City Park Elementary:

- School Street: Urban Local Road
- Vernon Street: Urban Local Road
- W. Crawford Street: Urban Local Road
- Valley Drive: Urban Local Road
- Jones Street: Urban Collector Street
- N. Thornton Avenue: Urban Minor Arterial Street

Westwood Elementary:

- Trammell Street: Rural Local Road
- W. Tyler Street: Urban Local Road
- Jones Street: Urban Collector Street

Park Creek Elementary:

- Hale Bowen Drive: Urban Local Road
- Veterans Drive: Urban Collector Street
- Frazier Street: Urban Local Road

Is this project on a designated bike route? No YES

Is this project located on a pedestrian plan? No YES

DESIGN AND STRUCTURAL DATA

Brookwood Elementary:

Mainline Design Features: Central Avenue - Urban Local Road

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2 minimum	2
- Lane Width(s)	16'	11' minimum 12' desirable	No Change Anticipated
- Shoulder Width & Type	Urban	8' overall 4' paved	No Change Anticipated
- Sidewalks	5' left sides	5' recommended	No Change Anticipated
- Grassed Buffer	1.5'	2' minimum 6' desirable	No Change Anticipated
Posted Speed	Varies 25 – 30 mph	N/A	Varies 25 – 30 mph
Design Speed	Varies 25 – 30 mph	N/A	Varies 25 – 30 mph
Right-of-Way Width †	Varies 50 - 70'	N/A	No Change Anticipated
Maximum Sidewalk Cross Slope	2%	2%	2%
Minimum Crosswalk Width	8'	8'	8'

*According to current GDOT design policy

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

Side Road Design Features: W. Willow Park Drive: Urban Local Road

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2 minimum	2
- Lane Width(s)	14'	11' minimum 12' desirable	No Change Anticipated
- Shoulder Width & Type	Urban	8' overall 4' paved	No Change Anticipated
- Sidewalks	None	5' recommended	No Change Anticipated
- Grassed Buffer	None	2' minimum 6' desirable	2'
Posted Speed	30 mph	N/A	30 mph
Design Speed	35 mph	N/A	35 mph
Right-of-Way Width †	40'	N/A	40'
Maximum Sidewalk Cross Slope	2%	2%	2%
Minimum Crosswalk Width	8'	8'	8'

*According to current GDOT design policy

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

Roan Elementary:

Road Design Features: M.L. King Blvd. – Urban Minor Arterial

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	4	2 minimum	4
- Lane Width(s)	12'	11' minimum 12' desirable	12'
- Shoulder Width & Type	Urban	8' overall 4' paved	No Change Anticipated
- Sidewalks	4' both sides	5' recommended	No Change Anticipated
- Grassed Buffer	2'	2' minimum 6' desirable	No Change Anticipated
Posted Speed	Varies 25 – 40 mph	N/A	Varies 25 – 40 mph
Design Speed	Varies 25 – 40 mph	N/A	Varies 25 – 40 mph
Right-of-Way Width †	100'	N/A	100'
Maximum Sidewalk Cross Slope	2%	2%	2%
Minimum Crosswalk Width	8'	8'	8'

*According to current GDOT design policy

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

Road Design Features: Roan Street - Urban Local Road

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2 minimum	2
- Lane Width(s)	14'	11' minimum 12' desirable	No Change Anticipated
- Shoulder Width & Type	Urban	8' overall 4' paved	No Change Anticipated
- Sidewalks	Intermittent 4' both sides	5' recommended	No Change Anticipated
- Grassed Buffer	2'	2' minimum 6' desirable	2' No Change Anticipated
Posted Speed	Varies 25 – 30 mph	N/A	Varies 25 – 30 mph
Design Speed	Varies 25 – 30 mph	N/A	Varies 25 – 30 mph
Right-of-Way Width †	Varies 40' – 60'	N/A	Varies 40' – 60'
Maximum Sidewalk Cross Slope	2%	2%	2%
Minimum Crosswalk Width	8'	8'	8'

*According to current GDOT design policy

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

Road Design Features: Dantzler Street – Urban Local Road

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2 minimum	2
- Lane Width(s)	12'	11' minimum 12' desirable	12'
- Shoulder Width & Type	Urban	8' overall 4' paved	No Change Anticipated
- Sidewalks	None	5' recommended	No Change Anticipated
- Grassed Buffer	None	2' minimum 6' desirable	No Change Anticipated
Posted Speed	25 mph	N/A	25 mph
Design Speed	25 mph	N/A	25 mph
Right-of-Way Width †	40'	N/A	40'
Maximum Sidewalk Cross Slope	2%	2%	2%
Minimum Crosswalk Width	8'	8'	8'

*According to current GDOT design policy

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

Road Design Features: Burchfield Avenue – Urban Local Road

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2 minimum	2
- Lane Width(s)	12'	11' minimum 12' desirable	12'
- Shoulder Width & Type	Urban	8' overall 4' paved	No Change Anticipated
- Sidewalks	4' right side	5' recommended	No Change Anticipated
- Grassed Buffer	2'	2' minimum 6' desirable	No Change Anticipated
Posted Speed	25 mph	N/A	25 mph
Design Speed	25 mph	N/A	25 mph
Right-of-Way Width †	40'	N/A	40'
Maximum Sidewalk Cross Slope	2%	2%	2%
Minimum Crosswalk Width	8'	8'	8'

*According to current GDOT design policy

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

Road Design Features: N. Grade Street – Urban Local Road

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2 minimum	2
- Lane Width(s)	12'	11' minimum 12' desirable	12'
- Shoulder Width & Type	Urban	8' overall 4' paved	No Change Anticipated
- Sidewalks	None	5' recommended	No Change Anticipated
- Grassed Buffer	2'	2' minimum 6' desirable	No Change Anticipated
Posted Speed	30mph	N/A	30 mph
Design Speed	30 mph	N/A	30 mph
Right-of-Way Width †	40'	N/A	40'
Maximum Sidewalk Cross Slope	2%	2%	2%
Minimum Crosswalk Width	8'	8'	8'

*According to current GDOT design policy

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

Road Design Features: Grimes Street – Urban Local Road

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2 minimum	2
- Lane Width(s)	12'	11' minimum 12' desirable	12'
- Shoulder Width & Type	Urban	8' overall 4' paved	No Change Anticipated
- Sidewalks	4' right side	5' recommended	No Change Anticipated
- Grassed Buffer	2'	2' minimum 6' desirable	No Change Anticipated
Posted Speed	25 mph	N/A	25 mph
Design Speed	25 mph	N/A	25 mph
Right-of-Way Width †	40'	N/A	40'
Maximum Sidewalk Cross Slope	2%	2%	2%
Minimum Crosswalk Width	8'	8'	8'

*According to current GDOT design policy

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

Blue Ridge Elementary:

Road Design Features: Straight Street – Urban Local Road

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2 minimum	2
- Lane Width(s)	12'	11' minimum 12' desirable	12'
- Shoulder Width & Type	Urban	8' overall 4' paved	No Change Anticipated
- Sidewalks	4' Left side	5' recommended	No Change Anticipated
- Grassed Buffer	2'	2' minimum 6' desirable	No Change Anticipated
Posted Speed	30 mph	N/A	30 mph
Design Speed	30 mph	N/A	30 mph
Right-of-Way Width †	40'	N/A	40'
Maximum Sidewalk Cross Slope	2%	2%	2%
Minimum Crosswalk Width	8'	8'	8'

*According to current GDOT design policy

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

Road Design Features: N. Fredrick Street – Urban Local Road

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2 minimum	2
- Lane Width(s)	12'	11' minimum 12' desirable	12'
- Shoulder Width & Type	Urban	8' overall 4' paved	No Change Anticipated
- Sidewalks	4' right side	5' recommended	No Change Anticipated)
- Grassed Buffer	0' - 2'	2' minimum 6' desirable	No Change Anticipated
Posted Speed	35 mph	N/A	35 mph
Design Speed	35 mph	N/A	35 mph
Right-of-Way Width †	Varies 50' – 80'	N/A	Varies 50' – 80'
Maximum Sidewalk Cross Slope	2%	2%	2%
Minimum Crosswalk Width	8'	8'	8'

*According to current GDOT design policy

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

Road Design Features: Bogle Street – Urban Local Road

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2 minimum	2
- Lane Width(s)	12'	11' minimum 12' desirable	12'
- Shoulder Width & Type	Urban	8' overall 4' paved	No Change Anticipated
- Sidewalks	None	5' recommended	None
- Grassed Buffer	None	2' minimum 6' desirable	2'
Posted Speed	30 mph	N/A	30 mph
Design Speed	30 mph	N/A	30 mph
Right-of-Way Width †	40'	N/A	40'
Maximum Sidewalk Cross Slope	2%	2%	2%
Minimum Crosswalk Width	8'	8'	8'

*According to current GDOT design policy

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

Road Design Features: Third Avenue – Urban Local Road

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2 minimum	2
- Lane Width(s)	12'	11' minimum 12' desirable	12'
- Shoulder Width & Type	Urban	8' overall 4' paved	No Change Anticipated
- Sidewalks	Both sides	5' recommended	No Change Anticipated
- Grassed Buffer	0	2' minimum 6' desirable	No Change Anticipated'
Posted Speed	30 mph	N/A	30 mph
Design Speed	30 mph	N/A	30 mph
Right-of-Way Width †	40'	N/A	40'
Maximum Sidewalk Cross Slope	2%	2%	2%
Minimum Crosswalk Width	8'	8'	8'

*According to current GDOT design policy

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

City Park Elementary

Road Design Features: School Street – Urban Local Road

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2 minimum	2
- Lane Width(s)	12'	11' minimum 12' desirable	12'
- Shoulder Width & Type	Urban	8' overall 4' paved	No Change Anticipated
- Sidewalks	5' both sides	5' recommended	No Change Anticipated
- Grassed Buffer	0' right side 6' Left side	2' minimum 6' desirable	No Change Anticipated
Posted Speed	30 mph	N/A	30 mph
Design Speed	30 mph	N/A	30 mph
Right-of-Way Width †	40'	N/A	40'
Maximum Sidewalk Cross Slope	2%	2%	2%
Minimum Crosswalk Width	8'	8'	8'

*According to current GDOT design policy

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

Road Design Features: Vernon Street – Urban Collector Road

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	3	3 minimum	3
- Lane Width(s)	12'	11' minimum 12' desirable	12'
- Shoulder Width & Type	Urban	8' overall 4' paved	No Change Anticipated
- Sidewalks	5' right side	5' recommended	No Change Anticipated
- Grassed Buffer	0'	2' minimum 6' desirable	No Change Anticipated
Posted Speed	30 mph	N/A	30 mph
Design Speed	30 mph	N/A	30 mph
Right-of-Way Width †	40' – 60'	N/A	40' – 60'
Maximum Sidewalk Cross Slope	2%	2%	2%
Minimum Crosswalk Width	8'	8'	8'

*According to current GDOT design policy

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

Road Design Features: W. Crawford Street – Urban Local Road

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2 minimum	2
- Lane Width(s)	12'	11' minimum 12' desirable	12'
- Shoulder Width & Type	Urban	8' overall 4' paved	No Change Anticipated
- Sidewalks	4' both sides	5' recommended	5' (fill in gaps)
- Grassed Buffer	10'	2' minimum 6' desirable	No Change Anticipated
Posted Speed	25 mph	N/A	25 mph
Design Speed	25 mph	N/A	25 mph
Right-of-Way Width †	60'	N/A	60'
Maximum Sidewalk Cross Slope	2%	2%	2%
Minimum Crosswalk Width	8'	8'	8'

*According to current GDOT design policy

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

Road Design Features: Valley Drive – Urban Collector Road

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	3 minimum	3
- Lane Width(s)	12'	11' minimum 12' desirable	12'
- Shoulder Width & Type	Urban	8' overall 4' paved	No Change Anticipated
- Sidewalks	5' right side	5' recommended	No Change Anticipated
- Grassed Buffer	0'	2' minimum 6' desirable	No Change Anticipated
Posted Speed	30 mph	N/A	30 mph
Design Speed	30 mph	N/A	30 mph
Right-of-Way Width †	40' – 60'	N/A	40' – 60'
Maximum Sidewalk Cross Slope	2%	2%	2%
Minimum Crosswalk Width	8'	8'	8'

*According to current GDOT design policy

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

Road Design Features: Jones Street – Urban Collector Road

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	3 minimum	3
- Lane Width(s)	12'	11' minimum 12' desirable	12'
- Shoulder Width & Type	Urban	8' overall 4' paved	No Change Anticipated
- Sidewalks	5' right side	5' recommended	No Change Anticipated
- Grassed Buffer	0'	2' minimum 6' desirable	No Change Anticipated
Posted Speed	25 mph	N/A	25 mph
Design Speed	25 mph	N/A	25 mph
Right-of-Way Width †	40'	N/A	40'
Maximum Sidewalk Cross Slope	2%	2%	2%
Minimum Crosswalk Width	8'	8'	8'

*According to current GDOT design policy

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

Road Design Features: N. Thornton Avenue – Urban Minor Road

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	5	5 minimum	5
- Lane Width(s)	12'	11' minimum 12' desirable	12'
- Shoulder Width & Type	Urban	8' overall 4' paved	No Change Anticipated
- Sidewalks	5' right side	5' recommended	No Change Anticipated
- Grassed Buffer	3'	2' minimum 6' desirable	No Change Anticipated
Posted Speed	35 mph	N/A	35 mph
Design Speed	35 mph	N/A	35 mph
Right-of-Way Width †	80'	N/A	80'
Maximum Sidewalk Cross Slope	2%	2%	2%
Minimum Crosswalk Width	8'	8'	8'

*According to current GDOT design policy

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

Westwood Elementary

Road Design Features: Trammell Street – Urban Local

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2 minimum	2
- Lane Width(s)	12'-14'	11' minimum 12' desirable	No Change Anticipated
- Shoulder Width & Type	Urban	8' overall	No Change Anticipated
- Sidewalks	4' Right side	5' recommended	No Change Anticipated
- Grassed Buffer	2'	2' minimum 6' desirable	No Change Anticipated
Posted Speed	30 mph	N/A	30 mph
Design Speed	30 mph	N/A	30 mph
Right-of-Way Width †	Varies 40' – 60'	N/A	Varies 40' – 60'
Maximum Sidewalk Cross Slope	2%	2%	2%
Minimum Crosswalk Width	8'	8'	8'

*According to current GDOT design policy

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

Road Design Features: W. Tyler Street – Urban Local

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2 minimum	2
- Lane Width(s)	11'	11' minimum 12' desirable	No Change Anticipated
- Shoulder Width & Type	Urban	8' overall	No Change Anticipated
- Sidewalks	None	5' recommended	No Change Anticipated)
- Grassed Buffer	None	2' minimum 6' desirable	None
Posted Speed	25 mph	N/A	25 mph
Design Speed	26 mph	N/A	25 mph
Right-of-Way Width †	40'	N/A	40'
Maximum Sidewalk Cross Slope	2%	2%	2%
Minimum Crosswalk Width	8'	8'	8'

*According to current GDOT design policy

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

Road Design Features: Jones Street – Urban Collector Street

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2 minimum	2
- Lane Width(s)	12'	11' minimum 12' desirable	No Change Anticipated
- Shoulder Width & Type	Urban	8' overall	No Change Anticipated
- Sidewalks	None	5' recommended	No Change Anticipated)
- Grassed Buffer	2'	2' minimum 6' desirable	2'
Posted Speed	25 mph	N/A	25 mph
Design Speed	25 mph	N/A	25 mph
Right-of-Way Width †	Varies 40' – 60'	N/A	Varies 40' – 60'
Maximum Sidewalk Cross Slope	2%	2%	2%
Minimum Crosswalk Width	8'	8'	8'

*According to current GDOT design policy

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

**Park Creek Elementary
 Road Design Features: Hale Bowen Drive – Urban Local**

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	3	2 minimum	3
- Lane Width(s)	12'	11' minimum 12' desirable	12'
- Shoulder Width & Type	Urban	8' overall 4' paved	No Change Anticipated
- Sidewalks	5' Left side	5' recommended	No Change Anticipated
- Grassed Buffer	0'	2' minimum 6' desirable	No Change Anticipated
Posted Speed	25 mph	N/A	25 mph
Design Speed	25 mph	N/A	25 mph
Right-of-Way Width †	60'	N/A	60'
Maximum Sidewalk Cross Slope	2%	2%	2%
Minimum Crosswalk Width	8'	8'	8'

*According to current GDOT design policy

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

Road Design Features: Veterans Drive – Urban Collector Street

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	3	2 minimum	2
- Lane Width(s)	12'	11' minimum 12' desirable	12'-15'
- Shoulder Width & Type	Urban	8' overall 4' paved	No Change Anticipated
- Sidewalks	5' Left side	5' recommended	No Change Anticipated
- Grassed Buffer	0'	2' minimum 6' desirable	No Change Anticipated
Posted Speed	Varies 35-45 mph	N/A	Varies 35 – 45 mph
Design Speed	45 mph	N/A	45 mph
Right-of-Way Width †	Varies 50' – 60'	N/A	Varies 50' -60'
Maximum Sidewalk Cross Slope	2%	2%	2%
Minimum Crosswalk Width	8'	8'	8'

*According to current GDOT design policy

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

Road Design Features: Frazier Drive – Urban Local

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2 minimum	2
- Lane Width(s)	12'	11' minimum 12' desirable	12'
- Shoulder Width & Type	Urban	8' overall	No Change Anticipated
- Sidewalks	none	5' recommended	Left side
- Grassed Buffer	0'	2' minimum 6' desirable	No Change Anticipated
Posted Speed	25 mph	N/A	25 mph
Design Speed	25 mph	N/A	25 mph
Right-of-Way Width †	40'	N/A	40'
Maximum Sidewalk Cross Slope	2%	2%	2%
Minimum Crosswalk Width	8'	8'	8'

*According to current GDOT design policy

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

Major Structures: None

Major Interchanges/Intersections: None

Utility Involvements: To Be Determined

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

SUE Required: Yes No

Railroad Involvement: None

Right-of-Way:

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

(check all easement types that apply)

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 controlling criteria anticipated:

FHWA 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	YES	Appvl Date (if applicable)	NO	Undetermined
1. Access Control - <i>Median Opening Spacing</i>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Median Usage & Width	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Intersection Skew Angle	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Lateral Offset to Obstruction	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Intersection Sight Distance	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Bike & Pedestrian Accommodations	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. GDOT Drainage Manual	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Georgia Standard Drawings	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. GDOT Bridge & Structural Manual	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Roundabout Illumination - <i>(if applicable)</i>	<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: N/A

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

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"/>	
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 type="checkbox"/>	<input checked="" type="checkbox"/>	
8. FEMA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. Cemetery Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10. Other Permits	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
11. Other Commitments	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
12. Other Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Is a PAR required? No Yes Completed – Date:

NEPA/GEPA: To Be Determined

Ecology: To Be Determined – No adverse impacts anticipated.

History: To Be Determined – No adverse impacts anticipated.

Archeology: To Be Determined – No adverse impacts anticipated.

Air & Noise: To Be Determined – No adverse impacts anticipated.

Public Involvement: N/A

Major Stakeholders:

- Whitfield County Board of Education
- City of Dalton

PROJECT RESPONSIBILITIES

Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	GDOT
Design	TBD
Right-of-Way Acquisition	N/A
Utility Relocation	GDOT/Utility
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	N/A
Providing Detours	N/A
Environmental Studies, Documents, and Permits	GDOT
Environmental Mitigation	GDOT, if applicable

Lighting required: No Yes

Concept Meeting: Held at 10:00 AM on October 4, 2011.

Other projects in the area: None.

Other coordination to date: None.

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Utility	CST*	Environmental Mitigation
By Whom	GDOT	N/A	TBD	GDOT	None Anticipated
\$ Amount	\$140,000	N/A	TBD	\$434,104	None Anticipated

*CST Cost includes: Construction, and 5% Engineering and Inspection.

ADDITIONAL INFORMATION

Alternative selection:

Other alternatives considered: Alternative 2 – On inspection of existing conditions, it was noted that construction of an ADA compliant sidewalk on Nelson St., South Grimes St., North Green St., East Morris St., and Crescent St. has been completed by the City of Dalton. The sidewalk proposed on South Spencer St. could not be constructed due to a need of walls and Right-of-Way concerns in this area. Most of the ADA compliant crosswalks and curb cuts proposed have been completed. Most of the signage that was proposed had been completed. After the concept tem meeting on Oct. 4, 2011 it was proposed that the focus of this project go in a different direction. A new proposed project list was submitted on Nov. 8, 2011.

Other alternatives considered: No Build – The No Build Alternative is not recommended for this concept. The No-Build alternative would not promote walking and bicycling as set forth in the Safe Routes to School program.

Comments: *None.*

Attachments:

1. Concept Layouts
2. Construction Cost Estimate: including Engineering and Inspection
3. Typical section
4. Minutes of Concept Meeting: Oct. 4, 2011
5. Whitfield County Schools Safe Routes to Schools Program Application
6. Whitfield County Schools Safe Routes to Schools Revised Project List (**Nov. 8, 2011**)

APPROVALS

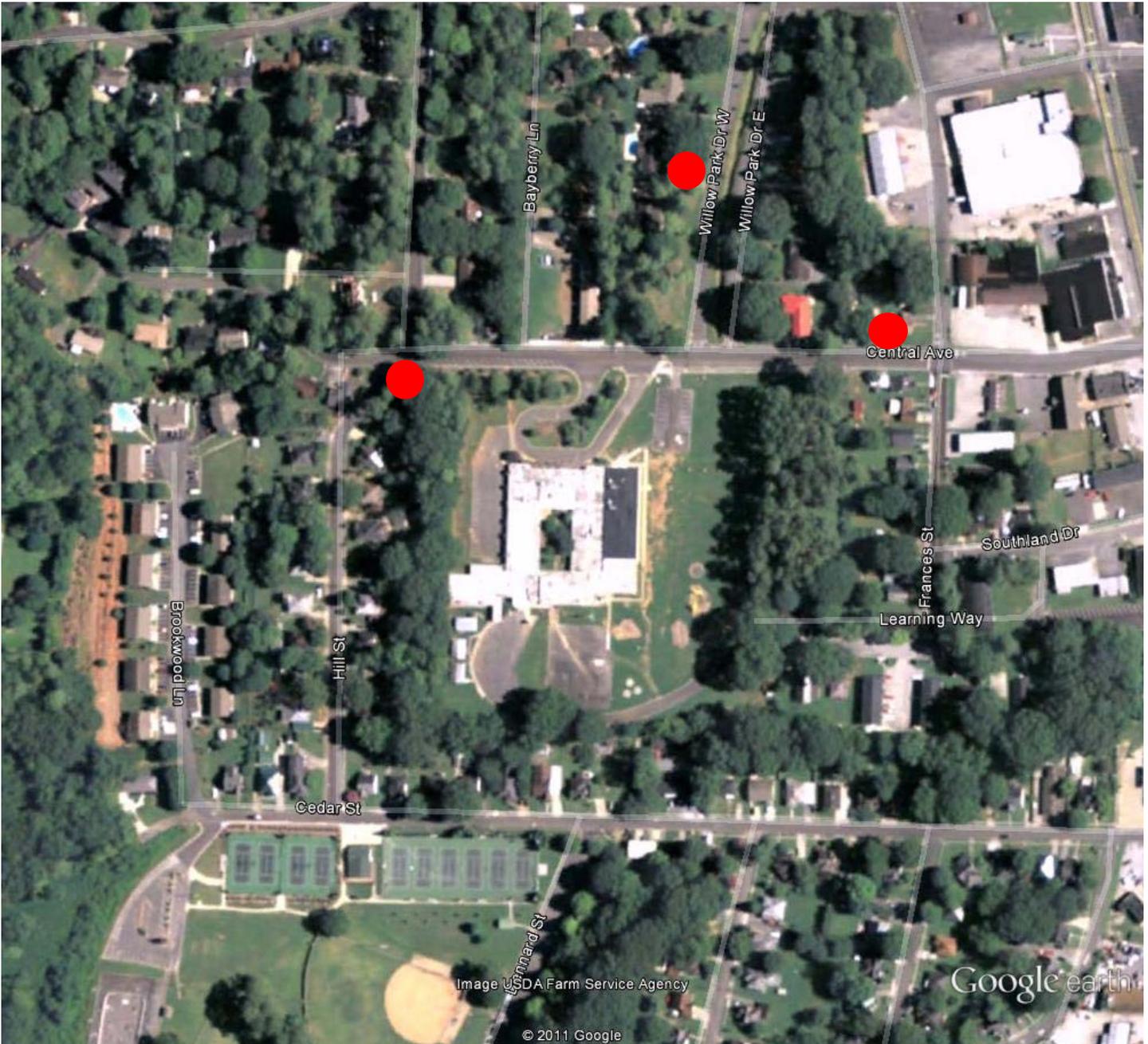
Exempt Projects

Concur: _____
Director of Engineering

Approve: _____
Chief Engineer

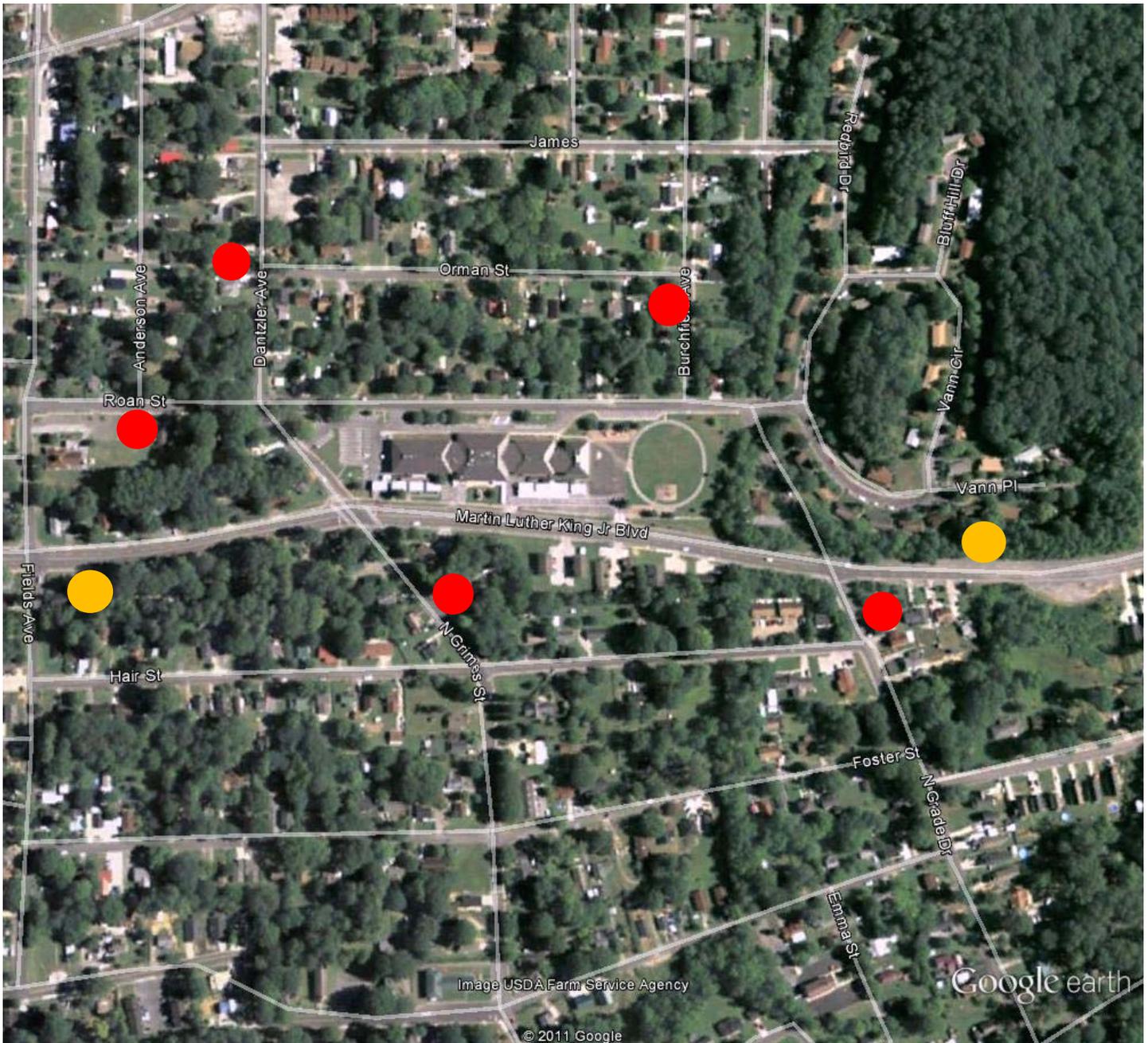
_____ Date

Brookwood Elementary School



 Proposed School Zone Flashing Beacons

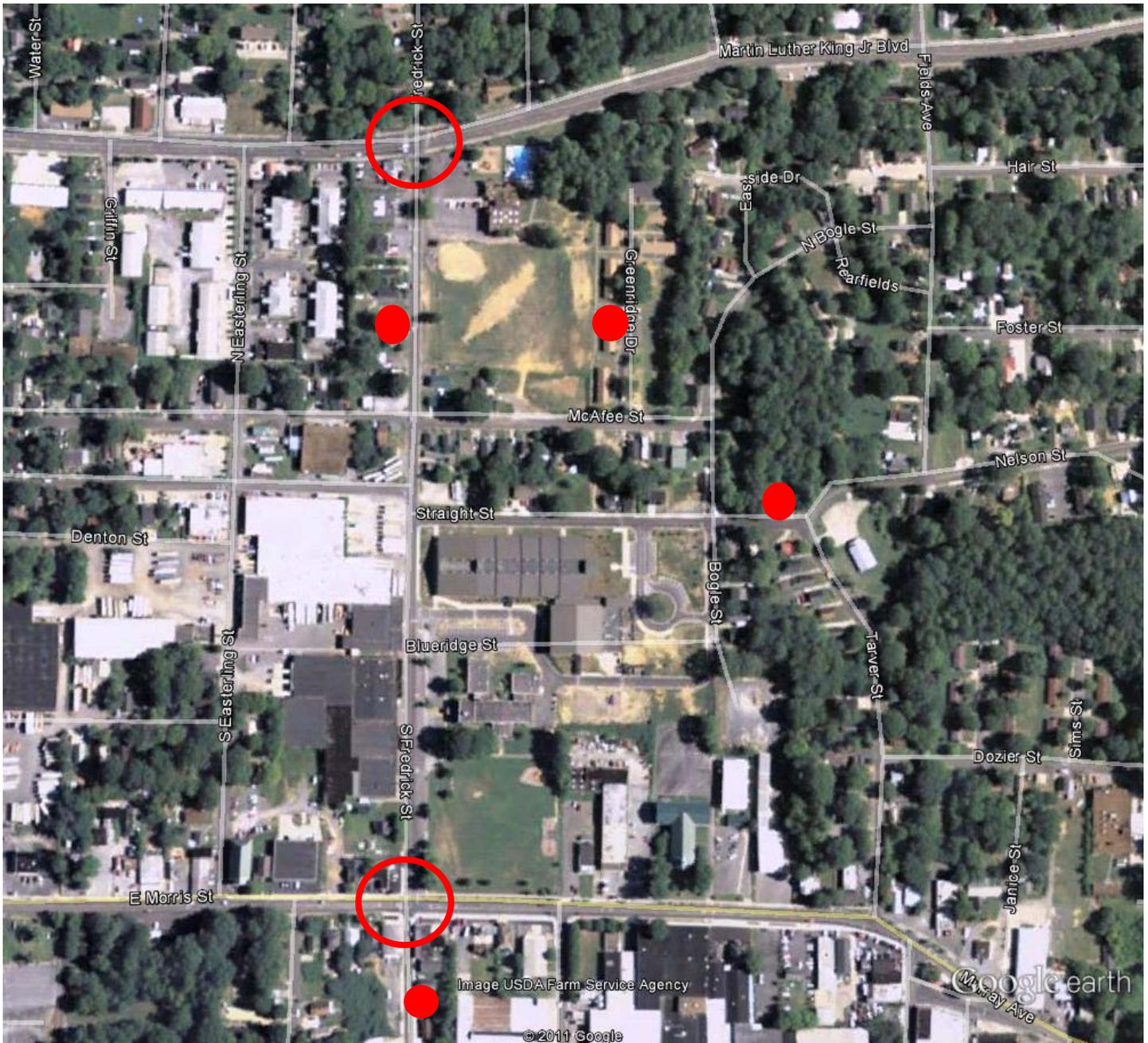
Roan Elementary School



 Proposed School Zone Flashing Beacons

 Proposed Overhead School Zone Flashing Beacons

Blue Ridge Elementary School

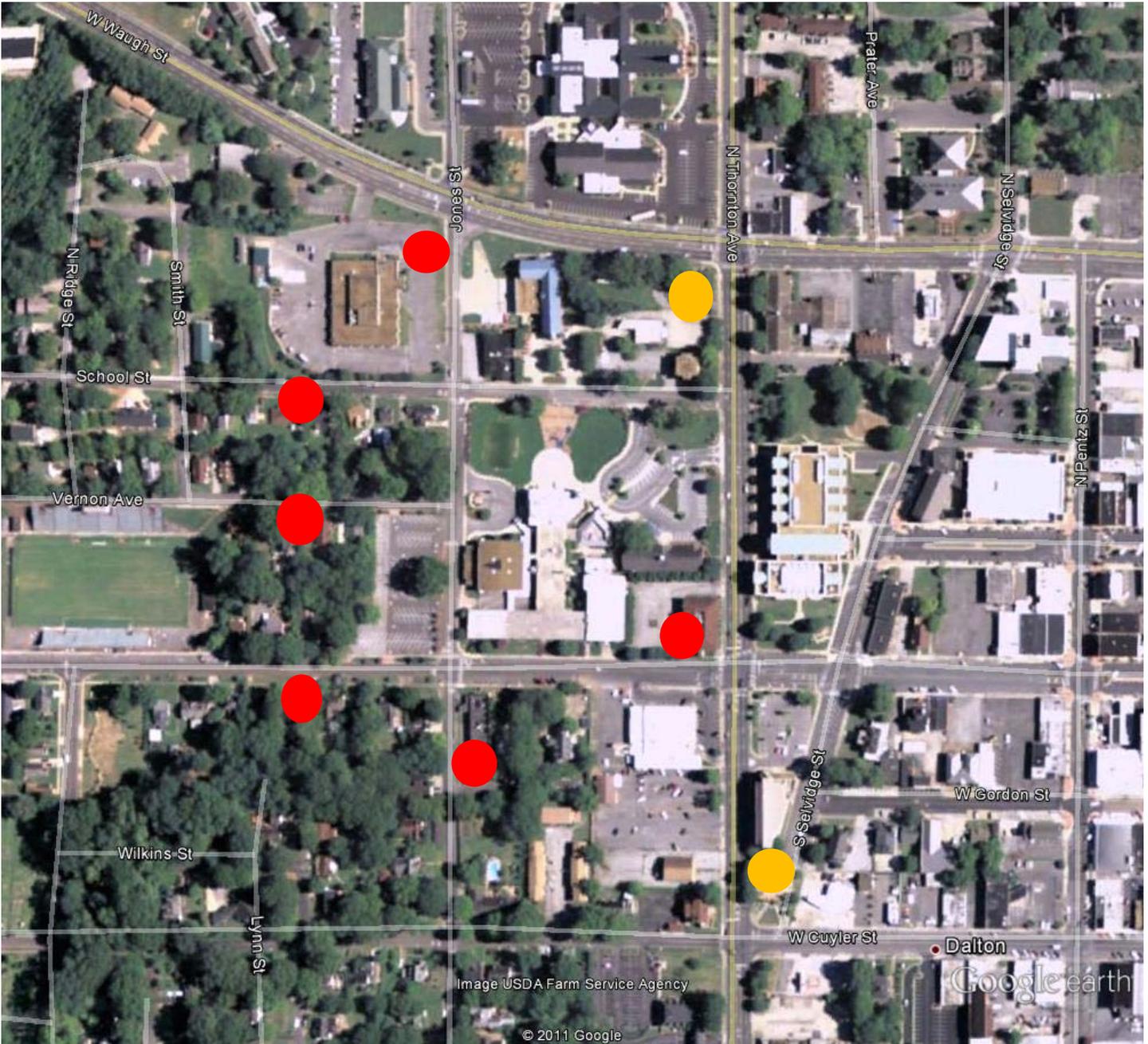


Proposed School Zone Flashing Beacons



Proposed Signalized Intersection Safety Improvements

City Park Elementary School



Proposed School Zone Flashing Beacons



Proposed Overhead School Zone Flashing Beacons

Westwood Elementary School



 Proposed School Zone Flashing Beacons

Park Creek Elementary School



● Proposed School Zone Flashing Beacon

— Proposed 5 foot Concrete Sidewalk

○ Proposed Signalized Intersection Safety Improvements

DETAILED COST ESTIMATE



Job: 0010399

JOB NUMBER: 0010399

FED/STATE PROJECT NUMBER 0010399

SPEC YEAR: 01

DESCRIPTION: CITY OF DALTON SRTS

ITEMS FOR JOB 0010399

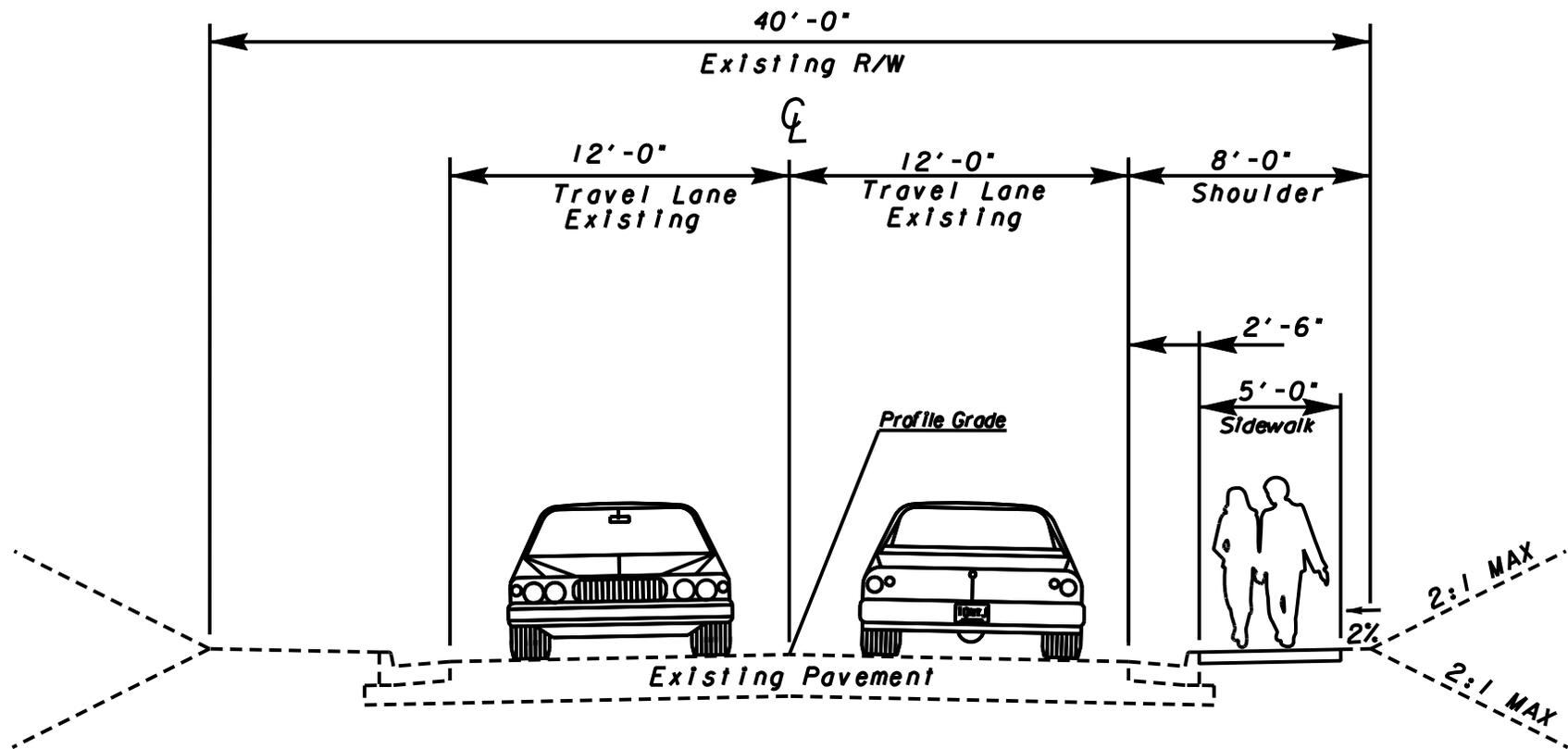
Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0065	150-1000	1.000	LS	\$20,000.00	TRAFFIC CONTROL - TRAFFIC CONTROL	\$20,000.00
0064	163-0240	3.000	TN	\$327.52	MULCH	\$982.56
0084	165-0030	1750.000	LF	\$0.63	MAINT OF TEMP SILT FENCE, TP C	\$1,102.50
0090	171-0030	3500.000	LF	\$2.30	TEMPORARY SILT FENCE, TYPE C	\$8,050.00
0095	210-0100	1.000	LS	\$20,000.00	GRADING COMPLETE - EARTHWORK	\$20,000.00
0190	310-5060	12.000	SY	\$13.75	GR AGGR BS CRS 6IN INCL MATL	\$165.00
0185	318-3000	40.000	TN	\$17.98	AGGR SURF CRS	\$719.37
0195	402-3141	25.000	TN	\$65.00	RECYL AC 12.5 MM SP,GP 1 OR 2,INCL BM	\$1,625.00
0210	413-1000	5.000	GL	\$3.79	BITUM TACK COAT	\$18.96
0200	441-0016	78.000	SY	\$37.74	DRIVEWAY CONCRETE, 6 IN TK	\$2,943.93
0100	441-0104	1950.000	SY	\$38.00	CONC SIDEWALK, 4 IN	\$74,100.00
0205	441-4020	131.000	SY	\$33.90	CONC VALLEY GUTTER, 6 IN	\$4,440.93
0215	444-1000	150.000	LF	\$4.17	SAWED JTS IN EXIST PVMTS - PCC	\$625.34
0220	444-2000	70.000	LF	\$2.48	SAWED JTS IN EXIST PVMTS - ASPHALT	\$173.60
0110	636-1033	440.000	SF	\$19.12	HWY SIGNS, TP1MAT,REFL SH TP 9	\$8,412.80
0155	639-3014	4.000	EA	\$12,397.52	STEEL STR POLE,TP 4,LUMIN ARM	\$49,590.08
0160	647-1000	1.000	LS	\$23,000.00	TRAF SIGNAL INSTALLATION NO - INTERSECTION SAFETY IMPROVEMENTS	\$23,000.00
0165	647-1000	1.000	LS	\$23,000.00	TRAF SIGNAL INSTALLATION NO - INTERSECTION SAFETY IMPROVEMENTS	\$23,000.00
0170	647-1000	1.000	LS	\$23,000.00	TRAF SIGNAL INSTALLATION NO - INTERSECTION SAFETY IMPROVEMENTS	\$23,000.00
0135	647-5230	24.000	EA	\$5,850.67	SIGNAL ASS, FLASHING SCHOOL,CO	\$140,416.00
0120	653-1704	275.000	LF	\$3.81	THERM SOLID TRAF STRIPE,24",WH	\$1,047.75
0125	653-1804	2700.000	LF	\$1.82	THERM SOLID TRAF STRIPE, 8",WH	\$4,914.00
0180	700-6910	4.000	AC	\$921.52	PERMANENT GRASSING	\$3,686.07
0130	700-7000	3.000	TN	\$34.78	AGRICULTURAL LIME	\$104.34
0175	700-8000	3.000	TN	\$437.95	FERTILIZER MIXED GRADE	\$1,313.86
SUBTOTAL FOR :						\$413,432.09

TOTALS FOR JOB 0010399

ITEMS COST:	\$413,432.09
COST GROUP COST:	\$0.00
ESTIMATED COST:	\$413,432.09
CONTINGENCY PERCENT:	0.00
ENGINEERING AND INSPECTION:	0.05
ESTIMATED COST WITH CONTINGENCY AND E&I:	\$434,103.69

TYPICAL SECTION

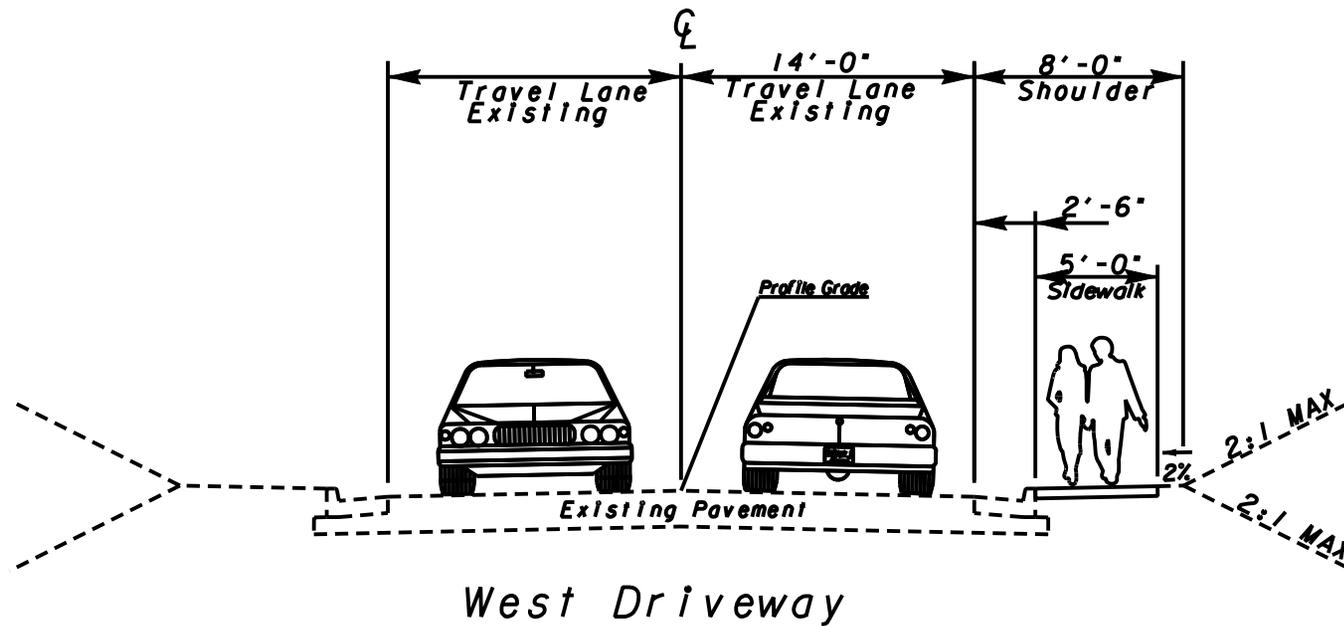
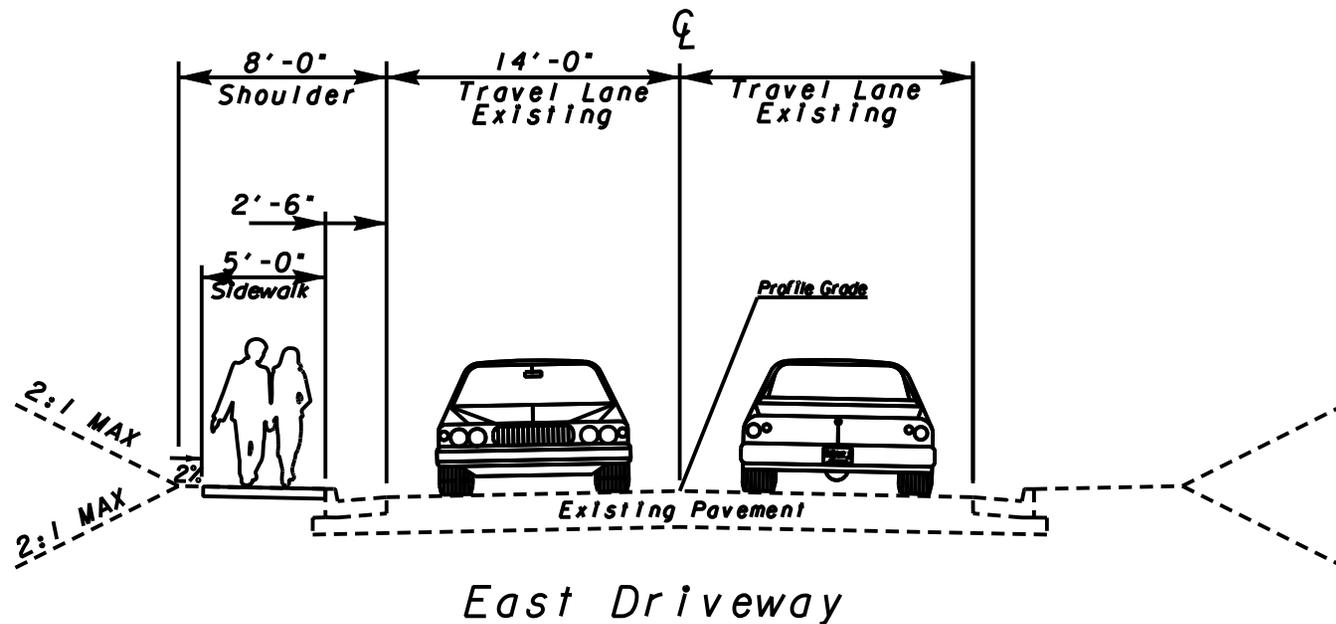
Frazier Drive



TANGENT SECTION

TYPICAL SECTION

Park Creek Elementary School



**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

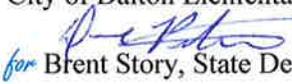
**OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE**

FILE P.I. #0010399

OFFICE Design Policy & Support

GDOT District 6 - Cartersville
Whitfield County
City of Dalton Elementary Schools - SRTS

DATE October 17, 2011

FROM  Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT CONCEPT TEAM MEETING MINUTES

Date/Time: Tuesday, October 4, 2011 @ 10:00 am

Location: Department Of Public Safety Operations Building, 412 S. Hamilton St.
Dalton, Georgia 30720

Attending: BeLinda Parrish, Director of Transportation & Custodial Services; Alicia Hatcher, Georgia Safe Routes to School; Lisa Goode, Blue Ridge Elementary School; Alan Martineaux, Blue Ridge Elementary School; Will Esters, Brookwood Elementary School; Phil Jones, Park Creek Elementary School; Angela Garrett, Westwood Elementary School; Rick Little, City Park Elementary School; Charlie Tripp, Roan Elementary School; Jim Hawkins, Superintendent - Dalton Public Schools; Mark Buckner, Dalton Utilities; Jeremy Talley, Dalton Utilities; Andrew Parker, Dalton Public Works; Ty Ross, Dalton Public Works; GDOT: Office of Program Delivery - Derrick Cameron, Project Manager, GDOT - Design Policy & Support - Keith Posey, and Tony Jones, Conceptual Design Group.

The meeting was opened by Derrick Cameron who explained the purpose of the meeting. He expects the project to let May of 2013, with environmental process taking approximately six months. Drafts of the proposed concept report were handed out to attendees for review and comment. The proposed improvements were then described in detail by Tony Jones.

Project PI # 0010399, Whitfield County Safe Routes to Schools (SRTS), as proposed, would provide new sidewalks, improved school zone signage, intersection treatments such as ADA-compliant curb ramps and high visibility crosswalks in the vicinity of Brookwood Elementary Roan Elementary, Blue Ridge Elementary, City Park Elementary, and Westwood Elementary Schools.

The elementary schools listed in the draft concept report were described and proposed improvements.

Brookwood Elementary: It was proposed to construct all locations of the ADA compliant curb ramps, and add all pavement markings and signage. The sidewalk proposed along Crescent Street appeared in good condition. This area of sidewalk will not be replaced.

Roan Elementary: It was proposed to construct all locations of the ADA compliant curb ramps, and add all pavement markings and signage. There is no sidewalk proposed for this school

Blue Ridge Elementary: It was proposed to construct all locations of the ADA compliant curb ramps, and add all pavement markings and signage. The sidewalk proposed along North Green Street, East Morris Street, Nelson Street and South Grimes Street appeared in good condition. This area of sidewalk will not be replaced. The sidewalk proposed along the east side of South Spencer Street is in poor condition. In this area the differences in elevations between the edge of pavement and existing sidewalk, the reconstructing of walls, removing steps in the existing sidewalk, and limited Right-of-Way makes constructing new sidewalk along South Spencer Street cost prohibitive.

City Park Elementary: It was proposed to construct all locations of the ADA compliant curb ramps, and add all pavement markings and signage. There is no sidewalk proposed for this school.

Westwood Elementary: It was proposed to construct all locations of the ADA compliant curb ramps, and add all pavement markings and signage. The sidewalk proposed along the west side North Boundy Street appeared in good condition. This area of sidewalk would not be replaced.

At this time it was brought to my attention that I had left Park Creek Elementary out of the Draft concept. I stated that I did not have it in the report because it was not in the scope of the project, but I would look into why it was not.

After review of the concept, the following comments were made:

Comment – BeLinda Parrish: Can there be any changes to the proposed concept? Since the sidewalk is in good condition in places like South Grimes Street, can we choose other locations to install sidewalk?

Response – Derrick Cameron: Yes you can. You just have to verify that you have existing R/W to do so.

Comment – BeLinda Parrish: Is there anything that can be done about redoing the sidewalk along South Green Street?

Response – Tony Jones: When we looked at this section of sidewalk, we noticed existing retaining walls along this section that would have to be rebuilt. Looking at this section there is not room on existing R/W to do so. With the cost of R/W, grading for the new sidewalks and the construction of new retaining walls, this area would raise the cost of construction over the \$436,000 allotment.

Comment – Jim Hawkins: TSPLOST and TIP projects may cover some of these improvements. We need to coordinate this work with these projects.

Response – Derrick Cameron: We need to research this.

Comment – Will Esters: Would like to add a 2nd drop off zone to the school and a walking path to city park located behind the school. This would require buying R/W to make the connection.

Response – Derrick Cameron: These funds cannot be used to buy R/W.

Comment – Ty Ross: Can property owners donate property? Can it be quick claimed to the City?

Response – Derrick Cameron: It is something we could look into, I believe the property has to be owned by the City before you file the application.

Comment – BeLinda Parrish: It was brought to our attention that there is a new Dalton Community Center along with a Gym, ball fields, and a library at the intersection of M.L. King Jr. and South Fredrick Street. This complex is set to open Dec. 2011. Is there anything we can do include this complex in this project?

Response – Tony Jones: We need to research this.

Comment - Jim Hawkins: How long will it take to complete the project?

Response – Derrick Cameron: *Looking to LET project early 2013, and will possibly take 6 months to construct.*

Comment - BeLinda Parrish: There has been quite a lot of sidewalk reconstruction done by the city already. Can we choose new sites?

Response – Derrick Cameron: *Need to take another look at top priorities and then verify that there is R/W.*

Comment - Jim Hawkins: If money is left over, can we look into other facilities, parks/recreation, and etc. Want to make sure we use every penny.

At this time we asked the representatives of each school if they had any items they would like to change or add to what is proposed for their schools area:

Brookwood Elementary: Would like to see a walking path to connect school to a near by city park. Add sidewalk on Central Avenue from school to Francis Street. Add an in street crosswalk in front of the school to give access near the apartments on Central Ave., this may take away up 10 parking spaces. Add a hand rail along the sidewalk in front of the school, from the driveway to a point just west of Hill Street. Also would like to add 2 bike racks with concrete pad and cover on both sides of school.

Roan Elementary: It was also suggested to add overhead flashing school warning beacons along M. L. King Jr. Blvd. in both directions in the vicinity of Roan Elementary.

Blue Ridge Elementary: Proposed to construct sidewalk on Tarver Street from east Morris Street to Nelson Street. Need to make sure there is enough R/W to place sidewalk. This area may need walls.

City Park Elementary: Plan looks good. Do not need a crossing on North Thornton Street.

Westwood Elementary: Would like to see additional school warning flashing beacons. One would be located on West Tyler Street facing west before the intersection Jones Street. The second would be located on Richardson Street near the Pre-K building.

Park Creek Elementary: Plan looks good. Just make sure to add this school to the Concept Report.

The meeting was closed by Derrick Cameron, who thanked everyone for coming and giving their comments. Each representative was given a copy of the draft concept report and asked to look over their areas and give us comments if they would like any changes. We would like to receive your comments back within 10 business days. This way we can revise the cost estimate to reflect the new costs.

Action Items:

- Local government will verify existing right-of-way in any of the new locations.
- Look into why Park Creek Elementary was left off the Draft Concept Report.

Park Creek Elementary was unfortunately left off the 2011 Safe Routes to School Award List.

This school and request for signing a marking will be added to the Concept Report.

COORDINATION MEETING – SIGN IN SHEET

OFFICE: Design Policy & Support – Conceptual Design PROJECT NO: N/A

PROJECT NAME: City of Dalton, Ga – SRTS COUNTY: Whitfield

DATE: October 4, 2011 P.I. NO: 0010399

	NAME	OFFICE	PHONE NUMBER	EMAIL
1.	TONY JONES	CrA. D.O.T. DESIGN POLICY + SUPPORT	4-631-1922	
2.	KEITH POSEY	GDOT-OFFICE OF DESIGN POLICY + SUPPORT	4-631-1633	kposey@dot.ga.gov
3.	DERRICK CAMERON	GDOT PROGRAM DELIVERY	404 631 1223	DCAMERON@DOT.GA.GOV
4.	Belinda Parrish	Dalton Public Schools	706-876-4079	belinda.parrish@dalton.k12.ga.us
5.	Lisa Goode	Blue Ridge School, DPS	706-876-4100	lisa.good@dalton.k12.ga.us
6.	Will Esters	Brookwood School, DPS	706 278 9202 706 876 5959	diane.wells@dalton.k12.ga.us
7.	Phil Jones	Park Creek School, DPS	706.876.4282	phil.jones@dalton.k12.ga.us
8.	Mark Buckner	Dalton Utilities	706 529-1011	mbuckner@dutil.com
9.	JEREMY TALLEY	DALTON UTILITIES	706-529-1193	jtalley@dutil.com
10.	Andrew Parker	Dalton Public Works	706-278-7077	aparker@cityofdalton-ga.gov
11.	Ty Ross	Dalton City	706-529-2404	tross ""
12.	JIM HAWKINS	DALTON PUBLIC SCHOOLS	706-876-4003	jlm.hawkins@dalton.k12.ga.us

	NAME	OFFICE	PHONE NUMBER	EMAIL
13.	Angela Garrett	Westwood Elem.	706-278-2809	angela.garrett@dalton.k12.ga.us
14.	Rick Little	CITY PARK ELEMENTARY	706-278-8859	rick.little@dalton.k12.ga.us
15.	Charlie Tripp	Roan School	706-876-4350	charlie.tripp@dalton.k12.ga.us
16.	Alucia Hatcher	Georgia Safe Routes to School	404-593-9569	alucia@saferoutesga.org
17.	Alan Martineaux	Blue Ridge School	706-876-4102	alan.martineaux@dalton.k12.ga.us
18.				
19.				
20.				
21.				
22.				
23.				
24.				
25.				

SECTION 1 - CONTACT INFORMATION

Please complete the information below. The person identified as the Project Contact Person will be the primary point of contact for Georgia DOT staff.

Organization: (Please select one) School District

Project Title:		"Time to Walk and Roll!"					
Agency Name:		Dalton Public Schools					
Project Contact Person:		Mrs. Belinda Parrish					
Position/Title:		Dalton Public Schools Director of Transportation (and Housekeeping Services)					
Mailing Address:		Dalton Public Schools, Maintenance and Operations, 412 S. Hamilton Street					
City:	Dalton	State:	GA	Zip Code:	30720	County:	Whitfield
Daytime Phone:	706.876.4079	Email Address:				FOR INTERNAL USE ONLY	
Fax Phone:	706.226.8348	belinda.parrish@dalton.k12.ga.us				Ranking:	Date Submitted:

School 1 Name:		Blue Ridge Elementary School		School 2 Name:		Brookwood Elementary School	
Mailing Address:		100 S. Bogle Street		Mailing Address:		501 Central Avenue	
City:	Dalton, GA 30721-3279	School District:	City:		Dalton, GA 30720-5253	School District:	
County:	Whitfield	Dalton Public Schools	County:	Whitfield	Dalton Public Schools		

School 3 Name:		City Park Elementary School		School 4 Name:		Park Creek Elementary School	
Mailing Address:		405 School Street		Mailing Address:		1500 Hale Bowen Drive	
City:	Dalton, GA 30720-4269	School District:	City:		Dalton, GA 30721-2566	School District:	
County:	Whitfield	Dalton Public Schools	County:	Whitfield	Dalton Public Schools		

School 5 Name:		Roan Elementary School		School 6 Name:		Westwood Elementary School	
Mailing Address:		1116 Roan Street		Mailing Address:		708 Trammell Street	
City:	Dalton, GA 30721-3810	School District:	City:		Dalton, GA 30720-8745	School District:	
County:	Whitfield	Dalton Public Schools	County:	Whitfield	Dalton Public Schools		

*Do you have more than ten (10) schools for proposed infrastructure project? no If yes, please attach additional sheets.

What is the total number of project applications being submitted by your agency/organization. A maximum of 10 applications per city, county, or school district is allowed.	1
If more than ONE application is being submitted, what is the priority of this application?	n/a

Project Cost Estimate:	\$436,009
-------------------------------	------------------

By signing, applicant attests to being authorized to sign for **Dalton Public Schools** (Name of Agency) and that all information contained herein is true and correct to the best of his/her knowledge.

 Belinda Paik
Signature of Project Contact Person

 November 19, 2010
Date

SECTION 2 – PROBLEM IDENTIFICATION

[Total of 35 Points]

A. Describe the current condition for biking and walking in your school area. Describe safety, traffic, health or environmental issues that you are trying to solve through SRTS. Please attach photos, traffic counts, crash data surveys, safety audits, or any other information that help illustrate the need for this project.

Our school district has gathered **extensive data** related to current conditions for biking and walking inside the attendance zones for each of our six elementary schools. Although current economic conditions have necessitated adjustments in many areas of school operations, including recent cuts in transportation services, **ensuring a safe** environment has always been, and will continue to be, a **priority for Dalton Public Schools (DPS)**.

In order to focus on safety, we regularly **update and analyze information** to provide the most positive experience possible for our students, who are our most important customers, and their families, every day. Therefore, we have employed the assistance of law enforcement personnel, city project managers, SRTS outreach coordinators, and regional commission planners to engage in the following activities: **walking safety audits**, examining changes in **traffic patterns**, capturing parent **perceptual data**, and tracking numbers related to walkers, bikers, and car and bus riders. Furthermore, our school system has engaged in a comprehensive effort to address health/fitness and environmental issues. Regardless of the specific project, in all instances the school district's work in these areas is ultimately intended to **encourage an increase in the number of students walking** and/or cycling to school.

Safety and Traffic concerns – (Note: **each elementary school** is mentioned in the examples which follow. Data cited in each example are available for each school but space restrictions are not conducive to posting every chart/table in its entirety.)

Maps provided by the Northwest Georgia Regional Commission (NWGRC) include a **street-by-street audit of sidewalk and intersection conditions** within a .5 mile radius around each DPS elementary school. Maps are included in Section 3 for your review.

The need is great for new sidewalks in each school's attendance zone. Even after excluding sidewalks in recreational, industrial and commercial areas, new sidewalk needs range from 2400 linear feet (Blue Ridge) to 6000 linear feet (Park Creek), and this is just inside a .25 mile radius from each school. However, **repairing existing sidewalks could have a greater impact.** A review of the NWGRC .5 mile radius maps indicates that some schools (e.g., City Park and Westwood) have over 7000 linear feet of sidewalks in poor condition.

Additional NWGRC data shows that **only 28.2% of over 550 crosswalks inside the .5 mile radius are fully ADA compliant.**

It should be noted that there are **no paved bike lanes** inside any of the .5 mile radius zones around any of our elementary schools.

This fiscal year's **elimination of bus services** (bus transportation to and from school) inside the .5 mile radius has **increased vehicular traffic** in and around our elementary schools. To cite one example, the district's Director of Maintenance and Operations reports that the number of buses serving Brookwood Elementary decreased from five to three (FY10 to FY11) and there are now 165 vehicles in the pick-up line each afternoon. Roan Elementary also has fewer buses serving its students this year and likewise **doubled the number of vehicles** in its afternoon pick-up line. Emissions from passenger vehicles have increased as a result of this shift in driving/riding practices, and, in some instances (e.g., Roan Elementary), traffic patterns on main thoroughfares around a school's campus have been significantly disrupted as the line of cars waiting to pick up students in the afternoon extends well beyond a school's designated pick-up zone driveway and into moving traffic on the street. According to **Officer Scott of the Dalton Police Department's Traffic Division, this has resulted in a less safe traffic situation around this elementary school.**

We are also looking closely at the **childhood obesity** problem in our area. Because our community's employee base is comprised largely of textile workers (Dalton is referred to as the "Carpet Capital of the World"), many of our students' parents work shift work and their schedules do not permit family play/exercise time. Consequently, outside of physical education class at school, the only exercise that some of our students engage in is their potential **daily walk to school.** Anything we can do to increase pedestrian and cycling opportunities to and from school will help ameliorate a significant community health concern. In "The Fittest Brains: How Exercising Affects Kids' Intelligence," by Gretchen Reynolds, published in the New York Times Magazine, September 19, 2010, multiple studies have been conducted that show a direct **correlation between exercise and cognitive performance.** In fact, one "study found that 20 minutes of walking just before a test improved scores, even among students who were unfit or overweight."

In addition to our **statistical data, anecdotal records** support the **need for infrastructure improvements** connected to SRTS. For example, the installation of a single crosswalk at one elementary school last year nearly doubled the number of children and parents who consistently walked to school from one nearby street/intersection. Furthermore, we must realize that **SRTS's impact reaches beyond the students themselves,** as many parents who escort their children to school also bring along infants and toddlers, either carrying them or pushing strollers. This is not an ideal situation, especially when sidewalks are not available or are poorly maintained. **Creating a safe route to school** is a worthy objective and one that DPS is ambitiously pursuing.

Analysis conducted by the **NWGRC** resulted in the identification of multiple locations in elementary school attendance zones that are in **dire need of signage, pavement markings and signals/lights.**

Finally, recently administered **parent surveys** (source: Brookwood Elementary School report generated 11/8/10) produced another set of data that feeds into the far-reaching needs assessment which serves as the basis for our proposal. For example, at Brookwood Elementary School, 342 of 650 surveys (over 52%) were completed and returned. Table C shows that 7.5% of Brookwood students currently walk or bike to school yet the surveys indicate that approximately 20% of the students have asked their parents for permission to walk or bike to school. "**Safety of intersections and crossings,**" in addition to "**speed**" and "**amount of traffic along route**" were three of the top four reasons stated for parents not granting permission to walk or bike to school.

The current status of biking and walking conditions in our school zones is therefore summarized as follows:

1. **budget constraints** have forced the district to eliminate school bus service within .5 miles of each elementary school;
2. **vehicular traffic** around schools has increased dramatically as a result of diminished bus service;
3. the number of elementary **students walking** to school has skyrocketed this year, rising to 558;
4. **parents have expressed concern** about student safety (related to students walking to school and vehicular traffic);
5. there are **no bike lanes** inside the .5 mile radius zones around each elementary school;
6. **sidewalks** are non-existent along residential and potential pedestrian walking routes at an alarming level;
7. there are 21,820 feet of existing **sidewalks that are in poor condition** (including only sidewalks within .5 miles of each school);
8. nearly three-fourths of the more than 550 crosswalks in the .5 mile zone are **not fully ADA compliant;** and
9. **signage and pavement markings** are needed in virtually every school's .5 mile zone.

Clearly, there is a **demonstrable need to address safety** issues around our elementary schools! We must tackle the impact of more students walking to school, parental awareness and concern about safe routes to school, more vehicular traffic around each school, no bike lanes, thousands of feet of roadways requiring sidewalks, tens of thousands of feet of sidewalks needing repair, hundreds of crosswalks that are not ADA compliant, and multiple locations requiring signs, signals, or pavement markings.

Tables B, C, and D provide the basis for summary statements shared above.

TABLE B

B. Please provide the following demographic information for each school in this application.

School Information	School 1 Blue Ridge Elementary	School 2 Brookwood Elementary	School 3 City Park Elementary	School 4 Park Creek Elementary	School 5 Roan Elementary	School 6 Westwood Elementary
% F/R lunch	87.01	61.12	86.48	89.99	87.73	48.85
% Asian*	0.0	4.5	4.6	1.7	0.0	2.6
% African-American*	4.5	1.9	6.9	3.0	3.4	3.1
% Caucasian*	4.9	34.0	16.6	8.0	5.9	49.1
% Hispanic*	88.5	56.4	67.3	84.5	87.7	40.0
% Native American*	0.6	0.2	0.4	0.3	0.0	1.5
% Other*	1.5	3.0	4.2	2.5	3.0	3.7

* DPS is a **minority-majority school district**. The most recent publicly available enrollment/race-ethnicity figures for the school system list the following district-wide totals: 67.9% Hispanic, 21.5% Caucasian, 4.9% African-American, 2.3 % Asian, 0.5% Native American, and 2.8% others.

TABLE C

C. How many students enrolled in project school live within ½ mile, 1 mile, and 2 miles of the school?

School Information	School 1 Blue Ridge Elementary	School 2 Brookwood Elementary	School 3 City Park Elementary	School 4 Park Creek Elementary	School 5 Roan Elementary	School 6 Westwood Elementary
School Enrollment	708	613	778	718	440	536
½ mile*	365	111	87	145	277	180
1 mile*	222	174	291	314	101	41
2 miles*	89	127	375	218	7	76
Estimated percent of current walkers and bikers	36.7	7.5	2.2	7.7	32.6	7.3

* There is no duplication of figures in the “distance from school” cells. That is, the number in the “½ mile” row indicates the number of students living .5 miles or less from the school, the number in the “1 mile” row includes only the students living between .5 and 1.0 miles from the school, and the number in the “2 miles” row includes only students living between 1.0 and 2.0 miles from the school. Additionally, the reader will note that the total of the three numbers in the “distance from school” cells in each column may not equal the number of students enrolled in a particular school. This is because there are some students enrolled at each school who live outside the school’s attendance zone or outside the school district, and those students are not included in the “distance from school” figures.

TABLE D

D. Sidewalk*/Crosswalk Data (table created by applicant) – see maps in Section 3 for details

	School 1 Blue Ridge Elementary	School 2 Brookwood Elementary	School 3 City Park Elementary	School 4 Park Creek Elementary	School 5 Roan Elementary	School 6 Westwood Elementary
Linear feet of NEEDED/new sidewalks (inside .25 mile radius of school)	2400	3400	3800	6000	3600	4500
Linear feet of sidewalks in POOR condition (inside .5 mile radius of school)	4700	1000	7400	0	1700	7000
Percentage of crosswalks that are only partially ADA compliant	68.2	58.7	79.1	66.7	78.0	80.1
Percentage of crosswalks that are totally non-ADA compliant**	8.6	7.5	13.9	0	13.4	15.0

* Note 1: Industrial, recreational, and commercial areas were not included in any sidewalk or crosswalk tallies. When calculating linear footage for needed/new sidewalks, only one side of the street was used for measuring purposes.

** Note 2: “**totally non-ADA compliant**” crosswalks are the most dangerous crosswalks in the neighborhood as these are the most likely locations for children, and even adults, to experience difficulty crossing the street to get to school. “Totally non-ADA compliant” crosswalks include **no street markings, no ramps, no signage/signals, no visually impaired warnings, etc.**

SECTION 3 – PROPOSED PROJECT

[Total of 25 Points]

A. Is all property involved in your project in the public right-of-way (ROW)?

Yes

If part of your project is on a permanent public easement, do you have documentation for such easement?

n/a*

** all project work will be completed inside a public ROW and, per the City Project Manager, no easement is involved.*

B. Describe in detail your proposed infrastructure project? Please attach a map or diagram of your project location(s) which includes, at a minimum: street names, school name(s), and location(s), city and county names, existing walking/biking facilities (e.g. sidewalks, crosswalks, paths, etc.) and existing traffic signals or stop signs. Also attach photographs, plans, and other materials that may help illustrate the proposed project.

Our project seeks to provide a **balanced approach to infrastructure needs** and available resources. We have examined multiple options, ranging from using 100% of available funds to repair and/or install new sidewalks, to focusing solely on driver awareness, to utilizing all grant dollars to address virtually non-existent bike paths, bike racks, etc. After **careful consideration of myriad possibilities** we are designating SRTS grant funds in the way that **improves the safety** of the **greatest number of people in the largest area possible** (i.e., some infrastructure improvements inside the .5 mile radius/zone for all of our elementary schools).

The attached maps identify:

- existing sidewalks and their condition;
- crosswalks/intersections and their level of compliance with ADA guidelines, with a specific focus on curb ramps;
- traffic signal and stop sign locations;
- school names and locations;
- street names; and
- city limit boundaries. (Note: only two sites, Brookwood and Park Creek, contain any county property and **no streets/crosswalks identified as county property are included as residential areas in our SRTS project.**)

In addition to existing traffic and pedestrian/bike details, each map identifies the following **proposed project components**:

- **pavement markings** (per MUTCD) – SLOW SCHOOL AHEAD – 23 crosswalk locations;
- **signs** (post and stub, per MUTCD) – SCHOOL CROSSING – 24 of one style, 23 of another (details on cost estimate page);
- **in-street crossings** (per MUTCD) – 19 crosswalk locations
- **primary and secondary pedestrian hybrid beacons** – 1 primary beacon per school site, 13 secondary beacons, total, for all six sites;
- **new curb ramps** – 54 locations; and
- **repaired/replaced sidewalk** sections (4900 total linear footage, located at four of six sites).

(Note: **no commercial, industrial, or recreational areas are included** in our SRTS project calculations or proposal.)

Maps for all six schools (two maps per school) are included in this proposal but due to space/page limitations, only two of the twelve maps are shared as full-page images. Aerial photos are also available for each site but we have found that the maps produced by the Northwest Georgia Regional Commission are superior in detail, accuracy, usability, and overall quality for the purpose of SRTS project planning.

Our **SRTS project funds** are divided as follows:

- 50% devoted to **SIDEWALKS**;
- 25% devoted to **DRIVER AWARENESS** - signs, pavement markings, beacons, in-street crossings;
- 15% devoted to budget **CONTINGENCY** (bid fluctuation, cost overruns, etc., as recommended by GDOT and SRTS); and
- 10% devoted to upgrading **PEDESTRIAN CURB RAMPS** to ADA compliant standards;

In order to finalize project priorities we studied multiple variables such as: recent improvements in signage and crosswalks, increased vehicular traffic due to a reduction in transportation services, existing driver awareness features (signs, pavement markings, signals), idling (bus emissions) policies and practices, walker/biker counts, residential concentration/density, sidewalk/curb conditions, cost estimates from city planners, and school-based support for SRTS concepts.

Our **SRTS project will accomplish** the following:

- saturate **key traffic/pedestrian intersection points** inside each school's .25 mile radius/zone with **driver awareness features** such as pavement markings, signs, beacons and in-street crossings;
- **bring to compliance** every existing non-ADA compliant curb by upgrading to curb ramp standards; and
- **repair thousands of feet of existing sidewalk** in poor condition in the areas of highest need.

The SRTS program was established to: (1) enable and encourage children, including those with disabilities, to walk and bicycle to school safely; (2) make bicycling and walking to school a safe and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and (3) facilitate the planning, development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of primary and middle schools, grades K-8.

C. How will your proposed project(s) address the concerns that were identified in Section 2, improve bike/ped safety, increase the number of students walking to school, and improve the environment within the school vicinity?

The concerns outlined in Section 2 will be addressed by our SRTS project as outlined below.

(1) **Budget issues, pedestrian and vehicular traffic, and parental concerns** about students walking to school – cuts in revenue have necessarily resulted in expenditure reductions. Complete elimination of bus services within .5 miles of each school has resulted in greater numbers of students walking to school and an equally significant increase in the number of cars in each school zone at the beginning and end of the school day. When funded, our SRTS project will provide **signs, signals, in-street crossing and safer curb ramps that simply cannot be funded by the city or by the school district.**

(2) **Sidewalks and curbs in poor and/or non-ADA compliant condition** – attached maps attest to the fact that there are tens of thousands of feet of sidewalk in need of repair, almost as many feet of sidewalk needed where none exist now, and scores of crosswalks where no curb ramp is present. Additionally, there are no paved bike lanes inside the .5 mile radius/zone around each elementary school. When funded, our **SRTS project will create infrastructure improvements for hundreds of students**. Fully **100% of all non-ADA compliant curb ramps will be upgraded** with these grant funds, which will greatly enhance walking conditions for **100% of the students (and parents) who are walking to and from school**. Addressing sidewalk and curb ramp conditions must be done in order to meet **SRTS program expectations** to (a) “enable children, including those with disabilities, to **walk and bicycle to school safely**”; and (b) make bicycling and walking to school a safe and more appealing transportation alternative, thereby **encouraging a healthy and active lifestyle** from an early age.”

(3) Finally, in order to meet the final **SRTS program objective** (“to facilitate the planning, development and implementation of **projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution** in the vicinity of primary and middle schools, grades K-8”) our SRTS project includes heavy **emphasis on environmental issues and health/fitness concerns** while focusing a major portion of grant dollars on **increasing driver awareness** and **increasing safety**. More details will be found in Section 4 of this proposal.

All maps, referenced earlier, are included in the next few pages.

School .5 mile Radius Maps - Traffic Signs & Signals (plus proposed pavement marking, signs, in-street crossings, and beacons):

Full-size (single-page) - City Park

Reduced-size (two per page) – Blue Ridge, Brookwood, Park Creek, Roan, Westwood

School .5 mile Radius Maps – Crosswalk Conditions (plus proposed new curb ramps and repaired/replaced sidewalks)

Full size (single-page) – Blue Ridge

Reduced-size (two per page) – Brookwood, City Park, Park Creek, Roan, Westwood



City Park Elementary School Traffic Signs & Signals

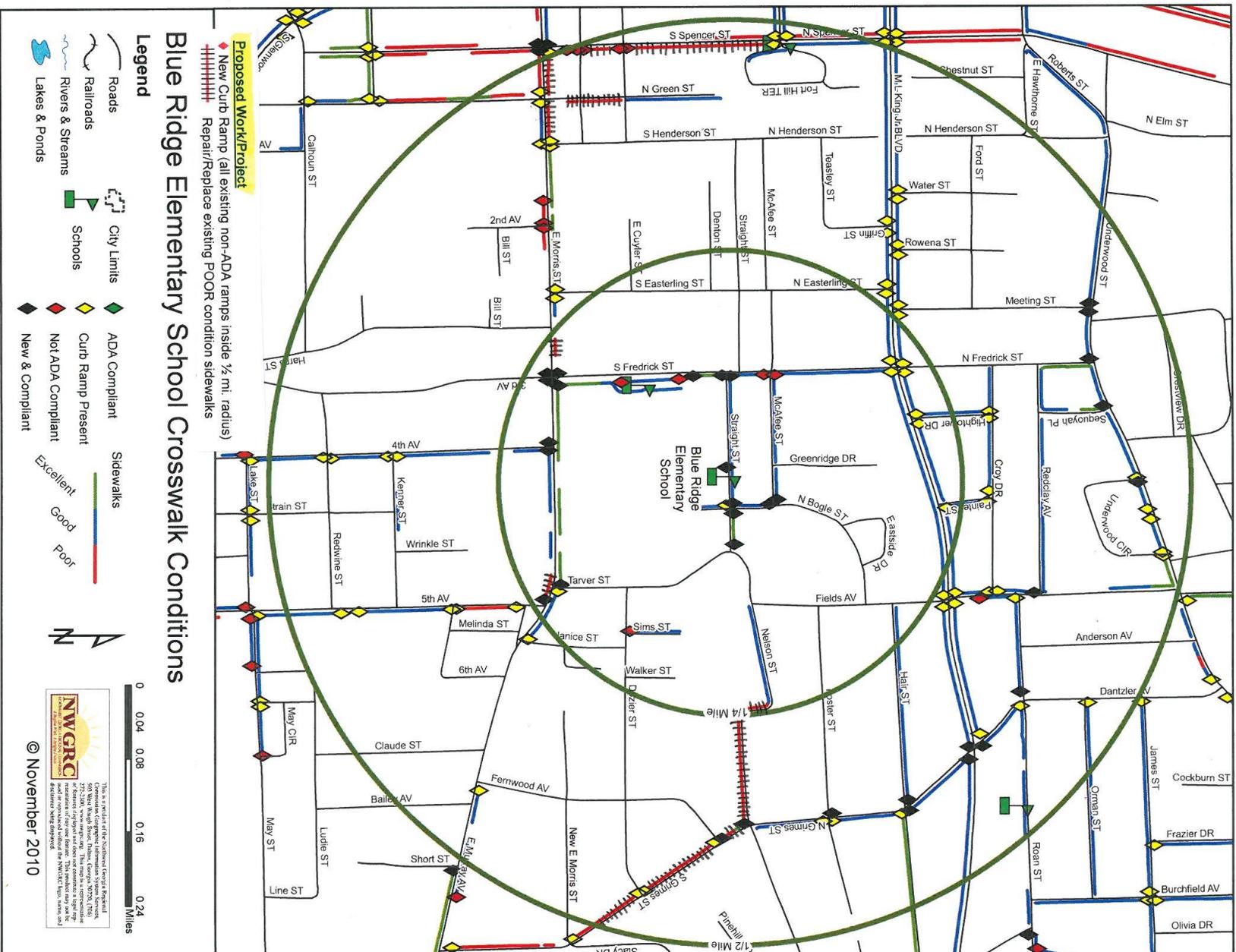
Legend

- Roads
- Railroads
- Rivers & Streams
- Lakes & Ponds
- City Limits
- Schools
- Traffic Signal Locations
- Stop Sign Locations
- Sidewalks
- Excellent
- Good
- Poor

0 0.04 0.08 0.16 0.24 Miles

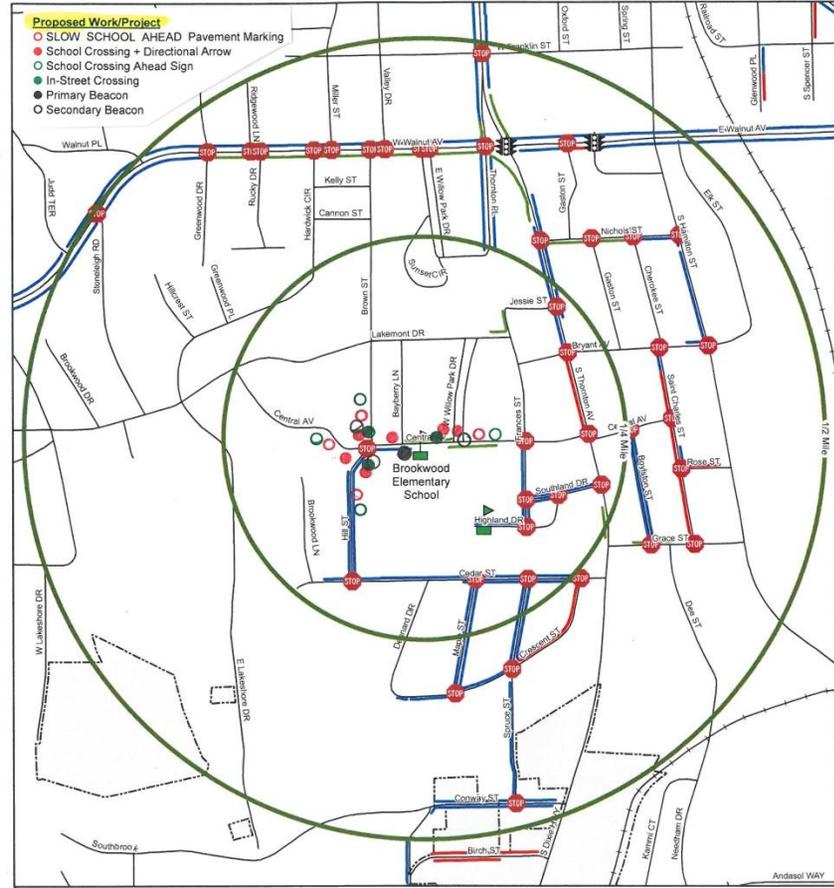
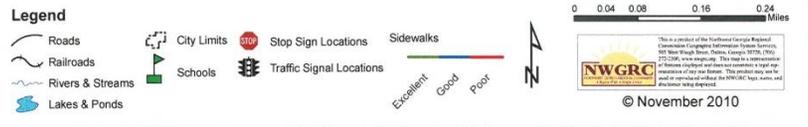
NWGRG
This is a product of the Northwest Georgia Regional Commission Geographic Information Systems Services. All data is the property of the respective agencies. NWGRG is not responsible for any errors or omissions in this report. NWGRG is not responsible for any damages or liabilities arising from the use of this report. NWGRG is not responsible for any damages or liabilities arising from the use of this report.

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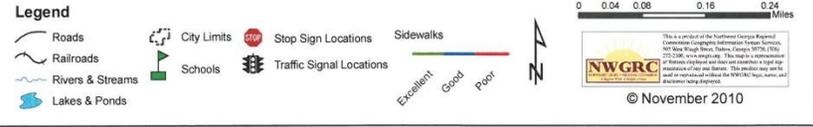


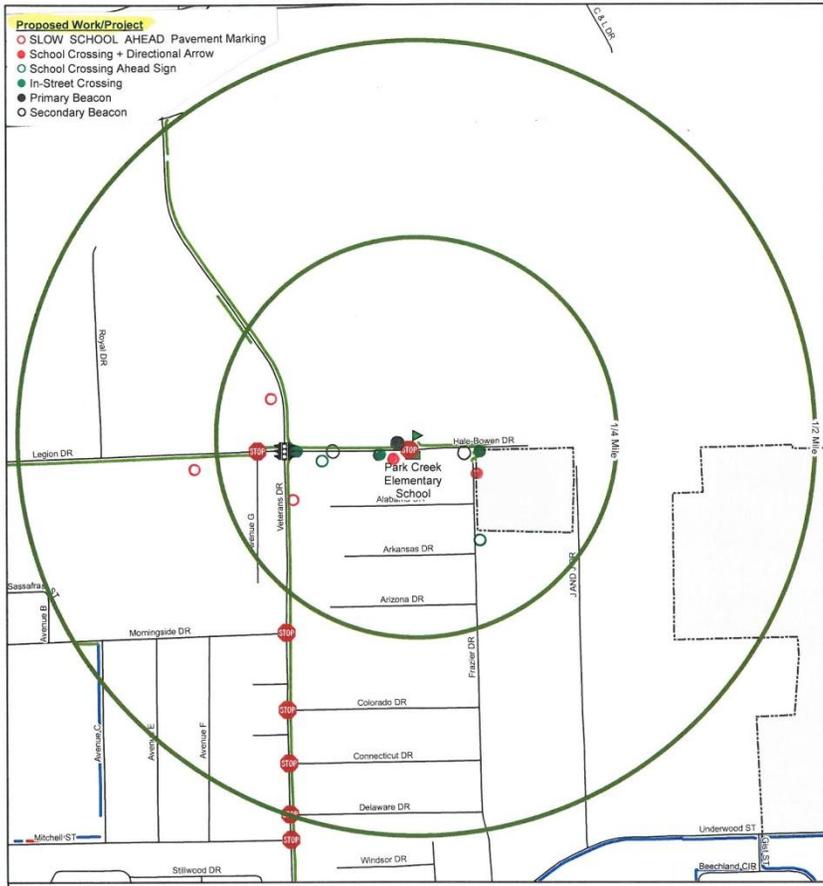


Blue Ridge Elementary School Traffic Signs & Signals

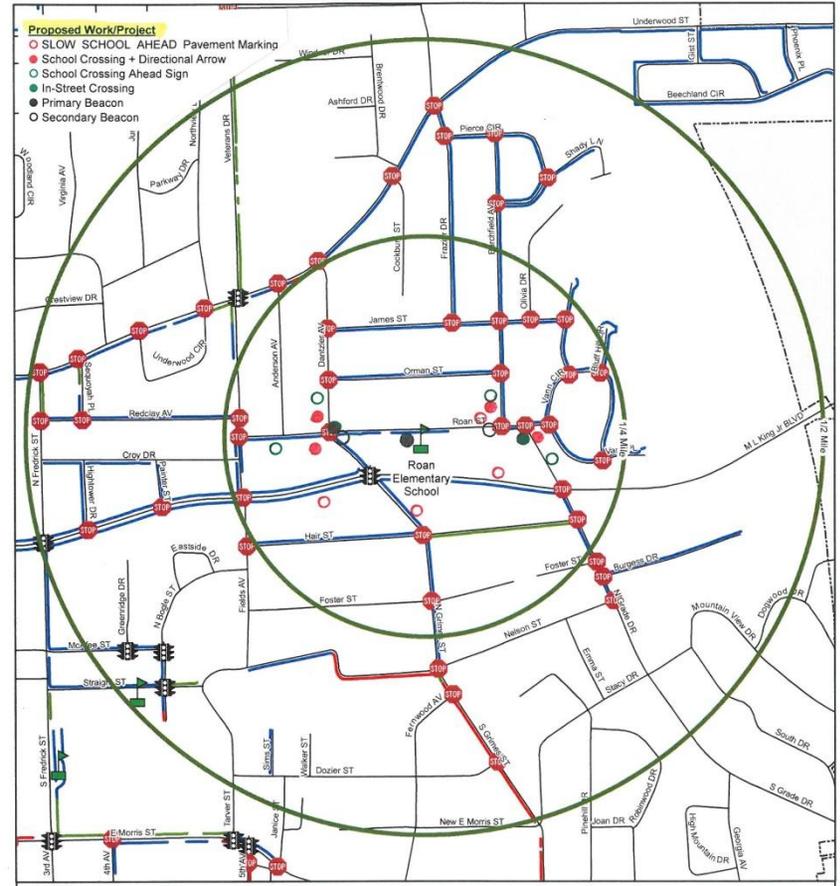


Brookwood Elementary School Traffic Signs & Signals

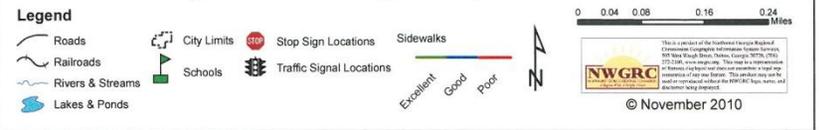


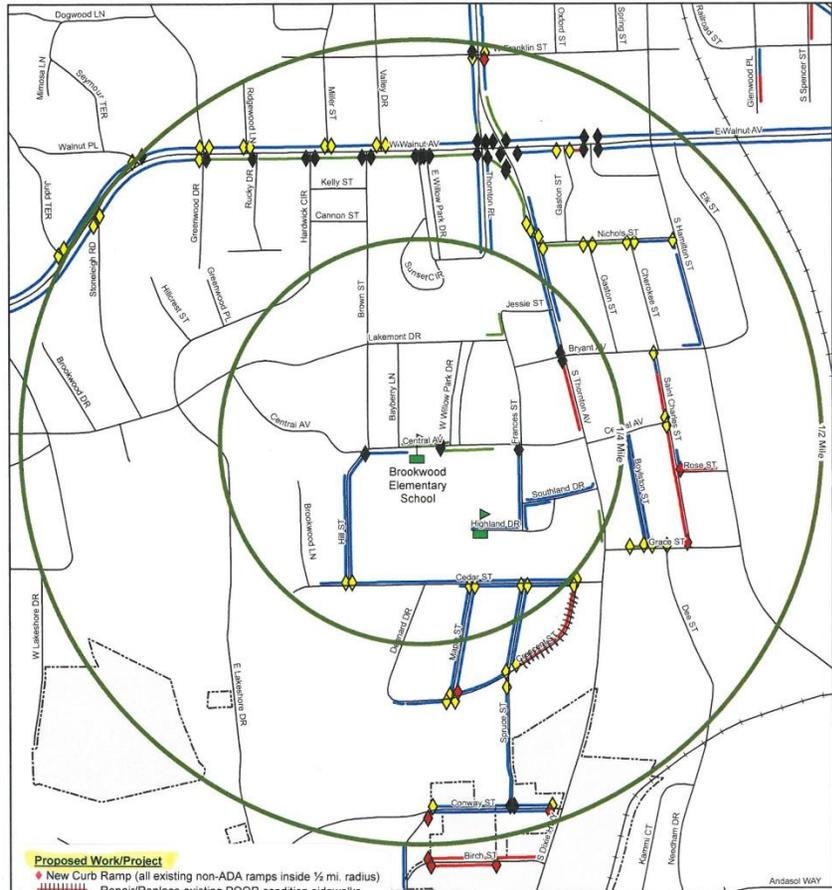


Park Creek Elementary School Traffic Signs & Signals

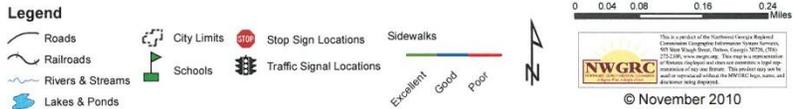


Roan Elementary School Traffic Signs & Signals

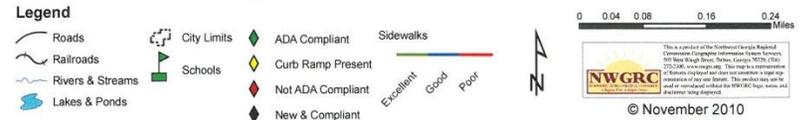


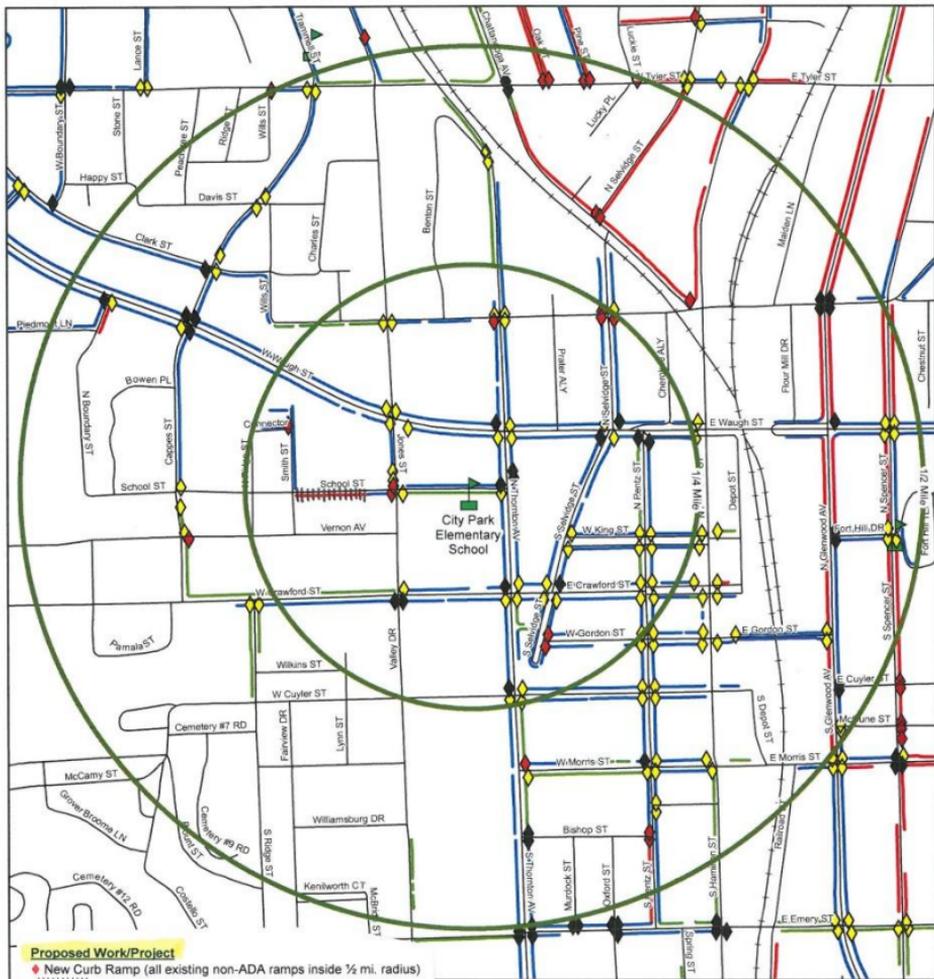


Westwood Elementary School Traffic Signs & Signals



Brookwood Elementary School Crosswalk Conditions





City Park Elementary School Crosswalk Conditions

Legend

- Roads
- Railroads
- Rivers & Streams
- Lakes & Ponds
- City Limits
- Schools
- ADA Compliant
- Curb Ramp Present
- Not ADA Compliant
- New & Compliant
- Sidewalks
- Excellent
- Good
- Poor

0 0.04 0.08 0.16 0.24 Miles



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SECTION 4- PROGRAM INFORMATION

[Total of 30 Points]

Explain how your school(s) is(are) currently addressing Education, Encouragement, Enforcement, Engineering, and Evaluation. When did the school(s) begin SRTS activities and/or plans? How many children are involved in these activities? Is there a full- or part-time coordinator responsible for managing these activities? If available, provide a link to your SRTS Plan.

Education – We are proud to announce that **all six of our elementary schools have become SRTS partners**, with four sites joining the initiative in the past six months. All six sites have committed to **sharing informational materials with their students and parents**, and we are planning on **translating all SRTS documents into Spanish** to reach and involve the **65% of our families who are Hispanic**. Additionally, our charter SRTS site, Brookwood Elementary, has staged **bicycle safety sessions**, assisted by a local bicycle shop owner, and has hosted **school advisory council meetings** to engage interested parents and community members in the SRTS process, placing special **emphasis on walking** to and from school. Finally, in November 2010, the Dalton **Board of Education’s regularly scheduled work session’s main agenda item was an overview** provided by district and school staff, K-12, **regarding all efforts related to SRTS** and connected initiatives.

Encouragement – “**Walk to School Wednesdays**” were implemented by one elementary school and four of six sites participated in International Walk to School Day this fall! A **bicycle rodeo** has been held at one school and a **donation of over 100 helmets** was recently made to one of our sites – definitely an opportunity that will **encourage students to become involved** in the future. Other events, such as Park Creek’s “**Walk with the Veterans**” Veterans Day activity encourage walking as often as possible, whether directly related to SRTS-sanctioned efforts or not. We want all of our students to know that they should **take “Time to Walk and Roll”** and that NOW is the best “Time to Walk and Roll.” We also encourage **districtwide support of our SRTS work** and our Transportation department has implemented a stringent “**idling**” **policy for all school buses** in order to make the bus loading/unloading areas at each school as healthy as possible. You might even say that we are doing some things to **impact the “Sixth E,” the Environment**.

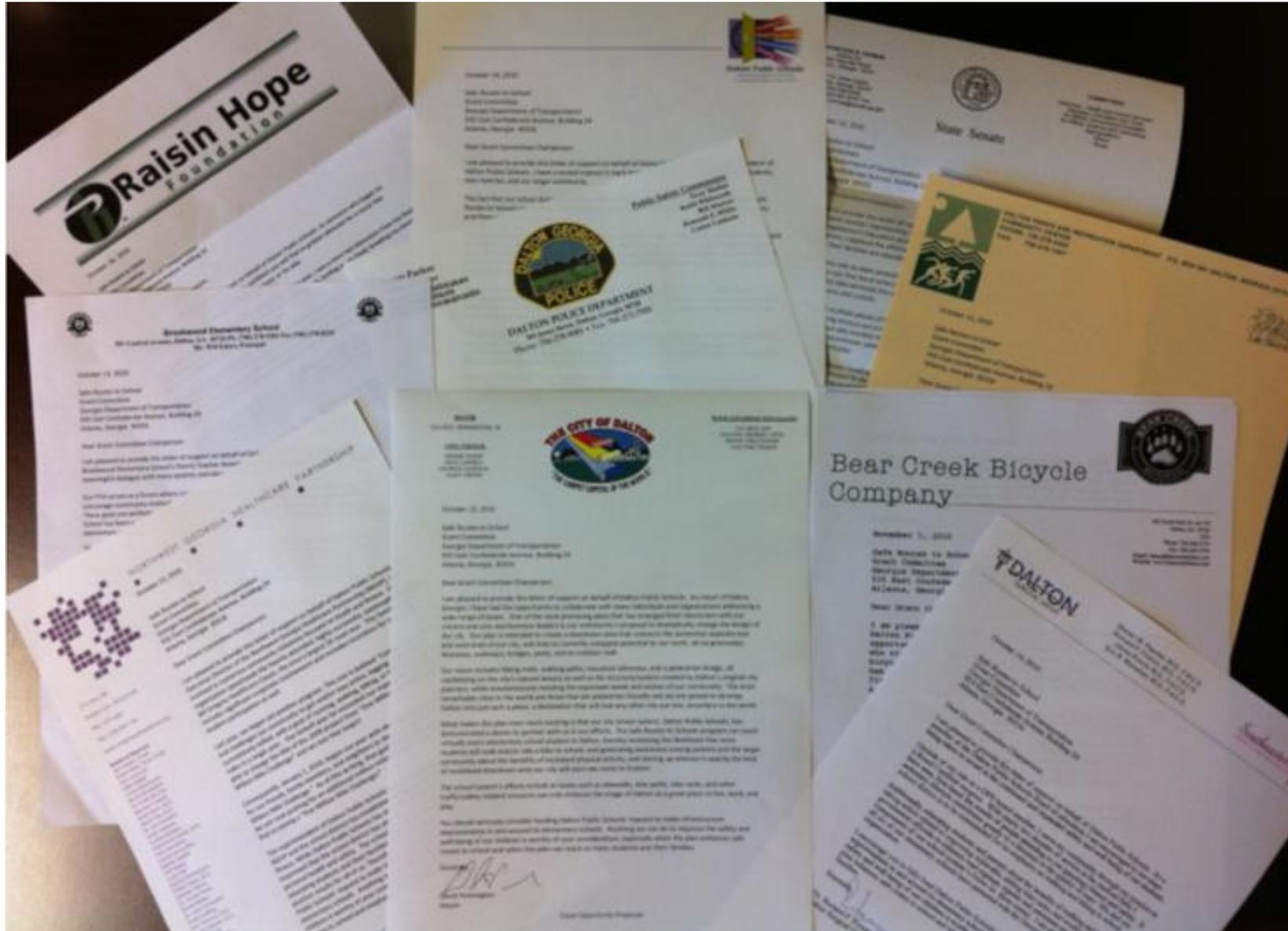
Enforcement – The Dalton Police Department (DPD) has been a tremendous partner in our early SRTS efforts. In addition to providing an **on-site presence to monitor traffic** and **enhance drivers’ awareness** of the need to exercise caution, the DPD donates **time and personnel** to assist with student events at our elementary schools and **utilizes equipment to reduce speeding** and other dangerous moving violations **in and around all school zones**.

Engineering – A **comprehensive and thorough study** of each school’s walking zone, including the use of aerial photos, **Regional Commission data, city planner input**, and **law enforcement assisted walking audits**, has generated a plan to make each .5 mile radius around every DPS elementary school a true “Walk and Roll” zone. **Sidewalk improvements** in population dense areas, **ADA curb ramp work**, and a heavy infusion of signs, markings, and beacons serve to **create a much more stable infrastructure capable of supporting the steadily increasing number of students who walk to school** as well as maximizing the **safety of each vehicle-pedestrian intersection**. We have relied heavily on **experts whose work focuses on engineering** and data-rich aspects of such plans.

Evaluation – At a minimum, **walker/biker counts** are conducted annually. Additionally, district transportation staff are capturing **data related to the number of cars in pick-up and drop-off lines** each day. **Traffic counts** are completed by the police department and that agency has also agreed to provide **crash and traffic violation data** for each school zone. In all instances, we will **set targets to increase**, however incrementally, the **number of students walking and biking to school**, while **decreasing negative indicators such as the number of cars idling outside school zones, speeding violations**, etc. One additional non-traditional measure of success and progress can be found in the attached photo of letters of support we have obtained from the community. As a **demonstration of the level of community support** for SRTS efforts, we obtained, with very little effort, letters from our **mayor**, our state **senator**, a **professional cyclist**, a local **bike shop proprietor**, a **PTA president**, a **parks and rec official**, the school **superintendent**, our **police chief**, two local **physicians**, one **board of education member**, and the president of the region’s **healthcare partnership**. We seek to **expand this network** as well, as one way to evaluate our SRTS work. (A photo of all letters of support is attached below.)

Since this year is our first to involve all six of our schools as SRTS partners, and the first official event was a part of four sites, we are **using FY12 as our baseline year and will begin maintaining data regarding how many students are involved in every activity at each site**, and, subsequently, across the entire school district. No school has been involved longer than two and a half years, but all will be entering their second year, at a minimum, at the start of the 2011-2012 school year.

We do not employ, nor designate, a single person to coordinate SRTS activities but our **grant project contact person is involved with every school** and principal in the district. Furthermore, she has been extremely **involved in the development of our proposal**. Each school has a designated SRTS Champion and the **diversity (across roles) is a tremendous resource** to us as a school system. Serving as **SRTS champions** are **principals, assistant principals, physical education teachers**, and an **exceptional students** teacher and our planning and implementation will be richer because of the **range of experiences and ideas** these individuals bring to **our common work**. Our district SRTS Plan can be viewed at <http://www.bkwdschool.org/links.htm>. For now, we are using our “charter SRTS” site to host our district’s plan, as that school has been instrumental in moving this initiative forward.



SECTION 5 – PROJECT COST ESTIMATE

[Total of 10 Points]

Provide the Project Cost Estimate. Include material and construction costs. All preliminary engineering will be conducted by GDOT. Note: SRTS is a 100% federal-aid program. Local funds and in-kind donations are not required or accepted. Use Project Cost Estimate tab to complete Section 5. Contact your local government for assistance.

ITEM DESCRIPTION	Quantity	Unit	Unit Price	Extended Cost
School Advance Crossing Assembly – MUTCD S1-1 (sign area FT ² , 6.75)	47	each*	\$216	\$10,152
Ahead – MUTCD W16-9P (sign area FT ² , 2.00)	24	each*	\$140	\$3,360
Diagonal/Directional Arrow – MUTCD W16-7P (sign area FT ² , 2.00)	23	each*	\$140	\$3,220
*post & stub \$9.00/L.F x 12', sign area x \$16.00/FT ²				
<i>Note 1: no concrete due to hydraulic driver for post-setting</i>				
<i>Note 2: 3M, manufacturer of sign coatings, provides 20+ year warranty</i>				
SLOW - thermoplastic pvmt marking, word, MUTCD TP5	23	each	\$126	\$2,898
SCHOOL (single lane) - thermoplastic pvmt marking, word, MUTCD TP3A	23	each	\$126	\$2,898
AHEAD - thermoplastic pvmt marking, word, MUTCD TP4	23	each	\$144	\$3,312
In-Street School Crossings sign plus base (MUTCD R1-6a with S4-3P)	19	each	\$195	\$3,705
Pedestrian Hybrid Beacon – Primary Unit (GraybaR) wireless/cellular	6	each	\$5,047	\$30,282
Pedestrian Hybrid Beacon – Secondary Unit (GraybaR) wireless/cellular	13	each	\$4,047	\$52,611
Annual Communication Fee for Primary Units - first year service	6	each	\$50	\$300
Crosswalk curb ramp, ADA-compliant	54	each	\$850**	\$45,900
Sidewalk removal/repair/replacement (existing sidewalk locations only)	4,900	feet	\$45**	\$220,500
**per estimate provided by City Project Manager – embedded sub costs include, but are not limited to, demolition, removal, compacted base, formwork, concrete pouring, concrete finishing, backfill, grassing, strawing				
Contingency	1	15%	\$379,178	\$56,871
TOTAL	--	--	--	\$436,009

SECTION 6 – SIGNATURES

The undersigned consent that the following schools are active partners with the SRTS Resource Center, engage in Non-Infrastructure SRTS activities, and participate in GDOT's evaluation process. The undersigned understand that the proposed infrastructure project, if granted, will be designed and implemented by Georgia Department of Transportation. Upon completion of construction, the undersigned agree to provide regular maintenance on the new infrastructure. The undersigned affirm that all statements in this application are true and complete to the best of the applicant's knowledge. Please attach additional signature pages if necessary for multiple schools. **(Signature required from local government official authorized to sign maintenance agreements, or Designee.)**

 _____ Signature of City/County Engineer, Mayor, County Commissioner, City Manager, etc.	<u>David Pennington</u> _____ Print Name of City/County Engineer, Mayor, County Commissioner, City Manager, etc.
<u>City of Dalton, Mayor's Office</u> _____ Name of Agency	<u>706.278.9500</u> <u>11/19/10</u> _____ Telephone Number Date

 _____ Signature of School District Superintendent	<u>Jim Hawkins</u> _____ Print Name of School District Superintendent
--	--

 _____ School 1: Signature of Principal	<u>Lisa Goode</u> _____ School 1: Print Name of Principal
<u>Blue Ridge Elementary</u> _____ Name of School	<u>706.876.4101</u> <u>11/19/10</u> _____ Telephone Number Date



School 2: Signature of Principal

Will Esters

School 2: Print Name of Principal

Brookwood Elementary

Name of School

706.876.4201

Telephone Number

11/19/10

Date



School 3: Signature of Principal

Rick Little

School 3: Print Name of Principal

City Park Elementary

Name of School

706.876.4505

Telephone Number

11/19/10

Date



School 4: Signature of Principal

Phil Jones

School 4: Print Name of Principal

Park Creek Elementary

Name of School

706.876.4282

Telephone Number

11/19/10

Date



School 5: Signature of Principal

Cindy Perrott

School 5: Print Name of Principal

Roan Elementary

Name of School

706.876.4351

Telephone Number

11/19/10

Date

Angela Garrett

School 6: Signature of Principal

Angela Garrett

School 6: Print Name of Principal

Westwood Elementary

Name of School

706.876.4227

Telephone Number

11/19/10

Date

Thank you for your interest in Georgia's Safe Routes to School Program!

This form has been submitted via email, and multiple copies have been forwarded via the U.S. Postal Service.

Dalton Public Schools – SRTS Projects List

Sidewalk Projects

- Frazier Drive – Install new, 5 foot sidewalk from Underwood Street to end of street along the west side of the street (approximately 3,000 LF).
- Park Creek Elementary East Entrance – Install new, 5 foot sidewalk from sidewalk on Hale Bowen Drive to school entrance (existing sidewalk) along the west side of the driveway (approximately 150 LF).
- Park Creek Elementary West Entrance – Install new, 5 foot sidewalk from sidewalk on Hale Bowen Drive to school entrance (existing sidewalk) along the east side of the driveway (approximately 350 LF).
- Colorado Drive – Install new, 5 foot sidewalk from Veterans Drive to Frazier Drive along the north side of the street (approximately 1,240 LF).
- Connecticut Drive – Install new, 5 foot sidewalk from Veterans Drive to Frazier Drive along the north side of the street (approximately 1,240 LF).
- Delaware Drive -- Install new, 5 foot sidewalk from Veterans Drive to Frazier Drive along the north side of the street (approximately 1,240 LF).

Solar Powered School Zone Flashing Beacons

- Install solar powered school zone flashing beacons at twenty-four (24) various locations around each of the six (6) elementary schools.
- Each unit must be equipped with two- 12” yellow flashers, and the following signs must be affixed to the unit: S4-3P, R2-1, and S4-4P.
- The solar powered school zone flashing beacons must be a self contained unit with no flasher cabinet (i.e. JSF Technologies unit).

Overhead School Zone Beacons and Signs

- Install overhead school zone flashing beacons and signs on M. L. King Jr. Blvd (Eastbound and Westbound) for Roan Elementary School using TP III concrete strain poles.
- Install overhead school zone flashing beacons and signs on Thornton Avenue (Northbound and Southbound) for City Park Elementary School using Hunter Green painted TP III steel strain poles.

Signalized Intersections Safety Improvements

- Modify existing signalized intersections to improve the safety of pedestrians and bicyclists when crossing the intersection. Improvements to intersections include, but are not limited to: installation of handicap curb ramps, installation of pedestrian signals and push buttons, and the installation or restriping of intersection crosswalks.
- The three intersections included in this improvement list are:
 - M.L. King Jr. Blvd @ Fredrick Street (Roan Street and Blue Ridge Elementary)
 - Morris Street @ Fredrick Street (Blue Ridge Elementary)
 - Veterans Drive @ Hale Bowen Drive (Park Creek Elementary)

Safe Routes to School - Dalton Public Schools

Cost Estimate

ITEM NO.	DESCRIPTION	UNIT	Quantity	UNIT PRICE	AMOUNT
150-1000	Traffic Control	LS	1	\$ 20,000.00	\$ 20,000.00
210-0100	Grading Complete - Earthwork	LS	1	\$ 40,000.00	\$ 40,000.00
N/A	Grassing Complete	LS	1	\$ 5,000.00	\$ 5,000.00
441-0104	Concrete Sidewalk, 4 IN	SY	4015	\$ 30.00	\$ 120,450.00
639-2002	Steel Wire Strand Cable, 3/8 IN	LF	560	\$ 6.00	\$ 3,360.00
639-3003	Steel Strain Pole, TP III (Painted Hunter Green)	EA	4	\$ 7,000.00	\$ 28,000.00
639-4003	Strain Pole, TP III	EA	4	\$ 5,800.00	\$ 23,200.00
N/A	Solar Signal Flashers and Overhead Sign	LS	4	\$ 6,000.00	\$ 24,000.00
N/A	Solar Signal Assembly, Flashing School Beacon, Complete	EA	24	\$ 6,000.00	\$ 144,000.00
N/A	Traffic Signal Intersection Safety Improvements (ADA Curb Ramps, Pedestrian Crossings & Signals)	LS	3	\$ 12,000.00	\$ 36,000.00
TOTAL =					\$444,010.00