

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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

**FILE** P.I. # 0010403 **OFFICE** Design Policy & Support  
Fulton County  
GDOT District 7 - Metro Atlanta **DATE** 2/19/2013  
Bethune Elementary School - 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:**

Bobby Hilliard, Program Control Administrator  
Genetha Rice-Singleton, State Program Delivery Engineer  
Glenn Bowman, State Environmental Administrator  
Cindy VanDyke, State Transportation Planning Administrator  
Kathy Zahul, State Traffic Engineer  
Angela Robinson, Financial Management Administrator  
Lisa Myers, State Project Review Engineer  
Charles "Chuck" Hasty, State Materials Engineer  
Mike Bolden, State Utilities Engineer  
Ken Thompson, Statewide Location Bureau Chief  
Andy Casey, State Roadway Design Engineer  
Attn: Mac Cranford, Design Group Manager  
Tamaya Huff, State Pedestrian and Bicycle Coordinator  
Rachel Brown, District Engineer  
Scott Lee, District Preconstruction Engineer  
Jonathan Walker, District Utilities Engineer  
Emmanuella Myrthil, State Safety Program Coordinator  
Loren Frost Bartlett, Project Manager  
BOARD MEMBER - 13th Congressional District

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

Project Type: Safe Routes To School

P.I. Number: 0010403

GDOT District: Seven

County: Fulton

Federal Route Number: N/A

State Route Number: N/A

**Mary M. Bethune Elementary School - Safe Routes To School Program (SRTS)**

Submitted for approval:

*Mac Crummond*  
GDOT Concept/Design Phase Office Head & Office

12-12-12  
DATE

*[Signature]*  
GDOT Project Manager

1-25-13  
DATE

*[Signature]*  
State Program Delivery Engineer

2/8/2013  
DATE

**APPROVALS**

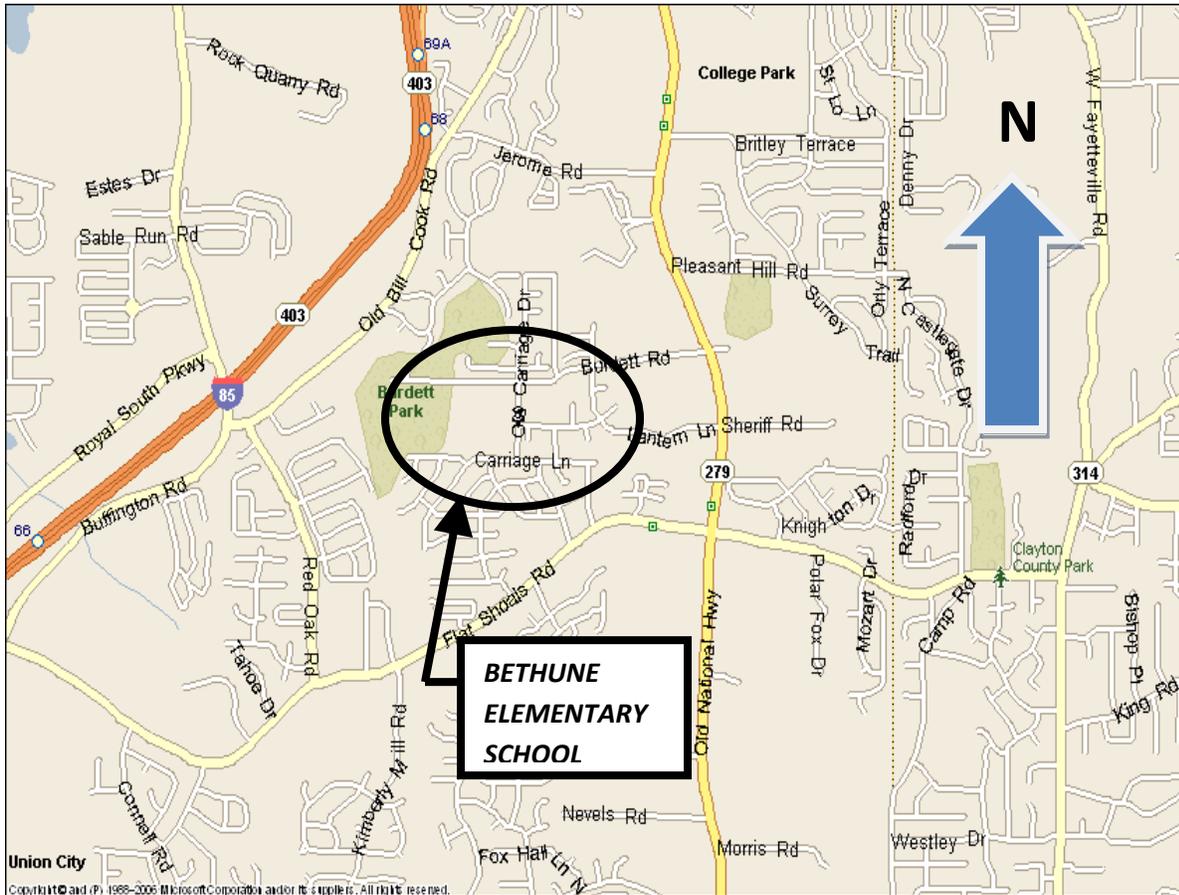
Concur: \_\_\_\_\_  
Director of Engineering

\_\_\_\_\_  
Date

Approve: *Bill R. M. M.*  
Chief Engineer

2/15/13  
Date

### PROJECT LOCATION



## **PLANNING & BACKGROUND DATA**

**Project Justification Statement:** This project is a Safe Routes to School (SRTS) infrastructure project that would improve pedestrian and bicycle accessibility for students within a two-mile radius of Bethune Elementary School

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 had dedicated dollars to help with infrastructure improvements (i.e. 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.

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

Fulton County has maintained neighborhood schools throughout the system. Because of the lack of existing pedestrian and bicycle facilities, most students are transported to school by personal vehicles and/or school buses. With addition of sidewalks, whether around the schools or connecting the schools to other routes, and increased lighting for an existing paved walking/biking trail, many more students would be able to bike or walk to school.

Approximately 455 students at Bethune Elementary School live within one mile of the school, but currently only a small percentage (14%) of the students walk or bike to school because of the lack of pedestrian friendly facilities. Due to gaps in existing sidewalks and lack of bicycle facilities, students walking or bicycling to school must utilize the roadways or unpaved pathways.

Adding ADA/PROWAG compliant sidewalks around Bethune Elementary School and providing traffic calming devices for nearby intersections would improve the pedestrian infrastructure and will encourage walking and biking to and from the school.

**Description of the proposed project:** This project consists of providing new 5-ft Sidewalks with a 2-ft grass buffer along existing curb & gutter will be provided on both sides of Old Carriage Lane, along Carriage Lane from Ocean Valley Rd. to Guilford Lane, and both sides of Ocean Valley Rd. from the school's south entrance to Carriage Lane. Sidewalks will also be provided along the left side of Carriage Lane from Middleburg Dr. to Ocean Valley Rd. Crosswalks, striping, and ADA Ramps will be provided at the following intersections: 1) Old Spanish Trail & Old Carriage Drive. 2) Middleburg Dr, Carriage Lane & Ocean Valley Road, Hillandale Dr, Carriage Court, and Guilford Lane. All required signs, striping and lighting will also be provided/installed for the "school zone" area(s) since none currently exist. The net length of the project is approximately 0.45 miles and is located approximately 4.3 miles south of the City of College Park in Fulton County.

**Federal Oversight:**  Full Oversight  Exempt  State Funded  Other

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

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

**Congressional District(s):** 13

**Projected Traffic ADT:**

Current Year (2012): N/A      Open Year (2016): N/A      Design Year (2036): N/A

**Functional Classification (Mainline):** Urban Local Road

**Is this project on a designated bike route?**  No  YES

**Is this project located on a pedestrian plan?**  No  YES

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

**CONTEXT SENSITIVE SOLUTIONS**

Issues of Concern: N/A

Context Sensitive Solutions: N/A

**DESIGN AND STRUCTURAL DATA**

**Mainline Design Features:** *Carriage Lane, Ocean Valley Rd, Old Carriage Lane*

Feature	Existing	Standard*	Proposed
<b>Typical Section</b>			
- Number of Lanes	2	2	2
- Lane Width(s)	12'	10' minimum 12' desirable	12'
- Grassed Buffer	N/A	2' min/6' des	2'
- Shoulder Width & Type	8'-12'/Urban	10' minimum 16' desirable	12' Urban
- Sidewalks	5'	5'	5'
- Auxiliary Lanes	NO		NO
- Bike Lanes	NO		NO
Posted Speed	25 mph		25 mph
Design Speed	25 mph		25 mph
Min Horizontal Curve Radius	N/A		N/A
Superelevation Rate	N/A		N/A
Grade	N/A		N/A
Access Control	N/A		N/A
Right-of-Way Width	60'		60'

<b>Maximum Sidewalk Cross Slope</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>
<b>Minimum Crosswalk Width</b>	<b>8'</b>	<b>8'</b>	<b>8'</b>

\*According to current GDOT design policy if applicable

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:** N/A

**Major Interchanges/Intersections:** None

**Utility Involvements:** To be addressed by contractor

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

**SUE Required:**  Yes  No

**Railroad Involvement:** N/A

**Right-of-Way:**

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

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

**Location and Design approval:**  Not Required  Required

**Off-site Detours Anticipated:**  No  Yes  Undetermined

**Transportation Management Plan [TMP] Required:**  No  Yes  
 If Yes: Project classified as:  Non-Significant  Significant  
 TMP Components Anticipated:  TTC /SP150  TO  PI

**Design Exceptions to FHWA/AASHTO controlling criteria anticipated:**

<b>FHWA/AASHTO Controlling Criteria</b>	<b>YES</b>	<b>NO</b>	<b>Undetermined</b>
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. Bridge Structural Capacity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Design Variances to GDOT standard criteria anticipated:**

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

**ENVIRONMENTAL DATA**

**Anticipated Environmental Document:**

GEPA:       NEPA:  Categorical Exclusion       EA/FONSI       EIS

**Air Quality:**

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

The project is exempt because the proposed work would NOT increase capacity and conforms to the 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"/>	
6. Coastal Zone Management Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

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

Is a PAR required?  No  Yes  Completed – Date:

**NEPA/GEPA:** To Be Determined (TBD) - PCE anticipated

**Ecology:** TBD – No adverse impacts anticipated

**History:** TBD – No adverse impacts anticipated

**Archeology:** TBD – No adverse impacts anticipated

**Air & Noise:** N/A

**Public Involvement:** N/A

**Major stakeholders:**

- Fulton County
- Mary Bethune Elementary PTA
- Local Law Enforcement
- Burdett Park

**CONSTRUCTION**

Issues potentially affecting constructability/construction schedule: None

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
Right-of-Way Acquisition	GDOT (None anticipated)
Utility Relocation	Utility
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	GDOT (None anticipated)
Providing Detours	GDOT (None anticipated)
Environmental Studies, Documents, and Permits	GDOT

Environmental Mitigation	GDOT, if applicable
Construction Inspection & Materials Testing	GDOT

**Lighting required:**  No  Yes  
 Maintenance Agreement with Fulton County anticipated

**Concept Meeting:** October 16, 2012

**Other projects in the area:** none

**Other coordination to date:** Pre-survey Meeting on November 15, 2012

**Project Cost Estimate and Funding Responsibilities:**

	Breakdown of PE	ROW	Utility	CST*	Environmental Mitigation	Total Cost
By Whom	GDOT	N/A	N/A	GDOT	N/A	
\$ Amount	\$140,000	\$0	\$0	\$487,154	\$0	\$626,345
Date of Estimate	3/22/2011			12/6/2012		

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

**ALTERNATIVES DISCUSSION**

**Alternative selection:** No build

**Comments:** None

**Attachments:**

1. Concept Layout
2. Typical sections
3. Detailed Cost Estimates:
  - a. Construction including Engineering and Inspection
  - b. Liquid AC Cost Adjustment
4. Minutes of Concept meetings
5. Approved SRTS application





# DETAILED COST ESTIMATE



**Job: 0010403**

JOB NUMBER: 0010403

FED/STATE PROJECT NUMBER N/A

SPEC YEAR: 01

DESCRIPTION: MARY M. BETHUNE ELEM. SRTS

**ITEMS FOR JOB 0010403**

**0010 - ROADWAY**

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0099	150-1000	1.000	LS	\$25,000.00000	TRAFFIC CONTROL - N/A	\$25,000.00
0104	210-0100	1.000	LS	\$65,000.00000	GRADING COMPLETE - N/A	\$65,000.00
0134	402-3100	40.000	TN	\$77.44558	REC AC 9.5 MM SP, TPI, GP1ORBL1, INCL BM&HL	\$3,097.82
0109	441-0018	110.000	SY	\$43.85308	DRIVEWAY CONCRETE, 8 IN TK	\$4,823.84
0114	441-0104	3328.000	SY	\$21.61131	CONC SIDEWALK, 4 IN	\$71,922.44
0154	441-4020	740.000	SY	\$29.95864	CONC VALLEY GUTTER, 6 IN	\$22,169.39
0118	441-6022	220.000	LF	\$26.59967	CONC CURB & GUTTER, 6"X30"TP2	\$5,851.93
0119	500-3201	185.000	CY	\$431.13837	CL B CONC, RET WALL	\$79,760.60
0139	611-3010	17.000	EA	\$1,398.75407	RECONSTR DROP INLET, GROUP 1	\$23,778.82
0159	682-9030	1.000	LS	\$65,000.00000	LIGHTING SYSTEM N/A	\$65,000.00
<b>SUBTOTAL FOR ROADWAY:</b>						<b>\$366,404.84</b>

**0020 - SIGNING AND MARKING**

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0124	636-1033	90.000	SF	\$19.43759	HWY SIGNS, TP1MAT, REFL SH TP 9	\$1,749.38
0129	636-2070	420.000	LF	\$6.83468	GALV STEEL POSTS, TP 7	\$2,870.57
0069	653-0110	2.000	EA	\$64.38897	THERM PVMT MARK, ARROW, TP 1	\$128.78
0094	653-0110	2.000	EA	\$64.38897	THERM PVMT MARK, ARROW, TP 1	\$128.78
0074	653-1704	120.000	LF	\$4.75699	THERM SOLID TRAF STRIPE, 24", WH	\$570.84
0079	653-1804	1500.000	LF	\$2.17668	THERM SOLID TRAF STRIPE, 8", WH	\$3,265.02
0064	999-3420	2.000	EA	\$35,000.00000	RADAR SPEED DISPLAY UNIT	\$70,000.00
<b>SUBTOTAL FOR SIGNING AND MARKING:</b>						<b>\$78,713.37</b>

**0030 - EROSION CONTROL**

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0010	163-0232	1.000	AC	\$541.82117	TEMPORARY GRASSING	\$541.82
0053	163-0240	3.000	TN	\$169.74607	MULCH	\$509.24
0144	163-0550	17.000	EA	\$140.53158	CONS & REM INLET SEDIMENT TRAP	\$2,389.04
0020	165-0030	2000.000	LF	\$0.73297	MAINT OF TEMP SILT FENCE, TP C	\$1,465.94
0149	165-0105	9.000	EA	\$49.43562	MAINT OF INLET SEDIMENT TRAP	\$444.92
0025	171-0030	4000.000	LF	\$2.68064	TEMPORARY SILT FENCE, TYPE C	\$10,722.56
0030	700-6910	1.000	AC	\$982.05043	PERMANENT GRASSING	\$982.05
0035	700-7000	3.000	TN	\$111.90558	AGRICULTURAL LIME	\$335.72
0045	700-8000	1.000	TN	\$548.36991	FERTILIZER MIXED GRADE	\$548.37
0050	700-8100	50.000	LB	\$2.56072	FERTILIZER NITROGEN CONTENT	\$128.04
<b>SUBTOTAL FOR EROSION CONTROL:</b>						<b>\$18,067.70</b>

**TOTALS FOR JOB 0010403**

ITEMS COST:	\$463,185.91
COST GROUP COST:	\$0.00
ESTIMATED COST:	\$463,185.91
CONTINGENCY PERCENT:	0.00
ENGINEERING AND INSPECTION:	0.05
ESTIMATED COST WITH CONTINGENCY AND E&I:	\$486,345.21

**PROJ. NO.** \*\*\* SRTS \*\*\*  
**P.I. NO.** 0010403  
**DATE** 12/12/2012

CALL NO.

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Dec-12	\$ 3.276
DIESEL		\$ 3.997
LIQUID AC		\$ 568.00

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)				<b>681.6</b>	\$	<b>681.60</b>
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	908.80		
Monthly Asphalt Cement Price month project let (APL)			\$	568.00		
<b>Total Monthly Tonnage of asphalt cement (TMT)</b>				<b>2</b>		

ASPHALT	Tons	%AC	AC ton
Leveling	0	5.0%	0
12.5 OGFC	0	5.0%	0
12.5 mm	0	5.0%	0
9.5 mm SP	40	5.0%	2
25 mm SP	0	5.0%	0
19 mm SP	0	5.0%	0
	<b>40</b>		<b>2</b>

**BITUMINOUS TACK COAT**

Price Adjustment (PA)				\$	<b>36.59</b>	\$	<b>36.59</b>
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	908.80			
Monthly Asphalt Cement Price month project let (APL)			\$	568.00			
<b>Total Monthly Tonnage of asphalt cement (TMT)</b>				<b>0.107377523</b>			

Bitum Tack

Gals	gals/ton	tons
25	232.8234	0.10737752

**BITUMINOUS TACK COAT (surface treatment)**

Price Adjustment (PA)				<b>90.75376444</b>	\$	<b>90.75</b>
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	908.80		
Monthly Asphalt Cement Price month project let (APL)			\$	568.00		
<b>Total Monthly Tonnage of asphalt cement (TMT)</b>				<b>0.266296257</b>		

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.	310	0.20	62	232.8234	0.266296257
Double Surf.Trmt.	0	0.44	0	232.8234	0
Triple Surf. Trmt	0	0.71	0	232.8234	0
					0.266296257

**TOTAL LIQUID AC ADJUSTMENT** \$ **808.95**

## **Concept Team Meeting, Bethune Elementary SRTS**

Tuesday October 16, 2012

Ishmael Abdul-Salaam, Bethune Vice Principal  
Bethune PTA Members  
Antonio Valenzuela, Fulton County  
Carleton Fisher, GDOT PM  
Emmanuella Myrthil, SRTS Program Manager  
Mac Cranford, D7  
Gerald Ford, D7

Discussion on proposed project footprint. Project limits will be Carriage Lane from Ocean Valley to Guilford Lane; Ocean Valley from Carriage Lane to school entrance; Old Carriage Drive from Carriage Lane to Old Spanish Trail.

Discussion of scope. Sidewalks on both sides of Carriage Lane from Ocean Valley Road to Guilford Lane. Sidewalks on both sides of Ocean Valley Road approaching south entrance of school. No bike lanes will be added. Intersection improvements at Old Spanish Trail and Old Carriage Drive; Ocean Valley Road and Carriage Lane to include crosswalks signage, possibly lighting (ped lighting/flashing beacons). Lighting may be responsibility of Fulton County. Possibility of speed bumps/rumble strips posed. Discussed possibly adding/extending sidewalks to identified scope of work.

Question regarding coordination with MARTA regarding bus stops was raised.

Question raised regarding possible removal of overgrown trees where encroaches on sidewalk.

School staff expressed concerns regarding construction schedule conflicting with parent pickup/dropoff. Coordination will be required.

Fulton County will take over maintenance of infrastructure after construction.

CD 13

Department of Public Works  
141 Pryor Street, S.W., Suite 6001  
Atlanta, GA 30303  
Telephone: (404) 730-7400  
Fax: (404) 224-0978



Angela Parker  
Director

November 23, 2010

SRTS Coordinator  
Office of Traffic Operations  
Georgia Department of Transportation  
Traffic Management Center  
935 East Confederate Avenue, Building 24  
Atlanta, GA 30316

**Re: 2010 GEORGIA SAFE ROUTES TO SCHOOL (SRTS) PROGRAM GRANT APPLICATION**

Dear Sir/Madam:

In response to the Georgia Department of Transportation call for Safe Routes to School project applications, enclosed for funding consideration are:

- One (1) original signed hardcopy
- Five (5) hardcopies of application
- Two (2) compact discs (CD)

Please feel free to contact me at 404-612-8102 or Antonio Valenzuela at 404-612-0520 or [Antonio.Valenzuela@fultoncountyga.gov](mailto:Antonio.Valenzuela@fultoncountyga.gov) , if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Angela Parker".

Angela Parker

Attachments (3)

CD 13

**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:	SRTS at Bethune Elementary School				
Agency Name:	Fulton County Department of Public Works				
Project Contact Person:	Angela Parker				
Position/Title:	Public Works Director				
Mailing Address:	141 Pryor street, SW Suite 6000				
City:	Atlanta	State:	GA	Zip Code:	30303
Daytime Phone:	404-612-8102		Email Address:	FOR INTERNAL USE ONLY	
Fax Phone:	404-730-6325		Ranking:		Date submitted
			Angela.parker@fultoncountyga.gov		

School 1 Name:	Mary M. Bethune Elementary School		School 2 Name:	
Mailing Address:	5925 Old Carriage Drive, College Park, GA 30349		Mailing Address:	
City:	College Park	School District:	City:	School District:
County:	Fulton	Fulton County Schools	County:	

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

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

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

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

\*Do you have more than ten (10) schools for proposed infrastructure project?  No  Yes. 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:** \$503,650

By signing, applicant attests to being authorized to sign for **Fulton County Department of Public Works** and that all information contained herein is true and correct to the best of his/her knowledge.

  
 Signature of Project Contact Person \_\_\_\_\_  
 \_\_\_\_\_  
 Date 11-22-10

## 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.**

Mary M. Bethune Elementary School is in the Fulton County School District and is located near College Park, part of unincorporated Fulton County. The school building is near the intersection of Old Spanish Trail and Old Carriage Drive. This intersection is the most direct way for students living in the surrounding communities to access the school.

Bethune is a Title I school with an enrollment of 747 students of whom 87% are eligible for the Free and/or Reduced Meal Program. Bethune is one of ten schools in Georgia that received a planning assistance grant from the National Center for Safe Routes to School to create its Safe Routes to School (SRTS) Plan. It is currently a Silver Level partner with the Georgia SRTS Resource Center.

Bethune launched its Safe Routes to School team in October 2009 to create a comprehensive SRTS Plan. The team includes stakeholders representing school leadership, parents, students, and community-based organizations. Team members have collected extensive data for the needs assessment portion of the SRTS Plan.

Bethune has long supported parents' interest in alternative modes of travel to school. During the fall of 2009, it conducted a survey to better understand the barriers to walking and biking to school. The school distributed 688 surveys and received 220 responses, for a response rate of 32%. This high response rate reflects the value that parents place on walking and biking to school. In the survey, 42 respondents indicated that their child had asked permission to walk or bike to school within the past year. Parents indicated that the primary barriers for allowing their children to walk or bike to school included:

- Not enough time in the morning
- Too much traffic at high rates of speed
- Sidewalks not present along entire walking route
- Only one school crossing guard who cannot be present at key intersections along walking route
- Students not old enough to walk alone or with other students
- Violence and crime in the area

The survey results indicated that if some of the conditions listed above were changed, parents would reconsider allowing their children to walk to school. The top issues that would influence the parents' decision to allow their children to walk to school are listed below along with a summary of the current conditions.

Issue	Change would affect decision	Current Conditions
1. Violence/ crime	32%	<ul style="list-style-type: none"> <li>• The surrounding neighborhoods experience a high rate of crime</li> <li>• According to NeighborhoodScout.com, College Park has 213 crimes per square mile compared to 9 for the state of GA</li> <li>• 94 registered sex offenders live in 30349</li> </ul>
2. Safety of intersections & crossings	28%	<ul style="list-style-type: none"> <li>• Motorists on Old Carriage Dr and Burdett Rd do not always observe stop signs or stop bars</li> <li>• There are now two Crossing Guards at the corner of Burdett Rd and Old Carriage Dr and at the corner of Carriage Lane and Ocean Drive</li> <li>• Neighborhoods surrounding the school lack street lighting – parents are reluctant to allow children to walk during the winter months when it is dark</li> </ul>
3. Traffic speed along route to school	25%	<p><u>Local Traffic Violation Highlights</u></p> <ul style="list-style-type: none"> <li>• Following Too Closely – 79 violations</li> <li>• Speeding – 58 violations</li> <li>• Failure To Yield – 48 violations</li> <li>• Failure To Register Vehicle – 48 violations</li> <li>• Unsafe Motor Vehicle – 42 violations</li> <li>• Vehicle Entering Roadway – 37 violations</li> <li>• Driving With Suspended License – 34 violations</li> <li>• Obedience To Traffic Control Device – 28 violations</li> <li>• No Proof of Insurance – 26 violations</li> <li>• No Drivers License – 23 violations</li> <li>• Vehicle Turning Left – 22 violations</li> <li>• Failure To Signal – 17 violations</li> <li>• Driving While Registration Suspended, Canceled Or Revoked – 15 violations</li> </ul> <p>(Source: Fulton County Police Department 2009-2010 Statistical Information)</p>
4. Lack of sidewalks or pathways	23%	<ul style="list-style-type: none"> <li>• The only sidewalks located in the neighborhood, outside of the downtown area, are in front of Bethune – on one side of Old Carriage Dr and both sides of Burdett Rd</li> <li>• The existing sidewalks are too narrow and not ADA compliant</li> <li>• On-street parking is permitted in front of the school along Old Carriage Dr during arrival and dismissal which leads to congestion and conflicts between walkers and motorists</li> </ul>
5. Lack of adults to walk/bike with	19%	<ul style="list-style-type: none"> <li>• Parents don't have enough time to escort children to and from school because of their work schedule</li> </ul>

The survey results reflected parents' mixed attitude towards Bethune's support for walking and biking to school:

- 11% of parents felt that Bethune either encouraged or strongly encouraged their children to walk or bike to school
- 80% were neutral
- 9% of parents felt that the school either discouraged or strongly discouraged their children to walk or bike to school

Obviously, there is an opportunity for Bethune Elementary School to raise awareness about its support for the SRTS program and to better engage parents in the process.

The Fulton County Schools Police Department conducted a Traffic Control Assessment at Bethune on April 17, 2009. Observations included:

- More vehicles dropped students off in the morning (over 350) than picked them up in the afternoon
- More pedestrians crossed major thoroughfares in the afternoon (more than 21) than in the morning
- More pedestrians crossed minor thoroughfares in the morning (more than 21) than in the afternoon
- There were between 1-10 locations where pedestrians crossed without a crosswalk adjacent to the school site
- The posted speed limit of the major thoroughfare providing access to the school site was 15 miles per hour
- More than 31 pedestrians were observed entering the school property

As of October 2010, 50% of the students live within 1 mile of school. Approximately 14% regularly walk to and from school and less than 1% ride a bicycle. School enrollment by distance (1/2-, 1-, and 2-mile buffer) is depicted on map 1.





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

School Information	School 1	2	3	4	5	6	7	8	9	10
% Free/Reduced Lunch	87%									
% Asian	0%									
% African-American	97%									
% Caucasian	1%									
% Hispanic	1%									
% Native American	0%									
% other	1%									

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

School Information	School 1	2	3	4	5	6	7	8	9	10
School Enrollment	747									
½ mile	197									
1 mile	455									
2 miles	680									
Estimated percent of current walkers & bikers	14%									

**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.**

The SRTS team's primary infrastructure goal is to improve the physical environment along existing walking routes that students use. Physical changes the team feels will help meet this goal include installing new sidewalks that meet American with Disabilities Act (ADA) guidelines, improving crossings to make students more visible to drivers, and improving safety for all travel modes on the school campus. Student safety is the primary criteria to determine project priorities.

One of the long-term goals is to establish a well-connected sidewalk network throughout the local neighborhoods so that families can walk for more of their daily trips, rather than drive. Recognizing that constructing sidewalks takes significant time and funding, the team has prioritized those streets where students are currently walking and where there are large concentrations of student residences. Likewise, there is a need for lighting throughout the neighborhoods. The SRTS team recommends that lighting be installed at the same time as sidewalks. The highest priority for lighting should be given to those intersections identified where students cross. Finally, drainage and ADA compliance will need to be evaluated for all recommendations at the time of design. Recommended improvements, by location, are provided in the table below and depicted on map 2.

Please note that:

- All design improvements should be in accordance with FHWA and AAHSTO guidelines
- Crosswalks should be properly defined where pedestrians cross
- Existing intersections do not support accessible crossings and require sidewalks and curb returns

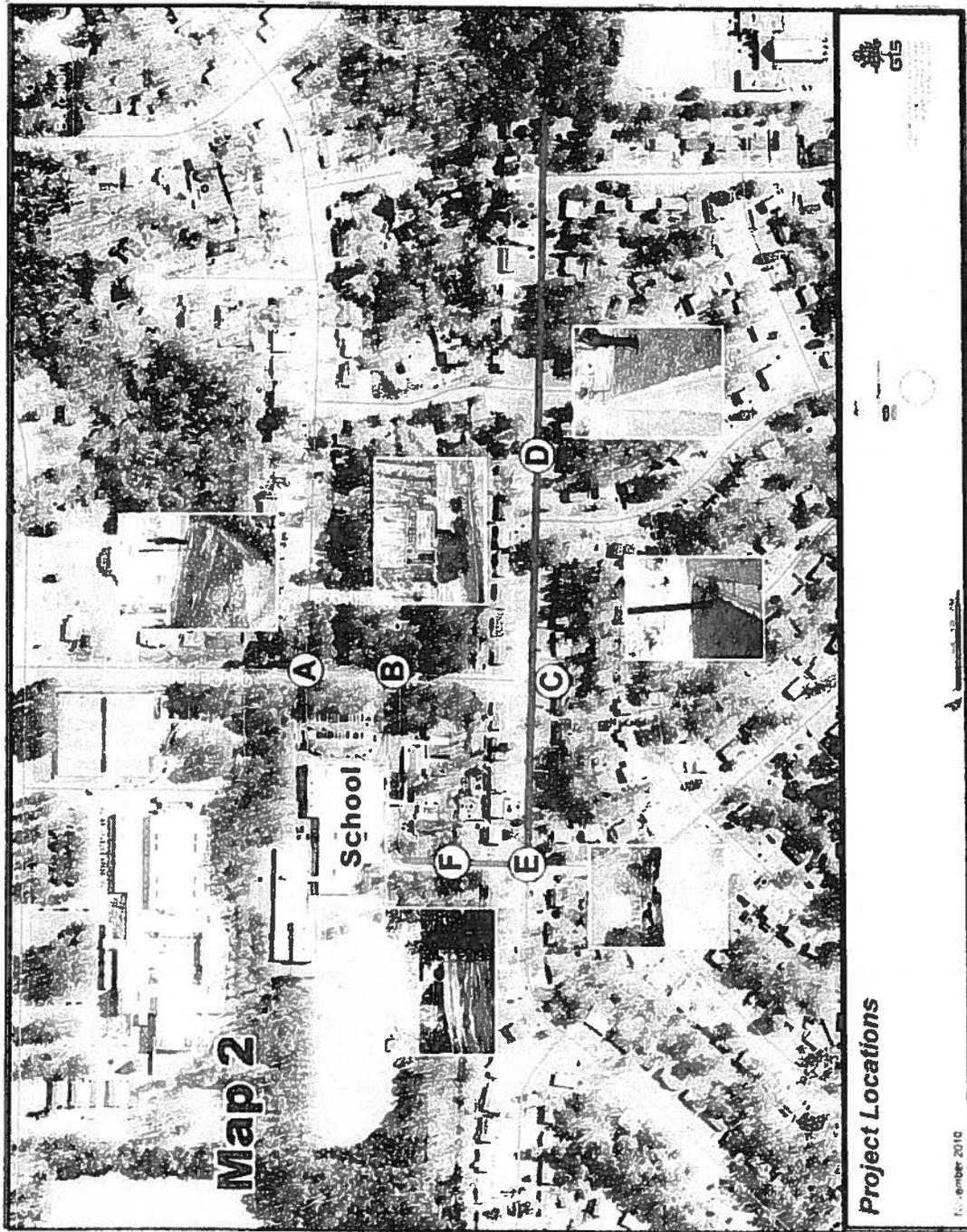


Table 1  
Project Locations

Map Key	Location	Need	Recommended Treatment
A	Intersection of Old Spanish Trail and Old Carriage Drive	<p>Regardless of mode, students arrive and depart from school through this intersection. The intersection is comprised of 2 lanes of travel for Old Spanish Trail and 2 lanes of travel for Old Carriage Drive. Student pedestrians crossing Carriage Lane when waiting to cross are sometimes not visible to motorists. In addition, because many students cross at one time, sometimes there is not enough room for all students on the corner waiting to cross.</p> <p>This intersection connects to one of three main neighborhoods around Bethune Elementary School. A significant number of students live along this road. This intersection is the most direct way for these students to access the school.</p>	<p>Consider curb extensions on the northeast and northwest corners of the intersection. Stripe stand-back lines at all four corners. Ultimate design of curb extensions should effectively calm traffic, but not impede buses from making the turn. The design should be ADA compliant and meet MUTCD standards.</p> <p>Install a raised crosswalk across Old Carriage Drive with a high visibility pattern. Ultimate design will need to address possible impacts on drainage and should be ADA compliant.</p> <p>Install reflective stop bars for all four legs of the four-way stop. This would need to be supported by 2009 MUTCD signage and other enforcement strategies.</p>
B	Old Carriage Drive, at both extents of the school zone	Drivers may be unaware they are entering Bethune Elementary School's school zone.	<p>Install signs for school crossings, school zone boundaries and school speed limits. These signs should be compliant with 2009 MUTCD standards in both content and material.</p> <p>Install "School Zone" pavement markings on both boundaries of the school zone.</p> <p>Install ADA Ramps</p> <p>Install crosswalks along Old Carriage lane</p>
C	Intersection of Carriage Lane and Old Carriage Drive	<p>Regardless of mode, students arrive and depart from school through this intersection. The intersection is comprised of 2 lanes of travel for Carriage Lane and 2 lanes of travel for Old Carriage Drive. Student pedestrians crossing Carriage Lane when waiting to cross are sometimes not visible to motorists. In addition, because many students cross at one time, sometimes there is not enough room for all students on the corner waiting to cross. Sometimes a crossing guard is present to assist students, but due to budget constraints, this is not a regular occurrence.</p> <p>Several students attending Bethune Elementary School live in this neighborhood. On Georgia Walk to School Day 30% of participating students crossed here to get to school.</p>	<p>Consider curb extensions, with stand-back lines for pedestrians crossing Carriage Lane. The curb extensions will be on the northeast and northwest corners of the intersection. Ultimate design of curb extensions should effectively calm traffic, but not impede buses from making the turn. The design should be ADA compliant and meet MUTCD standards.</p> <p>Install a raised crosswalk across Carriage Lane painted in a high visibility pattern. Ultimate design should address the impact on drainage.</p> <p>Install stop signs and advanced stop bars for all three directions. Ultimate design will need to comply with 2009 MUTCD signage and pavement marking standards.</p>
D	Carriage Lane Sidewalks (Ocean valley Rd to End (easterly direction))	Carriage Lane provides a direct walking route for students living in the surrounding neighborhoods. motorists use this street as a cut-through to access Flat Shoals Road, a major arterial of the community. The street currently does not have	Install 5' wide sidewalk with 2' grass buffer on both sides. Install crosswalks at intersections along the route. Ramps should be ADA complaints.

Safe Routes To School: Fulton County Government and Bethune ES

Map Key	Location	Need	Recommended Treatment
		<p>sidewalks on either side.</p> <p>Carriage Lane connects the three neighborhoods surrounding the school. On Georgia Walk to School Day 70% of participating students walked along this road to get to school.</p>	
E	<p>Intersection of Ocean Valley Road/School south entrance and Carriage Lane</p>	<p>Students walking to and from school cross paths with motorists leaving the school through the south exit.</p>	<p>Consider curb extensions, with stand-back lines for pedestrians crossing Carriage Lane. The curb extensions will be on the northeast and northwest corners of the intersection. Ultimate design of curb extensions should effectively calm traffic, but not impede buses from making the turn. The curb extensions design should be ADA compliant.</p> <p>Consider making this intersection a four-way stop with the appropriate 2009 MUTCD signage and pavement markings (stop bars).</p> <p>Install high visibility crosswalk and stop bars along all four legs of the intersection.</p>
F	<p>School Entrance: Ocean Valley Road to Carriage Lane</p>	<p>Students entering the school from Ocean Valley Road do not have a sidewalk that leads to the school entrance. The sidewalk that connects the school entrance to Ocean Valley Road disappears after several feet. Students walking home from school must walk in the grass or in the driveway to reach Ocean Valley Road. Additionally, the school's dumpster is positioned on the sidewalk, blocking the walkway into and out of school.</p>	<p>Install 5' wide sidewalk with 2' grass buffer on both sides. Ultimate design should address existing utilities and the impacts on drainage and should be ADA compliant.</p>

*Safe Routes To School: Fulton County Government and Bethune ES*

*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?**

Bethune's SRTS Plan addresses the concerns and issues identified in Section 2 to increase the number of students walking or biking to school.

Issue	SRTS Plan Remedy
1. Violence/ crime	<ul style="list-style-type: none"> <li>• The SRTS team will work with the Neighborhood Watch Program to identify Safe Havens, local churches, businesses, etc., where students can go if they feel unsafe.</li> <li>• Bethune Elementary has finalized an agreement with Mr. Everett Outlaw, Park Supervisor, Burdett Park to provide Burdett Park facilities as a safe haven for students traveling to and from Bethune Elementary School.</li> </ul>
2. Safety of intersections & crossings	<ul style="list-style-type: none"> <li>• Partnering with the transportation department at Fulton County Government, the SRTS team will prioritize the list of recommended infrastructure treatments to ensure properly designed sidewalks that comply with ADA rules.</li> <li>• The SRTS team will explore adding additional crossing guards at key intersections.</li> <li>• Bethune Elementary School, Assistant Principal Ishmael Abdul-Salaam to coordinate special police patrols at least three times a year during the 2010-2011 school year and each subsequent year.</li> </ul>
3. Traffic speed along route to school	<ul style="list-style-type: none"> <li>• The SRTS team will partner with local law enforcement to monitor traffic speeds on Spanish Trail, Old Carriage Drive and Carriage Lane.</li> </ul>
4. Lack of sidewalks or pathways	<ul style="list-style-type: none"> <li>• Fulton County Government will partner with GDOT on the preliminary engineering assessment and project design.</li> <li>• In partnership with Fulton County Government, Bethune Elementary School has created and developed a SRTS Travel Plan that includes infrastructure improvements for students that walk and bicycle to school.</li> </ul>
5. Lack of adults to walk/bike with	<ul style="list-style-type: none"> <li>• The PTA will convene a SRTS committee and will help raise awareness and solicit adults to lead the walking school buses in the neighborhoods.</li> <li>• The school's website provides information about the infrastructure and engineering study along with links to safe schools programs and services.</li> </ul>

Section 4 will describe in detail the various education, encouragement, enforcement and evaluation activities that will be conducted as part of Bethune's SRTS Travel Plan to increase the number of students walking and biking to school and to improve the environment within the school vicinity.

**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.**

Bethune Elementary School started working on its SRTS Plan in the fall of 2009 when it collected data from a National Center for Safe Routes to School survey. The SRTS team at Bethune officially convened in January 2010. Since then the team has met five times to formulate the school's SRTS Plan. The current SRTS Travel Plan is available at:

[http://www.fultonschools.org/school/bethune/index\\_files/Page495.htm](http://www.fultonschools.org/school/bethune/index_files/Page495.htm)

Because of resource constraints, there is not a full-time coordinator for SRTS at Bethune; however, the principal has charged Mr. Abdul-Salaam to be responsible for program development and implementation. Mr. Abdul-Salaam chairs the SRTS team and liaises with various stakeholder groups.

Current members of the Bethune Elementary School SRTS Team include:

<b>Dr. Gwendolyn Miller</b> Principal Bethune Elementary School	<b>Captain Cotton-Tukes</b> Fulton County Police Department
<b>Ishmael Abdul-Salaam</b> Assistant Principal Bethune Elementary School	<b>Antonio Valenzuela</b> Fulton County Public Works
<b>Dr. Donna R. Austin</b> Counselor Bethune Elementary School	<b>Carolyn Atwater</b> Safe Kids Fulton County
<b>John Dunnell Streeter</b> Teacher Bethune Elementary School	<b>Clarrissa Pettijohn</b> Safety Street Georgia
<b>Annisha Johnson</b> Parent SRTS School Champion	<b>Monica Shorts</b> Parent PTA Chair for the SRTS Committee
<b>David Rector</b> Curator Teaching Museum South	

The vision for the SRTS program is that Bethune ES and the surrounding neighborhoods will be a place...

- where students are excited about walking to school
- where students and their families feel safe walking in the neighborhood at all times
- where people value and respect their neighborhood
- where people are not afraid of dogs, gang activity or other threats of violence or disruption
- where students learn the skills for safe walking and biking
- where all residents have the infrastructure that they need to walk and bike safely

The overall goal of the SRTS program is to have 30% of enrolled students walking or biking to school at least 2 days a week by May 2012 as measured by classroom tallies of travel modes. This goal will be achieved by numerous activities that fall under the categories of Education, Encouragement, Enforcement, and Evaluation.

*Education*

Activity	Target Date	Target Number of Students	Comments
Conducted Pedestrian and Bicycle Safety Day on campus to promote safety awareness	9/17/2010	747	<ul style="list-style-type: none"> <li>• Safety Street GA and Safe Kids Fulton County conducted workshops and built upon success of similar event held in April 2010</li> <li>• Fulton County Schools Police Dept., Fulton County Police Dept., and College Park Police Dept. participated</li> </ul>
Enhance the youth perspective in the SRTS Plan by identifying a student liaison to the SRTS team and training students to be Walking Leaders	December 2010	20	<ul style="list-style-type: none"> <li>• Walking Leaders will be selected from the Student Safety Patrol</li> </ul>
Connect Georgia Performance Standards in the PE curriculum to the SRTS Plan	January 2011	747	<ul style="list-style-type: none"> <li>• SRTS team will partner with the PE staff to ensure program activities are aligned to standards</li> <li>• Health and wellness components will also be included</li> </ul>
Identify if any students with disabilities need additional support to walk or bike to school safely	Fall 2010	n/a	<ul style="list-style-type: none"> <li>• SRTS team will partner with appropriate faculty to assess needs</li> </ul>

*Encouragement*

Activity	Target Date	Target Number of Students	Comments
Conducted International Walk to School Day	10/6/2010	200	<ul style="list-style-type: none"> <li>• Over 200 students, parents and community members participated in International Walk to School Day</li> <li>• Fulton County Police provided support for the event</li> <li>• Students received prizes and incentives for participation in program</li> </ul>
Conduct Georgia Walk to School Day	3/2/2011	200	<ul style="list-style-type: none"> <li>• PTA SRTS committee will promote the event</li> <li>• Local media will be invited to</li> </ul>

Safe Routes To School: Fulton County Government and Bethune ES

Activity	Target Date	Target Number of Students	Comments
			observe event
Conduct two Walking School Buses: from Old Carriage Dr and the Burdett Ridge neighborhood	Ongoing	25	<ul style="list-style-type: none"> <li>Student Walking Leaders as well as designated adults will coordinate the Walking School Bus schedule</li> </ul>
Implement a "Caught Being Good" program with Fulton County Police Department	Spring 2011	747	<ul style="list-style-type: none"> <li>Corporal Maureen Smith is working with Bethune to coordinate this effort</li> </ul>

*Enforcement*

Activity	Target Date	Target Number of Students	Comments
Engage the Neighborhood Watch Program to build community support for the SRTS Plan	Nov 2010	200+	<ul style="list-style-type: none"> <li>Members of the Neighborhood Watch Program will be informed of the SRTS Plan and will contact local law enforcement if security issues are identified</li> </ul>
Launch Safe Havens in the surrounding neighborhood	Spring 2011	200+	<ul style="list-style-type: none"> <li>SRTS team has identified World Changers Ministries and Burdett Road Park as Safe Havens for students and will ask block parents who are home during the day to act as Corner Captains to report suspicious behavior to authorities</li> </ul>
Partner with Fulton County Police Department for traffic safety	Ongoing	747	<ul style="list-style-type: none"> <li>Police department assisted with the pedestrian safety portion of the Safe Routes to school education piece</li> </ul>

*Evaluation*

Activity	Target Date	Target Number of Students	Comments
Conduct classroom tallies of travel modes to school	Every Fall	747	<ul style="list-style-type: none"> <li>Data submitted to the National Center for Safe Routes to School- waiting for 2010 results</li> </ul>
Conduct Parent Survey	Every Fall	747	<ul style="list-style-type: none"> <li>Data submitted to the National Center for Safe Routes to School- waiting for 2010 results</li> </ul>

The SRTS team will sustain the program after the grant period by monitoring and updating the SRTS Plan. Team members will work closely with the SRTS Resource Center to take advantage of technical assistance, toolkits, surveys, and other materials. Abby Mattera, our SRTS Resource Center School Outreach Coordinator, has been instrumental in building capacity on the SRTS team and informing our work.

**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.

Table 2

Project Cost Estimates

PAY ITEM	TOTAL QTY.	UNIT	DESCRIPTION	Total Cost
<b>ROADWAY ITEMS</b>				
150-1000	LS	LUMP	TRAFFIC CONTROL – STP-000-00 (189)	\$15,000.00
210-0100	LS	LUMP	GRADING COMPLETE – STP-000-00(189)	\$150,000.00
310-1101	LS	LUMP	GR AGGR BASE CRS, INCL MATL	\$24,000.00
441-0014	LS	LUMP	DRIVEWAY CONCRETE, 4 IN THK	\$26,250.00
441-0104	LS	LUMP	CONC SIDEWALK, 4 IN	\$240,000.00
611-5360	LS	LUMP	RESET HIGHWAY SIGNS	\$6,000.00
636-1020	LS	LUMP	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING TP 3	\$1,000.00
636-1031	LS	LUMP	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING TP 6	\$1,400.00
636-2070	LS	LUMP	GALV STEEL POSTS, TP 7	\$1,500.00
636-2090	LS	LUMP	GALV STEEL POSTS, TP 9	\$1,250.00
653-1704	LS	LUMP	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	\$1,000.00
653-1804	LS	LUMP	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	\$8,000.00
163-0232	LS	LUMP	TEMPORARY GRASSING	\$2,250.00
163-0240	LS	LUMP	MULCH	\$12,000.00
165-0010	LS	LUMP	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	\$8,000.00
700-6910	LS	LUMP	PERMANENT GRASSING	\$6,000.00
			<b>Total</b>	<b>\$503,650.00</b>

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 funded, will be designed and implemented by Georgia Department of Transportation. Upon completion of construction, the undersigned agree to provide regular maintenance on the new infrastructure. The undersigned affirm that all statements in this application are true and complete to the best of the applicant's knowledge. Please attach additional signature pages if necessary for multiple schools.  
**Signature required from local government official authorized to sign maintenance agreements, or Designee.)**

*Angela Parker*

Signature of City/County Engineer, Mayor,  
 County Commissioner, City Manager, etc.  
**Fulton County Government**

Name of Agency

ANGELA PARKER

Print Name of City/County Engineer, Mayor,  
 County Commissioner, City Manager, etc.

Telephone Number

Date

*Cindy Loe*

Signature of School District Superintendent

Fulton County Schools  
 Name of School District

Dr. Cindy Loe

Print Name of School District Superintendent

404-763-6890

Telephone Number

10/21/10  
 Date

*Gwendolyn Miller*

School 1: Signature of Principal

Bethune Elementary School  
 Name of School

Gwendolyn Miller

School 1: Print Name of Principal

770-991-7940

Telephone Number

10/22/10  
 Date

School 2: Signature of Principal

Name of School

School 2: Print Name of Principal

Telephone Number

Date

School 3: Signature of Principal

Name of School

School 3: Print Name of Principal

Telephone Number

Date

**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.

Table 2

Project Cost Estimates

PAY ITEM	TOTAL QTY.	UNIT	DESCRIPTION	Total Cost
<b>ROADWAY ITEMS</b>				
150-1000	LS	LUMP	TRAFFIC CONTROL – STP-000-00 (189)	\$15,000.00
210-0100	LS	LUMP	GRADING COMPLETE – STP-000-00(189)	\$150,000.00
310-1101	LS	LUMP	GR AGGR BASE CRS, INCL MATL	\$20350.00
441-0014	LS	LUMP	DRIVEWAY CONCRETE, 4 IN THK	\$26,250.00
441-0104	LS	LUMP	CONC SIDEWALK, 4 IN	\$240,000.00
611-5360	LS	LUMP	RESET HIGHWAY SIGNS	\$6,000.00
636-1020	LS	LUMP	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING TP 3	\$1,000.00
636-1031	LS	LUMP	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING TP 6	\$1,400.00
636-2070	LS	LUMP	GALV STEEL POSTS, TP 7	\$1,500.00
636-2090	LS	LUMP	GALV STEEL POSTS, TP 9	\$1,250.00
653-1704	LS	LUMP	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	\$1,000.00
653-1804	LS	LUMP	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	\$8,000.00
163-0232	LS	LUMP	TEMPORARY GRASSING	\$2,250.00
163-0240	LS	LUMP	MULCH	\$12,000.00
165-0010	LS	LUMP	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	\$8,000.00
700-6910	LS	LUMP	PERMANENT GRASSING	\$6,000.00
			<b>Total</b>	\$500,000.00

