

ORIGINAL TO GENERAL FILES

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. #0010451

OFFICE Design Policy & Support

GDOT District 4 - Tifton
Lanier County
Lanier County Primary; Elementary & Middle
Schools - SRTS

DATE November 21, 2011

FROM  for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

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

Attachment

DISTRIBUTION:

Genetha Rice-Singleton, Program Control Administrator
Bobby Hilliard, State Program Delivery Engineer
Cindy VanDyke, State Transportation Planning Administrator
Angela Robinson, Financial Management Administrator
Glenn Bowman, State Environmental Administrator
Kathy Zahul, State Traffic Engineer
Georgene Geary, State Materials & Research Engineer
Ron Wishon, State Project Review Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Michael Henry, Systems & Classification Branch Chief
Joe Sheffield, District Engineer
Brent Thomas, District Preconstruction Engineer
Tim Warren, District Utilities Engineer
Derrick Cameron, Project Manager
BOARD MEMBER - 1st Congressional District

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

Project Type: Safe Routes to School
GDOT District: 4
Federal Route Number: 221

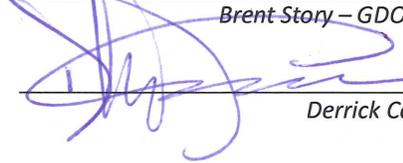
P.I. Number: 0010451
County: Lanier
State Route Number: 31

*Lanier County Primary School, Lanier County Elementary School,
& Lanier County Middle School – Safe Routes To School*

Submitted for approval:

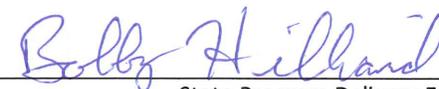


Brent A. Stange
Brent Stange – GDOT Office of Design Policy & Support
DATE: 11/7/2011

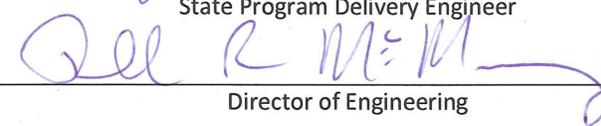


Derrick Cameron
Derrick Cameron, Project Manager
DATE: 14 Nov 2011

Approvals:

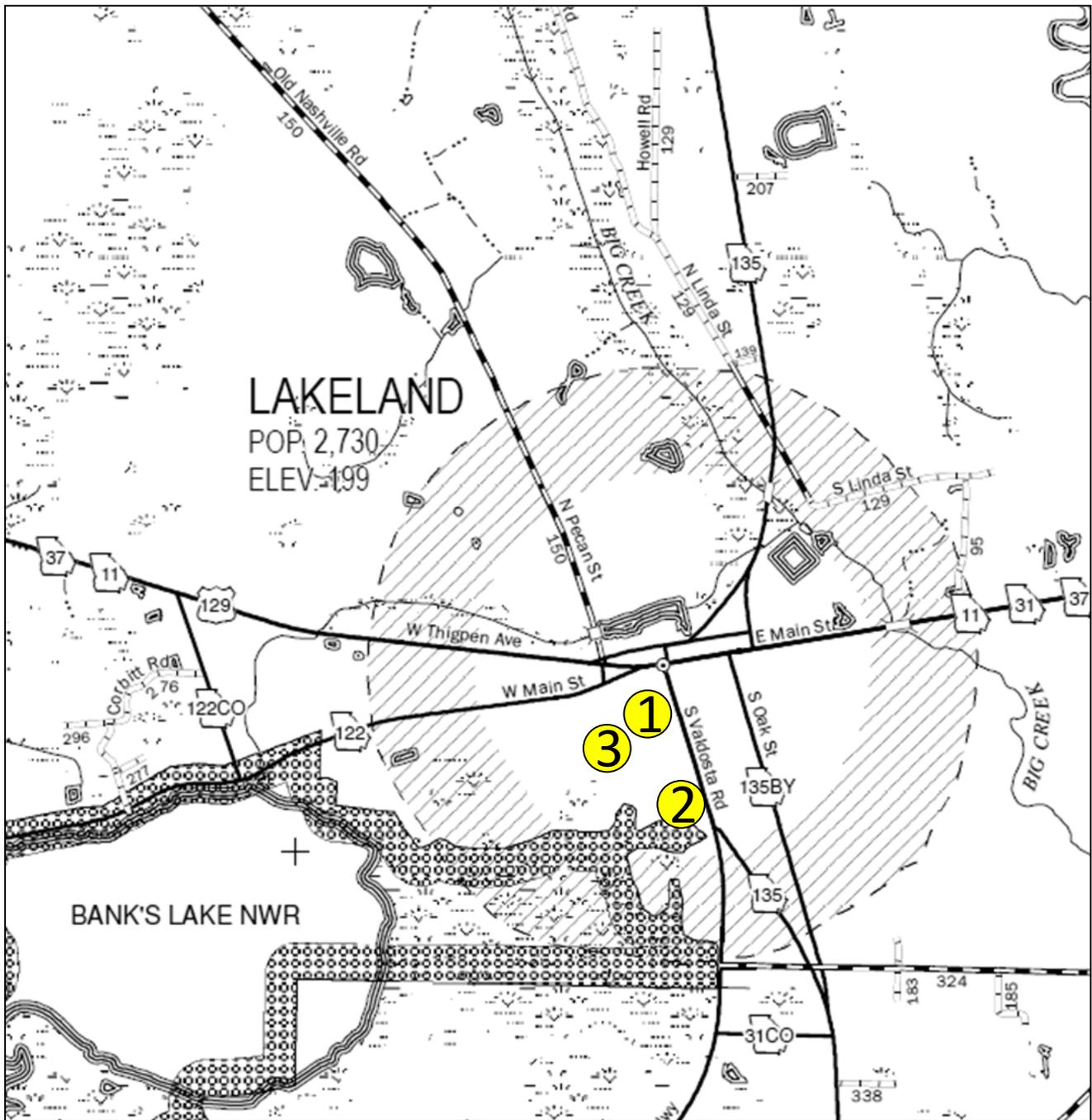
Concur: 

Bobby Hilliard
State Program Delivery Engineer
DATE: 11/14/2011

Approve: 

Bill R. McMillan
Director of Engineering
DATE: 11/17/11

PROJECT LOCATION



1. Lanier County Primary School
2. Lanier County Elementary School
3. Lanier County Middle 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 Lanier County Primary School, Lanier County Elementary School, and Lanier County Middle School in Lakeland, 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.

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

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

The SRTS project would improve pedestrian 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 Lakeland, GA in the vicinity of Lanier County Primary, Elementary, and Middle Schools. The project will improve pedestrian and bicycle accessibility and connectivity through the installation of new sidewalks, as well as pavement markings and wheelchair ramp improvements. All improvements will be constructed within the existing right-of-way. Sidewalks will be constructed/improved at the following locations:

- Along the south side of West Patten Street beginning at existing sidewalk adjacent to Lanier County Middle School and ending at South Pafford Street.
- Along the north side of West Patten Street beginning at South Pafford Street and ending at existing sidewalk on South Valdosta Road. Sidewalk here should be constructed so as to discourage vehicles from traveling over or parking on sidewalk. Existing, flush sidewalks do not have a positive barrier for drivers, who currently tend to drive or park on the sidewalk.
- Approximately 260' north of West Patten Street, connecting the Primary School entrance to existing sidewalk along South Valdosta Road.

- Along the south side of East Franklin Avenue beginning at South Valdosta Road and extending approximately 250' east.
- Along the north side of Berrien Avenue beginning at South Valdosta Road and extending approximately 230' east.
- South of Park Drive, connecting the Elementary School entrance to existing sidewalk and allowing for connectivity to proposed improvements.

New crosswalks will be provided at the following locations:

- Across Park Drive at South Valdosta Road
- Across South Valdosta Road at: Park Drive & East Franklin Avenue
- Across West Patten Street at: South Valdosta Road & S. Pafford Street
- Across bus lane (adjacent to Lanier County Middle School) near intersection of South Pafford Street and West Patten Street.

A multi-use path will be constructed along Park Drive from South Valdosta Road to South Oak Street. The multiuse path will connect to existing and proposed sidewalks with a midblock crossing across South Valdosta Road. A Rectangular Rapid Flashing Beacon (RRFB) will be installed for the midblock crosswalk at Park Drive across South Valdosta Road. ADA compliant wheelchair ramps will be installed or upgraded where necessitated by crossings.

Federal Oversight: Full Oversight Exempt State Funded Other

MPO: N/A MPO – N/A
MPO Project TIP #

Regional Commission: N/A RC – 11: Southern Georgia RC
RC Project ID #

Congressional District(s): 1

Projected Traffic AADT: N/A

Functional Classification:

- SR 31/US 221/South Valdosta Road: Rural Minor Arterial
- West Patten Avenue: Rural Local Road
- East Franklin Avenue: Rural Local Road
- Berrien Avenue: Rural Local Road
- Park Drive: Rural Local Road

Is this project on a designated bike route? No YES
The project is located near designated Bike Route 10, on SR 11/US129/Main Street

Is this project located on a pedestrian plan? No YES

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: N/A

Context Sensitive Solutions: N/A

DESIGN AND STRUCTURAL DATA

Mainline Design Features: SR 31/US 221/South Valdosta Road

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2 minimum	2
- Lane Width(s)	12'	11' minimum 12' desirable	No Change Anticipated
- Shoulder Width & Type	Varies: Urban/Rural	8' overall 4' paved	No Change Anticipated
- Sidewalks	Intermittent 5' both sides	5' recommended	5' (install wheel chair ramps)
- Grassed Buffer	2'	2' minimum 6' desirable	2' minimum
Posted Speed	Varies 35 – 45 mph		Varies 35 – 45 mph
Design Speed	Varies 35 – 45 mph		Varies 35 – 45 mph
Right-of-Way Width[†]	Varies 40' – 100'		Varies 40' – 100'
Maximum Sidewalk Cross Slope	2%	2%	2%
Minimum Crosswalk Width	8'	8'	8'

*According to current GDOT design policy

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

Side Road Design Features: West Patten Avenue

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2 minimum	2
- Lane Width(s)	10'	9' minimum 12' desirable	No Change Anticipated
- Shoulder Width & Type	Rural	8' overall 2' paved	Rural
- Sidewalks	Intermittent- width varies	5' recommended	5' minimum
- Grassed Buffer	N/A	2' minimum 6' desirable	2' minimum
Posted Speed	20 mph		20 mph
Design Speed	20 mph		20 mph
Right-of-Way Width[†]	40'		40'
Maximum Sidewalk Cross Slope	2%	2%	2 %
Minimum Crosswalk Width	N/A	8'	8'

*According to current GDOT design policy

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

Side Road Design Features: East Franklin Avenue/Berrien Avenue

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2 minimum	2
- Lane Width(s)	9'	9' minimum 12' desirable	No Change Anticipated
- Shoulder Width & Type	Rural	8' overall 2' paved	Rural
- Sidewalks	N/A	5' recommended	5' minimum
- Grassed Buffer	N/A	2' minimum 6' desirable	2' minimum
Posted Speed (mph)	20 / 30		20 / 30
Design Speed (mph)	20 / 30		20 / 30
Right-of-Way Width[†]	40'		40'
Maximum Sidewalk Cross Slope	N/A	2%	2%
Minimum Crosswalk Width	8' / N/A	8'	8' / N/A

*According to current GDOT design policy

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

Side Road Design Features: Park Drive

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2 minimum	2
- Lane Width(s)	10'	9' minimum 12' desirable	No Change Anticipated
- Shoulder Width & Type	Rural	8' overall 2' paved	Rural
- Multi-use Path	N/A	8'	8'
- Grassed Buffer	N/A	2' minimum 6' desirable	2' minimum
Posted Speed	10 mph		10 mph
Design Speed	10 mph		10 mph
Right-of-Way Width[†]	50'		50'
Maximum Sidewalk Cross Slope	N/A	2%	2%
Minimum Crosswalk Width	N/A	8'	8'

*According to current GDOT design policy

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

Major Structures: None

Major Interchanges/Intersections: None

Utility Involvements:

- Water and Sewer: City of Lakeland
- Electric: Georgia Power
- Telecommunications: Windstream
- Cable: Mediacom
- Gas: Atlanta Gas & Light

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

SUE Required: Yes No

Railroad Involvement: *None*

Right-of-Way:

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

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

Location and Design approval: Not Required Required

Off-site Detours Anticipated: No Yes Undetermined

Transportation Management Plan Anticipated: YES NO

Design Exceptions to FHWA controlling criteria anticipated:

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

Design Variances to GDOT standard criteria anticipated:

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

Environmental Permits/Variations/Commitments/Coordination anticipated:

Permit/ Variance/ Commitment/ Coordination Anticipated	YES	NO	Remarks
1. U.S. Coast Guard Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Forest Service/Corps Land	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. CWA Section 404 Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Tennessee Valley Authority Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Buffer Variance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Coastal Zone Management Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. NPDES	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
8. FEMA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. Cemetery Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10. Other Permits	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
11. Other Commitments	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
12. Other Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Is a PAR required? No Yes Completed – Date:

NEPA/GEPA: *To Be Determined*

Ecology: *To Be Determined – No adverse impacts anticipated.*

History: *To Be Determined – No adverse impacts anticipated.*

Archeology: *To Be Determined – No adverse impacts anticipated.*

Air & Noise: N/A

Public Involvement: N/A

Major Stakeholders:

- Lanier County Board of Education
- City of Lakeland
- Lanier County Parks and Recreation Department

PROJECT RESPONSIBILITIES

Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	GDOT
Design	GDOT (Proposed for Consultant Design)
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, and Permits	GDOT
Environmental Mitigation	GDOT, if applicable
Construction Inspection & Materials Testing	GDOT

Lighting required: No Yes

Concept Meeting: September 14, 2011 – Minutes Attached

Other projects in the area:

- PI # M003734 – Resurfacing & Maintenance: SR 122 from CR 38/Union Road/Lowndes to CS 531/Pafford Street/Lanier
- PI # 0008166 – (Under Construction) TE-Bike/Ped Facility: SR 11 from Big Creek to CS 547/Rivers Street in Lakeland, GA
- PI # M003653 – Resurfacing & Maintenance: SR 31 from SR 7/Inner Perimeter Road to SR 11

- PI # M003597 – (Under Construction) Widening: Lanier Co. CR 300 Widening & 2’ Shoulders to Add as On System

Other coordination to date: *None.*

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Utility	CST*	Environmental Mitigation
By Whom	GDOT	N/A	None Anticipated	GDOT	None Anticipated
\$ Amount	\$95,000	N/A	None Anticipated	\$200,297	None Anticipated

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

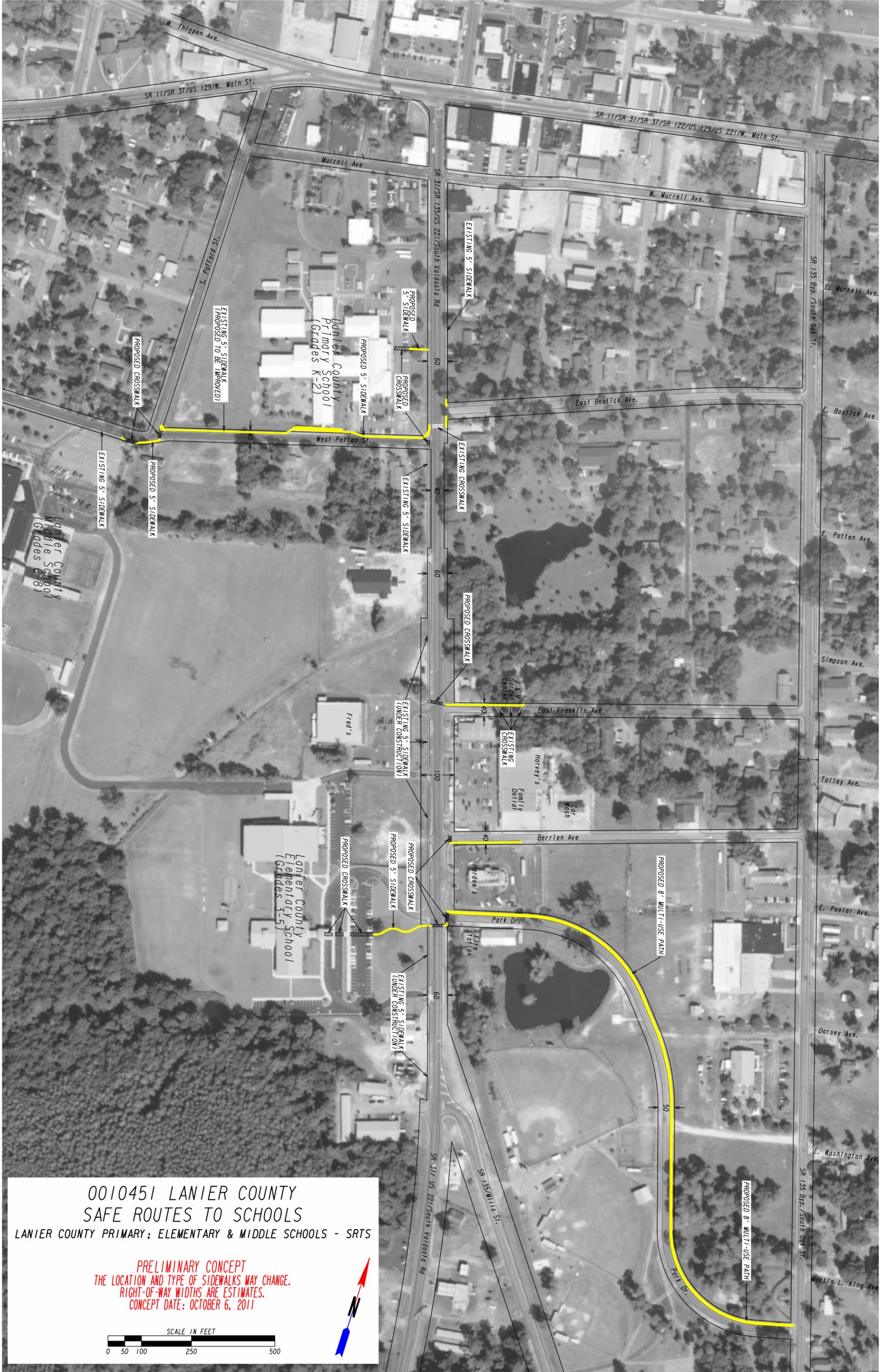
ADDITIONAL INFORMATION

No-Build Alternative: <i>Leave sidewalks, crosswalks & wheelchair ramps in existing condition – no changes made to improve accessibility & connectivity for students, parents, or teachers accessing Lanier County Primary, Elementary and Middle Schools.</i>			
Estimated Property Impacts:	0	Estimated Total Cost:	\$0
Estimated ROW Cost:	\$0	Estimated CST Time:	0
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.			

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

Attachments:

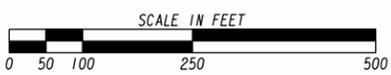
1. Concept Layout
2. Typical sections
3. Detailed Cost Estimates:
 - a. Construction including Engineering and Inspection
4. Minutes of Concept Meeting: 9/14/2011
5. Lanier County Schools Safe Routes to Schools Program Application



0010451 LANIER COUNTY
SAFE ROUTES TO SCHOOLS

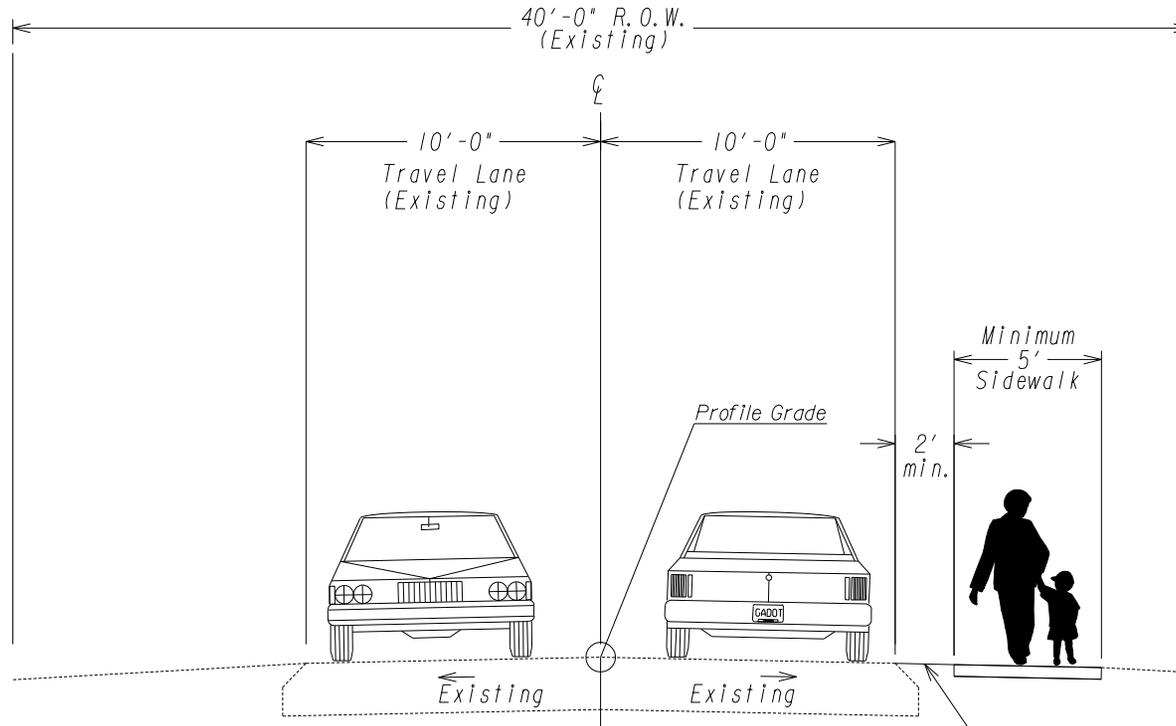
LANIER COUNTY PRIMARY; ELEMENTARY & MIDDLE SCHOOLS - SRTS

PRELIMINARY CONCEPT
THE LOCATION AND TYPE OF SIDEWALKS MAY CHANGE.
RIGHT-OF-WAY WIDTHS ARE ESTIMATES.
CONCEPT DATE: OCTOBER 6, 2011



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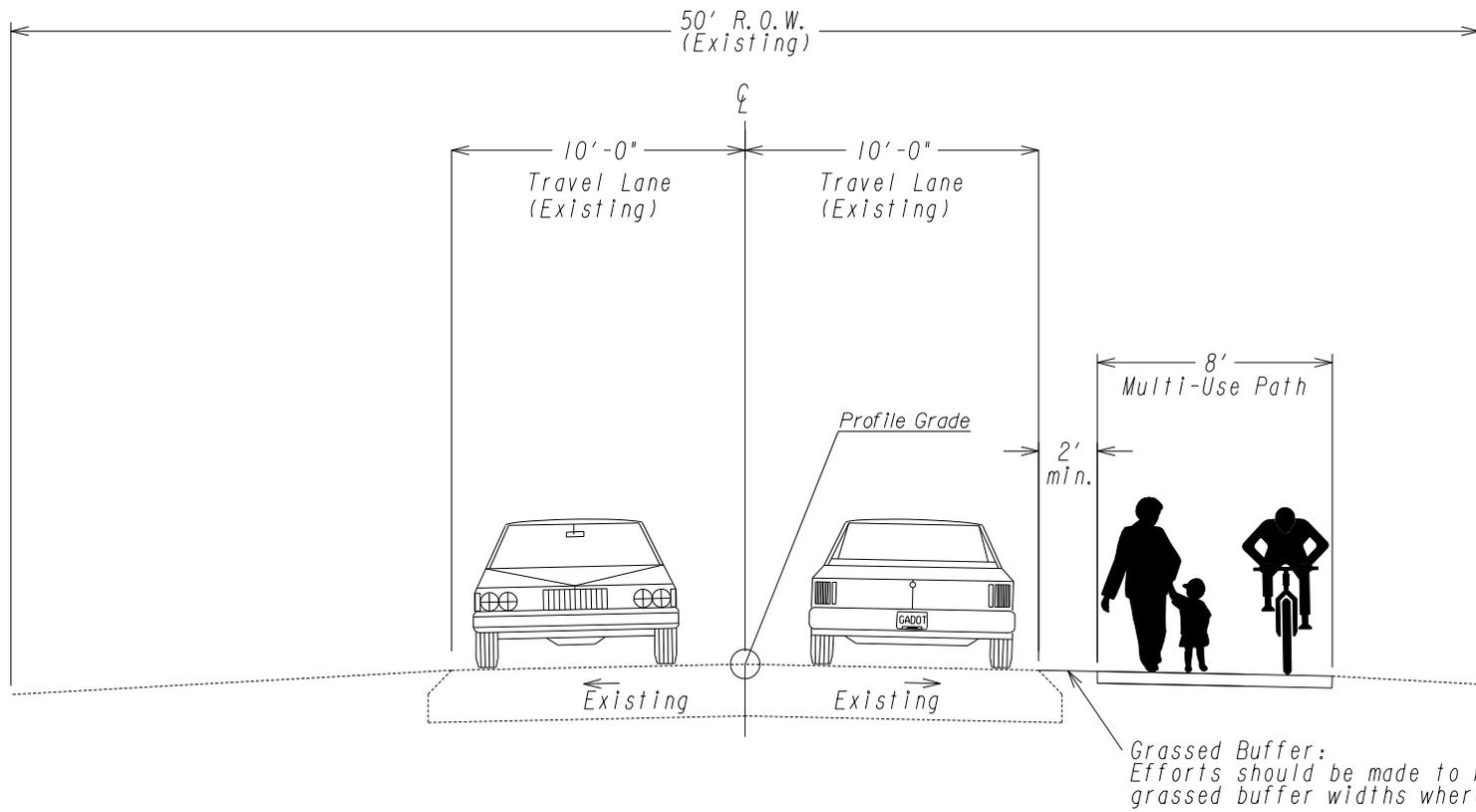
Typical Section:
East Franklin Avenue and West Patten Street
(Cross section will vary at Primary School Bus drop-off Zone)



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

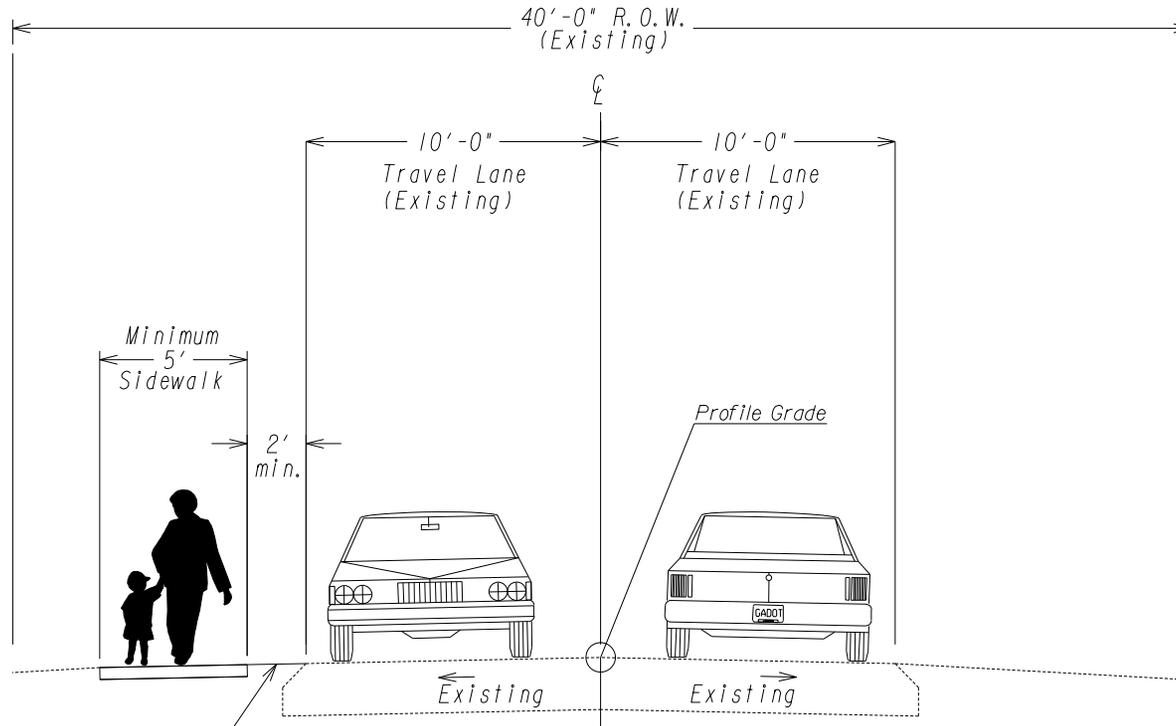
NOT TO SCALE

Typical Section:
Park Drive



NOT TO SCALE

Typical Section:
Berrien Avenue



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

NOT TO SCALE

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. #0010451

OFFICE Design Policy & Support

GDOT District 4 - Tifton
Lanier County
Lanier County Primary, Elementary & Middle
Schools - SRTS

DATE September 19, 2011

FROM  for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT CONCEPT TEAM MEETING MINUTES

Date/Time: September 14, 2011

Location: Lanier County Schools District Office
247 South Highway 221, Lakeland Georgia 31635

Attending: Keith Humphrey, Superintendent, Lanier County Schools; Tony Giddens, Lanier County Board of Education; Terrene Richardson, Lanier County Primary School; Serena Moore, Lanier County Elementary School; Reada Hamm, Lanier County Middle School; Gene Culpepper, Lanier County High School; Robby Hastings, Georgia Power; Rhonell White, Georgia Power; Derrick Cameron, Project Manager, GDOT - Program Delivery; Keith Posey, and Melanie Hale, GDOT - Design Policy & Support (Conceptual Design Group)

The meeting was opened by Derrick Cameron who explained the purpose of the meeting. He expects the project to let May of 2013, with environmental process taking approximately six months. The proposed improvements were then described in detail by Melanie Hale.

Project PI 0010451, Lanier County Safe Routes to Schools (SRTS), as proposed, would provide new sidewalks in the vicinity of the Primary, Elementary and Middle schools, including installation of curb cuts/wheelchair ramps and crosswalks to provide accessibility and connectivity for students walking and bicycling to school.

The proposed design would include 5-foot sidewalks along the north side of East Franklin Avenue and the south side of Berrien Avenue. The project also proposes an 8-foot multi-use path along the north/east side of Park Drive. The proposed project would also include the addition of crosswalks across SR 31/US 221/South Valdosta Road and curb cuts/wheelchair ramps on existing sidewalk to provide access to both existing and proposed crosswalks. 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:

Keith Humphrey - Superintendent:

Comment: New city sidewalk is under construction along (both sides of) South Valdosta Road.

Question – Derrick Cameron: What is the schedule for the sidewalks currently under construction?

Response – Tony Giddens: 45 days. The city is also adding curb along Park Drive.

Comment: Many students go the park after school. The baseball and softball fields are used for school functions.

Question: There is currently a crossing guard at the Elementary School. What is the possibility of getting a sidewalk connecting to the school?

Response – Derrick Cameron: Strong possibility

Tony Giddens – Board of Education:

Comment: There are problem areas on West Patten Street where cars drive on existing sidewalk. We need curb to separate the students from the cars - improvements to sidewalk/curb and gutter along West Patten Street are a priority. 60 students walk through the West Patten/South Pafford Street intersection before and afterschool daily.

Response – Derrick Cameron: Curb on West Patten? Longitudinal drainage is costly. If the intersection is a top priority, we may not do a multi-use path along Park Dr.

Response: Could there be curb breaks to help with drainage issues?

Response – Derrick Cameron: Possibly.

Comment: The multi-use path is good.

Comment: The city has a grant for sewer/sidewalk work on Oak Street.

Comment – Melanie Hale: The path could provide connectivity then to existing sidewalk along Oak St.

Question – Derrick Cameron: Is the park city owned?

Response: Yes. MLK Park would also benefit from the multi-use path.

Question – Keith Posey: Do the schools have activities at the park?

Response – All Attendees: Yes, the schools share use of the fields.

Question: Is paving possible?

Response – Derrick Cameron: It could get expensive.

Question: Can GDOT Supply the material and the city supply the labor?

Response – Derrick Cameron: Probably not doable.

Comment: We will need a midblock crosswalk in front of the elementary school and then one across Park Drive.

Question – Derrick Cameron: Do you already have a crossing guard there?

Response: Yes.

Question: Who will handle the bidding?

Response – Derrick Cameron: We (GDOT) will handle all that. We will ask the city/county to verify that there is adequate existing right-of-way available. We cannot purchase right-of-way.

Response – Keith Humphrey: The only area where right-of-way may be an issue is at the intersection of South Pafford Street and West Patten Street.

Response: We can talk to them. I think it is all city owned.

Rhonell White – Georgia Power:

Comment: There does not appear to be many pole conflicts. Poles along Berrien are on the north side.

Derrick Cameron – Project Manager, GDOT:

Question: Are there any possible issues associated with the proposed project?

Response – Melanie Hale: (Pointing to the layout, east of Hardees, north of Park Drive) There may be a drainage issue behind the Hardees.

Melanie Hale – GDOT Conceptual Design:

Question: What is the path that the buses take to drop off & pick up the students?

Response – Gene Culpepper: (Pointing to the layout) West along West Patten Street next to the Primary School, left at the Middle School drive (near South Pafford Street), following the drive around to the Elementary School.

The in-office portion of the meeting concluded and attendees loaded buses for a brief field visit, stopping at 3 locations along the project. The following comments were made during the field visit:

Question – Keith Posey: What is the current school enrollment?

Response – School Principals:

Primary: 613 (Pre K – 2nd grades)

Elementary: 397 (3rd – 5th grades)

Middle: 400 (6th – 8th grades)

1st Stop: Park Drive at South Valdosta Road (across from Elementary School)

Question – Derrick Cameron: Is there sufficient right-of-way near the Hardee's for the multi-use path?

Response – Tony Giddens: We will check into that. If not, we may be able to talk to Hardee's

Comment – Derrick Cameron: We have to make sure the local government can verify the right-of-way.

Question – Melanie Hale: (Pointing toward school entrance) Would you like the sidewalk to go straight to the front door?

Response – Serena Moore: You may want to make it curvy; the students probably won't walk on it if it's a straight line.

2nd Stop: West Patten Street at South Valdosta Road (next to Primary School)

Comment – Derrick Cameron: We can look into raised sidewalks to improve existing sidewalks next to the primary school. We must stay off the cemetery (on south side of West Patten Street).

Question – Derrick Cameron: (Pointing to the parking lot at-grade with existing sidewalk and roadway) Do cars use this as a driveway?

Response – Keith Humphrey: Yes, we could install a fence around the lot to prohibit this.

Question – Melanie Hale: How do we want to address connecting to the existing sidewalk along South Valdosta Road?

Response – Derrick Cameron: We will want to connect in a way that allows for buses to make the turn without running over the sidewalk.

Question – Melanie Hale: How do we want to connect to the main entrance?

Response – Keith Humphrey: We can take out a parking spot for a crosswalk (across the drive in front of the school).

Comment – Terrene Richardson: The crossing guard could direct the students to take the crosswalk.

3rd Stop: West Patten Street at South Pafford Street (next to Middle School)

Question – Terrene Richardson: Can we put a three-way stop here?

Response – Derrick Cameron: This intersection looks like a good candidate for a three way stop.

Response – Tony Giddens: The city will look into installing stop signs for a three-way stop.

Action Items:

- Local government will verify existing right-of-way.
- Tony Giddens will look into the city of Lakeland installing stop signs for a 3-way stop at intersection of West Patten Street and South Pafford Street.
- GDOT will further evaluate raised sidewalks along West Patten Street adjacent to Lanier County Primary School.

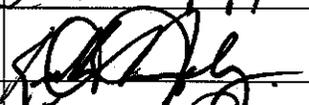
CONCEPT TEAM MEETING – SIGN IN SHEET

OFFICE: GDOT – Design Policy & Support

P.I. NO: 0010451

COUNTY: Lanier

DATE: September 14, 2011

	NAME	OFFICE	E-MAIL
1.	KETH POSEY	GDOT - DESIGN POLICY & SUPPORT	kposey@dot.ga.gov
2.	Melanie Hale	GDOT - ODPS	mhale@dot.ga.gov
3.	Tony Giddens	Lanier Co BOE	
4.	Rada Hamm	Lanier Co. Middle School	rhamm@lanier.k12.ga.us
5.	Kene Culpepper	Lanier Co. High School	gculpepper@lanier.k12.ga.us
6.		District Office	khumphrey@lanier.k12.ga.us
7.	Jerrine Richardson	Lanier Co. Primary School	trichardson@lanier.k12.ga.us
8.	Serena Moore	Lanier Co Elementary	smoore@lanier.k12.ga.us
9.	Robby Hastings	Georgia Power Company	vrhastin@southernco.com
10.	Rhowell White	GEORGIA POWER Co.	Rwhite@Southernco.com
11.			
12.			
13.			
14.			
15.			
16.			
17.			
18.			
19.			
20.			

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:		Lanier County Safe Routes to Schools					
Agency Name:		Lanier County School District					
Project Contact Person:		Keith Humphrey					
Position/Title:		Superintendent					
Mailing Address:		247 South Highway 221					
City:	Lakeland	State:	GA	Zip Code:	31635	County:	Lanier
Daytime Phone:	229-482-3966	Email Address:				FOR INTERNAL USE ONLY	
Fax Phone:	229-482-3020	khumphrey@lanier.k12.ga.us				Ranking:	Date Submitted:

School 1 Name:		Lanier County Primary School		School 2 Name:		Lanier County Elementary	
Mailing Address:		28 Valdosta Road		Mailing Address:		92 Valdosta Road	
City:	Lakeland	School District:	Lanier	City:	Lakeland	School District:	Lanier
County:	Lanier	County:	Lanier	County:	Lanier	County:	Lanier

School 3 Name:		Lanier County Middle School		School 4 Name:			
Mailing Address:		325 West Patten St.		Mailing Address:			
City:	Lakeland	School District:	Lanier	City:	Lakeland	School District:	Lanier
County:	Lanier	County:	Lanier	County:	Lanier	County:	Lanier

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

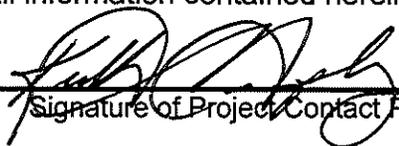
*Do you have more than ten (10) schools for proposed infrastructure project?

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?	1

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



 Signature of Project Contact Person

11-19-12

 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.

Our schools have limited sidewalk/biking areas. In 2009 a new elementary school was built and there are no sidewalks that connect it to the other schools in the district or the downtown area. Students are forced to walk on the sides of the road. The sidewalks that are currently in place are in poor repair and need replacing. Crosswalks with flashings signs are needed in three areas so that students can safely cross to their respective schools. In addition to this there is a lack of sidewalks in adjoining areas where students walk to school. In the past three years several incidents where students have sustained injuries due to having to walk on the road have occurred. One student had to have major leg surgery, the others were minor incidents that could have had major consequences.

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/Redcd Lunch	75.26	73.52	77.99							
% Asian	6	7	2							
% African-American	139	92	71							
% Caucasian	388	255	214							
% Hispanic	27	13	20							
% Native American	0	2	0							
% Other	0	0	0							

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

School Information	School 1	2	3	4	5	6	7	8	9	10
School Enrollment	548	396	361							
½ mile	30	30	20							
1 mile	40	45	30							
2 miles	15	20	20							
Estimated percent of current walkers and bikers	20	20	25							

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.

Traffic Signs, and Crosswalks exist at two schools. Both of these crosswalks exist on State Highway 221 and require a manned station to assist students crossing morning and afternoon. The streets that students ride bikes and walk on to get to school do not have sidewalks or bike paths except for a limited area. Many of our students that walk and ride bikes within a mile radius have to intermingle with local traffic.

Streets that need sidewalks include the following: Bostick, Franklin, Berrien, Park, Murrell,

In addition the Lanier County Parks and Recreation Department is located across from our elementary school. There are no sidewalks or bike paths leading to this area although there is a great deal of student traffic headed in this direction to participate in sporting activities each evening.

The Schools involved with this student traffic are as follows:

Lanier County Middle School
Lanier County Elementary School
Lanier County Primary School

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?

If sidewalks and bike paths existed in these areas students could safely walk and bike to school. This would increase the number of students taking advantage of this option. It is apparent that many parents do not feel that the current situation is safe for students to bike and walk to school.

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.

The School Superintendent and School Resource Officer attended an update regarding the grant on September 7, 2010. Within the next week the school district filled out the SRTS Partner Profile. We are in the process of coordinating activities through our system parent involvement program and through our school resource officer as well as with local governmental agencies. We continue to have discussions with our city and county government about cooperating with them regarding this program.

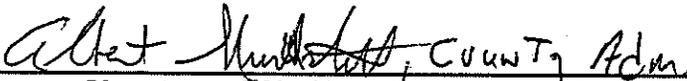
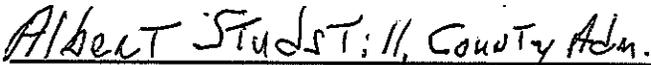
SECTION 5 - PROJECT COST ESTIMATE

[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.***

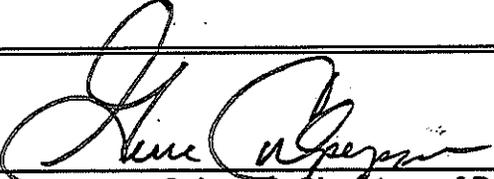
SECTION 6 - SIGNATURES

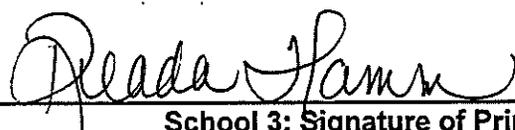
The undersigned consent that the following school(s) are active partners with the SRTS Resource Center, engage in Non-Infrastructure SRTS activities, and participate in GDOT's evaluation process. The undersigned understand that the proposed infrastructure project, if granted, will be designed and implemented 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.)

	
Signature of City/County Engineer, Mayor, County Commissioner, City Manager, etc.	Print Name of City/County Engineer, Mayor, County Commissioner, City Manager, etc.
Lanier County Board of Comm.	229-482-2088
Name of Agency	Telephone Number
	11-15-10
	Date

	
Signature of School District Superintendent	Print Name of School District Superintendent
Lanier County	229-482-3966
Name of School District	Telephone Number
	11-19-10
	Date

	
School 1: Signature of Principal	School 1: Print Name of Principal
Lanier County Primary	229-482-3580
Name of School	Telephone Number
	11/19/10
	Date

 School 2: Signature of Principal	<u>Gene Culpepper</u> School 2: Print Name of Principal
<u>Lanier County Elementary School</u> Name of School	<u>229-482-3870</u> Telephone Number
	<u>11/19/10</u> Date

 School 3: Signature of Principal	<u>Reada Hamm</u> School 3: Print Name of Principal
<u>Lanier Co. Middle School</u> Name of School	<u>229-482-8247</u> Telephone Number
	<u>11/19/10</u> Date

Lanier County Schools Sidewalk and Bike Path Proposal



- Sidewalks
- Bike Path
- Crosswalk
- School Bus Light
- Middle School Crosswalk and Light





















