

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. #0010401

OFFICE Design Policy & Support

GDOT District 7 - Metro Atlanta

Cobb County

DATE May 23, 2012

Kincaid Elementary & Cheatham Hill Elementary

Schools - SRTS

FROM  for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

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

Attachment

DISTRIBUTION:

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
Ben Rabun, State Bridge Engineer
Kathy Zahul, State Traffic Engineer
Georgene Geary, State Materials & Research Engineer
Lisa Myers, State Project Review Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Bryant Poole, District Engineer
Scott Lee, District Preconstruction Engineer
Jonathan Walker, District Utilities Engineer
Ryan Fernandez, Project Manager
BOARD MEMBER - 11th Congressional District

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

Project Type: Safe Routes to School
GDOT District: 7
Federal Route Number: N/A

P.I. Number: 0010401
County: Cobb
State Route Number: N/A

Kincaid Elementary & Cheatham Hill Elementary Schools – Safe Routes to Schools

Submitted for approval:

James A. Apson

For: Brent Story – GDOT Office of Design Policy & Support DATE: 5/2/2012

Ryan Fernandez

Ryan Fernandez, Project Manager DATE: 5/3/2012

Approvals:

Recommend: *Brian Hilliard*

State Bridge Design Engineer DATE: 5/11/12

Concur: *Bobby Hilliard*

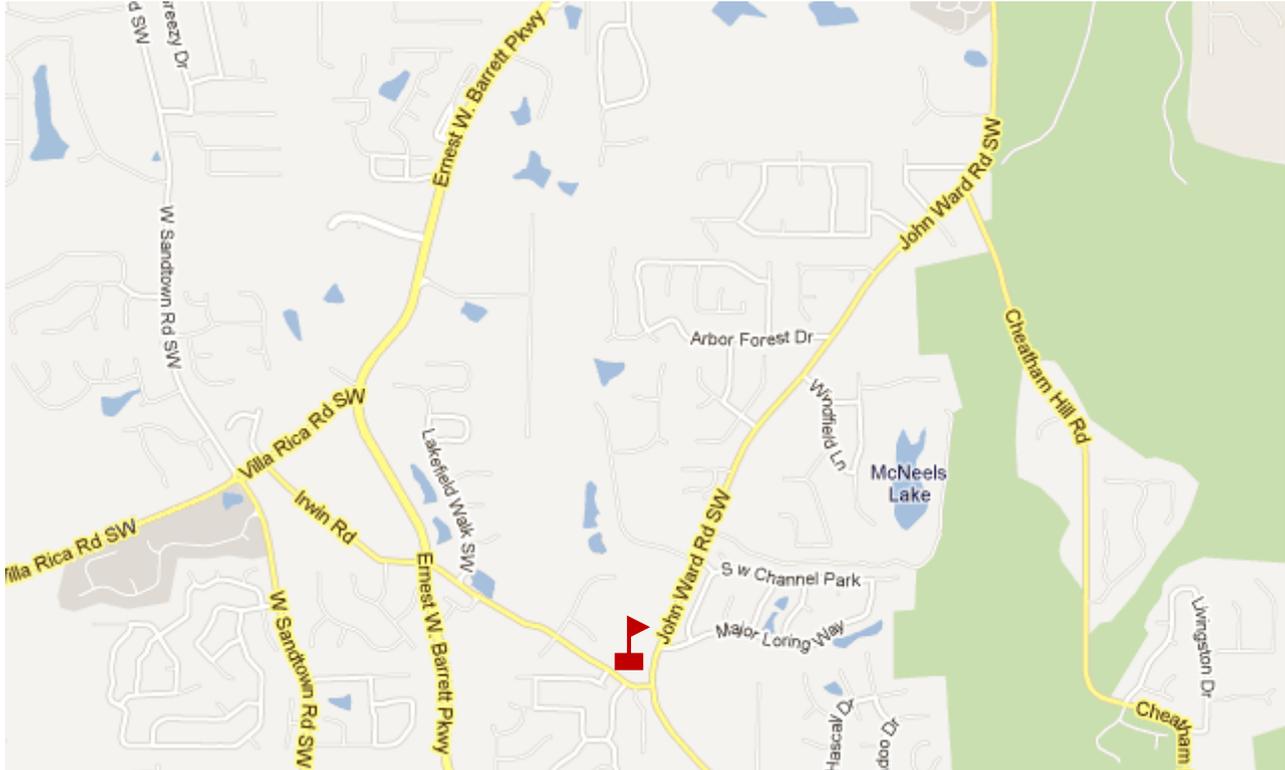
State Program Delivery Engineer DATE: 5-16-2012

Approve: *Bill M. M...*

Director of Engineering DATE: 5-20-12

PROJECT LOCATION

Cheatham Hill Elementary School:



Kincaid Elementary School:



PLANNING & BACKGROUND DATA

Project Justification Statement:

The project is a Safe Routes to School (SRTS) infrastructure project that will improve pedestrian and bicycle accessibility for students within a two-mile radius of Cheatham Hill Elementary School and Kincaid Elementary School in Marietta, 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 and bicycling 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.

Parents cited gaps in existing sidewalk, lack of existing curb cuts, and existing narrow sidewalks in need of repair or replacement as the primary reasons for children not walking to school. The SRTS project would improve pedestrian and bicycle accessibility and connectivity by addressing gaps in existing sidewalks and existing sidewalks in need of repair or replacement.

Description of the proposed project:

This project consists of pedestrian and bicycle infrastructure improvements in Marietta, GA in the vicinity of Cheatham Hill Elementary School and Kincaid Elementary School. The project will improve pedestrian and bicycle accessibility and connectivity through the installation of new sidewalks to connect to existing sidewalks, and improvements to sidewalks in need of repair or replacement. Crosswalks, signage, and ADA compliant wheelchair ramps will be provided where necessitated by crossings. All improvements will be constructed within the existing right-of-way.

Construction/improvements near Cheatham Hill Elementary School would include the following:

- New sidewalk connecting existing intermittent sidewalk along the south side of Irwin Road between Wilkes Way and Irwin Lake and along the north side of Irwin Road beginning at Irwin Lake and ending at existing sidewalk approximately 300' northwest of Bondford Pass.
- Widen existing Irwin Road bridge over Noses Creek by 8' to allow for 5' minimum sidewalk.
- New sidewalk along the west side of John Ward Road beginning at existing sidewalk approximately 400' south of Brookmont Trace and ending at Brookmont Trace.
- The total length of new sidewalk near Cheatham Hill Elementary would be approximately 2100'.

Construction/improvements near Kincaid Elementary School would include the following:

- New sidewalk along the south side of Kincaid Road beginning at Mirrabeau Court and ending at Sandy Plains Road.

County: Cobb

- Installation of a raised mid-block crosswalk west of Ridgewood Court with Rectangular Rapid Flashing Beacons as an additional crossing warning for motorists.
- The total length of new sidewalk near Kincaid Elementary would be approximately 3210’.

Federal Oversight: Full Oversight Exempt State Funded Other

MPO: N/A MPO - Atlanta Regional Commission (ARC)
MPO Project TIP # N/A

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

Congressional District(s): 11

Projected Traffic AADT: N/A

Functional Classification:

- Irwin Road, John Ward Road, Kincaid Road: Urban Local Road

Is this project on a designated bike route? No YES

Is this project located on a pedestrian plan? No YES: School Route

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: N/A

Context Sensitive Solutions: N/A

DESIGN AND STRUCTURAL DATA

Mainline Design Features: Irwin Road

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2 minimum	2
- Lane Width(s)	Varies: 10’-14’	10’ minimum 12’ desirable	No Change
- Shoulder Type & Width	Urban: Varies	Urban: 10’ minimum	Add curb & gutter adjacent to new sidewalk
- Sidewalks	Intermittent 5’ both sides	5’ recommended	5’
- Grassed Buffer	2’	2’ minimum 6’ desirable	2’ minimum
Posted Speed	35 mph		35 mph
Design Speed	35 mph		35 mph
Right-of-Way Width[†]	Varies 40’ – 80’		Varies 40’ – 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.*

Mainline Design Features: John Ward Road

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2 minimum	2
- Lane Width(s)	Varies: 10'-14'	10' minimum 12' desirable	No Change
- Shoulder Type & Width	Urban: Varies	Urban: 10' minimum	No Change
- Sidewalks	Intermittent 5' both sides	5' recommended	5'
- Grassed Buffer	2'	2' minimum 6' desirable	5' minimum
Posted Speed	45 mph		45 mph
Design Speed	45 mph		45 mph
Right-of-Way Width †	Varies 55'-58'		Varies 55'-58'
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.*

Mainline Design Features: Kincaid Road

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2 minimum	2
- Lane Width(s)	Varies: 10'-14'	10' minimum 12' desirable	No Change
- Shoulder Type & Width	Urban: Varies	Urban: 10' minimum	No Change
- Sidewalks	4' along north side	5' recommended	5' along south side
- Grassed Buffer	2'	2' minimum 6' desirable	2' minimum
Posted Speed (mph)	25 mph		25 mph
Design Speed (mph)	25 mph		25 mph
Right-of-Way Width †	40'		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:

Structure	Existing	Proposed
Structure ID # 067-5046-0	2-lane Bridge over Noses Creek; 40' Span/Structure Length; 28.2' Bridge Roadway Width; 30.7' Deck Width; Sufficiency Rating of 82.02	Widen north side of bridge by 8', to include: 5.5' sidewalk bordered on each side by parapet walls (parapet wall height of 3.5' suggested)
Structure ID # 067-5239-0	2-lane Bridge over Barrett Parkway; 113' Span Length, 184' Structure Length; 28' Bridge Roadway Width; 42' Deck Width; Sufficiency Rating of 72.37 Sidewalk on both sides of bridge.	No changes proposed

Major Interchanges/Intersections: None

Utility Involvements:

- Water: Cobb County
- Electric: Cobb EMC
- Telecommunications
- Cable
- Gas

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

SUE Required: Yes No

Railroad Involvement: None

Right-of-Way:

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.

Location and Design approval: Not Required Required

Off-site Detours Anticipated: No Yes Undetermined

Transportation Management Plan Anticipated: YES NO

No Design Variances or Design Exceptions are anticipated.

VE Study anticipated: No Yes Completed – Date:

ENVIRONMENTAL DATA

Anticipated Environmental Document:

GEPA: NEPA: Categorical Exclusion EA/FONSI EIS

County: Cobb

Air Quality:

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

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

The project is intended to improve bicycle and pedestrian mobility and will not affect roadway capacity. The project is not required to be included in the conforming plan’s model.

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"/>	TBD
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"/>	TBD
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, History, Archeology, Air & Noise: To Be Determined – No adverse impacts anticipated.

Public Involvement: N/A

Major Stakeholders:

- Cobb County Board of Education

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: Because of the proximity to schools, construction would likely need to take place during the summer.

Early Completion Incentives recommended for consideration: No Yes

PROJECT RESPONSIBILITIES

Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	GDOT
Design	T.B.D.

Right-of-Way Acquisition	N/A
Utility Relocation	Utility
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	N/A
Providing Detours	N/A
Environmental Studies, Documents, & Permits	GDOT
Environmental Mitigation	GDOT, if applicable
Construction Inspection & Materials Testing	GDOT

Lighting required: No Yes

Concept Meeting: March 1, 2012

Other projects in the area:

- PI # 0006868 – (Under Construction or Complete) Intersection Improvement: CR 4402/Sandy Plains Road at CR 4406/East Piedmont Road
- PI # 0004508 – Bicycle/Pedestrian Facility Enhancement: SR 120 from Casteel Road/Old Hamilton Road to Villa Rica Way, Phase 1

Other coordination to date: None.

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Utility	CST*	Environmental Mitigation	Total Cost
By Whom	GDOT	N/A	T.B.D.	GDOT	None Anticipated	
\$ Amount	\$140,000	N/A	T.B.D.	\$441,778	None Anticipated	\$581,778
Date of Estimate	3/22/2011			5/1/2012		

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

ADDITIONAL INFORMATION

Alternative selection:

Preferred Alternative: The preferred alternative consists of pedestrian and bicycle infrastructure improvements in Marietta, GA, in the vicinity of Cheatham Hill Elementary School and Kincaid Elementary School, through the installation of new sidewalks to connect to existing sidewalks, and improvements to sidewalks in need of repair or replacement. Crosswalks, signage, and ADA compliant wheelchair ramps would be provided where necessitated by crossings. All improvements would be constructed within the existing right-of-way. The preferred alternative also proposes to widen the north side of the existing Irwin Road bridge over Noses Creek by 8’ to allow for 5’ minimum sidewalk.

Estimated Property Impacts:	None	Estimated Total Cost:	\$581,778
Estimated ROW Cost:	\$0	Estimated CST Time:	T.B.D.

Rationale: The preferred alternative promotes walking and bicycling as set forth in the Safe Routes to School program while also meeting the priorities listed by the locals. While a timber/boardwalk pedestrian bridge (alternative 1) would provide pedestrians with greater separation from vehicular traffic, the potential for environmental impacts would be higher (than the preferred) as would maintenance and

replacement frequency.

No-Build Alternative: Leave sidewalks, crosswalks & wheelchair ramps in existing condition – no changes made to improve accessibility & connectivity for students, parents, or teachers accessing Cheatham Hill and Kincaid Elementary Schools.

Estimated Property Impacts:	None	Estimated Total Cost:	\$0
Estimated ROW Cost:	\$0	Estimated CST Time:	None

Rationale: 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.

Alternative 1: The alternative would consist of pedestrian and bicycle infrastructure improvements in Marietta, GA in the vicinity of Cheatham Hill Elementary School and Kincaid Elementary School. This alternative would improve pedestrian and bicycle accessibility and connectivity through the installation of new sidewalks to connect to existing sidewalks, and improvements to sidewalks in need of repair or replacement. Crosswalks, signage, and ADA compliant wheelchair ramps would be provided where necessitated by crossings. All improvements would be constructed within the existing right-of-way. This alternative would also construct timber/boardwalk pedestrian bridge Northeast of the existing Irwin Road bridge over Noses Creek.

Estimated Property Impacts:	None	Estimated Total Cost:	\$497,778
Estimated ROW Cost:	\$0	Estimated CST Time:	T.B.D.

Rationale: The initial construction costs associated with constructing a timber/boardwalk pedestrian bridge make alternative 1 feasible, however the potential for increased environmental impacts and increased maintenance/replacement frequency make the timber/boardwalk impractical. The existing bridge over Noses Creek has been over-topped by flood waters in the past. A timber/boardwalk bridge is considered less likely to hold up to such environmental stresses.

Comments: Sidewalks at Kincaid Elementary School should be designed in such a way so as to avoid disturbances to existing drainage ditches.

Attachments:

1. Concept Layout
 - a. Cheatham Hill Elementary School
 - b. Kincaid Elementary School
2. Typical sections
 - a. Cheatham Hill Elementary School
 - b. Kincaid Elementary School
3. Detailed Cost Estimates:
 - a. Construction including Engineering and Inspection
 - b. Liquid AC Adjustment Form
4. Bridge Inventories:
 - a. Irwin Road over Noses Creek (Structure ID: 067-5046-0)
 - b. Irwin Road over Barrett Parkway (Structure ID: 067-5239-0)
5. Minutes of Concept Meeting: March 1, 2012
6. Cobb County Schools Safe Routes to Schools Program Application



0010401 COBB COUNTY
SAFE ROUTES TO SCHOOLS
CHEATHAM HILL ELEMENTARY SCHOOL

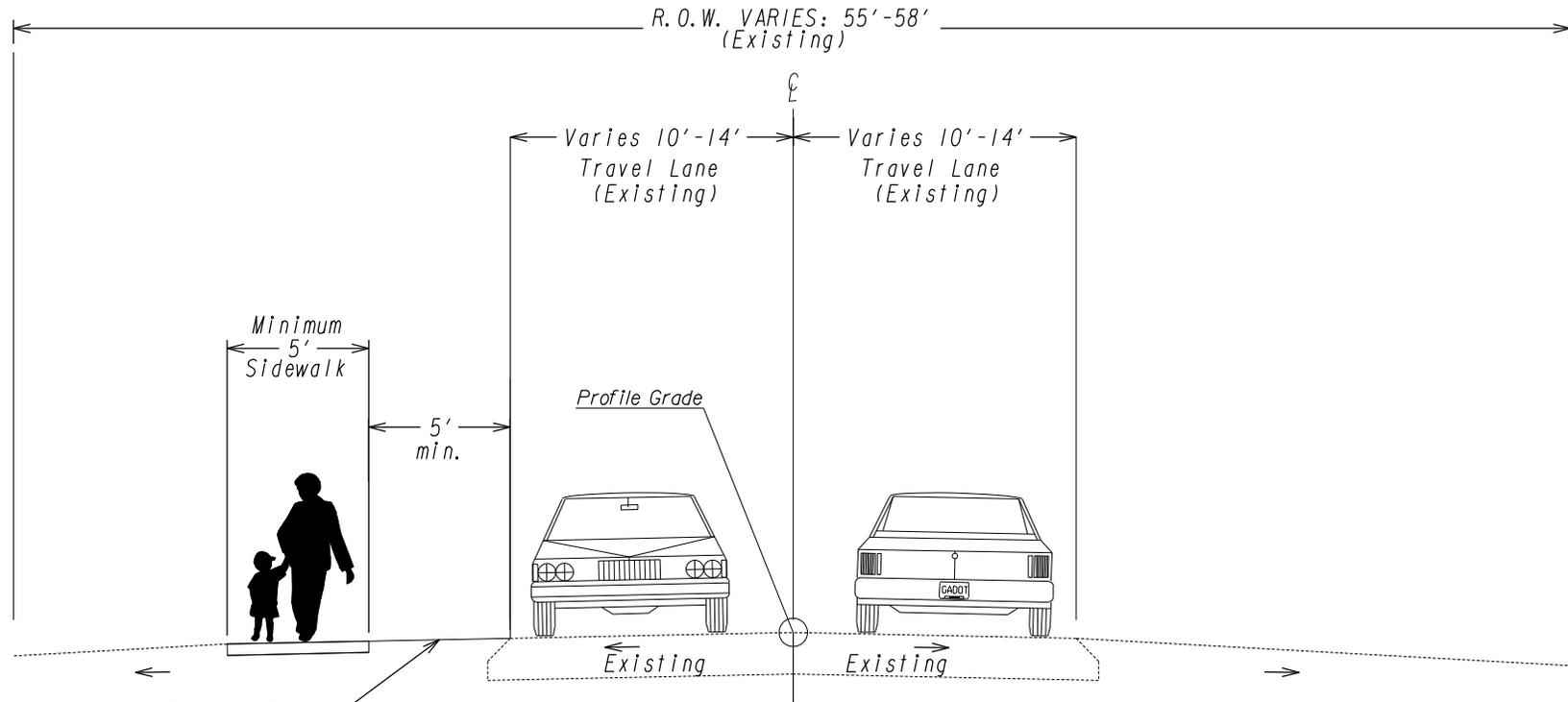


PRELIMINARY CONCEPT
THE LOCATION AND TYPE OF SIDEWALKS MAY CHANGE.
RIGHT-OF-WAY WIDTHS ARE ESTIMATES.
CONCEPT DATE: JANUARY 5, 2012

Typical Section:

CHEATHAM HILL ELEMENTARY SCHOOL:

*JOHN WARD ROAD - FACING NORTH
(BETWEEN GLENN VALLEY DRIVE AND BROOKMONT TRACE)
POSTED SPEED: 45 MPH*



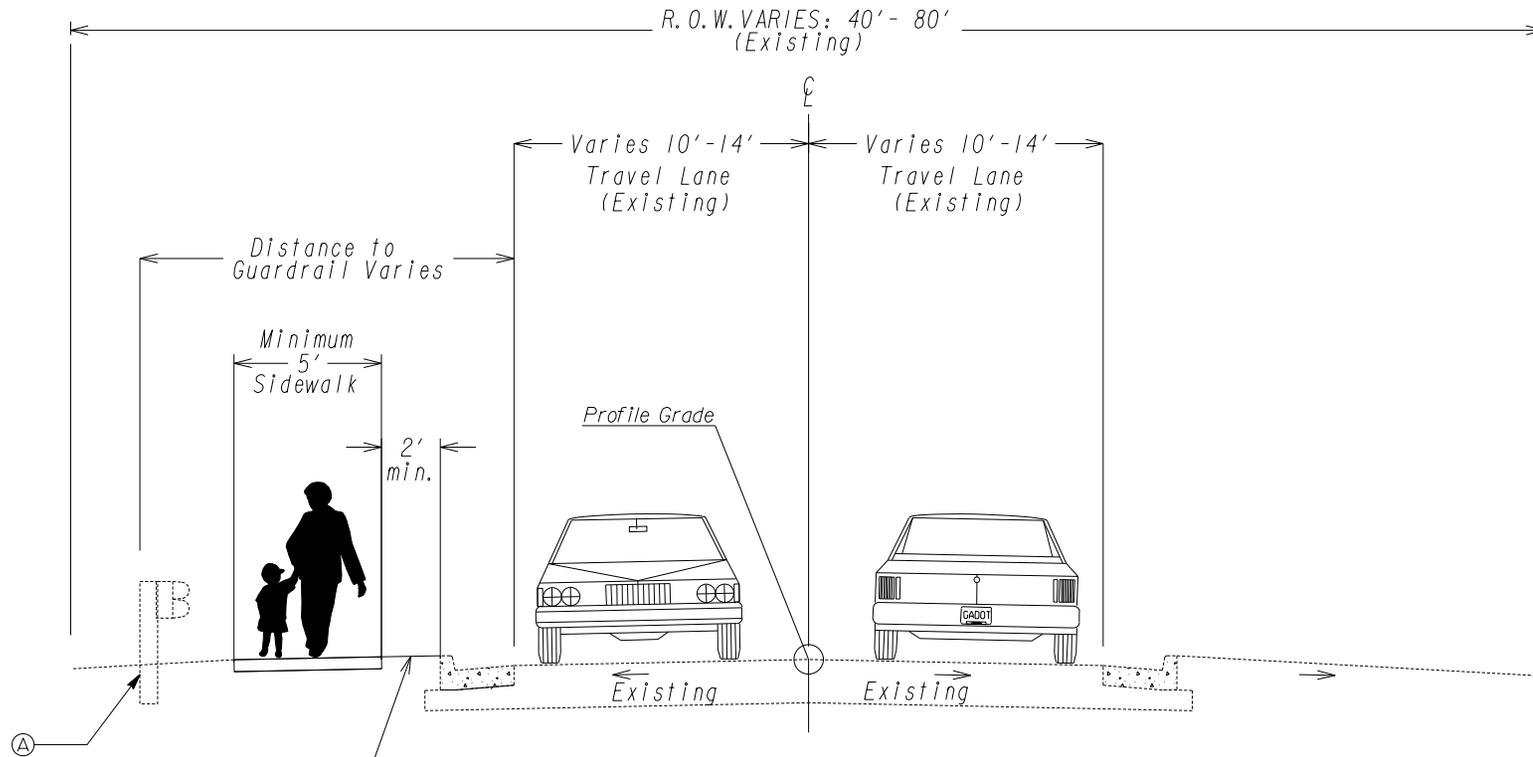
*Grassed Buffer:
Efforts should be made to maximize
grassed buffer widths where feasible.*

NOT TO SCALE

Typical Section:

CHEATHAM HILL ELEMENTARY SCHOOL:

IRWIN ROAD - FACING WEST
(BETWEEN LAKEFIELD WALK AND WILKES WAY)
POSTED SPEED: 35 MPH



NOT TO SCALE

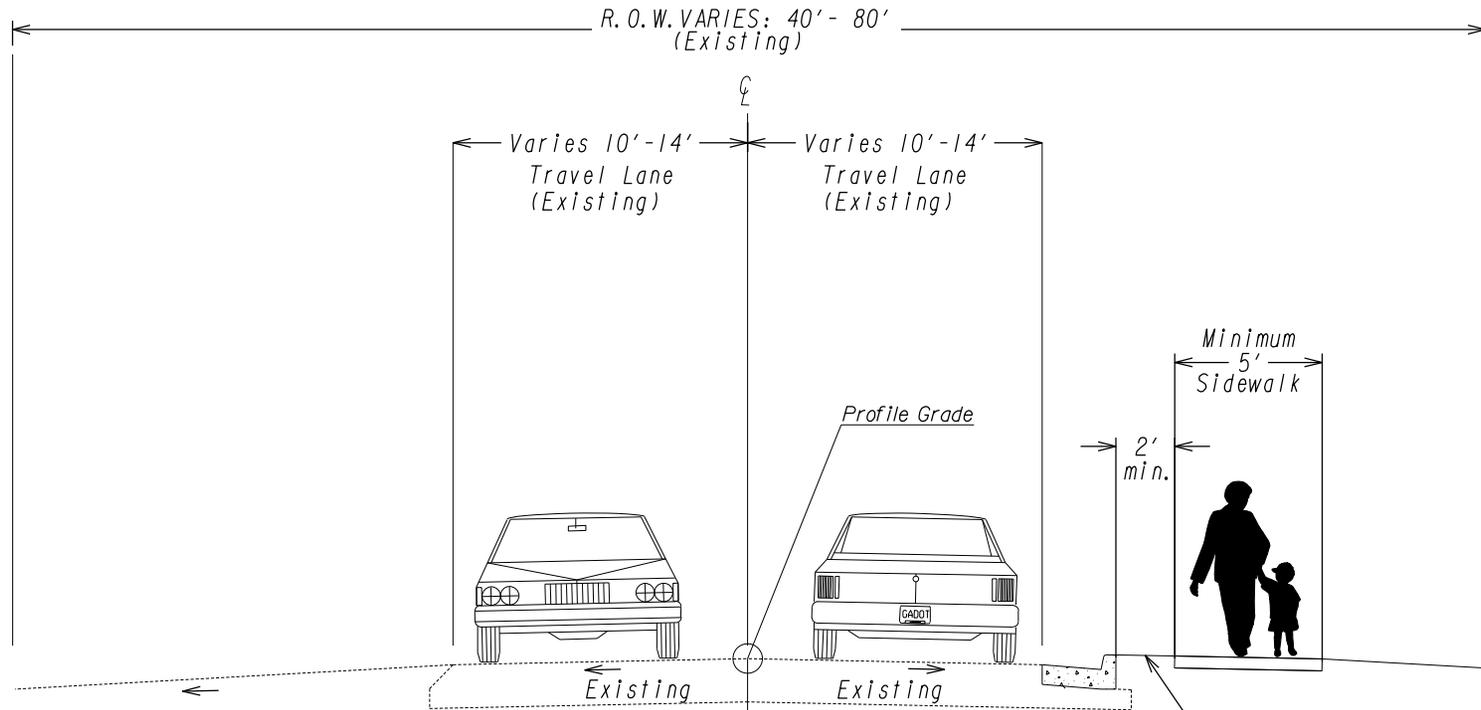
(A) Existing Guardrail

Grassed Buffer:
Efforts should be made to maximize
grassed buffer widths where feasible.

Typical Section:

CHEATHAM HILL ELEMENTARY SCHOOL:

*IRWIN ROAD - FACING WEST
(BETWEEN BONDFORD PASS AND LAKEFIELD WALK)
POSTED SPEED: 35 MPH*



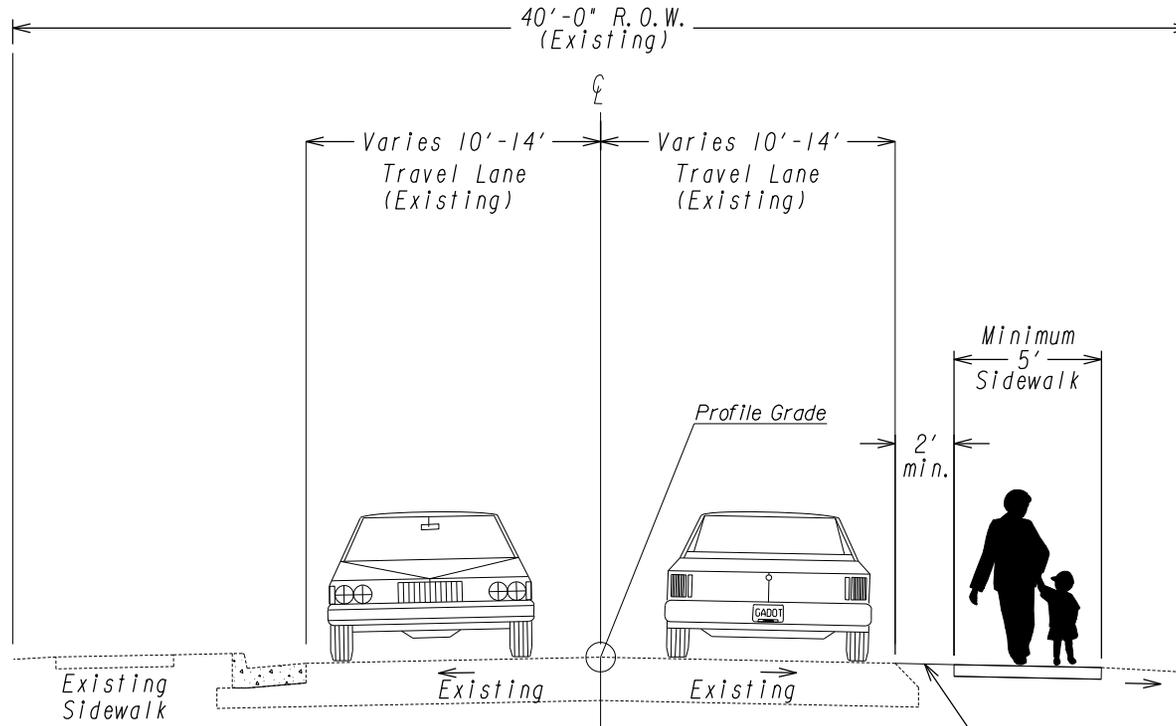
NOT TO SCALE

*Grassed Buffer:
Efforts should be made to maximize
grassed buffer widths where feasible.*

Typical Section:

KINCAID ELEMENTARY SCHOOL:

*KINCAID ROAD - FACING EAST
POSTED SPEED: 25 MPH*



NOT TO SCALE

*Grassed Buffer:
Efforts should be made to maximize
grassed buffer widths where feasible.*

DETAILED COST ESTIMATE



Job: 0010401_SRTS

JOB NUMBER: 0010401_SRTS

FED/STATE PROJECT NUMBER

SPEC YEAR: 01

DESCRIPTION: COST EST - COBB SRTS - WIDEN BRIDGE OVER NOSES CREEK

ITEMS FOR JOB 0010401_SRTS

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0100	001-0000	1.000	\$	\$100,000.00	MISC ITEMS - WIDEN EXISTING BRIDGE	\$100,000.00
0080	009-3000	1.000	LS	\$20,000.00	MISCELLANEOUS CONSTRUCTION - INSTALLATION OF MID-BLOCK CROSSING	\$20,000.00
0005	150-1000	1.000	LS	\$14,000.00	TRAFFIC CONTROL - 0010401	\$14,000.00
0015	163-0240	200.000	TN	\$263.73	MULCH	\$52,746.10
0021	165-0010	2000.000	LF	\$0.55	MAINT OF TEMP SILT FENCE, TP A	\$1,097.22
0125	167-1000	2.000	EA	\$72.11	WATER QUALITY MONITORING AND SAMPLING	\$144.23
0130	167-1500	6.000	MO	\$384.05	WATER QUALITY INSPECTIONS	\$2,304.32
0020	171-0010	4000.000	LF	\$1.51	TEMPORARY SILT FENCE, TYPE A	\$6,044.88
0010	210-0100	1.000	LS	\$80,000.00	GRADING COMPLETE - 0010401	\$80,000.00
0032	310-5060	160.000	SY	\$15.67	GR AGGR BS CRS 6IN INCL MATL	\$2,507.40
0025	441-0104	2950.000	SY	\$20.09	CONC SIDEWALK, 4 IN	\$59,258.63
0026	441-0108	56.000	SY	\$47.54	CONC SIDEWALK, 8 IN	\$2,662.24
0035	441-4030	7.500	SY	\$50.65	CONC VALLEY GUTTER, 8 IN	\$379.87
0030	441-6216	500.000	LF	\$14.20	CONC CURB & GUTTER/ 8"X24"TP2	\$7,099.97
0031	444-1000	500.000	LF	\$3.53	SAWED JTS IN EXIST PVMTS - PCC	\$1,763.15
0033	500-3200	13.700	CY	\$161.21	CL B CONC	\$2,208.54
0065	550-1180	500.000	LF	\$34.35	STM DR PIPE 18",H 1-10	\$17,174.16
0066	550-4218	2.000	EA	\$641.75	FLARED END SECT 18 IN, ST DR	\$1,283.49
0110	611-5551	2.000	EA	\$785.00	RESET SIGN	\$1,570.00
0115	636-1033	18.000	SF	\$22.13	HWY SIGNS, TP1MAT,REFL SH TP 9	\$398.27
0120	636-2070	180.000	LF	\$8.47	GALV STEEL POSTS, TP 7	\$1,523.90
0103	641-1100	40.000	LF	\$79.46	GUARDRAIL, TP T	\$3,178.34
0101	641-5001	1.000	EA	\$597.44	GUARDRAIL ANCHORAGE, TP 1	\$597.44
0102	641-5012	1.000	EA	\$1,834.84	GUARDRAIL ANCHORAGE, TP 12	\$1,834.84
0056	653-1704	2000.000	LF	\$5.06	THERM SOLID TRAF STRIPE,24",WH	\$10,129.50
0055	653-1804	5000.000	LF	\$2.14	THERM SOLID TRAF STRIPE, 8",WH	\$10,705.70
0070	668-1100	3.000	EA	\$2,247.05	CATCH BASIN, GP 1	\$6,741.14
0040	700-6910	2.000	AC	\$581.58	PERMANENT GRASSING	\$1,163.17
0016	701-0020	20.000	LB	\$3.16	FERTILIZER MIXED GRADE	\$63.11
0060	754-6000	1.000	EA	\$1,654.99	BICYCLE RACK - KINCAID ELEMENTARY	\$1,654.99
0085	999-3800	1.000	EA	\$10,000.00	RECTANGULAR RAPID BEACON ASSY - PAIR OF RRFB: KINCAID MID-BLOCK	\$10,000.00
SUBTOTAL FOR :						\$420,234.60

TOTALS FOR JOB 0010401_SRTS

ITEMS COST:	\$420,234.60
COST GROUP COST:	\$0.00
ESTIMATED COST:	\$420,234.60
CONTINGENCY PERCENT:	0.00
ENGINEERING AND INSPECTION:	0.05
ESTIMATED COST WITH CONTINGENCY AND E&I:	\$441,246.33

PROJ. NO.	Cobb County SRTS - Cheatham Hill & Kincaid Elementary Schools
P.I. NO.	0010401
DATE	4/4/2012

CALL NO.

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Apr-12	\$ 3.842
DIESEL		\$ 4.138
LIQUID AC		\$ 623.00

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)				493.416	\$	493.42
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	996.80		
Monthly Asphalt Cement Price month project let (APL)			\$	623.00		
Total Monthly Tonnage of asphalt cement (TMT)				1.32		

ASPHALT	Tons	%AC	AC ton
Leveling		5.0%	0
12.5 OGFC	26.4	5.0%	1.32
12.5 mm		5.0%	0
9.5 mm SP		5.0%	0
25 mm SP		5.0%	0
19 mm SP		5.0%	0
	26.4		1.32

BITUMINOUS TACK COAT

Price Adjustment (PA)				\$	19.27	\$	19.27
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	996.80			
Monthly Asphalt Cement Price month project let (APL)			\$	623.00			
Total Monthly Tonnage of asphalt cement (TMT)				0.051541211			

Bitum Tack

Gals	gals/ton	tons
12	232.8234	0.05154121

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)				18.83903937	\$	18.84
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	996.80		
Monthly Asphalt Cement Price month project let (APL)			\$	623.00		
Total Monthly Tonnage of asphalt cement (TMT)				0.050398714		

Bitum Tack

	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.	58.67	0.20	11.734	232.8234	0.050398714
Double Surf.Trmt.	0	0.44	0	232.8234	0
Triple Surf. Trmt	0	0.71	0	232.8234	0
					0.050398714

TOTAL LIQUID AC ADJUSTMENT \$ **531.52**

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:067-5046-0

Cobb

SUFF. RATING: 80.83

Location & Geography

Structure ID: 067-5046-0
 200 Bridge Information: 06
 *6A Feature Int: NOSES CREEK
 *6B Critical Bridge: 0
 *7A Route No Carried: CR00905
 *7B Facility Carried: IRWIN ROAD
 9 Location: 4.8 MILES SOUTH WEST OF
 2 Dot District: MARIETTA
 7
 207 Year Photo: 2011
 *91 Inspection Frequency: 24 Date: 07/11/2011
 92A Fract Crit Insp Freq: 0 Date: 02/01/1901
 92B Underwater Insp Freq: 0 Date: 02/01/1901
 92C Other Spc. Insp Freq: 0 Date: 02/01/1901
 * 4 Place Code: 00000
 *5 Inventory Route(O/U): 1
 Type: 4
 Designation: 1
 Number: 00905
 Direction: 0
 *16 Latitude: 33 55.3245 HMMS Prefix:00
 *17 Longitude: 84 -37.5583 HMMS Suffix:000 MP:0.00
 98 Border Bridge: 000%Shared:00
 99 ID Number: 0000000000000000
 *100 STRAHNET: 0
 12 Base Highway Network: 1
 13A LRS Inventory Route: 672090500
 13B Sub Inventory Route: 0
 101 parallel Structure: N
 *102 Direction of Traffic: 2
 *264 Road Inventory Mile Post: 000.39
 *208 Inspection Area: 7 Initials: EFP
 Engineer's Initials: eep
 * Location ID No: 067-00905X-000.39W

*104 Highway System: 0
 *26 Functional Classification: 19
 *204 Federal Route Type: 0 No: 00000
 105 Federal Lands Highway: 0
 *110 Truck Route: 0
 2006 School Bus Route: 1
 217 Benchmark Elevation: 0000.00
 218 Datum: 0
 *19 Bypass Length: 06
 *20 Toll: 3
 *21 Maintanance: 02
 *22 Owner: 02
 *31 Design Load: 3
 37 Historical Significance: 5
 205 Congressional District: 11
 27 Year Constructed: 1986
 106 Year Reconstructed: 0000
 33 Bridge Medium: 0
 34 Skew: 00
 35 Structure Flared: 0
 38 Navigation Control: 0
 213 Special Steel Design: 0
 267 Type of Paint: 0
 *42 Type of Service On: 1
 Type of Service Under: 5
 214 Movable Bridge: 0
 203 Type Bridge: M
 259 Pile Encasement 3
 *43 Structure Type Main: 5 05
 45 No.Spans Main: 001
 44 Structure Type Appr: 0 00
 46 No Spans Appr: 0000
 226 Bridge Curve Horz 0 Vert: 0
 111 pier Protection 0
 107 Deck Structure Type: 2
 108 Wearing Structure Type: 6
 Membrane Type: 0
 Deck Protection: 0

Signs & Attachments

225 Expansion Joint Type: 02
 242 Deck Drains: 0
 243 Parapet Location: 0
 Height: 0
 Width: 0
 238 Curb Height: 0
 Curb Material: 0
 239 Handrail 99
 *240 Medium Barrier Rail: 0
 241 Bridge Median Height: 0
 * Bridge Median Width: 0
 230 Guardrail Loc. Dir. Rear: 7
 Fwr: 5
 Oppo. Dir. Rear: 0
 Oppo. Fwr: 0
 244 Aproach Slab 0
 224 Retaining Wall: 1
 233Posted Speed Limit: 35
 236 Warning Sign: 0.00
 234 Delineator: 0.00
 235 Hazzard Boards: 1
 237 Utilities Gas: 00
 Water: 31
 Electric: 00
 Telephone: 00
 Sewer: 00
 247 Lighting Street: 0
 Navigation: 0
 Aerial: 0
 *248 County Continuity No.: 00

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:067-5046-0

Programming Data		Measurements:				
201 Project No:	COUNTY DESIGN	*29ADT	002202	Year:2010	65 Inventory Rating Method:	2
202 Plans Available:	0	109%Trucks:	0		63 Operating Rating Method:	2
249 Prop Proj No:	00000000000000000000000000000000	* 28 Lanes On:	02	Under:00	66 Inventory Type:	2 Rating: 26
250 Approval Status:	0000	210 No. Tracks On:	00	Under:00	64 Operating Type:	2 Rating: 26
251 PI Number:	0000000	* 48 Max. Span Length	0040		231 Calculated Loads:	
252 Contract Date:	02/01/1901	* 49 Structure Length:	40		H-Modified:	21 0
260 Seismic No:	00000	51 Br. Rwdy. Width	28.20		HS-Modified:	29 0
75 Type Work:	00 0	52 Deck Width:	30.70		Type 3:	23 0
94 Bridge Imp. Cost:	\$0	* 47 Tot. Horiz. Cl:	28		Type 3s2:	38 0
95 Roadway Imp. Cost:	0	50 Curb / Sidewalk Width	0.00 / 0.00		Timber:	33 0
96 Total Imp Cost:	0	32 Approach Rdwy. Width	021		Piggyback:	00 0
76 Imp Length:	000000	*229 Shoulder Width:			261 H Inventory Rating:	19
97 Imp Year:	0000	Rear Lt:	4.00	Type:8 Rt:4.00	262 H Operating Rating	32
114 Future ADT:	003303	Fwd. Lt:	5.00	Type:8 Rt:4.00	67 Structural Evaluation:	6
		Permanent Width:			58 Deck Condition:	8
		Rear:	21.00	Type:8	59 Superstructure Condition:	7
			22.00	Type:2	* 227 Collision Damage:	0
		Intersaction Rear:	0	Fwd: 0	60A Substructure Condition:	8
		36 Safety Features Br. Rail:	1		60B Scour Condition:	7
		Transition:	2		60C Underwater Condition	N
		App. G. Rail:	1		71 Waterway Adequacy:	9
		App. Rail End:	1		61 Channel Protection Cond.:	7
		53 Minimum Cl. Over:	99' 99 "		68 Deck Geometry:	4
		Under:			69 UnderClr. Horz/Vert:	N
		*228 Minimum Vertical Cl			72 Appr. Alignment:	6
		Act. Odm Dir.:	99' 99"		62 Culvert:	N
		Oppo. Dir:	99' 99"		Posting Data	
		Posted Odm. Dir:	00' 00"		70 Bridge Posting Required	5
		Oppo. Dir:	00' 00"		41 Struct Open, Posted, CL:	A
		55 Lateral Undercl. Rt:	N 0 0		* 103 Temporary Structure:	0
		56 Lateral Undercl. Lt:	0.00		232 Posted Loads	
		*10 Max Min Vert Cl:	99' 99" Dir:0		H-Modified:	00
		39 Nav Vert Cl:	000 Horiz:0000		HS-Modified:	00
		116 Nav Vert Cl Closed:	000		Type 3:	00
		245 Deck Thickness Main	5.00		Type 3s2:	00
		Deck Thick Approach:	0.00		Timber:	00
		246 Overlay Thickness:	4.50		Piggyback	00
		212 Year Last Painted:	Sup:0000Sub:0000		253 Notification Date:	02/01/1901
					258 Fed Notify Date:	2/1/1901 12:00:00AM

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:067-5239-0

Cobb

SUFF. RATING: 72.37

Location & Geography

Structure ID: 067-5239-0
 200 Bridge Information: 06
 *6A Feature Int: BARRETT PARKWAY
 *6B Critical Bridge: 0
 *7A Route No Carried: CR00905
 *7B Facility Carried: IRWIN ROAD
 9 Location: 4.8 MI SW OF MARIETTA
 2 Dot District: 7
 207 Year Photo: 2011
 *91 Inspection Frequency: 24 Date: 03/15/2011
 92A Fract Crit Insp Freq: 0 Date: 02/01/1901
 92B Underwater Insp Freq: 0 Date: 02/01/1901
 92C Other Spc. Insp Freq: 0 Date: 02/01/1901
 * 4 Place Code: 00000
 *5 Inventory Route(O/U): 1
 Type: 4
 Designation: 1
 Number: 00905
 Direction: 0
 *16 Latitude: 33 55.4358 HMMS Prefix:00
 *17 Longitude: 84 -37.782 HMMS Suffix:000 MP:0.00
 98 Border Bridge: 000%Shared:00
 99 ID Number: 0000000000000000
 *100 STRAHNET: 0
 12 Base Highway Network: 1
 13A LRS Inventory Route: 672822800
 13B Sub Inventory Route: 0
 101 parallel Structure: N
 *102 Direction of Traffic: 2
 *264 Road Inventory Mile Post: 000.65
 *208 Inspection Area: 7 Initials: EFP
 Engineer's Initials: eep
 * Location ID No: 067-00905X-000.65W

*104 Highway System: 0
 *26 Functional Classification: 14
 *204 Federal Route Type: 0 No: 00000
 105 Federal Lands Highway: 0
 *110 Truck Route: 0
 2006 School Bus Route: 1
 217 Benchmark Elevation: 0000000
 218 Datum: 0
 *19 Bypass Length: 06
 *20 Toll: 3
 *21 Maintenance: 02
 *22 Owner: 02
 *31 Design Load: 6
 37 Historical Significance: 5
 205 Congressional District: 13
 27 Year Constructed: 2002
 106 Year Reconstructed: 0000
 33 Bridge Medium: 0
 34 Skew: 00
 35 Structure Flared: 0
 38 Navigation Control: 0
 213 Special Steel Design: 0
 267 Type of Paint: 0
 *42 Type of Service On: 5
 Type of Service Under: 1
 214 Movable Bridge: 0
 203 Type Bridge: J
 259 Pile Encasement 3
 *43 Structure Type Main: 5 02
 45 No.Spans Main: 003
 44 Structure Type Appr: 0 00
 46 No Spans Appr: 0000
 226 Bridge Curve Horz 1 Vert: 0
 111 pier Protection 0
 107 Deck Structure Type: 1
 108 Wearing Structure Type: 1
 Membrane Type: 8
 Deck Protection: 8

Signs & Attachments

225 Expansion Joint Type: 02
 242 Deck Drains: 0
 243 Parapet Location: 3
 Height: 3
 Width: 1
 238 Curb Height: 1
 Curb Material: 1
 239 Handrail 11
 *240 Medium Barrier Rail: 0
 241 Bridge Median Height: 0
 * Bridge Median Width: 0
 230 Guardrail Loc. Dir. Rear: 6
 Fwd: 6
 Oppo. Dir. Rear: 0
 Oppo. Fwd: 0
 244 Approach Slab 3
 224 Retaining Wall: 0
 233 Posted Speed Limit: 45
 236 Warning Sign: 0.00
 234 Delineator: 0.00
 235 Hazzard Boards: 0
 237 Utilities Gas: 00
 Water: 22
 Electric: 00
 Telephone: 00
 Sewer: 00
 247 Lighting Street: 0
 Navigation: 0
 Aerial: 0
 *248 County Continuity No.: 00

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:067-5239-0

Programming Data		Measurements:				
201 Project No:	UNKNOWN	*29ADT	014890	Year:2010	65 Inventory Rating Method:	1
202 Plans Available:	0	109%Trucks:	0		63 Operating Rating Method:	1
249 Prop Proj No:	00000000000000000000000000000000	* 28 Lanes On:	02	Under:04	66 Inventory Type:	2 Rating: 37
250 Approval Status:	0000	210 No. Tracks On:	00	Under:00	64 Operating Type:	2 Rating: 37
251 PI Number:	0000000	* 48 Max. Span Length	0113		231 Calculated Loads:	
252 Contract Date:	02/01/1901	* 49 Structure Length:	184		H-Modified:	21 0
260 Seismic No:	00000	51 Br. Rwdy. Width	28.00		HS-Modified:	30 0
75 Type Work:	00 0	52 Deck Width:	42.00		Type 3:	33 0
94 Bridge Imp. Cost:	\$0	* 47 Tot. Horiz. Cl:	28		Type 3s2:	40 0
95 Roadway Imp. Cost:	0	50 Curb / Sidewalk Width	5.80 / 5.80		Timber:	37 0
96 Total Imp Cost:	0	32 Approach Rdwy. Width	027		Piggyback:	00 0
76 Imp Length:	000000	*229 Shoulder Width:			261 H Inventory Rating:	26
97 Imp Year:	0000	Rear Lt:	1.50	Type:1 Rt:1.50	262 H Operating Rating	50
114 Future ADT:	022335	Fwd. Lt:	1.50	Type:1 Rt:1.50	67 Structural Evaluation:	7
	Year:2030	Permanent Width:			58 Deck Condition:	7
		Rear:	24.00	Type:1	59 Superstructure Condition:	8
			24.00	Type:2	* 227 Collision Damage:	0
		Intersaction Rear:	0	Fwd: 0	60A Substructure Condition:	7
		36 Safety Features Br. Rail:	1		60B Scour Condition:	N
		Transition:	1		60C Underwater Condition	N
		App. G. Rail:	1		71 Waterway Adequacy:	N
		App. Rail End:	1		61 Channel Protection Cond.:	N
		53 Minimum Cl. Over:	99' 99 "		68 Deck Geometry:	2
		Under:			69 UnderClr. Horz/Vert:	9
		*228 Minimum Vertical Cl			72 Appr. Alignment:	8
		Act. Odm Dir.:	99' 99"		62 Culvert:	N
		Oppo. Dir:	99' 99"		Posting Data	
		Posted Odm. Dir:	00' 00"		70 Bridge Posting Required	5
		Oppo. Dir:	00' 00"		41 Struct Open, Posted, CL:	A
		55 Lateral Undercl. Rt:	H 22 22		* 103 Temporary Structure:	0
		56 Lateral Undercl. Lt:	4.00		232 Posted Loads	
		*10 Max Min Vert Cl:	99' 99" Dir:0		H-Modified:	00
		39 Nav Vert Cl:	000 Horiz:0000		HS-Modified:	00
		116 Nav Vert Cl Closed:	000		Type 3:	00
		245 Deck Thickness Main	7.50		Type 3s2:	00
		Deck Thick Approach:	0.00		Timber:	00
		246 Overlay Thickness:	0.00		Piggyback	00
		212 Year Last Painted:	Sup:0000Sub:0000		253 Notification Date:	02/01/1901
					258 Fed Notify Date:	2/1/1901 12:00:00AM

ORIGINAL TO GENERAL FILES

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. #0010401

OFFICE Design Policy & Support

GDOT District 7 - Metro Atlanta
Cobb County
Kincaid Elementary & Cheatham Hill
Elementary Schools - SRTS

DATE March 13, 2012

FROM  Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT CONCEPT TEAM MEETING MINUTES

Date/Time: March 1, 2012

Location: Cobb County Department of Transportation
1890 County Services Parkway, Marietta, GA 30008

Attending: Cheryl Mauldin, Kincaid Elementary School; Belinda Walters-Brazile, and Ryan Wallace, Cheatham Hill Elementary School; Daphne Griffin, and Jennifer Allen, Cobb County School District; Alicia Hatcher, Safe Routes to School Georgia; Laraine Vance, Scott Jordan, Dave Garrett, Jason Gaines, Brian Loudermilk, Andy Rikard, and Daniel McDuff, Cobb County DOT; Emmanuella Myrthil, GDOT - State Safety Program Coordinator; Patrick Allen, GDOT - Utilities; Darrell DeJean, and Ryan Fernandez, GDOT - Program Delivery; Tony Jones, and Melanie Hale, GDOT - Design Policy & Support (Conceptual Design Group)

The meeting was opened by Melanie Hale who explained the purpose of the meeting. She expects the project to let in April of 2013. After introductions, the proposed improvements were then described in detail.

Project PI 0010401, Kincaid Elementary (KES) and Cheatham Hill Elementary (CHES) Schools Safe Routes to Schools (SRTS), as proposed, would provide new sidewalks in the vicinity of both KES and CHES, including installation of curb cuts/wheelchair ramps and crosswalks to provide accessibility and connectivity for students walking and bicycling to school.

The proposed design near KES would include 5-foot sidewalks along the south side of Kincaid Road beginning at Mirrabeau Court and ending at Sandy Plains Road, with crosswalks and ADA compliant wheelchair ramps where necessitated by crossings. The proposed design near CHES would include 5-foot sidewalks connecting existing intermittent sidewalk along the north side of Irwin Road beginning at Wilkes Way and ending at existing sidewalk approximately 300' northwest of Bondford Pass, with crosswalks and ADA compliant wheelchair ramps where necessitated by crossings. The proposed design near CHES also would include new sidewalk

along the west side of John Ward Road beginning at existing sidewalk approximately 400' south of Brookmont Trace and ending at Brookmont Trace. In order to be eligible for SRTS, the local government has demonstrated that adequate existing right-of-way is available to construct the proposed project.

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

Cheryl Mauldin – Principal, Kincaid Elementary School:

Comment: Kincaid has several special needs students who need better connectivity to and within the campus.

Question – Melanie Hale: Where do the busses and parents drop off students?

Response: (Pointing at the Layouts) This first (westernmost) drive for parent drop-off, and the second drive is for buses.

Question: Could sidewalk be added to connect to existing sidewalk at the front of the school and at the side entrance (near parent drop-off)? Could we also connect to the 52 stairs at the teacher parking lot (east of the school)?

Response – Melanie Hale: This should be possible, I will have to check to ensure it will fit into the project cost.

Comment – Melanie Hale: The main concerns I see are property limits near the entrance parent drop-off and at the intersection of Kincaid Road with Sandy Plains Road. This and the drainage ditches.

Response – Daniel McDuff: We can pull that up for you.

Response – Andy Rikard: When Kincaid Road was realigned, we should have bought enough right-of-way for that miter.

Response: It would be nice if we could cover the ditches along the front of the school.

Response – Melanie Hale: I believe the current cost estimate includes some longitudinal piping for the ditches.

Response – Patrick Allen: We would have to look into where the outflow would be. Piping the water in lieu of ditches could increase the flow rate.

Question – Melanie Hale: Do we know where the utilities are along Kincaid Road, and who would handle this?

Response – Daniel McDuff: We can find that out for you. A design file with the project location information would facilitate this.

Response – Melanie Hale: I can provide the MicroStation files for you.

Comment: We have student bicycle traffic from (the east), could we provide a crossing closer to the bicycle rack?

Response – Melanie Hale: We could look into a midblock crossing near Ridgewood Court. If not practical, we may need to look at possibly relocating the bicycle rack or adding an additional rack near parent drop-off where they could cross with the crossing guard.

Belinda Walters-Brazile – Principal, Cheatham Hill Elementary School:

Comment: There is currently no connection between the school and the surrounding neighborhoods (aside from the neighborhoods right at the school). Ryan (Wallace) has been instrumental in the effort to provide the connectivity for those students in the farther neighborhoods.

Ryan Wallace – Parent, Cheatham Hill Elementary School

Comment: The students in the (Glenn Valley Drive and Lakefield Walk) neighborhoods would like to walk to school, but there is a concern with the narrow bridge (over Noses Creek).

Comment – Emmanuella Myrthil: The cost of widening a bridge can be very high. Depending on your priorities, this may not be possible.

Response: Connectivity over the bridge is a definite safety concern, top priority.

Comment – Melanie Hale: With widening a bridge over a creek, we may encounter additional costs associated with potential environmental concerns: mitigation or preventative measures. The bridge section may be all this part of the project could cover.

Response: Would that still connect to the surrounding neighborhoods? We are especially concerned with sidewalks connecting those neighborhoods.

Response – Melanie Hale: Yes. It would connect to Lakefield Walk and Bonshaw Trail. If the costs prohibit any section, since this is the top priority, we'd start here (widening the bridge) and connect to surrounding neighborhoods, perhaps removing the sections connecting to the farther neighborhoods (Glenn Valley Drive and Lakefield Walk).

Question: How soon could we expect construction? Would there be disruption to traffic?

Response – Melanie Hale: The project is scheduled to let in April of 2013, so the earliest construction could begin, most likely, is summer of 2013 - possibly latest summer 2014.

Response – Patrick Allen: Construction would likely take place between 8AM and 4PM, and they'd have a flag-person and maintain one lane open.

Action Items:

- Cobb County DOT to verify existing right-of-way.
- GDOT will provide Cobb County DOT with MicroStation concept files for utility location and identification.
- Cobb County DOT to provide GDOT with (concept level) utility locations.

CONCEPT TEAM MEETING – SIGN IN SHEET

Office: GDOT – Design Policy & Support
 Project: PI# 001040, Cobb County Safe Routes to Schools
 County: Cobb
 Date: March 1, 2012

	NAME	OFFICE/AGENCY	E-MAIL
1	Cheryl Mauldin	Kincaid Elem.	cheryl.mauldin@cobbk12.org
2	PATRICK ALLEN	GDOT	paallen@dot.ga.gov
3	DAPHNE GRIFFIN	COBB COUNTY SCHOOL DIST.	daphne.griffin@cobbk12.org
4	Laraine Vance	Cobb DOT	Lvance@cobbcounty.org
5	TONY JONES	GA. DOT	TJONES@DOT.GA.GOV
6	MELANIE D. HALE	G.D.O.T.	mnhale@dot.ga.gov
7	Emmanuela Myrthui	EIDOT	emyrthui@dot.ga.gov
8	Darrell DeJean	EIDOT	ddejean@dot.ga.gov
9	Belinda Walters Brazile	Chenytan Hill Elem	Belinda.walters-brazile@cobbk12.org
10	Scott Jordan	CCDOT	scott.jordan@cobbcounty.org
11	DAVE GARRETT	"	dave.garrette@cobbcounty.org
12	Jason Gaines	CCDOT	jason.gaines@cobbcounty.org
13	Ryan Fernandez	GDOT	rfernandez@dot.ga.gov
14	Brian Loudermilk	CCDOT	brian.loudermilk@cobbcounty.org
15	Andy Rikard	CCDOT/Arcadis	andy.rikard@cobbcounty.org
16	Ryan Wallace	CHES	ryan.w@corp.events.com
17	DANIEL McDUFF	COBB DOT	daniel.mcduff@cobbcounty.org
18	Jennifer Allen	CCSD/Grants Mgr	jennifer.allen@cobbk12.org
19	Alicia Hatcher	SPTS	alicia@saferroutesga.org
20			
21			
22			
23			
24			
25			
26			

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:		SAFE ROUTES TO SCHOOL					
Agency Name:		Cobb County School District					
Project Contact Person:		Jennifer Allen					
Position/Title:		Grants Manager					
Mailing Address:		514 Glover Street					
City:	Marietta	State:	GA	Zip Code:	30060	County:	Cobb
Daytime Phone:	770-426-3450	Email Address:				FOR INTERNAL USE ONLY	
Fax Phone:	678-5948573	jennifer.allen@cobbk12.org				Ranking:	
				Date Submitted:			

School 1 Name:		Kincaid Elementary		School 2 Name:		Cheatham Hill Elementary	
Mailing Address:		1410 Kincaid Road		Mailing Address:		1350 John Ward Road	
City:	Marietta	School District:		City:	Marietta	School District:	
County:	Cobb		Cobb	County:	Cobb		Cobb

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

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

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? 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.	2 APPS
If more than ONE application is being submitted, what is the priority of this application?	All Top

Project Cost Estimate:	500,000.00
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By signing, applicant attests to being authorized to sign for Cobb County School District (Name of Agency) and that all information contained herein is true and correct to the best of his/her knowledge.

Jennifer Allen
Signature of Project Contact Person

11/16/10
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 ATTACHED

SECTION 3 - PROPOSED PROJECT

[Total of 25 Points]

- A. Is all property involved in your project in the public right-of-way (ROW)? Yes No
If part of your project is on a permanent public easement, do you have documentation for such easement? No
- 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.

SEE ATTACHED

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?

SEE ATTACHED

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.

SEE ATTACHED

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.***

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 infrastrucutre. 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.)**

	Faye DiMassimo, Director
Signature of City/County Engineer, Mayor, County Commissioner, City Manager, etc.	Print Name of City/County Engineer, Mayor, County Commissioner, City Manager, etc.
Cobb County Department of Transportation	(770) 528-1645 11/15/10
Name of Agency	Telephone Number Date

	Fred Sanderson
Signature of School District Superintendent	Print Name of School District Superintendent
Cobb County School District	(770) 426-3452 11/8/10
Name of School District	Telephone Number Date

	Belinda Walters-Brazile
School 1: Signature of Principal	School 1: Print Name of Principal
Cheatham Hill Elementary	(678) 594-8034 11/11/10
Name of School	Telephone Number Date

Cheryl Mauldin		
School 2: Signature of Principal	School 2: Print Name of Principal	
Kincaid Elementary	(770) 578-7238	11/11/10
Name of School	Telephone Number	Date

School 3: Signature of Principal		
School 3: Print Name of Principal		
Name of School	Telephone Number	Date

School 4: Signature of Principal		
School 4: Print Name of Principal		
Name of School	Telephone Number	Date

School 5: Signature of Principal		
School 5: Print Name of Principal		
Name of School	Telephone Number	Date

School 6: Signature of Principal	School 6: Print Name of Principal	
_____	_____	_____
Name of School	Telephone Number	Date

School 7: Signature of Principal	School 7: Print Name of Principal	
_____	_____	_____
Name of School	Telephone Number	Date

School 8: Signature of Principal	School 8: Print Name of Principal	
_____	_____	_____
Name of School	Telephone Number	Date

School 9: Signature of Principal	School 9: Print Name of Principal	
_____	_____	_____
Name of School	Telephone Number	Date

--	--	--

School 10: Signature of Principal		School 10: Print Name of Principal	
Name of School		Telephone Number	Date

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

Submit Form Via Email

SECTION 2: Problem Identification

KINCAID ELEMENTARY SCHOOL:

Atlanta was ranked the tenth worst city in the country for people with asthma by the Asthma & Allergy Foundation of America, the oldest asthma and allergy patient group in the world. Twenty per cent of our student population is special needs children and many of them suffer from asthma. By reducing the number of cars and increasing the number of walkers and bike riders to school, we will increase air quality at our school and improve the health of our students.

Obesity rates in children across the United States, including Kincaid students, are rising. Walking or bike riding to school is one way to incorporate activity into children's busy schedules. The Cobb County School District's Wellness Plan recommends "thirty to sixty minutes of moderate to vigorous physical activities daily for all students K-12". (Board Administrative Rule E (B)). Because school schedules do not allow for daily physical education classes, encouraging walking and bike riding to school is one way for children to meet that goal.

Kincaid Elementary School ("Kincaid") has 692 students and is located at 1410 Kincaid Road among established neighborhoods and single family houses. Kincaid Road can be used as a connector to Sandy Plains Road but the use of five speed humps has significantly reduced traffic speeds and the road is primarily used by residents and those attending the school. Traffic counts by the Department of Transportation show that 1,800 vehicles per day utilize the Kincaid Road corridor, with only two crashes and no fatalities. Sandy Plains Road is a quarter mile east from the school and connects the school and community to many nearby businesses and a high school. Kincaid was built in 1973 before developers were required to build sidewalks and are inconsistent appearing in some areas and not in others making it difficult for families and children to walk or ride their bikes to school. Existing sidewalks are narrow, cracked and uneven and were cited in a parent survey as one of the reasons parents do not walk their children to school. We would like to see an increase in walkers and children who ride bikes to school and the number of car riders decrease for various reasons.

A minimum of 60 cars drop off students in the morning each day. In fact roughly an equal number of students arrive in cars and ride the bus in the morning (49% vs. 48%) according to a teacher survey of student transportation. In the afternoon, most students ride the bus home (64%), but there are still a number of cars that pick students up and cause a backup onto Kincaid Road. Many wait in the car line up to 30 minutes contributing to air pollution and traffic congestion.

CHEATHAM ELEMENTARY SCHOOL:

Cheatham Hill Elementary School (CHES) is surrounded by neighborhoods and bounded by two heavily traveled 2-lane roads, Irwin Road and John Ward Road. Many of the neighborhoods have frontage sidewalks along their property lines,

which leaves "gaps" between them and thus not allowing for a continuous sidewalk to CHES. Lakefield Manor and Pennington Hill, located 1 - 1.5 miles west of CHES, are neighborhoods with approximately 64 elementary aged children. Currently sidewalks do not connect across Noses Creek, thus leaving the majority of Lakefield Manor and the entire Pennington Hill neighborhood unable to safely walk to school. The reason it is not safe is not only the lack of sidewalks but also the "S" curve that Irwin Road takes while crossing Noses Creek, compounded by the fact that that bridge does not currently have a pedestrian walkway. This makes crossing the creek very dangerous. Vehicles consistently travel at speeds that exceed 35 MPH and often times cross over the double yellow (middle) lane while navigating the "S" curve. As you'll see in the attached traffic data, Irwin Road averages 4,400 vehicles per day and has had 8 vehicle wrecks since Sept. 2007. All of the wrecks were reported during the daylight with 7 out of the 8 on a dry surface. This data speaks to the volume of traffic and the dangerous conditions on Irwin Road. As you will read in Section 4, CHES is active in the SRTS program and has had great results in recent Walk to School Day events in which (with the help of several Cobb County Police officers) we have had overwhelming participation from students and parents in both Lakefield Manor and Pennington Hill neighborhoods. To further exemplify the support for sidewalks in the communities surrounding CHES, Irwin and John Ward Road both tallied 168 and 186 votes/calls/e-mails, respectfully, in the recent Cobb County DOT - Bicycle and Pedestrian Improvement Plan (BPIP) study. These communities have not only made their voice heard (via the BPIP study), they have "walked the walk" (see Section 4 walk to school results).

Note - According to the Cobb County Bicycle and Pedestrian Improvement Plan - [See Table F.5: Pedestrian Prioritization Results (BENEFIT SORT)], Irwin Road is listed as the 53rd street out of 786 streets in terms of priority (in terms of benefits that would receive). This shows that after the exhaustive BPIP study, Irwin Road ranks in the top 7% in terms of priority.

Please see the following attachments that support the "Problem Identification"
- Crash Data for Irwin Road (Sept. 2007 - Aug. 2009)

SECTION 3: Proposed Project

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? **No**

B.

KINCAID Elementary:

This project to improve sidewalks and a safe walking path to and from Kincaid started in the early 1990's. The building of the St. Charles Square subdivision increased the need for additional sidewalks at Kincaid. This subdivision containing 263 houses has only two main entrances, one on Kincaid Road and the other on Sandy Plains Road. Due to the increased traffic on Kincaid Road the DOT added speed bumps to slow traffic and a partial sidewalk was added by the builder of St. Charles Square. Also, during this time Cobb County had funding for to build sidewalks around the perimeter of the school building. This has been a long process that has taken many years to complete. The final step for sidewalks will be met through this grant.

Kincaid is requesting funding for sidewalks on the south side of Kincaid Road from Mirrabeau Court in front of the school east towards Sandy Plains Road. The project includes 2,330 feet of sidewalk, crosswalks at each intersection and other details included in the cost analysis prepared by the Department of Transportation. Cutouts will assist our special needs population and allow them to participate in existing programs such as Earth Day, Hands on Atlanta that they cannot participate in now because it's too dangerous. The new sidewalk will connect to existing sidewalks and neighborhoods on Sandy Plains Road and facilitate walking and bike riding to school.

Please see the Cobb County Safe Routes to School Application Map attached to this application for further details. Also attached is a photograph of the front of Kincaid Elementary School where the proposed new sidewalk would be located.

CHEATHAM Elementary:

Our proposed project will connect the gaps in sidewalks between Pennington Hill, Lakefield Manor and CHES on Irwin Road. This project will connect both Pennington Hill and all four entrances of Lakefield Manor to CHES along the north side of Irwin Road in Cobb County. Sidewalk/Bridge details - There will be an estimated total of 1,975 feet of new sidewalks constructed. The first section (on the south side of Irwin Road) would connect Pennington Hill to the bridge over the East West connector (which has existing sidewalk). The next section would extend continue on the other side of the bridge and connect to existing frontage sidewalk at Lakefield Manor. There is a crosswalk that would allow pedestrians to cross to the north side of Irwin Road at the main entrance of Lakefield Manor. Heading east toward Noses Creek, there is existing sidewalk.

The third section would pickup where the existing Lakefield Manor sidewalk ends and connects to the bridge over Noses Creek. The bridge over Noses Creek would be widened approx. 4 feet to allow for a pedestrian lane on the bridge. Now on the east side of Noses Creek, the next section of new sidewalk would be added to connect to the existing frontage sidewalk in front of the northeast section of Lakefield Manor. Once completed the sidewalk would run continuously on the north side of Irwin Road. The two sections of Lakefield Manor that are on the south side of Irwin can use existing cross walks on both sides of Noses Creek to join the continuous north side to CHES. There is also a third cross walk and crossing guard located at the school's western (bus) entrance. There is also a section of sidewalk proposed on John Ward Road that would pickup existing sidewalks north of CHES and connect to the Brookmont subdivision.

CHES is currently undergoing construction of a new wing to the school. CHES will ask the contractor to create a sidewalk that will connect the new section of the school to the proposed sidewalks coming from Lakefield Manor. This would allow parents and students to be able to access the school without crossing a busy bus entrance to the school.

Please see the following attachments that support the "Proposed Project"

- Map that shows existing and proposed sidewalks
- Detailed cost estimate
- Pictures that show the gaps in the existing sidewalk as well as the "S" curve at Noses Creek

SECTION 3: Proposed Project

C.

KINCAID ES:

On a regular school day 4% to 7% of the Kincaid population walks to school and .5% ride bikes. We believe new and safe sidewalks, crosswalks and signs will increase this amount by at least 50% or more. Participation in our "Walk to School on Wednesday" program has increased walkers and bike riders to 12% on those days. Because this is our first year of the expanded walking program we believe this number is achievable and will improve as more families learn the benefits of walking their children to school.

The Cobb County School District Transportation Department statistics support that 285 of 692 Kincaid students live within 1.5 miles of the school and many nearby neighborhoods have sidewalks. New sidewalks will connect those neighborhoods to Kincaid. In addition, if County transportation contributions decrease and buses are not provided for students living within 1 ½ miles of school, sidewalks and accessibility will be even more important to prevent significant traffic congestion, health and environmental problems at school. The community surrounding Kincaid is an active one. Increased sidewalks will help local residents, including students at a nearby high school, walk or ride bikes to high school and nearby shops.

CHEATHAM ES:

The walking culture at CHES is a growing one. Because only a few neighborhoods are directly connected to the school, the number of students consistently walking to school based on our 2009 student tallies were as follows: 15-16 students walking , 583 bus riders, 316 family vehicle and 66 carpool. Without a sound infrastructure of sidewalks which would allow a greater number of students to walk to school, CHES still worked hard to increase our walking results with two annual "Walk to School Days". Our first effort was hampered by a pouring rain on International Walk to School day in October 2009. In the spring of 2010 we had great weather and even better results with a 32% walking participation (338 students), 41% bus riders (435 students) based on a school population of 1062. We just completed our 3rd Walk to School day since joining the SRTS Pilot Program this October and our numbers grew from last Spring. Walker totals were up 23% to 415 walkers and bus riders up approx. 5.5% to 459 total students, based on a total school population of 1093. The 415 walkers represent 38% of our student population.

To achieve this high level of participation and growth, our SRTS team has not only come up with a great communications plan (see Section 4) at but has also needed to rely heavily on the assistance of the Cobb County police department to supply 5-6 officers and patrol cars on all access points coming to the school on both Irwin and John Ward Roads. It takes police to bring traffic to a complete stop to allow parents and children to cross either the bridge at Noses Creek (Irwin Road) or the bridge at Ward Creek (John Ward Road). It is obvious that such extreme measures of safety can only be called upon a couple of times a year for these events. Without the infrastructure of sidewalks that reach out to the neighborhoods CHES cannot sustain a consistent walking student population. But as the results show when there is a "Safe" route to school the surrounding communities eagerly step up to the plate and "walk the walk". These neighborhoods have approx. 64 students that are consistent bus riders.

NOTE: The day of the latest WTS there were only 3 kids on the bus as it left Lakefield Manor. Put simply if there is a safe, continuous walking route to school, the communities surrounding CHES (specifically Lakefield Manor and Pennington Hill) will utilize the route as exemplified on our Walk to School Days results.

SECTION 4: Program Information

KINCAID ES:

Education:

Kincaid conducts a comprehensive safety education plan for all students which include walking and bike riding safety. We also provide educational opportunities for parents. As part of our ongoing partnership with the Clean Air Campaign, Kincaid initiated a “No Idling” policy to teach drivers the health impact of idling on children’s lung health. No Idling signs are posted in car line to remind parents to turn off their engines. Kincaid supports a 20% special needs student population and improved air quality will benefit them and all our students.

Safety issues are included in student learning in all grades. Kindergarten learns about the safety fields when learning about communities. Both Kindergarten and first grade learn bus safety including walking safely to and from buses. They learn fire safety and have the opportunity to walk through a simulated house fire by a local fire department. One of our counselors uses the “Bernstein Bears Learn about Strangers” and other programs to teach children about stranger danger, including personal safety while outside. Second and fourth grade take a field trip to the Cobb County Safety Village, a comprehensive safety training program where they are taught walking safety among many other things. Fifth grade learns fire safety tips from a local fire department that comes to school.

The Student Council consisting of 17 3rd-5th graders makes posters with tips on walking safety and hangs them in school to remind all children of safe walking and bike riding practices. The student news crew also announces safe walking and bike riding tips to all students on the morning announcements. Parents will be given the opportunity to learn about safe walking and bike riding as well as safe driving rules around children in the school newsletter and at family education evenings. We plan to have a family education/fun night in spring where Safe Kids will speak to our parents about safety issues.

Encouragement:

Kincaid offers several programs for students and families to participate in that encourage walking and bike riding to school. Kincaid has participated in the Clean Air Campaign’s “Georgia Clean Air School” program for 4 school years and was one of the first schools in Cobb County to complete the requirements for “Georgia Clean Air School” designation last year. To achieve this, we took part in a “No Idling” program where parents were asked to turn off their engines in the carpool line. We publicized the importance of the program and the affects of pollution on children’s lungs in our monthly school newsletter and gathered data on whether or not our program made a difference. We also gave friendly “warnings” to parents who continuously idled their cars. We conducted at least one environmental lesson plan per grade level which involved approximately 100 of our students. We also encouraged students to walk or ride their bike to school on International Walk to School Day and Georgia Walk to School Day which we celebrated on St. Patrick’s

Day. Last year we expanded our walking program in spring by adding 8 weeks of what we call the Walk on Wednesday (“WOW”) program. We encouraged families to join our green “walking bus” and offered green t-shirts to promote the day. In May, the Clean Air Campaign told us they were discontinuing the walking component of its program and referred us to Safe Routes to School thus beginning our partnership with them.

Because our two walk to school days and the spring WOW program were so successful we expanded it to eight weeks in the fall and spring this school year. We have added incentives for children to get them excited about the program. Each week a child walks or rides they will receive a green bead that they place on a ring and attach to their backpack. If a child receives 7 of 8 beads they will win a small reward such as a flashlight, shoelaces, pedometer etc. Their name is also placed in a drawing to receive a larger prize. At the end of the program, we plan to post names of walkers at the front entrance of the school and have already announced names of participants on our “morning announcements” closed caption TV. This program has increased walkers to school to 12% nearly double our daily average.

Another successful program is the morning Walking Club which we started 4 years ago to encourage children to become more active. Many of our school buses arrive up to 40 minutes before school begins and after children check in to their classrooms they walk laps on the outside track with their friends. Children enjoy this not only because they are active but it also gives them a chance to visit with friends. Walking safety tips are taught by the P.E. teachers throughout the program. This has become so popular that children need to arrive early to find a spot on the track! All children, regardless of grade and ability, including special needs children, are allowed to participate in this activity.

Kincaid is holding its 20th Annual Fun Run in November. In the past, the run has been a 1 mile Fun Run, but this year we added a 3K to mark its 20th anniversary and Kincaid alumni have been invited to attend. All students and families are invited to walk/run and typically between 100-125 attend. Local police, teachers, staff and parents help make sure students are safe during the race. Safety tips are taught during P.E. and before the run by P.E. and other teachers.

Another new opportunity for all children to learn the importance of exercise and safety practices are Zhumba classes which will be offered before school during colder months when weather prohibits the Walking Club.

Enforcement:

We have an adult crossing guard who makes sure cars stop at the crosswalk and children cross Kincaid Road safely. The crossing guard reports speeding and/or pedestrian violations to the school administration. In a limited case, local police were notified when unsafe driving practices occurred on Kincaid Road and drivers were illegally driving into ongoing traffic to avoid carpool lines.

Teachers supervise the carpool and walking areas to make sure parents and children are safe. Another way Kincaid enforces safety is to hold walkers at dismissal until buses depart the school and before the carpool line begins. A Student Safety Patrol consisting of 14, 3rd- 5th grade students help walkers, children riding bikes and car riders safely into and out of school. They report any unsafe procedures to teachers and make sure school safety rules are obeyed. The school custodian closes the gate across the bus parking lot each morning after buses enter the parking lot to make sure cars, walkers and bike riders do not enter the area. Signs are marked to separate bus and car areas.

Engineering:

The Department of Transportation provided engineering information and helped us create a plan to improve infrastructure around Kincaid which will improve walking and bike access to our school. Please see the attached Department of Transportation maps and cost analysis.

Evaluation:

We used two surveys to help us evaluate how to improve walking and bike riding at Kincaid. We asked parents to fill out the SRTS survey "How Walkable is your Community" after our "Walk on Wednesday" program. Feedback was encouraging and most stated that their neighborhood was reasonably "walkable". We realized that while neighborhoods may have sidewalks, common sidewalks are necessary to connect neighborhoods to our school and other parts of the community.

CHEATHAM ES:

CHES became a pilot school in the SRTS program in the fall of 2009. Below we will address the 5 E's in the SRTS program.

Education - Currently at CHES we are implementing eight programs that encourage biking, walking, and promoting environmental awareness. Our second (192) and fourth (196) grade students participate in an annual Cobb County Safety Village Field Trip. For the 2010-2011 school year our PE department is implementing a school-wide walking program. During the weeks between Thanksgiving and Christmas students and staff will record the number of miles walked on our school track. Our School Council has worked with Keep Cobb Beautiful to offer our students programs in the classrooms, as well as entire school presentations. Keep Cobb Beautiful is currently working with our school to launch a "No Idle" Zone in our car rider area. For the past three years CHES has worked under the advisement of our Wellness Committee to promote increased health awareness. This committee has put together after-school walking and workout clubs. Our recent attempt to increase biking has been supported by our local PTA. This past September we had our first "Bike to School Day" from one of our local neighborhoods.

Encouragement - CHES uses two Walk to School (WTS) events as our main vehicle to grow the walking culture. We have chosen not to do our events on the official International WTS days as it is impractical for us to get the necessary police and SRTS resources on the recognized WTS day. As shown in section 3C we have experienced great results in our last two WTS events (338 walkers in Spring 2010 and 415 in Fall 2010). Our comprehensive communication plan helps generate student interest and inform the surrounding communities. The plan included the following: school - morning announcements the week preceding the event; two recorded phone messages by the principle in days preceding the event; flyer put in every child's folder Friday before the event; e-mail to PTA distribution list; 2' x 3' A-frame signs placed in carpool lane days leading up to event; SRTS-themed posters with previous WTS pictures placed on all doors to school week prior to event; "Golden Shoe" award given to top overall class participation; and lunch at outdoor pavilion for each top participating class per grade level. Community - date of event on school marquee as well as electronic message board (courtesy Cobb county police); 18" x 24" road signs placed up and down John Ward and Irwin Road the two days prior to the event; and e-mails to the surrounding HOA contacts to with information updates on the upcoming WTS day event.

Enforcement - CHES has two crossing guards (one each at Irwin and John Ward Road entrances). As stated previously CHES partners with the Cobb County police department with 5-6 officers and patrol cars on the morning of our WTS events to ensure the safety of our students and parents.

Engineering - As stated in Section 2A, CHES has limited continuous sidewalk access to the surrounding communities along John Ward and Irwin Roads. This grant submission is to date our most aggressive effort to create operational and physical improvements to the infrastructure surrounding CHES.

Evaluation – Our 2009 Student Travel survey showed the following: 15-16 students walking, 583 bus riders, 316 family vehicles and 66 carpools. As previously stated, CHES has had three WTS events since joining the SRTS program. The first was in a driving rainstorm and a student tally was not done. Our spring of 2010 event resulted in 338 walkers or 32% while this Fall's event resulted in 415 walkers or 38% of the school's population. Carpool was down 50% on the day of our event. Management of activities - CHES has a team of parents that work with school administrators and teachers to coordinate and execute our WTS events.

Congressional District 11

SCHOOL	LOCATION OF TRAFFIC COUNT and CRASH DATA	BETWEEN	Average Daily Traffic (ADT)	TOTAL CRASHES (Sept. 2007 to Aug. 2010)	
KINCAID ELEMENTARY SCHOOL	Kincaid Road	Sandy Plains Road	Addison Road	1,800	2
CHEATHAM HILL ELEMENTARY SCHOOL	Irwin Road	John Ward Road	Bonshaw Trail	4,400	8

CHES - Irwin Road Sidewalk Pictures



Irwin Road - looking east towards bridge. Sidewalk would be on left side of picture.



Irwin Road - looking west towards bridge. Note - degree of curve leading into bridge. Sidewalk would be on right side of picture.



Irwin Road - looking west towards Lakefield Manor. Teenage boy walks younger siblings home from CHES. Notice car crossing the double yellow line with oncoming car in other lane

Irwin Road Sidewalk Project, Cheatham Hill Elementary School - SRTS



Kincaid Road Sidewalk Project, Kincaid Elementary School - SRTS



Cobb County Safe Routes to School Application - Map

CHEATHAM HILL ELEMENTARY SCHOOL
 Irwin Road Sidewalk/Gap Closure Project:
 Wilkes Way to Bonshaw Trail
 John Ward Road Sidewalk Project:
 South of Brookmont Trace

Total Project Length: 1,975 Feet

Project Location:
 375 Feet,
 South side
 of street

**Barrett
 Parkway
 Overpass**

Brookmont Trace

Lakefield Walk

**Project Location: 400 Feet,
 West side of street**

Project Location:
 380 Feet,
 South side
 of street

**Proposed
 Sidewalk
 Bridge**

**Bonshaw
 Trail**

**John
 Ward
 Road**

**Wilkes
 Way**

**Existing
 Pedestrian
 Crossing**

**Project Location: 820 Feet,
 North side of street**

**Cheatham Hill
 Elementary
 School**

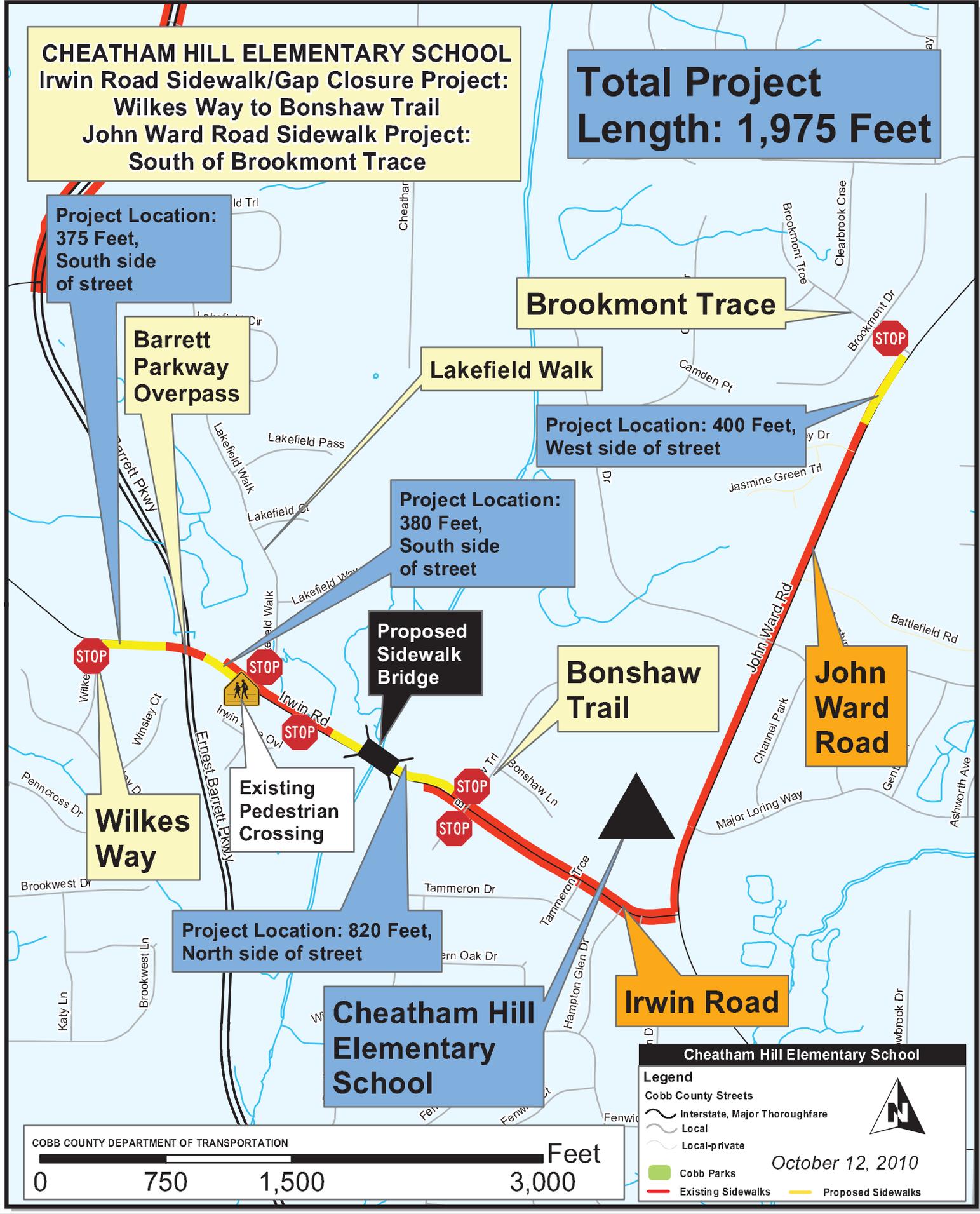
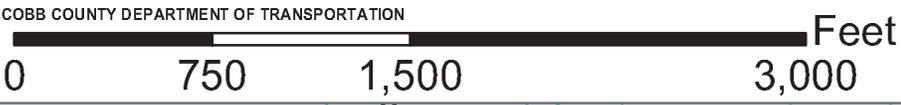
Irwin Road

Cheatham Hill Elementary School

Legend

- Cobb County Streets
 - Interstate, Major Thoroughfare
 - Local
 - Local-private
- Cobb Parks
- Existing Sidewalks
- Proposed Sidewalks

October 12, 2010



Cheatham Hill Elementary School - Safe Routes to School

Item Description	Quantity	Unit	Unit Price	Total Cost
Traffic Control	1.00	LS	\$6,000.00	\$7,200.00
Grading Complete	1.00	LS	\$7,500.00	\$9,000.00
Mulch	98.00	tons	\$80.00	\$9,408.00
Maintenance of Temporary Silt Fence-Type A	825.00	LF	\$1.15	\$1,138.50
Temporary Silt Fence - Type A	1,650.00	LF	\$2.67	\$5,286.60
Concrete Sidewalk	916.67	SY	\$51.07	\$56,177.00
Conc Curb & Gutter, 8 IN X 24 IN, TP 2	1,650.00	LF	\$20.70	\$40,986.00
Class B Concrete	5.00	CY	\$678.76	\$4,072.56
Premanent Grassing	1.00	AC	\$996.63	\$1,195.96
School Flashers, Mast Arms	0.00	EA	\$17,000.00	\$0.00
Sidewalk Ramp	8.00	EA	\$1,000.00	\$9,600.00
Thermoplastic Traffic Stripe, 8 IN , White	2,500.00	LF	\$2.00	\$6,000.00
Thermoplastic Traffic Stripe, 24 IN , White	1,000.00	LF	\$3.50	\$4,200.00
Bike Racks, 25 Bike Spaces	0.00	EA	\$3,000.00	\$0.00
Storm Drain Pipe, 18 IN, H 1-10	500.00	LF	\$43.10	\$25,860.00
Catch Basins, GP 1	6.00	EA	\$2,712.51	\$19,530.07
Class A Concrete	127.00	CY	\$621.35	\$94,693.74
Bar Reinf Steel	9,000.00	LB	\$1.01	\$10,908.00
Total				\$305,256.43

These values are for sidewalk bridge expansion

Assumptions:

Sidewalk on one side of the street (5ft. Wide)
 Default values for traffic control, grading complete, mulch, class B concrete, permanent grassing, school flashers, sidewalk ramp, and traffic stripes
 No bike racks
 Maintenance of silt fence half of total length
 Distance is 1,575 feet

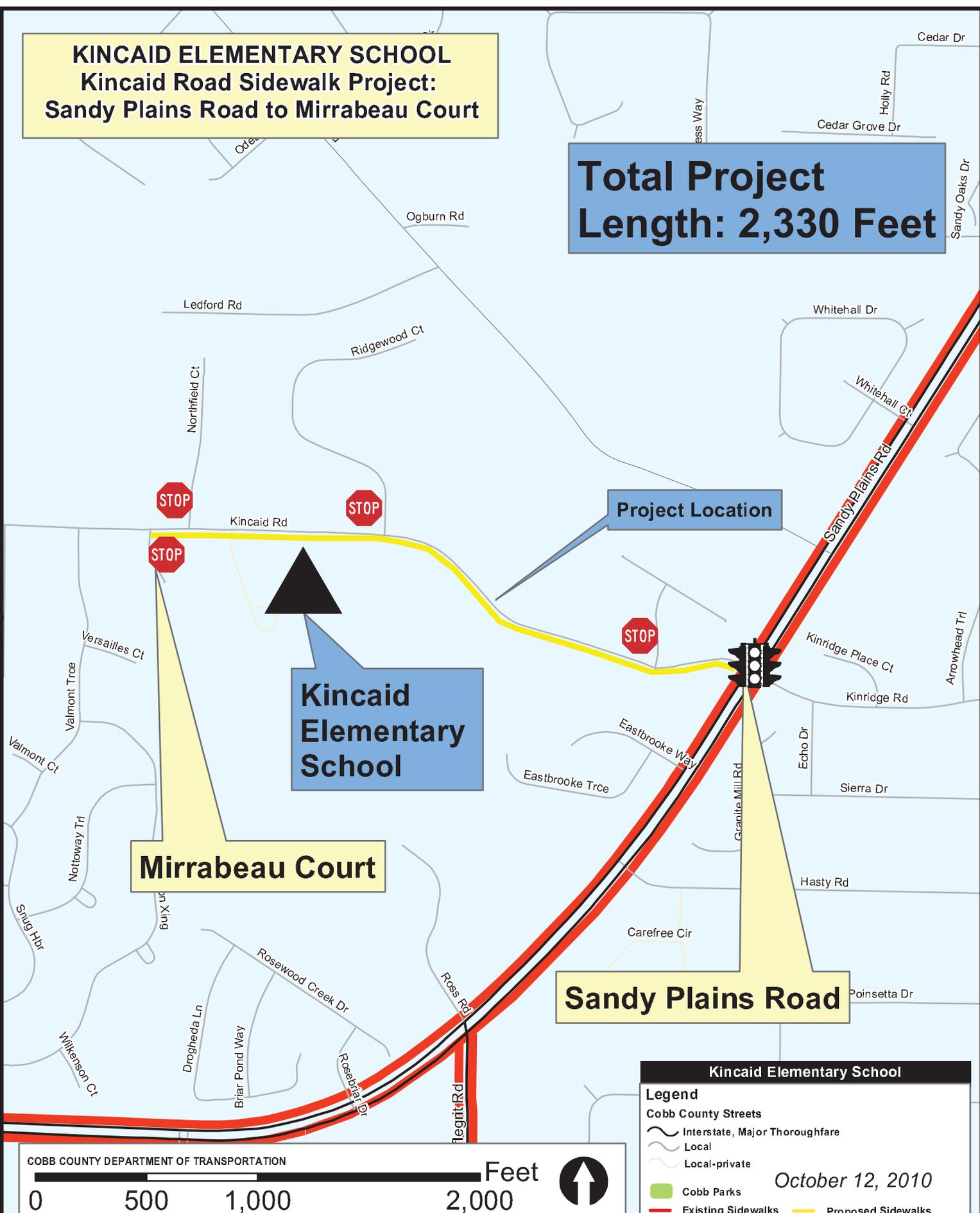
Sidewalk Distances:

Section	Distance
South side of Irwin Road, from Wilkes Way over bridge to Lakefield Walk	755 feet
Unfinished section on Irwin Road northwest of Bonshaw Trl	820 feet
Unfinished section on John Ward Road southwest of Brookmont Trace	400 feet
Total:	1,975 feet

Cobb County Safe Routes to School Application - Map

KINCAID ELEMENTARY SCHOOL
Kincaid Road Sidewalk Project:
Sandy Plains Road to Mirrabeau Court

Total Project Length: 2,330 Feet



Kincaid Elementary School

Legend

- Cobb County Streets
 - Interstate, Major Thoroughfare
 - Local
 - Local-private
- Cobb Parks
- Existing Sidewalks
- Proposed Sidewalks

October 12, 2010

Kincaid Elementary School - Safe Routes to School

Item Description	Quantity	Unit	Unit Price	Total Cost
Traffic Control	1.00	LS	\$5,000.00	\$6,000.00
Grading Complete	1.00	LS	\$7,500.00	\$9,000.00
Mulch	99.96	tons	\$80.00	\$9,596.16
Maintenance of Temporary Silt Fence-Type A	1,165.00	LF	\$1.15	\$1,607.70
Temporary Silt Fence - Type A	2,330.00	LF	\$2.67	\$7,465.32
Concrete Sidewalk	1,294.44	SY	\$51.07	\$79,328.73
Conc Curb & Gutter, 8 IN X 24 IN, TP 2	2,330.00	LF	\$20.70	\$57,877.20
Class B Concrete	5.00	CY	\$678.76	\$4,072.56
Premanent Grassing	1.00	AC	\$996.63	\$1,195.96
School Flashers, Mast Arms	0.00	EA	\$17,000.00	\$0.00
Sidewalk Ramp	7.00	EA	\$1,000.00	\$8,400.00
Thermoplastic Traffic Stripe, 8 IN , White	2,500.00	LF	\$2.00	\$6,000.00
Thermoplastic Traffic Stripe, 24 IN , White	1,000.00	LF	\$3.50	\$4,200.00
Bike Racks, 25 Bike Spaces	0.00	EA	\$3,000.00	\$0.00
Total				\$194,743.63

Assumptions:
<i>Sidewalk on one side of the street (5ft. Wide)</i>
<i>Default values for traffic control, grading complete, mulch, class B concrete, permanent grassing, school flashers, sidewalk ramp, and traffic stripes</i>
<i>No bike racks</i>
<i>Maintenance of silt fence half of total length</i>
<i>Distance is 2,330 feet</i>

Sidewalk Distances:	Distance
<i>School Propoerty Section 1</i>	95 feet
<i>School Propoerty Section 2</i>	200 feet
<i>South side of Kincaid Rd. from school to Sandy Plains</i>	2,035 feet
Total	2,330 feet