

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. #0010400 **OFFICE** Design Policy & Support
GDOT District 1 - Gainesville
Habersham County **DATE** January 24, 2012
Safe Routes to School: Cornelia Elementary

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
Angela Robinson, Financial Management Administrator
Glenn Bowman, State Environmental Administrator
Kathy Zahul, State Traffic Engineer
Georgene Geary, State Materials & Research Engineer
Lisa Myers, Acting State Project Review Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Michael Henry, Systems & Classification Branch Chief
Kenny Whitworth, Acting District Engineer
Robert Mahoney, District Preconstruction Engineer
Allen Ferguson, District Utilities Engineer
Derrick Cameron, Project Manager
Emmanuella Myrthil, State Safe Routes to School Coordinator
BOARD MEMBER - 10th Congressional District

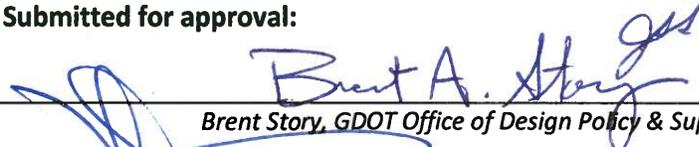
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT**

Project Type: Safe Route to Schools
GDOT District: 1
Federal Route Number: N/A

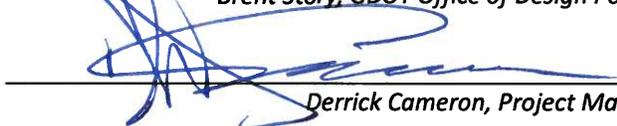
P.I. Number: 0010400
County: Habersham
State Route Number: N/A

Cornelia Elementary School – Safe Routes to School

Submitted for approval:



Brent A. Story
Brent Story, GDOT Office of Design Policy & Support
DATE: 01/13/2012



Derrick Cameron
Derrick Cameron, Project Manager
DATE: 18 Jan 2012

Approvals:

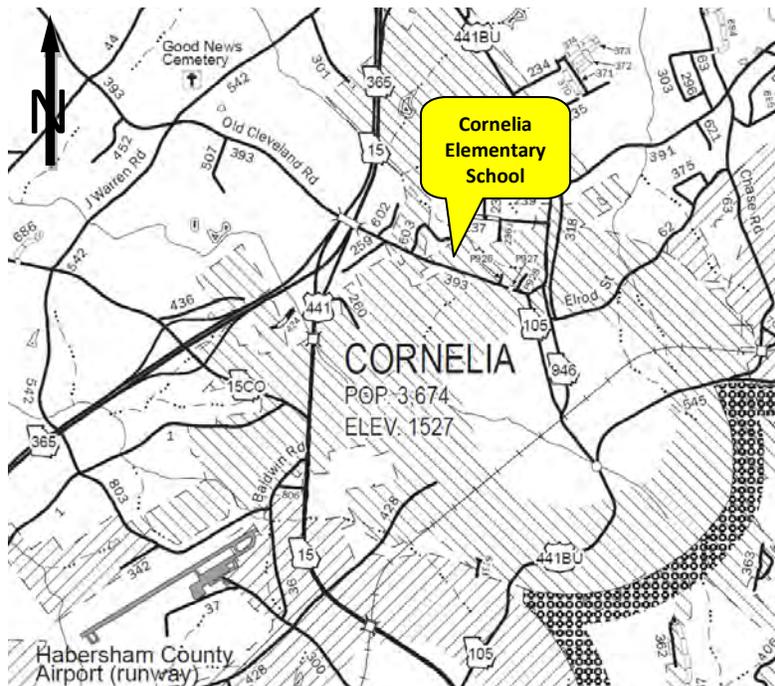
Concur: 

Bobby Hilliard
State Program Delivery Engineer
DATE: 1/18/2012

Approve: 

All R. McManis
Director of Engineering
DATE: 1/19/12

PROJECT LOCATION



PLANNING & BACKGROUND DATA

Project Justification Statement:

The proposed project is a Safe Routes to School (SRTS) infrastructure project that would improve pedestrian accessibility for students within a two-mile radius of Cornelia Elementary School in Habersham County. The school is located on CR 393/Old Cleveland Road in the City of Cornelia. The SRTS program is administered by the Federal Highway Administration under Section 1404 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). As a result of this legislation, funding is allocated to assist with infrastructure and non-infrastructure activities to primary and middle schools. The desired outcome of the SRTS program is to enable and encourage a healthy lifestyle for all students by walking and bicycling to school, as well as provide environmental benefits for the community within a two-mile radius of a school.

The City of Cornelia applied for the proposed project as a SRTS project based on the *Cornelia Elementary School Safe Routes to School Travel Plan*. Cornelia Elementary School has a pre-kindergarten to fifth grade student body. Approximately 7% of the students currently walk to school. Based on a student/parent survey, approximately 46% of the students use vehicles primarily due to the condition and/or lack of pedestrian facilities in the area. Approximately 44% of the students would be allowed to walk if conditions were improved. Bicycling has not been encouraged as much as walking due to the age and skill level of students. Over 20% of the city's speeding violations occur within the Old Cleveland Road school speed zone. Several portions of the existing sidewalks along both sides of Old Cleveland Road are damaged and lack current ADA and MUTCD requirements. There are existing sidewalks along Old Cleveland Road that connect to those along Wayside Street. Other roadways in the school's vicinity do not have sidewalks. Pedestrian and vehicle mobility along Old Cleveland Road is reduced during heavy rainfall due to several abandoned curb cuts that collect storm water and debris. Old Cleveland Road also has two catch basins just east of Wood Street that inefficiently handle storm water and contributes to the reduction of pedestrian and vehicle mobility.

The condition of existing sidewalks, lack of sidewalks, and narrow roadways do not provide adequate pedestrian facilities within the vicinity of Cornelia Elementary School. Adding new sidewalks and improving existing sidewalks to meet ADA and MUTCD requirements would improve the pedestrian infrastructure for students attending Cornelia Elementary School as well as the community.

Description of the proposed project:

The proposed project consists of pedestrian infrastructure improvements in Cornelia, Georgia, in the vicinity of Cornelia Elementary School to meet current ADA and MUTCD requirements. Portions of the existing curb, gutter, and sidewalks would be removed and replaced along both sides of Old Cleveland Road. A total of approximately 1,031 feet of new sidewalk would be installed along Old Cleveland Road from Henderson Street to Hendricks Street. Approximately 606 feet of new sidewalk, curb, and gutter would be constructed on the eastside of Wood Street from Old Cleveland Road to Hoyt Street. A rural shoulder containing approximately 452 feet of new 6-inch thick sidewalk would be constructed on the westside of Hendricks Street from Old Cleveland Road to Wayside Street. The 6-inch thickness is proposed for additional strength. Edge line indentations are also proposed along Hendricks Street to delineate the travel lane from the pedestrian area along the rural shoulder. The existing crosswalk on Old Cleveland Road at Henderson Street would be removed due to limited visibility of pedestrians for

motorists. New high visibility crosswalks would be installed in the project area as necessary as well as a raised crosswalk at the school's front entrance. New raised pavement markers will also be installed as needed. All improvements would be constructed within the existing right-of-way or permanent easement.

Federal Oversight: Full Oversight Exempt State Funded Other

MPO: N/A MPO - Choose an item.
 MPO Project TIP #

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

Congressional District(s): 10

Projected Traffic AADT:

Current Year (2011): N/A Open Year (2012): N/A Design Year (2032): N/A

Functional Classification:

- CR 393/Old Cleveland Road – Rural Major Collector
- CS 92207/Wood Street – Rural Local Road
- CS 84507/Hendricks Street – Rural Local Road

Is this project on a designated bike route? No YES

Is this project located on a pedestrian plan? No YES

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

DESIGN AND STRUCTURAL DATA

Mainline Design Features: CR 393/Old Cleveland Road (Project Area)

| Feature | Existing | Standard* | Proposed |
|------------------------------|--|-------------|--|
| Typical Section | | | |
| - Number of Lanes | 2 | 2 Minimum | 2 |
| - Lane Width(s) | Varies 10'– 12' | 10' Minimum | 10' Minimum |
| - Border Area Width | 10' Minimum | 10' – 16' | 10' Minimum |
| - Curb & Gutter Width | 2' | 2.5' | 2' |
| - Buffer Width | 0' – 2' | 2' Minimum | 2' Minimum Stamped Concrete |
| - Sidewalk Width | 5' – 7' | 5' | 5' Minimum |
| - Sidewalk Thickness | Approx. 4" | 4" | 4" |
| Posted Speed | 35 mph (City) | N/A | 35 mph (City) |
| Design Speed | 35 mph | N/A | 35 mph |
| School Speed Zone | 25 mph | N/A | 25 mph |
| Superelevation Rate | Normal Crown | 4% Maximum | Normal Crown |
| Right-of-Way Width | 60' – 80' | N/A | 60' – 80' |
| Maximum Sidewalk Cross Slope | 2% | 2% | 2% |
| Minimum Crosswalk Width | 8' | 8' | 8' |
| Drainage Structures | 2 Drop Inlets w/ 12" Corrugated Plastic Pipe | N/A | 2 Catch Basins w/ 24" RCP & Flared End |

*According to current GDOT design policy

Side Road Design Features: CS 92207/Wood Street

| Feature | Existing | Standard** | Proposed |
|------------------------------|-------------------|--------------|---------------------------------------|
| Typical Section | | | |
| - Number of Lanes | 2 | 2 Minimum | 2 |
| - Lane Width(s) | Approx. 9' | N/A | 9' |
| - Rural Shoulder Width | Approx. 0' – 4' | N/A | 4' |
| - Shoulder Slope | Approx. 2:1 | N/A | 2% |
| - Minor Drainage Ditch | Varies to Drain | N/A | Grade to Drain |
| - Buffer Width | N/A | N/A | 2' Minimum Stamped Concrete |
| - Sidewalk Width | N/A | 5' | 5' Minimum |
| - Sidewalk Thickness | N/A | 4" | 4" |
| Posted Speed | 25 mph | N/A | 25 mph |
| Design Speed | 25 mph | N/A | 25 mph |
| Superelevation Rate | Normal Crown | Normal Crown | Normal Crown |
| Right-of-Way Width | 50' | N/A | 50' |
| Maximum Sidewalk Cross Slope | 2% | 2% | 2% |
| Minimum Crosswalk Width | 8' | 8' | 8' |
| Cross-Drainage Structures | 18" CMP & 12" RCP | N/A | 2 Catch Basins w/ 18" RCP & Headwalls |

**According to current GDOT design policy and assuming ADT ≤ 400

Side Road Design Features: CS 84507/Hendricks Street

| Feature | Existing | Standard** | Proposed |
|------------------------------|-----------------|--------------|-----------------------------|
| Typical Section | | | |
| - Number of Lanes | 2 | 2 Minimum | 2 |
| - Lane Width(s) | Approx. 8' | N/A | 8' |
| - Rural Shoulder Width | Approx. 0' – 4' | N/A | 4' Minimum |
| - Shoulder Slope | Approx. 2:1 | N/A | 2% |
| - Minor Drainage Ditch | Varies to Drain | N/A | Grade to Drain |
| - Buffer Width | N/A | N/A | 4' Minimum Stamped Concrete |
| - Sidewalk Width | N/A | 5' | 5' Minimum |
| - Sidewalk Thickness | N/A | 4" | 6" |
| Posted Speed | 25 mph | N/A | 25 mph |
| Design Speed | 25 mph | N/A | 25 mph |
| Superelevation Rate | Normal Crown | Normal Crown | Normal Crown |
| Right-of-Way Width | 50' | N/A | 50' |
| Maximum Sidewalk Cross Slope | 2% | 2% | 2% |
| Minimum Crosswalk Width | 8' | 8' | 8' |
| Cross-Drainage Structures | T.B.D. | N/A | T.B.D. |

** According to current GDOT design policy and assuming ADT ≤ 400

Minor Structures:

| Structure | Existing | Proposed |
|---------------------|----------|--|
| Retaining Walls | None | Minor retaining walls to be determined during Design Phase if needed to construct proposed project inside existing right-of-way. |
| Drainage Structures | Varies | Complete hydrology during Design Phase is necessary for major drainage infrastructure improvements. |

Major Intersection: Old Cleveland Road @ SR 105/Wayside Street/Main Street

Utility Involvements:

- Water – City of Cornelia
- Sewer – City of Cornelia
- Cable – Windstream
- Telephone – Windstream
- Natural Gas – Atlanta Gas & Light
- Electric – Georgia Power

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

SUE Required: Yes No

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

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

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

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 | 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"/> |

Hendricks Street has existing 8-foot lanes. However, the scope of this project does not involve roadway improvements.

Design Variances to GDOT standard criteria anticipated:

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

VE Study anticipated: No Yes Completed

ENVIRONMENTAL DATA

Anticipated Environmental Document:

GEPA: NEPA: Categorical Exclusion EA/FONSI EIS

Air Quality:

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

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

NEPA: *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: N/A

Public Involvement: 2008 School Board Meeting

Major stakeholders:

- Cornelia Elementary School
- City of Cornelia
- Habersham County

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: It is recommended that construction take place during the summer to prevent closing existing sidewalks for students attending Cornelia Elementary School.

Early Completion Incentives recommended for consideration: No Yes

PROJECT RESPONSIBILITIES

Project Activities:

| Project Activity | Party Responsible for Performing Task(s) |
|---|--|
| Concept Development | GDOT |
| Design | GDOT/Consultant |
| Right-of-Way Acquisition | N/A |
| Utility Relocation | Utility Owners |
| Letting to Contract | GDOT |
| Construction Supervision | GDOT |
| Providing Material Pits | Contractor |
| Providing Detours | N/A |
| Environmental Studies, Documents, and Permits | GDOT |
| Environmental Mitigation | T.B.D. |

Lighting required: No Yes

Concept Meeting: November 3, 2011

Other projects in the area:

- PI# 132100-: This project would widen SR 105/US 441 Business from Cannon Bridge Road to Walnut Street in the City of Cornelia. This project is currently in Long Range (LR1).
- Community Development Block Grant (CDBG): This project would improve the waterline infrastructure in the City of Cornelia.

Other coordination to date: The City of Cornelia's June 2010 Stormwater Inventory and proposed waterline improvements under the CDBG were taken into consideration. The information was provided by the City of Cornelia and/or their respective consultants.

Project Cost Estimate and Funding Responsibilities:

| | Breakdown of PE | ROW | Utility | CST* | Environmental Mitigation |
|-----------|------------------------|------------|----------------|---------------|---------------------------------|
| By Whom | GDOT | N/A | T.B.D. | GDOT | None Anticipated |
| \$ Amount | \$ 140,000 | N/A | T.B.D. | \$ 390,537.89 | None Anticipated |

*CST Cost includes: Base Construction, 5% Engineering and Inspection, Fuel Cost Adjustment, and Asphalt Cement Cost Adjustment. CST Cost cannot exceed the awarded \$395,610.36 for this SRTS project.

ADDITIONAL INFORMATION

| | | | |
|---|---------|------------------------------|---------------|
| Preferred Alternative: Rehabilitate Curb & Gutter and Sidewalks along Old Cleveland Road and Construct New Sidewalks on Wood Street and Hendricks Street | | | |
| Estimated Property Impacts: | None | Estimated Total Cost: | \$ 395,610.36 |
| Estimated ROW Cost: | \$ 0.00 | Estimated CST Time: | T.B.D. |
| Rationale: The recommended preferred alternative would rehabilitate damaged portions of the existing curbs, and gutter, and sidewalks along both sides Old Cleveland Road to meet current ADA and MUTCD requirements. A total of approximately 1,031 feet of new sidewalk would be installed along Old Cleveland Road from Henderson Street to Hendricks Street. Approximately 606 feet of new sidewalk, curb, and gutter would be constructed on the eastside of Wood Street from Old Cleveland Road to Hoyt Street. A rural shoulder containing approximately 452 feet of new 6-inch thick sidewalk would be constructed on the westside of Hendricks Street from Old Cleveland Road to Wayside Street. The 6-inch thickness is proposed for additional strength should a vehicle need to utilize the rural shoulder. An edge line rumble strip is also proposed along Hendricks Street to delineate the travel lane from the pedestrian area along the rural shoulder. The existing crosswalk on Old Cleveland Road at Henderson Street would be removed due to limited visibility of pedestrians for motorists. New high visibility crosswalks would be installed in the project area as necessary as well as a raised crosswalk at the school’s front entrance. All improvements would be constructed within the existing right-of-way or permanent easement. | | | |

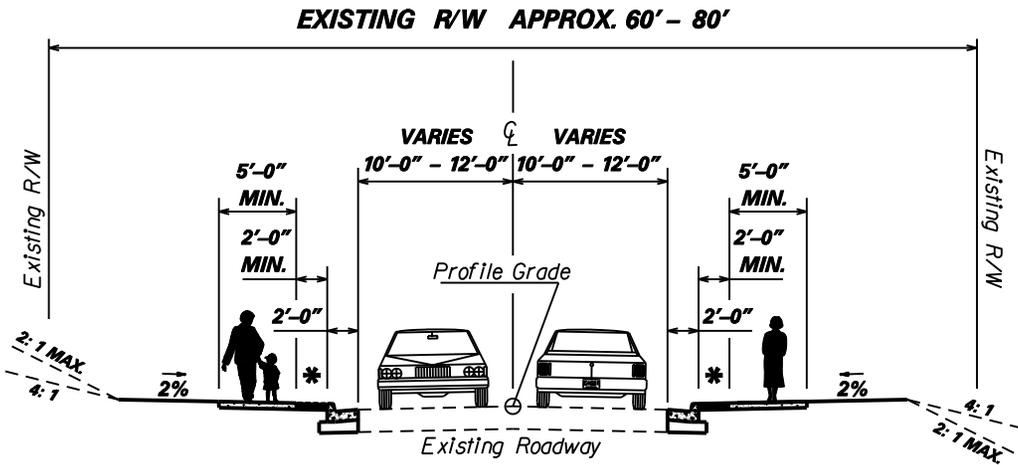
| | | | |
|---|---------|------------------------------|---------|
| No-Build Alternative: This alternative would leave the existing conditions as is. | | | |
| Estimated Property Impacts: | None | Estimated Total Cost: | \$ 0.00 |
| Estimated ROW Cost: | \$ 0.00 | Estimated CST Time: | None |
| Rationale: The No Build Alternative is not recommended for this project. This alternative would not encourage walking and bicycling as set forth by the Safe Routes to School program. | | | |

Comments: The proposed pedestrian improvements along Hendricks Street does not include curb and gutter due to lack of an appropriate stormwater outfall location. A complete hydrology of the project area would be necessary to determine the efficiency of the existing drainage structures. Adequate existing right-of-way and funding may not be available for major drainage improvements. It is recommended that the City of Cornelia and/or Habersham County program an additional project for any improvements that may be limited by the scope and funding for this project.

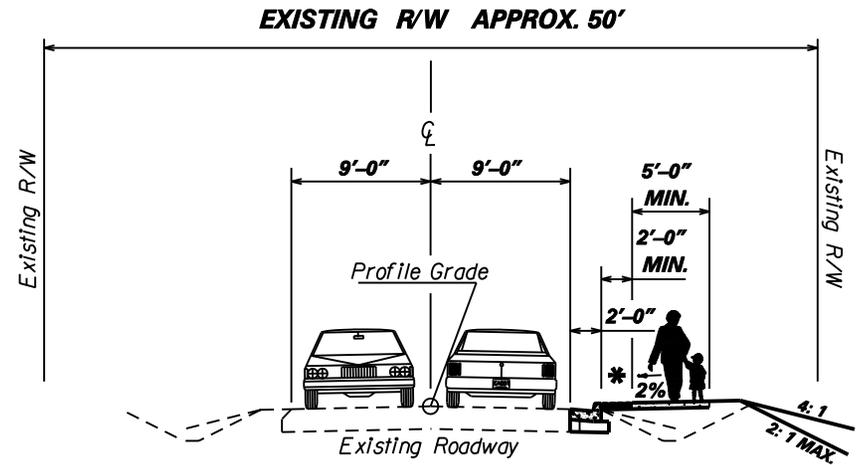
Attachments:

1. Conceptual Layout
2. Typical Sections
3. Preliminary Construction Cost Estimate including Engineering & Inspection
4. Fuel Cost Adjustment & Asphalt Cement Cost Adjustment
5. Concept Team Meeting Minutes including attachments
6. Cornelia Elementary School SRTS Application

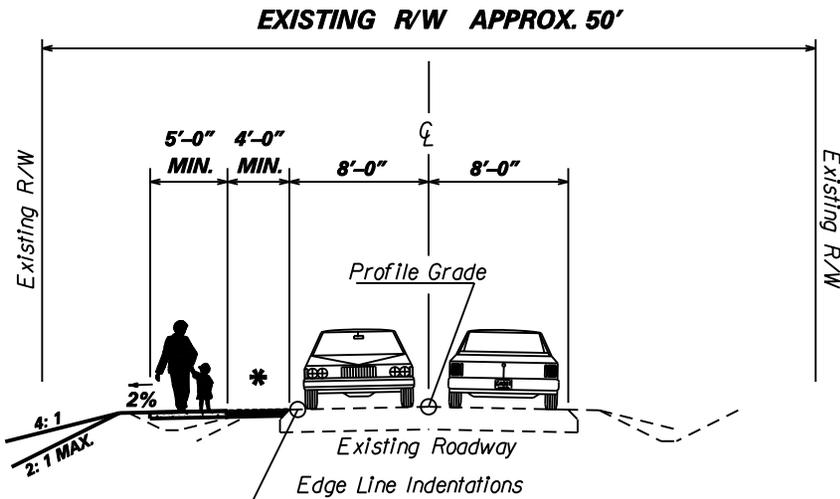
PRELIMINARY TYPICAL SECTIONS



**CR 393/OLD CLEVELAND ROAD
(LOOKING EAST)**



**CS 92207/WOOD STREET
(LOOKING NORTH)**



**CS 84507/HENDRICKS STREET
(LOOKING NORTH)**

*** STAMPED CONCRETE BUFFER**

**PI#0010400
HABERSHAM COUNTY
SAFE ROUTES TO SCHOOL
CORNELIA ELEMENTARY SCHOOL**

NOT TO SCALE

CONCEPT DATE: 12-28-2011

DETAILED COST ESTIMATE



Job: 0010400

JOB NUMBER: 0010400

FED/STATE PROJECT NUMBER

SPEC YEAR: 01

DESCRIPTION: SRTS: CORNELIA ELEMENTARY SCHOOL CONCEPT ESTIMATE

ITEMS FOR JOB 0010400

| Line Number | ITEM | QUANTITY | UNITS | PRICE | DESCRIPTION | AMOUNT |
|-----------------------|----------|----------|-------|-------------|---|---------------------|
| 0001 | 150-1000 | 1.000 | LS | \$7,000.00 | TRAFFIC CONTROL - 0010400 | \$7,000.00 |
| 0002 | 163-0240 | 12.000 | TN | \$300.43 | MULCH | \$3,605.15 |
| 0100 | 163-0503 | 1.000 | EA | \$362.06 | CONSTR AND REMOVE SILT CONTROL GATE, TP 3 | \$362.06 |
| 0105 | 163-0550 | 5.000 | EA | \$128.43 | CONS & REM INLET SEDIMENT TRAP | \$642.16 |
| 0200 | 165-0010 | 1672.000 | LF | \$0.66 | MAINT OF TEMP SILT FENCE, TP A | \$1,109.66 |
| 0201 | 171-0010 | 3344.000 | LF | \$2.84 | TEMPORARY SILT FENCE, TYPE A | \$9,496.96 |
| 0210 | 210-0100 | 1.000 | LS | \$82,500.00 | GRADING COMPLETE - INCL MISC REMOVAL, CLEARING & GRUBBING | \$82,500.00 |
| 0300 | 310-5060 | 1048.000 | SY | \$11.00 | GR AGGR BS CRS 6IN INCL MATL | \$11,528.00 |
| 0350 | 402-3113 | 6.000 | TN | \$108.77 | RECYL AC 12.5MM SP,GP1/2,BM&HL | \$652.60 |
| 0399 | 413-1000 | 3.000 | GL | \$4.65 | BITUM TACK COAT | \$13.94 |
| 0400 | 441-0016 | 296.000 | SY | \$30.00 | DRIVEWAY CONCRETE, 6 IN TK | \$8,880.00 |
| 0405 | 441-0104 | 1637.000 | SY | \$24.00 | CONC SIDEWALK, 4 IN | \$39,288.00 |
| 0407 | 441-0104 | 641.000 | SY | \$28.00 | CONC SIDEWALK, 4 IN - STAMPED CONC BUFFER | \$17,948.00 |
| 0410 | 441-0106 | 452.000 | SY | \$34.00 | CONC SIDEWALK, 6 IN | \$15,368.00 |
| 0411 | 441-0106 | 233.000 | SY | \$42.00 | CONC SIDEWALK, 6 IN - STAMPED CONC BUFFER | \$9,786.00 |
| 0499 | 441-4020 | 564.000 | SY | \$31.85 | CONC VALLEY GUTTER, 6 IN | \$17,962.54 |
| 0500 | 441-6012 | 3770.000 | LF | \$12.00 | CONC CURB & GUTTER/ 6"X24"TP2 | \$45,240.00 |
| 0550 | 444-2000 | 2800.000 | LF | \$1.84 | SAWED JTS IN EXIST PVMTS - ASPHALT | \$5,152.00 |
| 0600 | 456-0000 | 1.000 | \$ | \$1,000.00 | SEC 456 INDNTATION RMBL STRIPS - EDGE LINE | \$1,000.00 |
| 0650 | 500-3101 | 2.000 | CY | \$400.00 | CLASS A CONCRETE | \$800.00 |
| 0660 | 500-3200 | 10.000 | CY | \$600.00 | CL B CONC | \$6,000.00 |
| 0670 | 511-1000 | 138.000 | LB | \$0.90 | BAR REINF STEEL | \$124.20 |
| 0700 | 550-1180 | 62.000 | LF | \$34.00 | STM DR PIPE 18",H 1-10 | \$2,108.00 |
| 0705 | 550-1240 | 40.000 | LF | \$43.00 | STM DR PIPE 24",H 1-10 | \$1,720.00 |
| 0710 | 550-4224 | 1.000 | EA | \$530.00 | FLARED END SECT 24 IN, ST DR | \$530.00 |
| 0800 | 603-2024 | 24.000 | SY | \$44.00 | STN DUMPED RIP RAP, TP 1, 24" | \$1,056.00 |
| 0805 | 603-7000 | 24.000 | SY | \$3.50 | PLASTIC FILTER FABRIC | \$84.00 |
| 0905 | 610-0355 | 2607.000 | LF | \$12.00 | REM CONC CURB & GUTTER ALL SIZ | \$31,284.00 |
| 0910 | 610-1055 | 40.000 | LF | \$6.50 | REM GUARDRAIL | \$260.00 |
| 0915 | 610-2815 | 1200.000 | SY | \$12.00 | REM CONC SIDEWALK | \$14,400.00 |
| 1000 | 611-5300 | 45.000 | LF | \$9.00 | RESET GUARDRAIL | \$405.00 |
| 1100 | 653-1501 | 7126.000 | LF | \$0.48 | THERMO SOLID TRAF ST 5 IN, WHI | \$3,420.48 |
| 1110 | 653-1502 | 7126.000 | LF | \$0.38 | THERMO SOLID TRAF ST, 5 IN YEL | \$2,707.88 |
| 1120 | 653-1704 | 960.000 | LF | \$3.50 | THERM SOLID TRAF STRIPE,24",WH | \$3,360.00 |
| 1130 | 654-1001 | 84.000 | EA | \$3.25 | RAISED PVMT MARKERS TP 1 | \$273.00 |
| 1150 | 656-4001 | 36.000 | SY | \$8.50 | REM EXIST TRAF MARKING, THERM | \$306.00 |
| 1200 | 668-1100 | 4.000 | EA | \$2,174.11 | CATCH BASIN, GP 1 | \$8,696.43 |
| 1205 | 668-2100 | 1.000 | EA | \$1,687.95 | DROP INLET, GP 1 | \$1,687.95 |
| 1300 | 700-6910 | 1.250 | AC | \$650.00 | PERMANENT GRASSING | \$812.50 |
| 1305 | 700-7000 | 3.000 | TN | \$52.00 | AGRICULTURAL LIME | \$156.00 |
| 1314 | 700-7010 | 3.000 | GL | \$22.00 | LIQUID LIME | \$66.00 |
| 1315 | 700-8000 | 1.000 | TN | \$445.00 | FERTILIZER MIXED GRADE | \$445.00 |
| 1320 | 700-8100 | 50.000 | LB | \$2.00 | FERTILIZER NITROGEN CONTENT | \$100.00 |
| SUBTOTAL FOR : | | | | | | \$358,337.51 |

COST GROUP FOR JOB 0010400

| LINE NUMBER | UNIT | CALCULATION RULE | QUANTITY | PRICE | COST GROUP ID | DESCRIPTION | AMOUNT |
|------------------|------|------------------|----------|-------------|---------------|------------------------|--------------------|
| 00000001 | EA | NORM | 10.000 | \$350.00 | SSGN | STANDARD SIGNS & POSTS | \$3,500.00 |
| 00000003 | LS | NORM | 1.000 | \$10,000.00 | UDEF | RAISED PED. CROSSWALK | \$10,000.00 |
| SUBTOTAL: | | | | | | | \$13,500.00 |

TOTALS FOR JOB 0010400

DETAILED COST ESTIMATE



Job: 0010400

| | |
|---|--------------|
| ITEMS COST: | \$358,337.51 |
| COST GROUP COST: | \$13,500.00 |
| ESTIMATED COST: | \$371,837.51 |
| CONTINGENCY PERCENT: | 0.00 |
| ENGINEERING AND INSPECTION: | 0.05 |
| ESTIMATED COST WITH CONTINGENCY AND E&I: | \$390,429.39 |

PROJ. NO.: N/A
P.I. NO. 0010400
DATE: 1/12/2012

| | | | |
|-----------------------------------|----|----|------------|
| Base Construction Cost | | \$ | 371,837.51 |
| E & I | 5% | \$ | 18,591.88 |
| Construction Contingency | | \$ | - |
| Subtotal Construction Cost | | \$ | 390,429.39 |
| Liquid AC Adjustment (50 % cap) | | \$ | 108.51 |
| Total Construction Cost | | \$ | 390,537.89 |

PROJ. NO.

N/A

CALL NO.

P.I. NO.

0010400

DATE

1/12/2012

INDEX (TYPE)

REG. UNLEADED

| DATE | INDEX |
|----------|-----------|
| Jan.2012 | \$ 3.297 |
| | \$ 3.818 |
| | \$ 578.00 |

DIESEL

LIQUID AC

Link to Fuel and AC Index:

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

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt

| | | | | | | |
|--|----------|-----|----|---------------|----|---------------|
| Price Adjustment (PA) | | | | 104.04 | \$ | 104.04 |
| Monthly Asphalt Cement Price month placed (APM) | Max. Cap | 60% | \$ | 924.80 | | |
| Monthly Asphalt Cement Price month project let (APL) | | | \$ | 578.00 | | |
| Total Monthly Tonnage of asphalt cement (TMT) | | | | 0.3 | | |

| ASPHALT | Tons | %AC | AC ton |
|-----------|----------|------|------------|
| Leveling | 0 | 5.0% | 0 |
| 12.5 OGFC | 0 | 5.0% | 0 |
| 12.5 mm | 6 | 5.0% | 0.3 |
| 9.5 mm SP | 0 | 5.0% | 0 |
| 25 mm SP | 0 | 5.0% | 0 |
| 19 mm SP | 0 | 5.0% | 0 |
| | 6 | | 0.3 |

BITUMINOUS TACK COAT

| | | | | | | |
|--|----------|-----|----|-------------|----|-------------|
| Price Adjustment (PA) | | | \$ | 4.47 | \$ | 4.47 |
| Monthly Asphalt Cement Price month placed (APM) | Max. Cap | 60% | \$ | 924.80 | | |
| Monthly Asphalt Cement Price month project let (APL) | | | \$ | 578.00 | | |
| Total Monthly Tonnage of asphalt cement (TMT) | | | | 0.012885303 | | |

Bitum Tack

| Gals | gals/ton | tons |
|------|----------|-----------|
| 3 | 232.8234 | 0.0128853 |

PROJ. NO.

N/A

CALL NO.

P.I. NO.

0010400

DATE

1/12/2012

BITUMINOUS TACK COAT (surface treatment)

| | | | | | | | | |
|--|--|----------|-----|----|--------|----------|----|---|
| Price Adjustment (PA) | | | | | | 0 | \$ | - |
| Monthly Asphalt Cement Price month placed (APM) | | Max. Cap | 60% | \$ | 924.80 | | | |
| Monthly Asphalt Cement Price month project let (APL) | | | | \$ | 578.00 | | | |
| Total Monthly Tonnage of asphalt cement (TMT) | | | | | 0 | | | |

| Bitum Tack | SY | Gals/SY | Gals | gals/ton | tons |
|--------------------|----|---------|------|----------|------|
| Single Surf. Trmt. | 0 | 0.20 | 0 | 232.8234 | 0 |
| Double Surf.Trmt. | 0 | 0.44 | 0 | 232.8234 | 0 |
| Triple Surf. Trmt | 0 | 0.71 | 0 | 232.8234 | 0 |
| | | | | | 0 |

| | | | | | | | | |
|-----------------------------------|--|--|--|--|--|--|----|---------------|
| TOTAL LIQUID AC ADJUSTMENT | | | | | | | \$ | 108.51 |
|-----------------------------------|--|--|--|--|--|--|----|---------------|

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. # 0010400
SRTS – Cornelia Elementary School
GDOT District 1 - Gainesville
Habersham County

OFFICE Design Policy & Support

DATE November 14, 2011

FROM  for Brent Story, State Design Policy Engineer

TO SEE ATTENDEES

SUBJECT CONCEPT TEAM MEETING MINUTES

Date/Time: Thursday, November 3, 2011; 10:00am

Location: Cornelia Elementary School

Attendees: **Cornelia Elementary School:** Dr. Renee Pryor; **City of Cornelia:** Donald Bagwell, Mona Painter, Sgt. Kevin Marsteller, Janie Henderson; **Habersham County Schools:** Rhonda Andrews, Tim Dockery; **Georgia Mountains Regional Commission:** Stephanie Harmon; **SRTS Resource Center:** Andy Pittman; **Carter & Sloope:** Chase West; **Georgia Power:** Ryan Walls; **GDOT-SRTS:** Emmanuella Myrthil; **GDOT-D1A2:** Rob Mabry; **GDOT-Design Policy & Support:** Dave Peters, Kim Phillips, Dylan Eagleton

Emmanuella Myrthil stated the purpose of the meeting. The purpose of the meeting was to discuss the general concept for PI# 0010400 to improve the pedestrian infrastructure for Cornelia Elementary School under the Safe Routes to School program. Dylan Eagleton then discussed the preliminary concept layout and draft Concept Report. PI# 132100- was also briefly discussed. PI# 132100- would widen SR 105/US 441 Business from Cannon Bridge Road to Walnut Street in the City of Cornelia. PI# 132100- is currently in long range (LR1).

The following comments were made during discussion and a field investigation of the project:

GDOT-Design Policy & Support

- Dylan Eagleton stated that the proposed preliminary concept is similar to the SRTS application.
- Major drainage infrastructure improvements may not be possible due to limited existing right-of-way. Survey data of the drainage areas and a complete hydrology would be necessary to determine the efficiency of the existing drainage structures. The minimum size drainage pipe GDOT prefers is an 18-in. to reduce maintenance cost. The drop inlets and 12-in. cross-drain pipe on CR 393/Old Cleveland Road may be improved while remaining inside the existing right-of-way. Rip-rap can be placed up to the existing right-of-way to reduce scour and outfall velocity. The 18-in. and 12-in. cross-drain pipes on CS 92207/Wood Street may also be improved. However, introducing curb and gutter on Wood Street as well as CS 84507/Hendricks Street would need to be further analyzed.
- Milling and repaving CR 393/Old Cleveland Road is proposed from approximately CS 92307/Henderson Street to CS 84507/Hendricks Street. Milling is estimated to vary 3-in. to 8-in. to remove several layers of asphalt from roadway and gutter pans.
- The existing curb and gutters appear to be 24-in. along CR 393/Old Cleveland Road. GDOT prefers 30-in. curb and gutter. However, this project would not reduce existing drainage conditions. Installing new 24-in. curb and gutter in conjunction with the removal of unnecessary curb cuts should provide some improvement.

- Edge line rumble strips are proposed along CS 92207/Wood Street and CS 84507/Hendricks Street to delineate the travel lanes from the sidewalks.
- A raised crosswalk in front of the school's entrance may be possible. The existing handicap parking near the school sign may be impacted by a raised crosswalk. A raised crosswalk near the intersection of CR 393/Old Cleveland Road and CS 92207/Wood Street may create a dam for stormwater and is therefore not recommended.
- All proposed crosswalks would have ADA compliant landings at both ends.
- Decorative pedestrian lighting is not proposed with this project.
- Dave Peters inquired about potential eligible historic resources in the project area that may have boundaries other than legal boundaries. Mona Painter and Stephanie Harmon stated that they do not believe there are, but they can have someone double check if necessary.

Cornelia Elementary School

- During the field investigation, Principal Dr. Renee Pryor stated that flooding occurs along CR 393/Old Cleveland Road during moderate rainfall.
- The sidewalks in front of the school are dark in the mornings. However, decorative lighting is not necessary. Mona Painter stated that standard street lighting may be installed on the utility poles by the City of the Cornelia if necessary.

City of Cornelia

- Mona Painter stated that the existing right-of-way along CR 393/Old Cleveland Road should be approximately 100-ft. instead of 60-ft. and approximately 50-ft. along CS 92207/Wood Street and CS 84507/Hendricks Street instead of 40-ft. Tax maps with the existing right-of-way widths can be provided.
- The sidewalk on the south side of CR 393/Old Cleveland Road should be extended to CS 92307/Henderson Street. Cornelia would like for Habersham County to installed sidewalks outside the city limits for continuity in the future.
- A textured concrete buffer rather than grass is preferred between curbs and sidewalks to reduce maintenance cost for Cornelia.
- Cornelia has a GIS stormwater inventory conducted by Ecological Planning Group. The inventory shows existing drainage connectivity. There is a system of small drainage ditches that eventually connect to a tributary to Mud Creek in the project area. The GIS stormwater inventory data can be provided.
- It may be possible for Cornelia to purchase a drainage easement to improve the outfall for the two drop inlets on CR 393/Old Cleveland Road.
- Cornelia may be able to install or provide funding for some constructions items such as signage to keep this project within the awarded budget.
- Cornelia is trying to get PI# 132100- moved up. That project is currently in long range (LR1).
- During the field investigation, Sergeant Kevin Marsteller inquired about providing a parking space for officers near the proposed crosswalk at CR 393/Old Cleveland Road and CS 92207/Wood Street. Officers currently park partially on the sidewalk with flashing lights to alert vehicles.

Georgia Power

- Ryan Walls stated that the utility poles along CR 393/Old Cleveland Road are the main electrical distribution lines to the City of Cornelia. There a few poles currently inside sidewalks within the project area. He asked who would be responsible for the relocation cost should those poles need to be relocated. Dylan Eagleton informed Ryan Walls that utility relocation cost inside existing right-of-way would be the responsibility of the utility owners unless they had prior rights. However, sidewalks would be offset from the travel lanes as much as possible while keeping utility impacts in mind.
- It was also noted that cable and telephone services are provided by Windstream.

Carter and Sloope

- Chase West stated that the City of Cornelia has a Community Development Block Grant (CDBG) to improve its potable water infrastructure. New waterlines are currently proposed or underway on the north side of CS 92207/Wood Street, south side of CR 393/Old Cleveland Road, and west side of CS 84507/Hendricks Street in this project area.
- Chase asked if the proposed sidewalks would impact the new waterlines. Dylan Eagleton stated that minor earthwork would be needed to install the sidewalks. Dave Peters inquired about the depth of the new waterlines. Chase stated that approximately 4-ft. of cover would be maintained and they would prefer that proposed sidewalks not be located directly above the waterlines.
- It was also noted that water and sewer services are provided by the City of Cornelia.
- Recent field survey data within the existing rights-of-way was conducted for the waterline project. A copy of the survey data can be provided.

GDOT-District 1 Area 2

- During the field investigation, Rob Mabry stated that the proposed sidewalk northeast of the proposed CR 393/Old Cleveland Road at CS 92207/Wood Street crosswalk is not necessary. Students could use the existing sidewalks on the school's property to access the front entrance. That portion of proposed sidewalk is approximately what is needed to extend the southern portion of sidewalk to CS 92307/Henderson Street.
- It may be possible to use up to a 24-in. cross-drain pipe to replace existing pipes.
- Minor retaining walls may be needed to stay inside the existing right-of-way along CS 84507/Hendricks Street.

GDOT-Safe Routes to School

- Emmanuella Myrthil stated that the existing stormwater ditches in the project area may lead to ecological concerns. Any environmental concerns would be addressed during official environmental evaluation by GDOT-Office of Environmental Services.
- Emmanuella inquired about any public outreach held about the proposed project. Mona Painter and Stephanie Harmon stated that this project was mentioned in a 2008 meeting with the school board. No objections to the project have been received.
- Kimley-Horn would be the consultant designer for this project after concept approval.

The following commitments were made by the Office of Design Policy & Support after discussion and field investigation:

- A raised crosswalk to the school's front entrance would be further studied.
- The sidewalks on the south side of CR 393/Old Cleveland Road would be extended to CS 92307/Henderson Street and the proposed sidewalk between the proposed crosswalk and school drop-off entrance on the north side of CR 393/Old Cleveland Road would be removed.
- Improving the drainage structures on CR 393/Old Cleveland Road as well as installing curb and gutter, drainage structures along CS 92207/Wood Street and CS 84507/Hendricks Street would be further studied for feasibility.
- A textured concrete buffer would be proposed instead of a grass buffer between curbs and sidewalks.
- Additional corrections to the final Concept Report and conceptual layout would be made based on the Concept Team Meeting as necessary.

Attachments:

- Concept Team Meeting Sign-in Sheet
- Concept Team Meeting Conceptual Layout
- Concept Team Meeting Typical Sections

PI# 0010400
Habersham County
Concept Team Meeting
November 3, 2011

Safe Routes to School: Cornelia Elementary School

| Organization | Title | Name | Phone | E-mail Address |
|---------------------------------------|---|---------------------------------|--|---|
| Habersham County Schools | Director of Elementary Schools | Rhonda Andrews <i>RA</i> | 706-754-1234 | randrews@habersham.k12.ga.us |
| Habersham County Schools | Transportation Director | Tim Dockery <i>TD</i> | 706-754-2118 | tdockery@habersham.k12.ga.us |
| Cornelia Elementary School | Principal | Dr. Renee Pryor <i>RP</i> | 778-706-776-6526 | rpryor@habersham.k12.ga.us |
| Cornelia Elementary School | Program Coordinator | ★ Angela Cook | 706-776-6526 | acook@habersham.k12.ga.us |
| City of Cornelia | City Manager | ★ Donald Anderson | 706-778-8585 | danderson@corneliageorgia.org |
| City of Cornelia | Police Department | Sgt. Kevin Marsteller <i>KM</i> | 706-778-4314 | kmarsteller@corneliageorgia.org |
| City of Cornelia | Special Projects Manager | Mona Painter <i>MP</i> | 706-449-1241 | mpainter@corneliageorgia.org |
| Carter and Sloop | Contract Engineer-City of Cornelia | ★ Marty Boyd | 706-769-4044 4119 | mboyd@cartersloope.com |
| Carter and Sloop | Contract Engineer-City of Cornelia | Chase West <i>CW</i> | 706-769-4044 4119 | cwest@cartersloope.com |
| GA Power | Distribution Engineer | Ryan Walls <i>RW</i> | Office 706-776-4137 Cell 706-499-8774 | arwalls@southernco.com |
| GDOT | Area Engineer | Rob Mabry <i>RM</i> | 706-754-9559 | rmabry@dot.ga.gov |
| GDOT | State Safety Program Coordinator | Emmanuella Myrthil <i>EM</i> | 404-635-8033 404-635-8175 | emyrthil@dot.ga.gov |
| GA Mountains Regional Commission | Regional Planner | Stephanie Harmon | 770-538-2626 | sharmon@gmrc.ga.gov |
| GDOT | Design Engineer II | Dylan Eagleton <i>DE</i> | 404-631-1741 | deagleton@dot.ga.gov |
| GDOT | D.E. III | Kim Phillips <i>KLP</i> | 404-631-1775 | kiphillips@dot.ga.gov |
| City of Cornelia | City Clerk | Janie Henderson | 706-778-8585 | jhenderson@corneliageorgia.org |
| GDOT | DGM | Dave Peters | 404-631-1738 | dpeters@dot.ga.gov |
| SRTS Resource Center | Coordinator | Andy Pittman | 404- 776 ⁸⁴⁹ -2532 | andy@saferoutesga.org |
| CITY OF CORNELIA | MAJOR PRO-TEMPORE | DONALD BAQWELL | 706-776-7206 | don@didmedia.com |

★ DID NOT ATTEND - *DE*

PI# 0010400
HABERSHAM COUNTY
SAFE ROUTES TO SCHOOL
CORNELIA ELEMENTARY SCHOOL

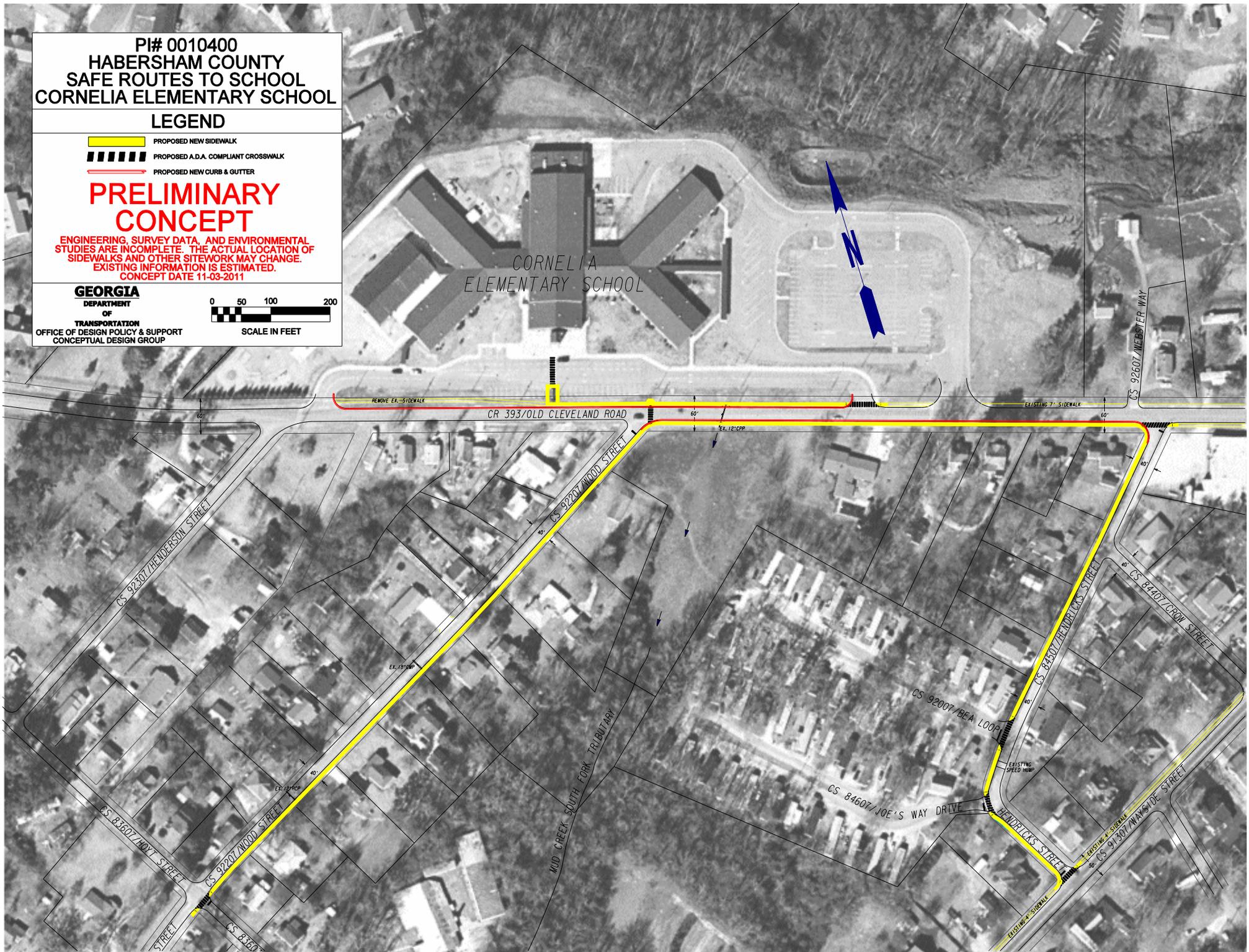
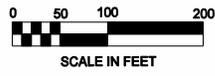
LEGEND

-  PROPOSED NEW SIDEWALK
-  PROPOSED A.D.A. COMPLIANT CROSSWALK
-  PROPOSED NEW CURB & GUTTER

**PRELIMINARY
 CONCEPT**

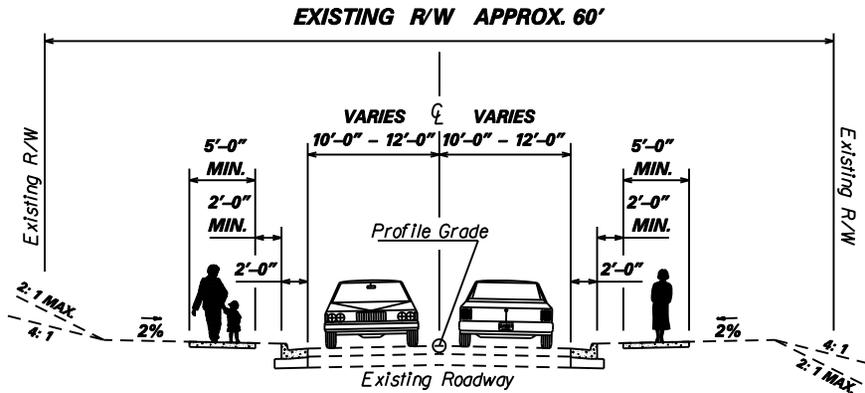
ENGINEERING, SURVEY DATA, AND ENVIRONMENTAL STUDIES ARE INCOMPLETE. THE ACTUAL LOCATION OF SIDEWALKS AND OTHER SITEWORK MAY CHANGE. EXISTING INFORMATION IS ESTIMATED. CONCEPT DATE 11-03-2011

GEORGIA
 DEPARTMENT
 OF
 TRANSPORTATION
 OFFICE OF DESIGN POLICY & SUPPORT
 CONCEPTUAL DESIGN GROUP

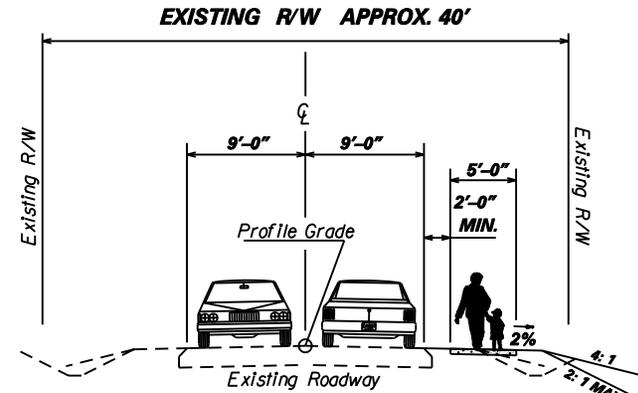


**PI#0010400
 HABERSHAM COUNTY
 SAFE ROUTES TO SCHOOL
 CORNELIA ELEMENTARY SCHOOL**

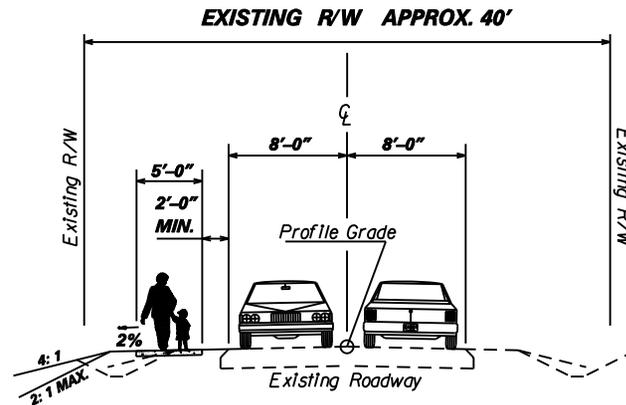
CONCEPT TEAM MEETING PRELIMINARY TYPICAL SECTIONS



**CR 393/OLD CLEVELAND ROAD
 (LOOKING EAST)**



**CS 92207/WOOD STREET
 (LOOKING NORTH)**



**CS 84507/HENDRICKS STREET
 (LOOKING NORTH)**

NOT TO SCALE

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)

| | | | | | | | |
|-------------------------|--------------|---|----|-----------|------------------------------|---------|-----------------|
| Project Title: | | Cornelia Elementary SRTS Improvements Project Phase I | | | | | |
| Agency Name: | | City of Cornelia | | | | | |
| Project Contact Person: | | Mona Painter | | | | | |
| Position/Title: | | Special Projects Manager | | | | | |
| Mailing Address: | | PO Box 785 | | | | | |
| City: | Cornelia | State: | GA | Zip Code: | 30531 | County: | |
| Daytime Phone: | 706 499 1241 | Email Address: | | | FOR INTERNAL USE ONLY | | |
| Fax Phone: | 706 894 2807 | mpainter@corneliageorgia.org | | | Ranking: | | Date Submitted: |

| | | | | | | | |
|------------------|-----------|-------------------------|------------------|------------------|--|------------------|--|
| School 1 Name: | | Cornelia Elementary Sch | | School 2 Name: | | | |
| Mailing Address: | | 375 Old Cleveland Rd. | | Mailing Address: | | | |
| City: | Cornelia | School District: | | City: | | School District: | |
| County: | Habersham | School District: | Habersham County | County: | | School District: | |

| | | | | | | | |
|------------------|--|------------------|--|------------------|--|------------------|--|
| School 3 Name: | | | | School 4 Name: | | | |
| Mailing Address: | | | | Mailing Address: | | | |
| City: | | School District: | | City: | | School District: | |
| County: | | School District: | | County: | | School District: | |

| | | | | | | | |
|------------------|--|------------------|--|------------------|--|------------------|--|
| School 5 Name: | | | | School 6 Name: | | | |
| Mailing Address: | | | | Mailing Address: | | | |
| City: | | School District: | | City: | | School District: | |
| County: | | School District: | | County: | | School District: | |

| | | | |
|------------------|--|------------------|--|
| School 7 Name: | | School 8 Name: | |
| Mailing Address: | | Mailing Address: | |
| City: | | School District: | |
| County: | | County: | |

| | | | |
|------------------|--|------------------|--|
| School 9 Name: | | School 10 Name: | |
| Mailing Address: | | Mailing Address: | |
| City: | | School District: | |
| County: | | County: | |

*Do you have more than ten (10) schools for proposed infrastructure project? *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? | |

| | |
|-------------------------------|--------------|
| Project Cost Estimate: | \$395,610.36 |
|-------------------------------|--------------|

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



 Signature of Project Contact Person

11/20/2010

 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 maps, photos, traffic counts, crash data surveys, safety audits, or any other information that help illustrate the need for this project.

SEE ATTACHMENT A- Photos & detailed description and ATTACHMENT B- traffic counts & transportation assessment
Cornelia Elementary School on Cleveland Rd. was constructed on the redeveloped site of Habersham Middle School, placing the campus in close proximity of established single-family and multi-family neighborhoods. Although many children live close enough to walk to school, many do not, primarily due to lack of safe routes between home and school.
SRTS Program- Since beginning the SRTS program in 2008, Cornelia has participated in three Walk to School Days, and student participation has tripled. In 2009, Walk to School Month was added to the program. The SRTS Travel Plan was developed with assistance from the Toole Group and GA Safe Routes to School Resource Center. The SRTS team prioritized infrastructure elements that would encourage more students living within ½ mile of the campus to walk to school, and would address the most severe pedestrian safety concerns in that area. These are included in this application. Cornelia's SRTS program is cited on page 8-14 of the Comprehensive Plan Update adopted July 2008.

ROADS
Local roads serving the areas around the school are narrow and considered substandard as minor collector streets leading to the school. Abandoned drive curb cuts on Cleveland Rd. collect storm water and debris, which spills onto the roadway during heavy rain events, creating travel hazards for pedestrians and motorists. At times, the road must be closed.
Sidewalks- The complete lack of sidewalks and extremely poor condition of existing sidewalks make pedestrian travel in the school area unsafe for students and inaccessible for disabled users. With the exception of Wayside St. and Cleveland Rd., there are no sidewalks within 2 blocks of the school campus.

SIDEWALKS and CROSSWALKS
Sidewalks on both sides of Cleveland Rd. between Henderson St. and Main St. are substandard in width, condition, and ADA accessibility; more than half of the 2200 feet of sidewalk on has broken curbing, broken or uneven slabs, and irregular surface. Portions have 1' buffers; others have no buffers at all. Neither sidewalks nor curb ramps are ADA compliant.
The sidewalk on the east side of Wayside St. is in the same condition. Streets within the neighborhoods do not have sidewalks.
Crosswalks on Cleveland Rd. are located at the west school drive near Henderson St. and at the east school drive near Hendricks St. Crosswalks have no reflectors and painted street markings are non-reflective. Crosswalks do not meet Manual for Uniform Traffic Control Devices (MUTCD) or ADA requirements. The street elevation of the west school drive crosswalk location limits visibility to oncoming traffic. There are no crosswalks at all in the residential neighborhoods.
The desire line of students from the Wood St. area is the main entrance to the school. They do not walk to the existing crosswalks, but take a direct route to the main entrance by crossing Cleveland Rd. from the Wood St. intersection, cutting through the school lawn and parking area, and crossing 3 lanes of drop-off traffic in the school drive to reach the main entrance.
Observed pedestrian behavior is for road crossings at both marked and unmarked intervals.

TRAFFIC
Vehicular traffic along Cleveland Rd. is heavy during peak AM and PM periods, with significant percentages exceeding the 25 MPH school zone speed limit. Although only ½ mile of Cleveland Rd. is inside city limits, over 20% of the city's speeding violations occur here.
More than half of the vehicle traffic on Wood St. exceeds the 25 MPH speed limit. Hendricks St. traffic is somewhat slower, largely due to being very short and location of a speed table at the midway point.

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?

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.

Priority #1- crosswalk improvements

- Install raised crosswalk on Cleveland Rd. west of Wood St. intersection
- Install raised crosswalk on School property between main entrance and sidewalk on north side of Cleveland Rd. crosswalk
- Eliminate Henderson St. crosswalk

Priority #2- Storm drainage corrections and sidewalk improvements on Cleveland Rd.

- Remove and replace undersized drainage culvert pipe and curb inlets, install additional curb inlets and adequate drainage system.
- Remove existing sidewalk, curbing, abandoned drive cuts, and on north side of Cleveland Rd. between school drives
- Install approximately 150 LF of ADA compliant sidewalk, buffer, curb, and gutter on north side of Cleveland Rd. between school entrance crosswalk and proposed Wood St. crosswalk
- Replace curb and gutter on remaining portion of sidewalk removal area; landscape with appropriate turf and ornamentals

Priority #3- Sidewalks on Wood St. and Hendricks St.

- Install ADA compliant sidewalk, buffer, and curbing on Wood St. from Cleveland Rd. to Hoyt St.
- Install ADA compliant sidewalk, buffer, and curbing on Hendricks St. from Cleveland Rd. to Wayside St.
- Install a reflective, high visibility crosswalk across all 3 legs of intersection of Hendricks and Crow St.

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?

Priority #1: Adding highly visible, raised crosswalks at the main school entrance and Wood St. will increase safety of students walking to school by:

- Raising driver awareness of school zone activity
- Slowing vehicle traffic
- Making crosswalks more visible to motorists
- Reducing number of crossings at unmarked areas

Eliminating the pedestrian crossing from Henderson St. will improve safety by:

- Redirecting students from an area with limited vehicle sight distance to a highly visible raised crossing

Priority #2-

Storm drainage corrections on Cleveland Rd. will improve safety of both vehicle and pedestrian traffic in the school zone by:

- Removing obstructions (broken curbing, abandoned drive cuts) that prevent storm water from reaching curb inlets
- Providing adequate drainage system and replacing broken curb/gutters to prevent the flow of storm water into vehicle travel lanes and hazardous conditions from roadway flooding
- Eliminating street and sidewalk closure during heavy rain events
- Preventing walkers from being splashed by passing traffic

Sidewalk improvements on Cleveland Rd. will improve safety and encourage walking to school by:

- Replacing damaged, elevated sidewalk between school drives on the north (school) side of Cleveland Rd. with landscaped area to reduce impervious surface, alleviate drainage problems and discourage crossing at unauthorized intervals
- Installing buffered sidewalk, curb, and gutter on north side of Cleveland Rd. from the Wood St. crosswalk to the main entrance crosswalk to provide a safe, accessible, and direct route to the school entrance and encourage crosswalk use.
- Replace curb and gutter on remaining portion of sidewalk removal area
- Replacing existing sidewalk and curbing on south side of Cleveland Rd. between Wood St. crosswalk and Hendricks St. with 6' wide sidewalk and 2' buffer
- Meeting ADA compliance to allow access by disabled students
- Providing an unobstructed, buffered route that is attractive to walkers

Priority #3-

Wood St. and Hendricks St.

Installing buffered sidewalk, curb, and gutter curbing on Wood St. from Cleveland Rd. to Hoyt St. and on Hendricks St. from Cleveland Rd. to Wayside St. will improve safety and encourage walking to school by:

- Providing a safe, accessible walking route to keep children from walking in streets
- Encouraging walking by providing a safe, direct and accessible route between homes and school

Installing a reflective, high visibility crosswalk across all 3 legs of intersection of Hendricks and Crow St. will increase student safety by:

- Creating a crossing that is highly visible to motorists
- Defining the crossing area for students

SECTION 4 - PROGRAM INFORMATION

[Total of 30 Points]

Explain how your school(s) is currently addressing Education, Encouragement, Enforcement, Engineering, and Evaluation. When did the school(s) begin its SRTS activities and/or plan? 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.

Since beginning the SRTS program in 2008, Cornelia has participated in three Walk to School Days, and student participation has tripled. In 2009, Walk to School Month was added to the program, with children walking to school 10 or more days in October receiving backpacks from the city. SRTS is administered jointly by Cornelia Elementary School staff and the City of Cornelia Special Projects Manager.

The program is evaluated each year by take home surveys prior to Walk to School Day and physical counts of students walking to school. This information has shown a steady increase of students walking to school since the program began.

Cornelia Police Department provides additional patrols during these events to assure safety of students. They also make pedestrian, bike, and traffic safety presentations at school field days throughout the year. Strict traffic enforcement is done in the school zone to ensure student safety. A letter is sent out to parents annually to remind them about school zone safety.

The SRTS Team meets regularly to discuss and plan furthering program goals. The Cornelia Travel Plan was developed with assistance from the Toole Group and GA Safe Routes to School Resource Center. The SRTS Travel Plan includes elements to encourage more students to walk to school.

After identifying areas that were lacking or needed improvement, the team found that SRTS funding would not be sufficient to correct all concerns. The SRTS team prioritized Infrastructure items for SRTS funding that would address the most severe pedestrian safety concerns in that area. These are included in this application.

Some infrastructure elements could not be included on the city's application, as Cornelia city limits end slightly past the west school drive. The County Manager and Commissioners will be notified by letter of team recommendations in the area outside city limits and invited to have representation on the SRTS team. Other elements will be included in future travel and budget planning by the City of Cornelia.

SECTION 5 - PROJECT COST ESTIMATE

A. General Conditions

| DESCRIPTION | UNIT | QUANTITY | UNIT PRICE | AMOUNT |
|--------------------------|------|----------|------------|------------------|
| Mobilization | LS | 1 | 9,500.00 | 9,500.00 |
| Traffic Control | LS | 1 | 3,200.00 | 3,200.00 |
| Testing | LS | 1 | 5,000.00 | 5,000.00 |
| Construction Staking | LS | 1 | 8,000.00 | 8,000.00 |
| Total General Conditions | | | | 25,700.00 |

B. Demolition

| DESCRIPTION | UNIT | QUANTITY | UNIT PRICE | AMOUNT |
|-------------------------------------|------|----------|------------|------------------|
| Remove Roadway Slab | SY | 120 | 44.50 | 5,340.00 |
| Remove Manhole | EA | 2 | 500.00 | 1,000.00 |
| Remove Conc Curb & Gutter All Sizes | LF | 1,830 | 10.83 | 19,818.90 |
| Remove Lighting Standard | EA | 1 | 676.09 | 676.09 |
| Remove Headwall | EA | 1 | 296.03 | 296.03 |
| Remove Guard Rail, Type W | LF | 40 | 2.30 | 92.00 |
| Remove Storm Drain Pipe | LF | 30 | 16.07 | 482.10 |
| Total Demolition | | | | 27,705.12 |

C. Site Work

| DESCRIPTION | UNIT | QUANTITY | UNIT PRICE | AMOUNT |
|---|------|----------|------------|-----------|
| 4" Concrete Sidewalk | SY | 2,000 | 23.65 | 47,300.00 |
| 4" Concrete Sidewalk (Colored) | SY | 667 | 59.45 | 39,653.15 |
| 4" Graded Aggregate Base | SY | 2,000 | 13.76 | 27,520.00 |
| Concrete Curb & Gutter, 6" x 24", Type 2 | LF | 1,830 | 9.39 | 17,183.70 |
| Raised Pedestrian Crosswalk (22' Speed Table) | EA | 2 | 10,000.00 | 20,000.00 |
| Crosswalk Marking/Striping/Markers | LS | 2 | 2,000.00 | 4,000.00 |
| Highway Sign & Post | EA | 10 | 350.00 | 3,500.00 |
| Full Depth Slab Replacement | CY | 30 | 254.56 | 7,636.80 |

C. Site Work (Continued)

| DESCRIPTION | UNIT | QUANTITY | UNIT PRICE | AMOUNT |
|-------------------------------------|------|----------|------------|-------------------|
| High Visibily Cross Walks | EA | 3 | 1,500.00 | 4,500.00 |
| Driveway Concrete, 4" Thick | SY | 400 | 21.73 | 8,692.00 |
| Conrete Ramps / Detectable Warnings | EA | 10 | 1,750.00 | 17,500.00 |
| Guard Rail, Type W | LF | 45 | 14.56 | 655.20 |
| Tree Removal | EA | 6 | 850.00 | 5,100.00 |
| Total Site Work | | | | 203,240.85 |

D. Grading & Storm Sewer Quantities

| DESCRIPTION | UNIT | QUANTITY | UNIT PRICE | AMOUNT |
|---|------|----------|------------|------------------|
| Grading Along North Shoulder of Cleveland Road | LS | 1 | 10,000.00 | 10,000.00 |
| Grading Along West Shoulder of Hendricks Street | LS | 1 | 15,500.00 | 15,500.00 |
| Grading Along South Shoulder of Cleveland Street | LS | 1 | 9,000.00 | 9,000.00 |
| Grading Along East Shoulder of Wood Street | LS | 1 | 10,000.00 | 10,000.00 |
| Storm Drain Pipe, 24 in, H 1-10 | LF | 250 | 35.55 | 8,887.50 |
| Storm Drain Pipe, 30 in, H 1-10 | LF | 32 | 41.22 | 1,319.04 |
| Safety Slope End Section, 30", Storm Drain, 4:1 Slope | EA | 1 | 1,048.27 | 1,048.27 |
| Catch Basin, GP1 | EA | 4 | 2,112.00 | 8,448.00 |
| Total Grading & Storm Sewer Work | | | | 64,202.81 |

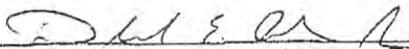
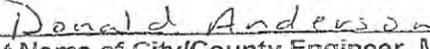
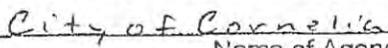
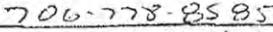
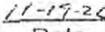
E. Erosion Control Quantities

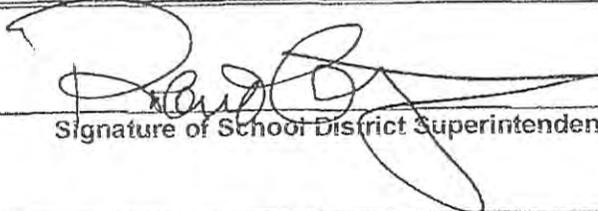
| DESCRIPTION | UNIT | QUANTITY | UNIT PRICE | AMOUNT |
|--|------|----------|------------|-----------------|
| Temporary Silt Fence, Type C | LF | 2,500 | 2.84 | 7,100.00 |
| Permanent Grassing | AC | 1.25 | 669.77 | 837.21 |
| Stone Blanket Protection | SY | 17 | 18.79 | 319.43 |
| Construct and Remove Inlet Sediment Trap | EA | 4 | 142.47 | 569.88 |
| Total Erosion Control Amount | | | | 8,826.52 |

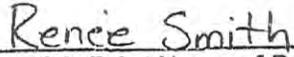
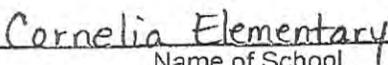
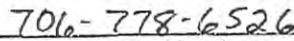
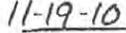
| | |
|-----------------------------|-------------------|
| TOTAL: | 329,675.30 |
| CONTINGENCY: (20%) | 65,935.06 |
| PROJECT GRAND TOTAL: | 395,610.36 |

SECTION 6 - SIGNATURES

The undersigned consent that the following school(s) 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 of City/County Engineer, Mayor, County Commissioner, City Manager, etc. |  _____ Print Name of City/County Engineer, Mayor, County Commissioner, City Manager, etc. |
|  _____ City of Cornelia Name of Agency |  _____ Telephone Number |
| |  _____ Date |

| | |
|--|---|
|  _____ Signature of School District Superintendent | _____ Print Name of School District Superintendent |
| _____ Name of School District | _____ Telephone Number |
| | _____ Date |

| | |
|---|---|
|  _____ School 1: Signature of Principal |  _____ School 1: Print Name of Principal |
|  _____ Cornelia Elementary Name of School |  _____ Telephone Number |
| |  _____ Date |



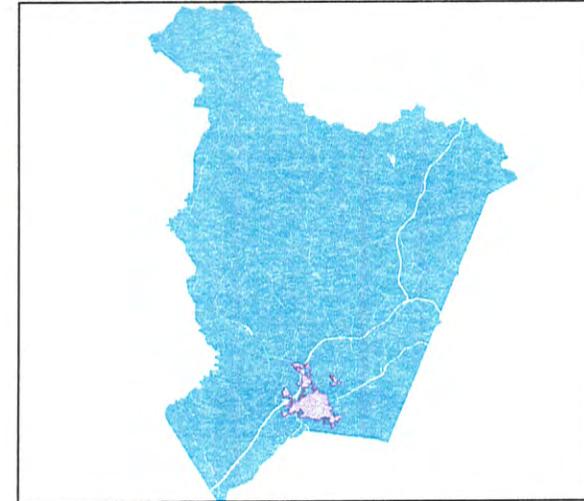
Legend

-  Proposed Raised Crosswalks
-  Sidewalk Extension
-  Sidewalk Demo
-  Replaced Sidewalk
-  High Visibility Crosswalk

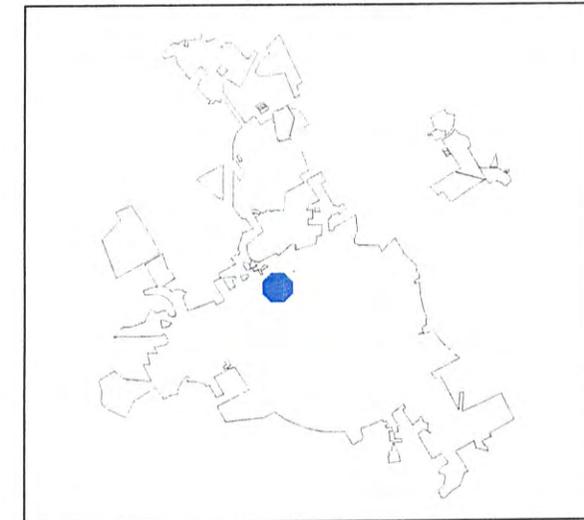
2010 SRTS Project

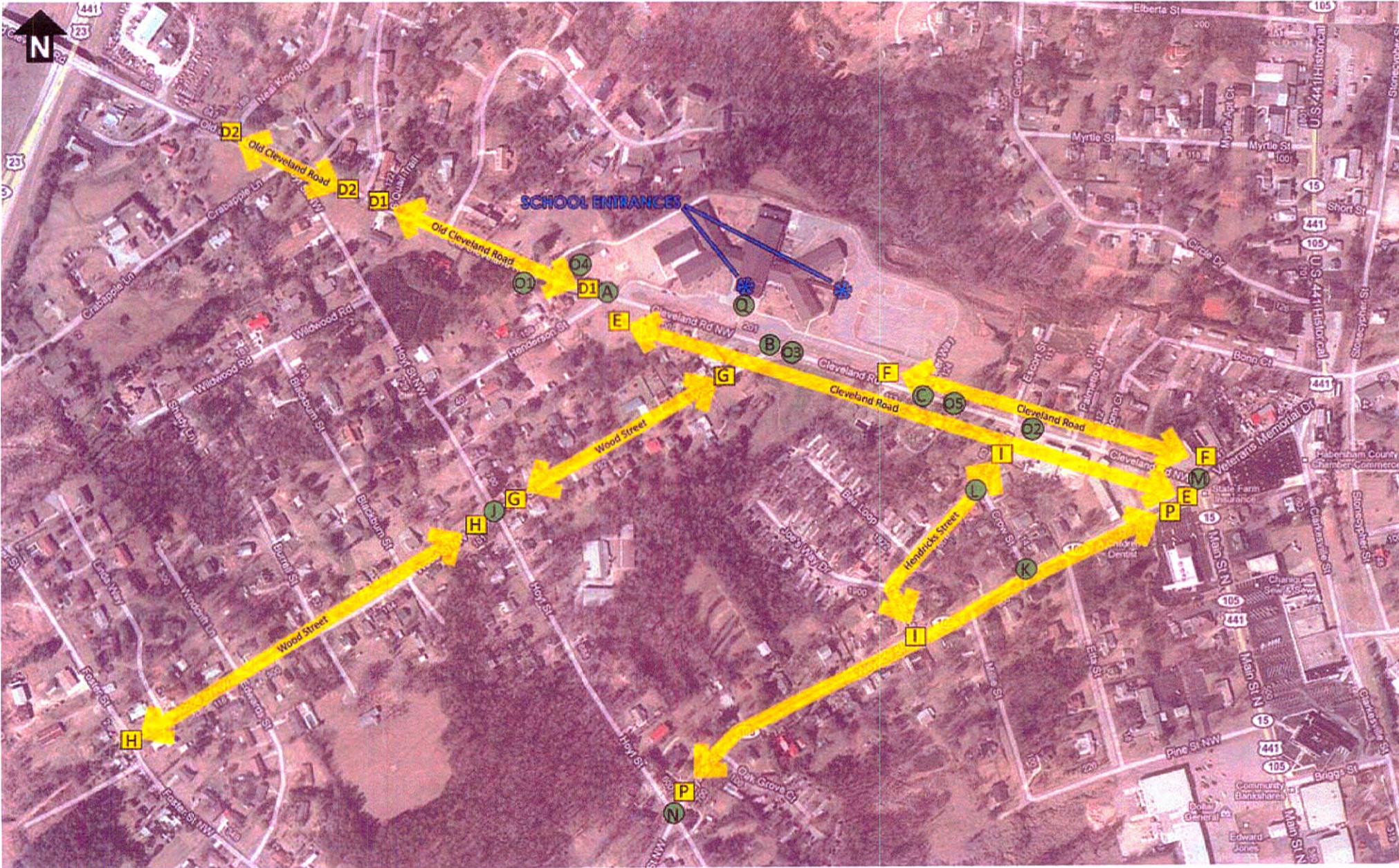


Habersham County



City of Cornelia Project area





PREPARED NOVEMBER 2010

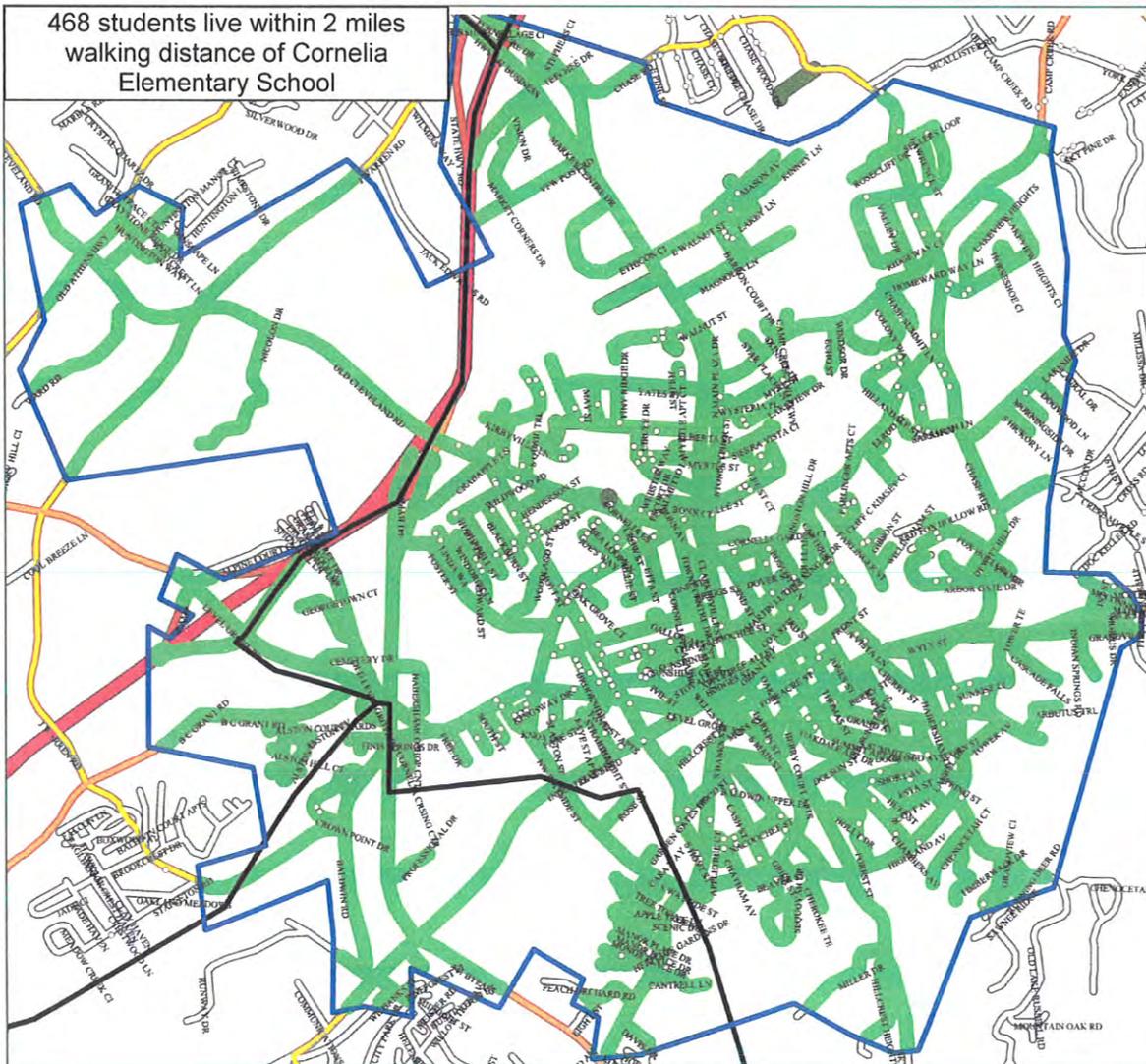
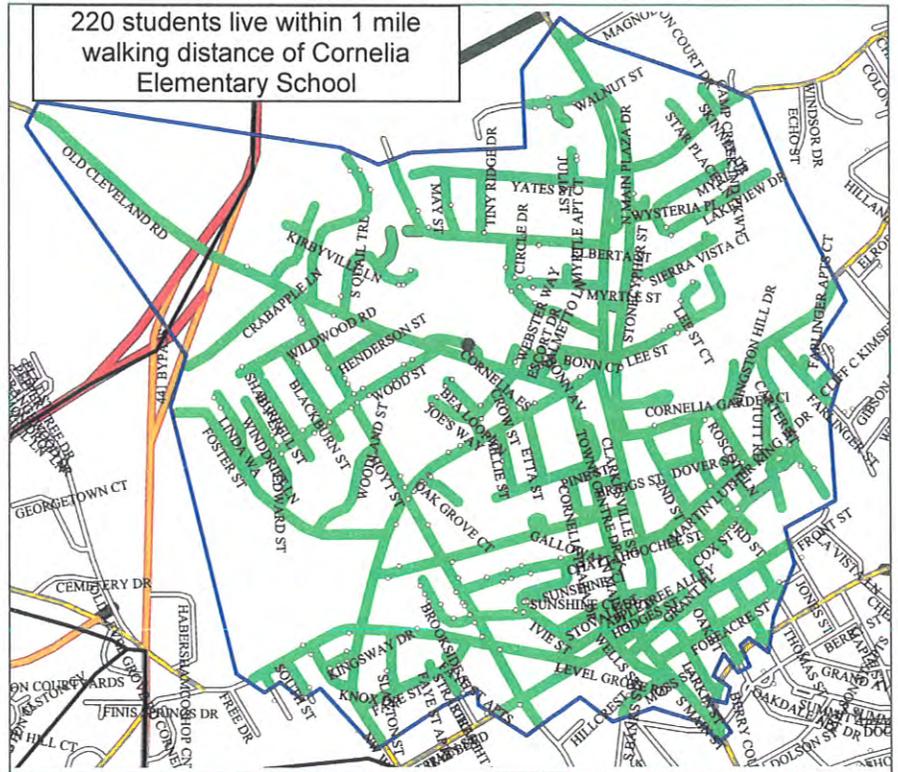
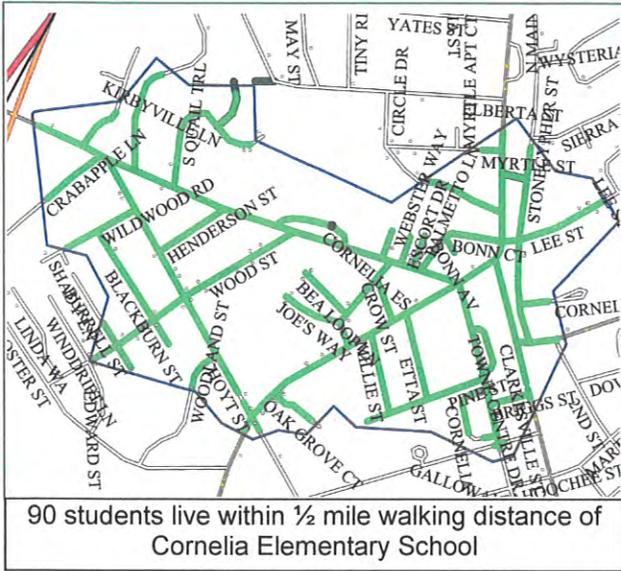
TooleDesignGroup

URS



SRTS Walkout Maps- one half, one-mile and two mile distances

- Small hollow dots indicate Cornelia Elementary K-5 student residences.
- Dark green dot indicates Cornelia Elementary School



Attachment A

Priority #1- crosswalk improvements

- Install raised crosswalk on Cleveland Rd. west of Wood St. intersection
- Install raised crosswalk on School property between main entrance and sidewalk on north side of Cleveland Rd. crosswalk
- Eliminate Henderson St. crosswalk

Reason: Most students crossing Cleveland Rd. are coming from Wood or Hendricks St. The desire line of students is the main entrance to school. Students from Wood St. do not walk to the crosswalk, but take a direct route to the main entrance. This is especially true in the mornings, as students arrive from different locations where crossing personnel may not be stationed.



After crossing Cleveland Rd., students cut through lawn and parking area before crossing one lane of moving traffic and 2 drop-off lanes in the school drive to reach the main entrance. Due to their small stature, children crossing drop-off traffic are difficult for drivers to see.



Like other crosswalks in the SRTS project area, the main entrance crosswalk on the school grounds is not highly visible, particularly during winter and spring months when daylight savings time "springs forward" and during periods of inclement weather.



Few children use the existing crosswalk at the west drive of the school (at Henderson St.). The sight distance for motorists approaching this crosswalk on Cleveland Rd. is limited due to street elevation, making this crossing undesirable.

Most walkers traveling to school from the west live on the north side of Cleveland Rd. and do not cross the street to reach the campus.

Due to street elevation, students using the west school drive/ Henderson St. crosswalk are not visible to approaching motorists. Diverting these students to the proposed raised crosswalk near Wood St. does not lengthen travel for students and will allow motorists to see students crossing the street more easily.



Attachment A

Priority #2- Storm drainage corrections and sidewalk improvements on Cleveland Rd.

- Remove and replace undersized drainage culvert pipe and curb inlets, install additional curb inlets and adequate drainage system.
- Remove existing sidewalk, curbing, abandoned drive cuts, and on north side of Cleveland Rd. between school drives
- Install approximately 150 LF of ADA compliant sidewalk, buffer, curb, and gutter on north side of Cleveland Rd. between school entrance crosswalk and proposed Wood St. crosswalk
- Replace curb and gutter on remaining portion of sidewalk removal area; landscape with appropriate turf and ornamentals
- Remove existing sidewalk and curbing on south side of Cleveland Rd. between proposed Wood St. crosswalk and Hendricks St.; replace with ADA compliant sidewalk, buffer, and curb on north side of Cleveland Rd.

Reason: the existing sidewalk between school drives is in very in very poor condition and curbing is broken. The sidewalk is elevated well above street level in some areas. Although the distance between Henderson St. and Hendricks St. intersections is only 1500 feet, there are 20 abandoned drive cuts located in this short length. These cuts fill with storm water and debris, and direct them into the roadway before flowing to the inlets.



The only points of storm water release on Cleveland Rd. are two undersized curb inlets located directly across from each other slightly east of the Wood St. intersection. During heavy rain events, these inlets cannot handle storm water volume and the street floods, causing pedestrians to be splashed and vehicles to hydroplane. At times, the road must be closed.



Attachment A

Priority #3- Sidewalks on Wood St. and Hendricks St.

- Install ADA compliant sidewalk, buffer, and curbing on Wood St. from Cleveland Rd. to Hoyt St.
- Install ADA compliant sidewalk, buffer, and curbing on Hendricks St. from Cleveland Rd. to Wayside St.
- Install a reflective, high visibility crosswalk across all 3 legs of intersection of Hendricks and Crow St.



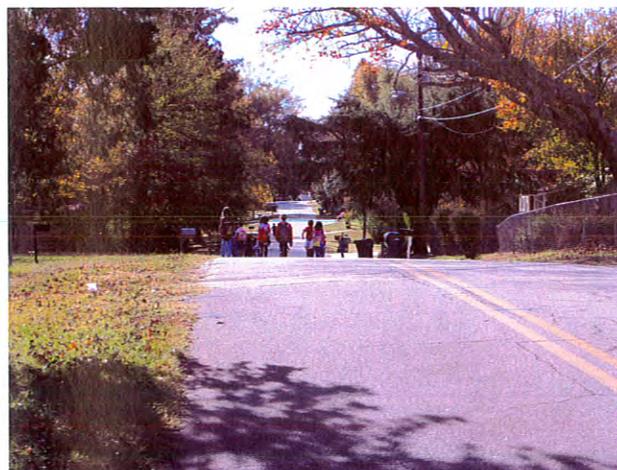
Reason: There are neither sidewalks nor crosswalks on Wood St. or Hendricks St.

Vehicles must use Hendricks St. to reach Bea Loop and Joes Way, which are the privately owned roads of Wayside Trailer Park. There are 50 mobile homes in the trailer park, most of which house school age children.

Students residing near the Hendricks St. intersection of Joes Way and Bea Loop walk down Hendricks St. Students living at the northwest end of the trailer park walk west down Cleveland Rd. and cut across private property to reach their destination.



Students living on Wayside and Crow Sts. generally walk to school via Hendricks St., as this is a more direct route. Although the west side of Wayside St. has sidewalks, they are in very poor repair and some sections are missing. They walk in the street after turning onto Hendricks St. from Cleveland Rd.



Parents often accompany their children to and from school, often with younger siblings in strollers. Observed behavior is that both children and parents walk in the road on Wood and Hendricks Sts.

Lack of sidewalks and crosswalks in neighborhoods are not conducive to safety or encouraging to those who might walk.



SRTS 2010 TRANSPORTATION ASSESSMENT ATTACHMENT B

Walking and Biking Transportation Assessment Summary

Cleveland Rd.

| | |
|------------------------------------|--|
| Average Daily Traffic Count | 2,960 |
| Multi Use trails | None |
| Bike lanes | None |
| Traffic Controls | |
| Speed Limit | 35 inside City Limits |
| Speed Limit | 45 outside City Limits (west of school) |
| School Zone Speed | 25 Flashing sign at each end of school zone 6 AM- 9 AM & 2 PM- 4 PM Monday-Friday Cleveland Rd./ Main St./ Wayside St. intersection |
| Signalized Crossing | |
| Pedestrian push buttons? | Yes |
| Time to Cross | 2 minutes <i>Note: often does not function</i> |
| Crosswalks | East school entrance <i>Not MUTCD or ADA compliant</i> West school entrance <i>Not MUTCD or ADA compliant</i> |
| Crosswalk type | Painted on street- non reflective |
| Crossing Guards | No formal crossing guards; teachers assist students crossing the street, Cornelia Police Department assists when units are available |
| Crosswalk signs | pedestrian crossing signs at each crosswalk |
| Bike Racks/ facilities | None Biking is not encouraged due to age/ skill set of students, lack of bike lanes paths |
| Sidewalks | |

North side of Cleveland Rd. **Total length** **2199 ft.**
Broken/ uneven slabs, irregular surface **984 ft.**

South side of Cleveland Rd. **Total length** **1697 ft.**
Broken/ uneven slabs, irregular surface **1502 ft.**
Sidewalk paved over **76 ft.**

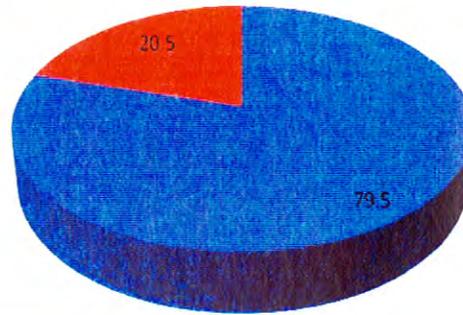
Wood and Hendricks Streets

| | |
|------------------------------------|-----------|
| Average Daily Traffic Count | unknown |
| Multi Use trails | None |
| Bike lanes | None |
| Traffic Controls | |
| Speed Limit | 25 |
| Signalized Crossing | None |
| Crosswalks | None |
| Bike Racks/ facilities | None |
| Sidewalks | None |

Education, Encouragement, and Enforcement- Cornelia Police Department

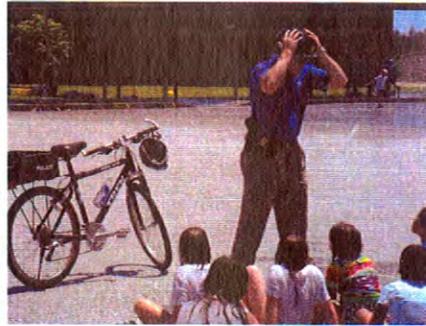
Cornelia Police Department provides officers at school crosswalks during morning and afternoon traffic. Strict traffic enforcement is done in the school zone to ensure the public that children will be safe while walking to school.

Cornelia Police Department is aggressive toward those violating school zone speed limits. Although Cornelia has 29 miles of roadways, over 20% of city speeding violations occur in the 1/2 mile school zone on Cleveland Rd.



Speeding Citations

- Rest of the city roads
- Old Cleveland Rd



Throughout the year, the police department teaches every child at Cornelia Elementary about safety on the roadways during annual Field Day events. Children in Pre-K through 2nd grade learn about Pedestrian Safety from one of our trained officers. Safety signs and lights are shown and explained, and children are walked to the crosswalk so they can demonstrate what they've learned. 3rd through 5th graders are taught bicycle safety in addition to pedestrian safety. An officer shows them how to check their bikes and equipment, and the importance of wearing helmets and reflective gear. They also show children how to properly travel on the roadway with their bikes.



CORNELIA POLICE DEPARTMENT

P.O. Box 934 • 163 Larkin Street
Cornelia, Georgia 30531

Phone: (706) 778-4314 Fax: (706) 776-3673 Chief RAK Dery



A letter is sent to all parents at the beginning of each school year to promote awareness of safe travel practices coming to and from school.

August 5, 2010

Dear Parents/Guardians,

We would like to join the administration and staff at Cornelia Elementary in keeping your children as safe as possible while on the school grounds. The Habersham County Board of Education also has an excellent Police Department that helps in the safety of all school campuses within the school system. As a local law enforcement agency we would ask that you partner with us in an initiative to make the children safe while being transported to and from the school.

First we would ask that the driver and all passengers are buckled securely in your vehicle. We are a part of the Click it or Ticket Campaign through the Governor's Office of Highway Safety and this is the season for seatbelt compliance. I realize some children are transported by bus or walk to school, those tow area will be addressed separately.

Next, if your children walk to school, they should always be accompanied by an adult. The adult should stay with the child until they see them safely enter the school building. All streets should be crossed at a safe place or at the designated crosswalk when applicable.

If your child is transported by bus please educate you child on the proper way to enter and exit the bus. Remind them to watch for oncoming vehicles when in close proximity to a loading or unloading zone.

Please drive safely and cautiously when bringing you child to the school campus. We will strictly enforce anyone speeding in the school zone or driving erratically in the student drop off area. We want to partner with our neighbors to keep our children safe.

Finally, remember that no one is allowed on the playground after school hours. Violators will be removed and possibly prosecuted for Criminal Trespass.

Respectfully,

Frank Dery



A speed trailer is used to show motorists if they are speeding in the school zone.

Cornelia Elementary Walk to School Day/ Month 2010 Summary

In 2010 Cornelia Elementary School (CES) named October "Walk to School Month." This was our second year implementing a program like this. During the month of October we averaged between 46 and 55 students who walked home each afternoon (we did not track the number of students who walk to school in the mornings).

During October 2010 we did the following:

- Survey about Walking and Biking to School (in English and Spanish)
- Celebrated International Walk to School Day and gave out Rulers and Pencils from Safe Routes to School.
- Partnered with the City of Cornelia, Georgia to reward students who walked home more than 10 times in October
- PR to build interest in the program

Who to contact for more information:

Angela Cook, Parent Involvement Coordinator, Cornelia Elementary
375 Old Cleveland Road
Cornelia, GA 30531
706-778-6526, acook@habersham.k12.ga.us

Dr. Renee Smith, Principal, Cornelia Elementary same address and phone, rsmith@habersham.k12.ga.us
Mona Painter, City of Cornelia
181 Larkin St.
Cornelia, GA 30531
706-776-7346, mpainter@corneliageorgia.org

Survey About Walking and Biking to School: We collected 240 completed surveys from English and Spanish-speaking families. The data is compiled into an Excel spreadsheet. The results reveal that many parents are concerned about allowing their children to walk to school for many reasons. Frequently, parents mentioned that their children were just too young to walk or they live too far away for their children to walk to school. However, many were open to the idea and perhaps will participate in future Safe Routes to School programs next school year. The City of Cornelia, Georgia gave us prizes (Rulers) to reward students for returning the surveys.

International Walk to School Day: On October 6 CES celebrated International Walk to School Day. The student council officers made posters to hang around the school, Andy Pittman of Safe Routes to School gave us prizes to give out, and pictures were taken of the students who walked home that day. Our number of walkers increased this year (our pictures and participation in International Walk to School Day appeared in *The Northeast Georgian*, our local newspaper, and the Safe Routes to School October newsletter). We hope to participate next year as well.

"Punch Cards" and Incentives: Students who walked home during the month of October received a red laminated "punch card" which they carried with them each afternoon. Students with 10 punches at the end of October received a prize provided by the City of Cornelia. On 29 October 2010 the students were rewarded with red backpacks. 55 students received a bag. Mayor Margaret Ballard and City Planner Jeff Barron, visited the students and helped distribute the prizes that they provided to the school.

PR and special presentations: We made announcements over the student morning news regarding International Walk to School day and Walk to School month to ensure that all students were aware of the program. Also, the same information circulated in the "Parents' Weekly Update" emails that the Parent Involvement Coordinator sends out each Friday. In addition, the October 2010 newsletter featured a section on Walk to School month, including some of the benefits of walking (according to the American Medical Association).

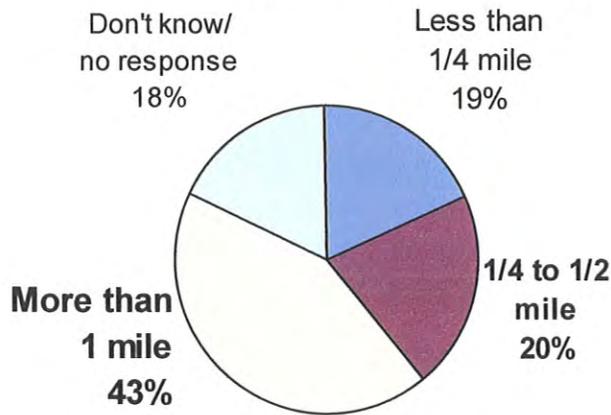
Regarding publicity in the community: Mona Painter of the City of Cornelia posted an article on the website for Cornelia, GA. It can be accessed at <http://corneliageorgia.org/>. Also, she submitted articles about CES's participation in International Walk to School Day and Walk to School month to *The Northeast Georgian* (our local newspaper). Below are some pictures of the October 29th prize distribution. Pictures of International Walk to School day and CES students with "punch cards" have already been submitted to Mona Painter.



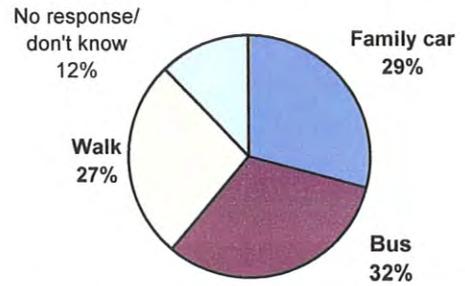
**Student Survey Result Charts- Distance, Mode of Travel, School Encouragement, and
Permission to walk if conditions were improved**

240 of 528 K-5 students returned surveys. Charts show survey results only.

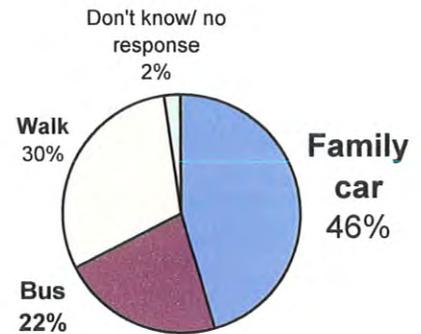
Distance students travel to school



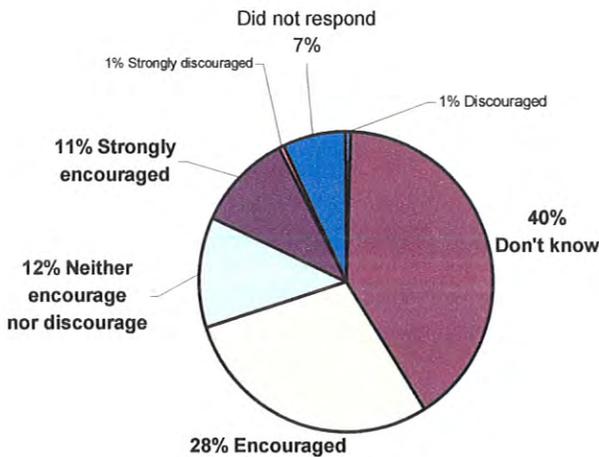
Students living less than 1/4 mile from school:



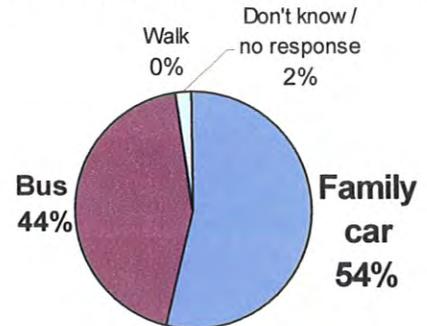
Students living 1/4 to 1/2 mile from school



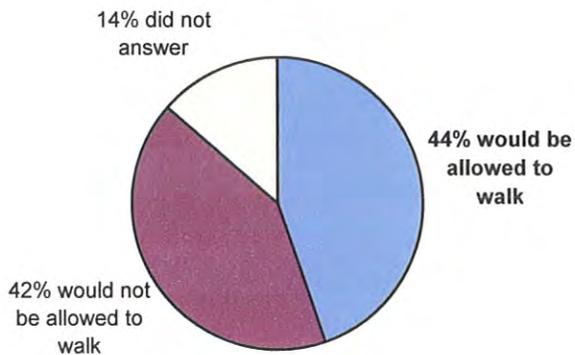
How much is walking to school encouraged or discouraged at Cornelia Elementary?



Students living 1 mile or more from school



Would your child be allowed to walk to school if conditions were improved?



Do not know/ did not respond to distance from school

