

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

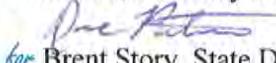
**OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE**

FILE P.I. #0010453
GDOT District 1 - Gainesville
Barrow County

OFFICE Design Policy & Support

DATE January 18, 2012

Statham Elementary School SRTS Pedestrian Enhancements

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
Kenneth Whitworth, District Engineer
Robert Mahoney, District Preconstruction Engineer
Allen Ferguson, District Utilities Engineer
Derrick Cameron, Project Manager
BOARD MEMBER - 7th Congressional District

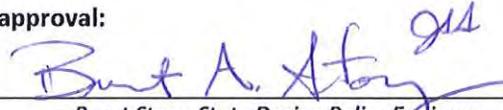
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT

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

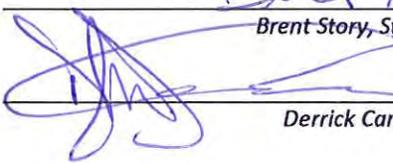
P.I. Number: 0010453
County: Barrow
State Route Number: N/A

Pedestrian Enhancements for Statham Elementary School

Submitted for approval:

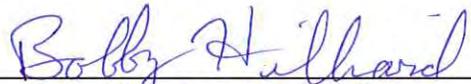


Brent A. Story, State Design Policy Engineer DATE: 4-JAN-2012

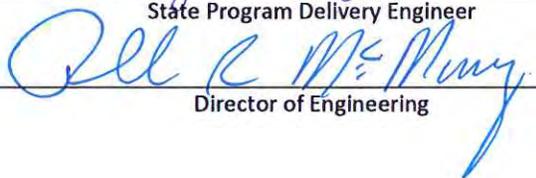


Derrick Cameron, Project Manager DATE: 16 Dec 2011

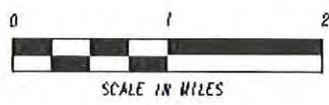
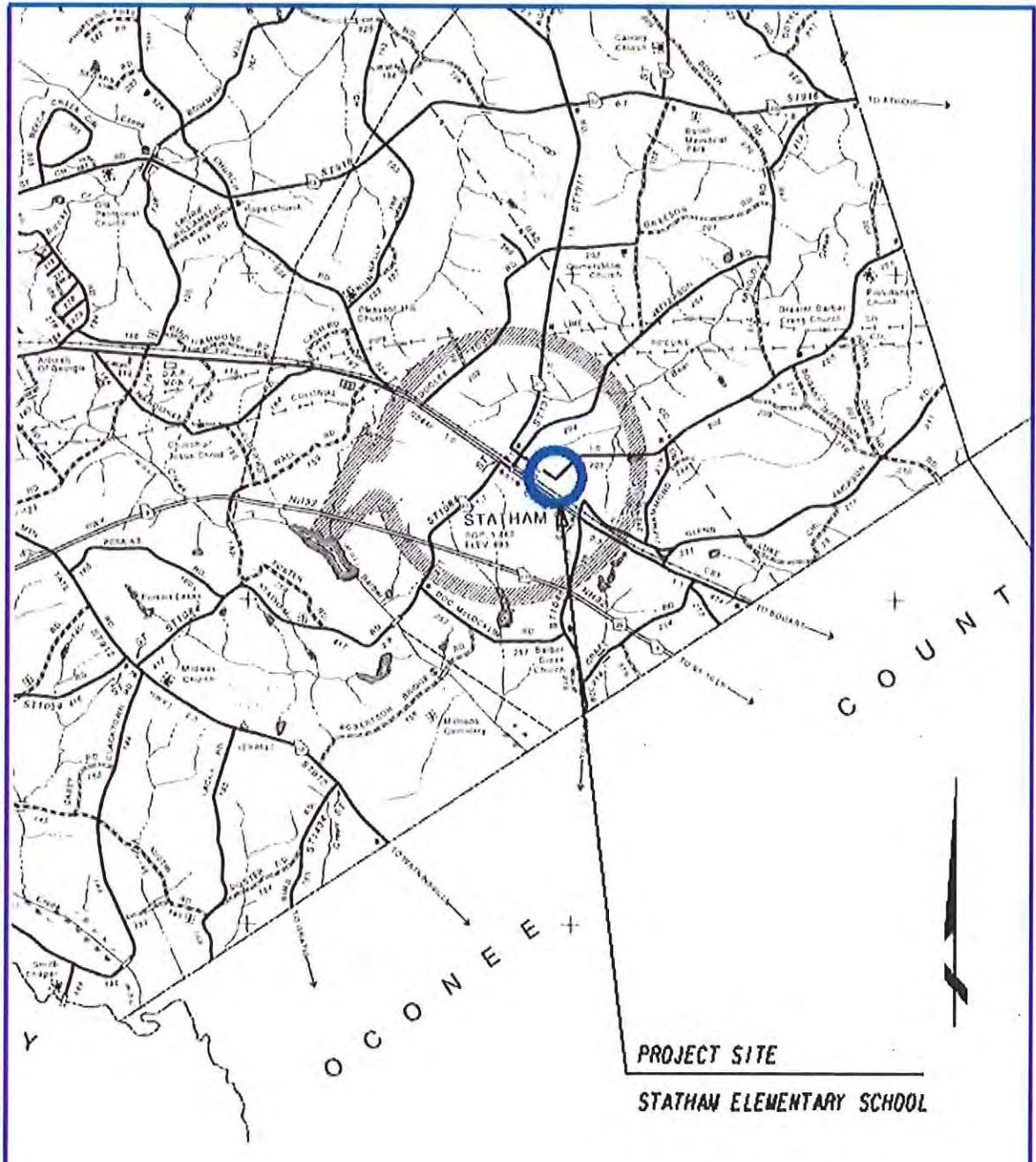
Approvals:

Concur: 

Bobby Hilliard
State Program Delivery Engineer DATE: 1/4/2012

Approve: 

Bill R. McManis
Director of Engineering DATE: 1/12/12



SAFE ROUTES TO SCHOOLS
STATHAM ELEMENTARY SCHOOL IMPROVEMENTS
P. I. NO. : 0010453 IN BARROW COUNTY

LOCATION

SOURCE: GENERAL HIGHWAY MAP, BARROW CO., GEORGIA
PREPARED BY THE GEORGIA DEPARTMENT OF TRANSPORTATION, 1994

PLANNING & BACKGROUND DATA

Project Justification Statement: Congress established a nationwide SRTS program in July, 2005 when it passed SAFETEA-LU (Public Law 109-59) Section 1404 of this act is attached to this report. It includes the need and purpose for the national SRTS program. Georgia received funding allocated to State DOTs for this program. This funding would cover 100% of the eligible projects, programs and plans. Eligible infrastructure projects included in the SRTS program are intended to address the following needs and/or meet the following goals for all children from kindergarten through eighth grade:

- The projects should enable and encourage walking and bicycling to school.
- The projects should make walking and bicycling to school a safer and more appealing alternative which should promote a healthier and more active lifestyle at an early age.
- The projects should facilitate the planning, development, and implementation of projects and activities which improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

This project proposes to make improvements in the vicinity of Statham Elementary School in conjunction with the SRTS program. The project would improve the accessibility of the school for neighboring children who would access the facility by walking or bicycling. The accessibility and visibility of routes to the school would be greatly improved by the sidewalks, crosswalk and a flashing beacon proposed for this project.

Description of the proposed project:

This project proposes to tie proposed urban border areas which include sidewalk on Providence Road to an existing urban system at Ellerbe Drive, to place a proposed crosswalk and to provide signage with a flashing beacon in the vicinity of Statham Elementary School on Providence Road. The project begins on Providence Road at the intersection of Broad Street with Providence Road and ends at the intersection of Providence Road with Ellerbe Drive for project length of approximately 0.4 mile.

On the left side of Providence Road heading north, there is an existing sidewalk section running along the school from Broad Street until reaching the driveway entrance of the school. This project proposes to extend this existing sidewalk from the elementary school grounds until reaching the north side of Noah Lane for a distance of approximately 350 feet. This proposed section of the project would place curb and gutter, sidewalk, and a longitudinal drainage system along the left side of Providence Road adjacent to the school until reaching a proposed crosswalk just north of Noah Lane. The proposed crosswalk would cross here to reach a proposed section of sidewalk on the right side of Providence Road.

On the right side of Providence Road heading north, the proposed urban section with sidewalk and longitudinal drainage will begin immediately north of Noah Lane and end at Ellerbe Drive for a distance of approximately 1100 feet. Retaining wall is proposed to keep the proposed construction limits within the existing right of way on this right side for a distance of approximately 450 feet through the curved area of Providence Road.

A school crossing assembly for the new crosswalk with a flashing beacon will be placed approximately 200 feet in advance of the proposed crosswalk as you head north or south on Providence Road. A school advance crossing assembly would be placed approximately 625 feet in advance of the first required sign assembly in front of the new crosswalk. The advance crossing assembly would be encountered first as you head south on Providence Road.

Federal Oversight: Full Oversight Exempt State Funded Other

MPO: N/A MPO - Atlanta Regional Commission (ARC)
 MPO Project TIP # Not urban
 (LS # 0008223 FY 2011-2014 STIP)

Regional Commission: N/A RC – Atlanta Regional Commission
 Not urban RC Project ID # (LS # 0008223 FY 2011-2014 STIP)

Congressional District: 7

Projected Traffic: SRTS enhancements; no capacity to be added

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

Functional Classification (Mainline): Rural Local Roads Broad Street and CR 136/Providence Rd.

Is this project on a designated bike route? No YES

Is this project located on a pedestrian plan? No YES- SRTS

At the City of Statham website, the online map "Proposed Golf Cart/Walking Trails" is available.

DESIGN AND STRUCTURAL DATA

Mainline Design Features: *Providence Road*

Feature	Existing	Standard*	Proposed
Typical Section	Rural	Rural/Urban	Urban
Number of Lanes	2	2	2
Width of Lanes	10 foot	10 – 12 foot	same
Median Width & Type	N/A	N/A	N/A
Outside Shoulder Width & Type	5'grassed	12' Urban Border, 16' preferred	16' Urban Border
Outside Shoulder Slope	varies	TBD	TBD
Inside Shoulder Width & Type	N/A	N/A	N/A
Sidewalks	5'	5'	5'
Turn Lanes	N/A	N/A	N/A
Bike Lanes	N/A	N/A	N/A
Posted Speed	35	No change	No change
Design Speed **	35	No change	No change
Min Horizontal Curve Radius	N/A	N/A	N/A
Superelevation Rate	Match existing	N/A	N/A
Grade	N/A	N/A	N/A
Access Control	N/A	N/A	N/A
Right-of-Way Width	30'each side	No change	No change
Maximum Grade of Crossroad	N/A	N/A	N/A
Design Vehicle	N/A	N/A	N/A
Maximum Sidewalk Cross Slope	2%	2%	2%
Minimum Crosswalk Width	8'(section to remain)	5'	5'

*According to current GDOT design policy

**lower during school hours

Major Structures:

Structure	Existing	Proposed
Retaining walls	None.	Proposed Wall sections to comply with GA STD 9031-L

Major Interchanges/Intersections: N/A

Utility Involvements:

- The City of Statham has sewer and water lines within the existing right of way.
- The project as currently proposed should not change or affect the water or sewer lines.
- The project as currently proposed should not relocate the power poles.
- Georgia Power Company
- Fiber Optic Cables

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 None. (SRTS criteria)

Location and Design approval: Not Required Required

Note: No ROW or easements to be acquired.

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: None.

GDOT Standard Criteria	YES	Approval Date (if applicable)	NO	Undetermined
1. Access Control - Median Opening Spacing	<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.	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>

VE Study anticipated: No Yes Completed

ENVIRONMENTAL DATA

Anticipated Environmental Document:

GEPA: NEPA: Categorical Exclusion EA/FONSI EIS

Air Quality:

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

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

The project is exempt, because the proposed work for this project would not increase capacity and would conform to the model.

Environmental Permits/Variations/Commitments/Coordination anticipated:

Permit/ Variance/ Commitment/ Coordination Anticipated	YES	NO	Remarks
1. Forest Service/Corps Land	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. CWA Section 404 Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Buffer Variance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. NPDES	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. FEMA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Cemetery Permit	<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:

- City Statham
- Barrow County Board of Education
- Statham Elementary PTO

Lighting agreement/commitment letter received: No Yes
Lighting required: No Yes

Planning Level assessment: N/A

Feasibility Study: N/A

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 – none to be acquired in order to meet SRTS criteria
Utility Relocation	Utility owners
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	N/A
Providing Detours	N/A
Environmental Studies, Documents, and Permits	GDOT
Environmental Mitigation	None anticipated.

Initial Concept Meeting: N/A

Concept Meeting: October 11, 2011

Other projects in the area: PI#M002647 is a patching project in Barrow County from SR 316 to SR 211.

PI#0007834 is a bridge replacement for SR 211 at the CSX Rail Line near Statham Square.

Other coordination to date: None.

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Utility	CST*	Environmental Mitigation
By Whom	GDOT	N/A	GDOT	GDOT*	N/A
\$ Amount	\$80,000.00	N/A	Included in Construction Cost	*\$163,200	N/A

*CST Cost includes: Construction, Engineering and Inspection. This also is the total amount awarded for the SRTS project as shown in TPro.

ADDITIONAL INFORMATION

Alternative selection:

Preferred Alternative: <i>Proposed sidewalk, curb and gutter, drainage and signage enhancement along Providence Road for Statham Elementary School for the Safe Routes To Schools program.</i>			
Estimated Property Impacts:	0	Estimated Total Cost:	\$163,200.00
Estimated ROW Cost:	\$0.00	Estimated CST Time:	18 months
Rationale: This would be the SRTS enhancement design which meets budget and best meets the priorities of the key stakeholders and the project justification for this project. With the City of Statham priorities in consideration, the project was shortened from the original request and the flashing beacons requested on Broad Street were not included in the project in order to remain within the budget awarded. This design proposes no impacts to power poles.			

No-Build Alternative: <i>No proposed enhancements.</i>			
Estimated Property Impacts:	0	Estimated Total Cost:	\$0.00
Estimated ROW Cost:	\$0.00	Estimated CST Time:	0
Rationale: This alternative was not chosen, because it does not fulfill the need and purpose of the project as set forth in the SRTS program.			

Alternative 1: <i>Application Request by City of Statham</i>			
Estimated Property Impacts:	0	Estimated Total Cost:	\$302,574
Estimated ROW Cost:	\$0.00	Estimated CST Time:	24 months
Rationale: The design as proposed by City of Statham Government for the SRTS application was not chosen because it would exceed the budget awarded by SRTS. The location of a portion of proposed sidewalk within this alternative is likely to be torn out when the new high school is built where proposed. The estimate \$302,574 did not account for probable items which include: earthwork, retaining walls, bridge/culvert work and guardrail. The inclusion of these items greatly increase the cost presented on the application and potentially environmental issues. This alternative would need to relocate power poles located within the existing right-of-way due to the terrain.			

Comments: The use of a crossing guard is recommended in conjunction with the proposed crossing, because it is located after a curve in a location where there was previously no crossing.

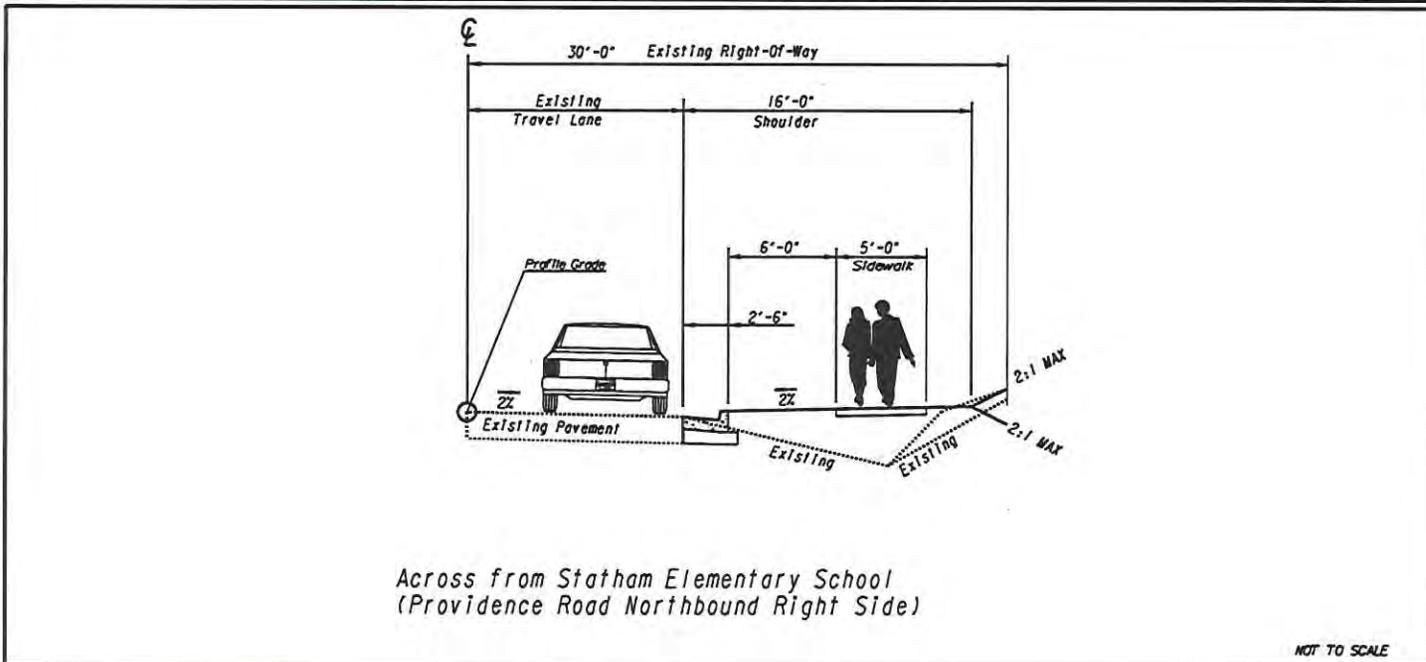
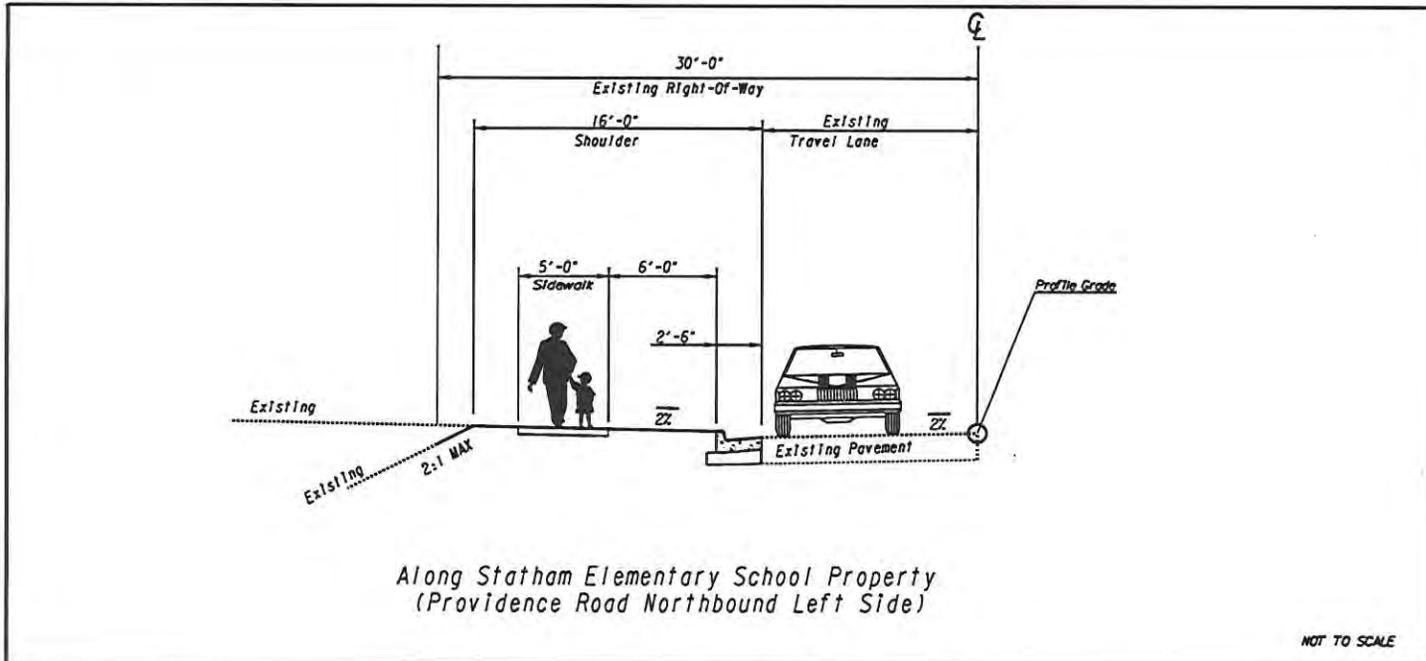
Attachments:

1. Concept Layout
2. Typical sections
3. Detailed Cost Estimates
4. Minutes of October 11, 2011 Concept Meeting
5. SRTS Application
6. Award
7. **Federal Safe Routes To School (SRTS) Law**- Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Public Law 109-59 SEC. 1404.

PI# 0010453 - SRTS for Statham Elementary
Barrow County
CONCEPT LAYOUT



TYPICAL SECTIONS - PROVIDENCE ROAD NORTHBOUND



DETAILED COST ESTIMATE



Job: 0010453 BARROW8

JOB NUMBER: 0010453_BARROW8

FED/STATE PROJECT NUMBER

SPEC YEAR: 01

DESCRIPTION: SRTS STATHAM ELEM. C&G WRET. WALL @ TOE RT.

SRTS BARROW COUNTY SCHOOLS

ITEMS FOR JOB 0010453 BARROW8

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0021	150-1000	1.000	LS	\$8,000.00	TRAFFIC CONTROL - TRAFFIC CONTROL - 0010453	\$8,000.00
0071	163-0232	1.000	AC	\$469.71	TEMPORARY GRASSING	\$469.71
0026	163-0240	5.000	TN	\$264.03	MULCH	\$1,320.15
0076	163-0300	2.000	EA	\$984.44	CONSTRUCTION EXIT	\$1,968.88
0091	163-0529	500.000	LF	\$3.29	CNST/REM TEMP SED BAR OR BLD STRW CK DM	\$1,646.64
0086	165-0010	100.000	LF	\$0.97	MAINT OF TEMP SILT FENCE, TP A	\$96.84
0031	165-0030	200.000	LF	\$0.67	MAINT OF TEMP SILT FENCE, TP C	\$134.00
0081	165-0041	8.000	LF	\$2.67	MAINT OF CHECK DAMS - ALL TYPES	\$21.33
0036	165-0105	4.000	EA	\$61.49	MAINT OF INLET SEDIMENT TRAP	\$245.96
0121	171-0010	1800.000	LF	\$2.01	TEMPORARY SILT FENCE, TYPE A	\$3,612.33
0041	171-0030	500.000	LF	\$2.96	TEMPORARY SILT FENCE, TYPE C	\$1,480.00
0116	207-0203	10.000	CY	\$48.93	FOUND BKFILL MATL, TP II	\$489.26
0096	210-0100	1.000	LS	\$12,000.00	GRADING COMPLETE - 0010453	\$12,000.00
0046	310-5080	480.000	SY	\$12.47	GR AGGR BS CRS 8IN INCL MATL	\$5,984.23
0136	441-0014	75.000	SY	\$28.14	DRIVEWAY CONCRETE, 4 IN TK	\$2,110.32
0051	441-0104	806.000	SY	\$28.00	CONC SIDEWALK, 4 IN	\$22,568.00
0126	441-4030	112.000	SY	\$39.72	CONC VALLEY GUTTER, 8 IN	\$4,448.39
0101	441-6022	1450.000	LF	\$14.09	CONC CURB & GUTTER, 6"X30"TP2	\$20,432.43
0016	500-3201	17.000	CY	\$419.01	CL B CONC, RET WALL	\$7,123.21
0106	550-1180	1450.000	LF	\$28.60	STM DR PIPE 18",H 1-10	\$41,474.77
0011	550-3318	1.000	EA	\$633.94	SAFETY END SECTION 18",STD,4:1	\$633.94
0151	603-2018	50.000	SY	\$39.00	STN DUMPED RIP RAP, TP 1, 18"	\$1,950.13
0131	603-2997	50.000	SY	\$10.00	FILTER BLANKET	\$500.00
0146	636-1033	30.000	SF	\$20.72	HWY SIGNS, TP1MAT,REFL SH TP 9	\$621.73
0141	636-2070	30.000	LF	\$8.65	GALV STEEL POSTS, TP 7	\$259.63
0161	647-5230	1.000	EA	\$5,850.67	SIGNAL ASS, FLASHING SCHOOL,CO	\$5,850.67
0056	653-1704	100.000	LF	\$4.05	THERM SOLID TRAF STRIPE,24",WH	\$405.00
0061	653-1804	520.000	LF	\$1.77	THERM SOLID TRAF STRIPE, 8",WH	\$920.40
0111	668-1100	4.000	EA	\$2,045.29	CATCH BASIN, GP 1	\$8,181.14
0166	700-6910	1.000	AC	\$840.62	PERMANENT GRASSING	\$840.62
0066	700-7000	3.000	TN	\$69.68	AGRICULTURAL LIME	\$209.04
0006	716-1000	100.000	SY	\$2.16	EROSION CONTROL MATS,WATERWAYS	\$215.97
0001	716-2000	1000.000	SY	\$1.25	EROSION CONTROL MATS, SLOPES	\$1,247.21
SUBTOTAL FOR :						\$157,461.93

TOTALS FOR JOB 0010453_BARROW8

ITEMS COST:	\$157,461.93
COST GROUP COST:	\$0.00
ESTIMATED COST:	\$157,461.93
CONTINGENCY PERCENT:	0.00
ENGINEERING AND INSPECTION:	0.03
ESTIMATED COST WITH CONTINGENCY AND E&I:	\$161,398.48

impact the typical section, work to be done, and project termini.

Broad Street is an undivided four-lane rural roadway with bike lanes and sidewalks. The average lane width is eleven feet. The corridor width is estimated to be one hundred feet wide. The project limits on Broad Street are from the intersection of Jefferson to the intersection of Seventh Avenue for a length of approximately a half mile. On Broad Street, a flashing beacon would be provided before the Jefferson intersection and one would be placed before the Seventh Avenue intersection.

Providence Road is a two lane rural roadway with a rural typical section. The length of project limits along Providence Road would be approximately a half mile as requested from April Court to Broad Street; but, the limits would probably be shortened to Ellerbe Drive or even Noah Lane due to funding limitations. The average lane is ten feet wide. The shoulders are five foot grassed. The right-of-way extends approximately ten feet beyond the shoulder on each side of the road.

The cost for a closed system (urban type section) is typically greater than for a rural section. The need for retaining wall and its height would be determined by the existing right-of-way limitations, topography, the drainage area, and design criteria. There is a distinctive drop-off on the north side of Providence Road beginning at the start of the curve heading northward which would most likely require earthwork, guardrail and a retaining wall in addition to the curb and gutter section with drainage. With this in mind, it was recommended to look at placing sidewalk to the side of the road opposite this drop-off.

Comments

- Mayor Bridges wanted to be sure a multi-use trail was considered. He pointed out that there were bike trails and eight foot golf cart trails developed and planned for Statham. He indicated he was receptive to pursuing a proposed design which would take the originally requested design into account as much as possible. He indicated that he would be receptive to a crossing near Noah Lane.
- The other local government attendees also indicated they would be receptive

to pursuing a proposed design which would take the requested design into account as much as possible.

- Dave Peters explained that even if a ten foot rural shoulder is employed with five foot sidewalk, a retaining wall may still be needed in order to meet design criteria within the existing right-of-way.
- Kim Phillips explained that rural shoulder design might need to be employed, but if the sidewalk is flush with the roadway it could create a less than desirable condition; however, this may be preferable to having pedestrians with no designated walking area. Even if a rural typical shoulder is used on the side of Providence Road across from the school, retaining wall may be needed to stay within the existing right-of-way

If a multi-use path is chosen to be next to a roadway with a rural typical section, the GDOT Pedestrian Streetscape guide and the AASHTO Guide for the Development of Bicycle Facilities recommend using a five foot buffer. A two foot buffer is the minimum buffer recommended. AASHTO recommends a barrier beside a multi-use path with a buffer less five feet.

Drainage and other constraints would need to be considered in developing alternatives and determining their footprints. For the curve area beside the school ground on Providence Road, the drop-off would be significant enough to likely need earthwork, guardrail and a retaining wall along with the closed system requested. Extensive work would be needed to construct a closed system with an urban border area along the school side. Along a sidewalk path, two feet behind the back of the curb is the minimum buffer recommended and a six foot buffer is desired by the GDOT Design Policy Manuel and the draft Public Rights-of-Way Accessibility Guidelines (PROWAG).

Physical and financial constraints directly impact the proposed work for this

project. Alternates will be evaluated and chosen based on their ability to meet compliance with Department guidelines and standards, to meet SRTS criteria, and to fulfill the scope of the project.

- Randy Gordon said there is a plan to build a new high school on adjacent property of a foreclosed subdivision. The local government is currently negotiating with the bank. A new middle school will be built on Jefferson Street. Bids for the new construction begin to be accepted in November.
- Jerry Hood pointed out all of these schools will be adjacent and will create one large educational campus.
- Tim Powell stated that there is a six inch water/sewer line North side of Providence Road beyond the edge of right-of-way.
- The required distance from the school for the placement of flashing beacons will be checked. Rules may be flexible in school areas to accommodate schools.
- Attendees were invited to send any additional comments to GDOT.
- The project manger asked that local government provide comments indicating their priorities from their original request in order to aid the Department in determining the best design that would be possible with the constraints given. The local government priorities are:
 1. The first priority is for placing sidewalk. The local government prefers to have sidewalk along the perimeter of the school on Providence Rd. with curb and gutter.
 2. The second priority is to place flashing beacons. If the number must be reduced, weight should be given to those proposed for Broad Street.
 3. Everyone was agreeable to adding any signage or marking possible should funds allow. An example would be to refurbish existing school crossing markings.

Priorities

October 11, 2011 Concept Meeting
Safe Routes to Schools – Statham Elementary School
PI# 0010453
Barrow County

Action Items Randy Gordon will provide GDOT with proposed golf cart/walking trails map. GDOT will look at several alternatives with the preferences and constraints in mind in order to develop the concept for this SRTS project. One alternative to be considered would be to continue a curb and gutter section with longitudinal drainage and sidewalk along the school side of Providence Road before crossing over prior to the curve to continue placement of the rest of the sidewalk.

Field Visit There was a field visit held post meeting. Mayor Bridges and the Director of Public Works, Tim Powell joined GDOT staff in the field at the project site. The topography was viewed and the location of sidewalk, crosswalk, drainage, and beacons discussed at the meeting was also considered at the actual project site. On site, a second waterline was identified south of Providence Rd. within the right-of-way. Tim Powell confirmed this utility was buried roughly two feet below the surface. Measurements were made in the field and visual observations to confirm that the Transportation Data Viewer information regarding the right-of-way appears to be accurate. After the field visit, it was determined that cross sections along Providence Rd. would be essential for determining the locations of the proposed work for this project.

Attachment Distribution Sign-In Sheet
Robert Bridges, Mayor City of Statham
Jerry Hood, Engineer for City of Statham
Randy Gordon, Building Official & Code Enforcement Officer for City of Statham
Gayle Steed, City of Statham Council member
Tim Powell, Director of Public Works for City of Statham
Andy Pittman, School Outreach Coordinator for Northeast Georgia
Emmanuella Myrthil, State Safety Program Coordinator
Dave Peters, State Conceptual Design Group Manager
Todd McDuffie, District Engineer
Robert Mahoney, District Preconstruction Engineer
Allen Ferguson, District Utilities Engineer
Derrick Cameron, Project Manager in Office of Program Delivery
Brent Cook, District Traffic Engineer
Rhonda Brady, District 1 Traffic Operations Engineer
Todd Sumption, District 1 Traffic Operations Manager

CONCEPT TEAM MEETING – SIGN IN SHEET

OFFICE: GDOT – Design Policy & Support

P.I. NO: 0010453

COUNTY: Barrow

DATE: October 11, 2011

	NAME	OFFICE	E-MAIL
1.	GABRIELLE WILLIAMS	GDOT - LOCATION & DESIGN	GAWILLIAMS@DOT.GA.GOV
2.	Randy Gordon	City of Statham	Stathamc@msn.com
3.	Robert Bridges	Mayor	City of Statham
4.	Jerry Hood	Statham - City Engineer	Jhood@eminc.biz
5.	Gayle Steed	Council member	gsteed@mindspring.com
6.	Tim Powell	City of Statham	timmypowell@BellSouth.net
7.	Dave Peters	GDOT	dpeters@dot.ga.gov
8.	Kim Phillips	GDOT	kphillips@dot.ga.gov
9.	Andy Pittman	SRTS Resource Center	andy@SRTScenter.ga.gov
10.			
11.			
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16.			
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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) City Government

Project Title:		Providence Road Sidewalk					
Agency Name:		City of Statham					
Project Contact Person:		Jerry Hood					
Position/Title:		Vice President					
Mailing Address:		303 Swanson Drive					
City:	Lawrenceville	State:	GA	Zip Code:	30666	County:	Barrow
Daytime Phone:	770-962-1387	Email Address:		FOR INTERNAL USE ONLY			
Fax Phone:	770-962-8010	jhood@eminc.biz		Ranking:		Date Submitted:	

School 1 Name:		Statham Elementary		School 2 Name:			
Mailing Address:		1970 Broad Street		Mailing Address:			
City:	Statham	School District:	Barrow County	City:		School District:	
County:	Barrow			County:			

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

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

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

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

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

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

Project Cost Estimate: \$302,573.28

By signing, applicant attests to being authorized to sign for City of Statham (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

19 Nov 2010

 Date

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	834									
½ mile	46									
1 mile	190									
2 miles	494									
Estimated percent of current walkers and bikers	6.2%									

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? Yes 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.

The proposed project is located in Statham, in Barrow County, Georgia and will serve Statham Elementary School. The proposed project includes extending a sidewalk along Providence Road from the School entrance on Providence Road northeast along the west side of Providence Road. The sidewalk will cross Providence Road with a crosswalk east of Ellerbe Drive, and continue on the south side of Providence Road and end at April Court. There are no stop signs or traffic lights along the proposed sidewalk route, there are approximately seven driveways that will be crossed by the sidewalk. The total approximate length of the sidewalk is 2,400 feet. This project will also include curb and gutter, and storm drainage system. One handicap crosswalk will be located at Providence Road near Ellerbe Drive.

The proposed project also includes the addition of three flashing beacon lights, located near the intersections of Broad Road and SR211, Broad Road and Seventh Street, and Providence Road north of the 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?

The City of Statham has an extensive sidewalk and bike path system throughout the Downtown area. However, there are no sidewalks located to the north of Statham Elementary along Providence Road. The Proposed sidewalk will provide a sidewalk from the school to three existing neighborhoods and one unfinished neighborhood. There are approximately 48 existing houses that will have access to this sidewalk.

The proposed project will have a positive impact on Statham Elementary, its students, parents, and the community. An increase in walkers and bikers will reduce traffic congestion, unnecessary consumption of fuel, and would improve physical fitness, and community desirability.

The proposed sidewalk will not only be helpful to students, but will also provide families and individuals with the ability to walk or bike to multiple attractions in the area, including Statham City Center and its shops and restaurants, Post Office, Grocery and Convenience Stores, and Statham City Hall.

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.

Education:

All teachers will teach students about bike safety (i.e. helmets, appropriate traffic procedures), pedestrian safety (i.e. not talking to strangers, traveling in groups) and health benefits (i.e. wellness, weight control muscle development). Additional pedestrian safety rules will include the following: do not cross the street alone if you're younger than 10; never play in the road; always try to walk on paths or sidewalks; if there are no sidewalks or paths walk facing road traffic; look both ways for danger before and while crossing the street; walk, don't run, into the street; dress in bright colors or wear retro-reflective materials so drivers can easily see you. Posters and brochures, translated in several languages, with these safety rules that are enforced by Safe Kids USA will be posted in each building. In addition, the rules will be distributed at registration at the beginning of the school year. Information will be distributed to students and their families about environmental benefits of using alternative modes of transportation (i.e. less fuel, cleaner environment, pollution).

Encouragement:

Each PTO will develop and implement an incentive program to encourage students to walk or ride their bike to school, which will include a Community-Wide Walk/Ride to School Day. The PTO will work with school administration to provide proper parking facilities for bicycles. The Barrow County Chamber of Commerce will work with schools to make sure that all students have access to necessary safety equipment (i.e. helmets, and bike locks). Students who live in shared neighborhoods or subdivisions will be encouraged to travel together. Parents will be encouraged to station and greet students at critical intersections as needed. The home owner's association in each nearby neighborhood will be asked to develop their own safety procedures for walking or biking students.

Enforcement:

Safety procedures for pedestrians will be included in the School Safety Manual. School Councils will explore options for establishing a Student Safety Patrol Program for the system. The Statham Police Department personnel will continue to help monitor automobile and pedestrian traffic along the sidewalk area. School personnel will be assigned morning and afternoon duties to assist with monitoring student safety as they use the sidewalk areas. Volunteer parents will assist with student recruitment and enforcement of safety rules.

Engineering:

Construct a sidewalk that extends from the Statham Elementary School entrance on Providence Road, northeast on Providence Road.

Evaluation:

Administer a Pre/Middle/Post "Modes of Transportation Survey" for each student to measure change in travel habits to and from school. The survey will monitor the increase/decrease of walkers, bike riders, car riders, and/or bus riders. A parent survey will be administered July 2011, December 2011, and May 2012. Survey questions will include: mode of transportation for morning arrival and afternoon dismissal; duration of time for arrival and dismissal; number of late arrivals per school; transportation director to monitor number of students riding a school bus; a teacher recording of individual transportation mode changes in each classroom.

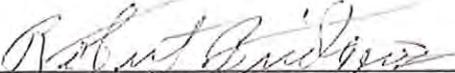
SECTION 5 - PROJECT COST ESTIMATE

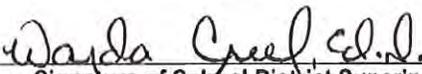
[Total of 10 Points]

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 infrastructure. The undersigned affirm that all statements in this application are true and complete to the best of the applicant's knowledge. Please attach additional signature pages if necessary for multiple schools. **(Signature required from local government official authorized to sign maintenance agreements, or Designee.)**

 _____ Signature of City/County Engineer, Mayor, County Commissioner, City Manager, etc. City of Statham _____ Name of Agency	Robert Bridges _____ Print Name of City/County Engineer, Mayor, County Commissioner, City Manager, etc. 770-725-5455 _____ Telephone Number Date
--	---

 _____ Signature of School District Superintendent Barrow County Schools _____ Name of School District	Dr. Wanda Creel _____ Print Name of School District Superintendent 770-867-4527 _____ Telephone Number Date
--	---

 _____ School 1: Signature of Principal Statham Elementary _____ Name of School	Mac Almond _____ School 1: Print Name of Principal 770-725-7112 _____ Telephone Number Date
---	---

_____ School 2: Signature of Principal _____ Name of School	_____ School 2: Print Name of Principal _____ Telephone Number Date
--	---

2011 Safe Routes to School Award List

Congressional District One

County/City	School	Amount
Valdosta City School District	J.L. Newborn Middle School	\$274,769.60
Lanier County School District	Lanier County Primary, Elementary and Middle Schools	\$196,878.33

Congressional District Two

County/City	School	Amount
Columbus Planning Department	Clubview Elementary	\$163,961.00
City of Roberta	<ul style="list-style-type: none"> • Crawford County Elementary • Crawford County Middle • Crawford County Eagle's Nest School 	\$358,530.00

Congressional District Three

County/City	School	Amount
Henry County Schools	<ul style="list-style-type: none"> • Fairview Elementary • Hampton Elementary • McDonough Elementary • Red Oak Elementary • Westlake Elementary • Stockbridge Middle 	\$445,425.00

Congressional District Four

County/City	School	Amount
DeKalb County Public Works	<ul style="list-style-type: none"> • Briarlake Elementary • Evansdale Elementary • Fairington Elementary • Hawthorne Elementary • Oakgrove Elementary 	\$476,044.49

Congressional District Five

County/City	School	Amount
City of Atlanta Public Works	Atlanta Charter Middle School & Neighborhood Charter School	\$499,926.01

Congressional District Six

County/City	School	Amount
Cherokee County School District	<ul style="list-style-type: none"> • Ball Ground Elementary • Carmel Elementary • Holly Springs Elementary • Joseph Knox Elementary • Woodstock Elementary 	\$369,336.00

Congressional District Seven

County/City	School	Amount
Newton County Board of Commissioners	<ul style="list-style-type: none"> Fairview Elementary Live Oak Elementary West Newton Elementary Clements Middle School and Veterans Memorial Middle School 	\$316,700.05
City of Statham	Statham Elementary School	\$160,000

Congressional District Eight

County/City	School	Amount
City of Dublin	<ul style="list-style-type: none"> Susie Dasher Elementary Saxon Heights Elementary 	\$328,000.00
Colquitt County School District	C.A Gray Junior High School	\$172,000.00

Congressional District Nine

County/City	School	Amount
Dalton Public Schools	<ul style="list-style-type: none"> Blue Ridge Elementary Brookwood Elementary City Park Elementary Roan Elementary Westwood Elementary 	\$436,009.00

Congressional District Ten

County/City	School	Amount
City of Cornelia	Cornelia Elementary School	\$395,610.36
Columbia County	Lewiston Elementary	\$117,377.65

Congressional District Eleven

County/City	School	Amount
Cobb County School District	<ul style="list-style-type: none"> Kincaid Elementary Cheatham Hill Elementary 	\$500,000.00

Congressional District Twelve

County/City	School	Amount
Baldwin County Board of Education	<ul style="list-style-type: none"> Blandy Hills Elementary Creekside Elementary Eagle Ridge Elementary Midway Elementary 	\$499,977.00

Congressional District Thirteen

County/City	School	Amount
Fulton County Public Works	Bethune Elementary School	\$500,000.00

Federal SRTS Law

The federal Safe Routes to School program was created by Congress in August 2005 as part of the federal transportation bill, SAFETEA-LU. The full text of Section 1404 of SAFETEA-LU, which created SRTS, is below.

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Public Law 109-59

SEC. 1404. SAFE ROUTES TO SCHOOL PROGRAM.

(a) ESTABLISHMENT.--Subject to the requirements of this section, the Secretary shall establish and carry out a safe routes to school program for the benefit of children in primary and middle schools.

(b) PURPOSES.--The purposes of the program shall be- (1) to enable and encourage children, including those with disabilities, to walk and bicycle to school; (2) to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and (3) to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

(c) APPORTIONMENT OF FUNDS.--

(1) IN GENERAL.--Subject to paragraphs (2), (3), and (4), amounts made available to carry out this section for a fiscal year shall be apportioned among the States in the ratio that- (A) the total student enrollment in primary and middle schools in each State; bears to (B) the total student enrollment in primary and middle schools in all States. (2) MINIMUM APPORTIONMENT.--No State shall receive an apportionment under this section for a fiscal year of less than \$1,000,000. (3) SET-ASIDE FOR ADMINISTRATIVE EXPENSES.--Before apportioning under this subsection amounts made available to carry out this section for a fiscal year, the Secretary shall set aside not more than \$3,000,000 of such amounts for the administrative expenses of the Secretary in carrying out this subsection. (4) DETERMINATION OF STUDENT ENROLLMENTS.--Determinations under this subsection concerning student enrollments shall be made by the Secretary.

(d) ADMINISTRATION OF AMOUNTS.--Amounts apportioned to a State under this section shall be administered by the State's department of transportation.

(e) ELIGIBLE RECIPIENTS.--Amounts apportioned to a State under this section shall be used by the State to provide financial assistance to State, local, and regional agencies, including nonprofit organizations, that demonstrate an ability to meet the requirements of this section.

(f) ELIGIBLE PROJECTS AND ACTIVITIES.--

(1) INFRASTRUCTURE-RELATED PROJECTS.--

(A) IN GENERAL.--Amounts apportioned to a State under this section may be used for the planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-

street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools. (B) LOCATION OF PROJECTS.--Infrastructure-related projects under subparagraph (A) may be carried out on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools.

(2) NONINFRASTRUCTURE-RELATED ACTIVITIES.--

(A) IN GENERAL.--In addition to projects described in paragraph (1), amounts apportioned to a State under this section may be used for noninfrastructure-related activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs. (B) ALLOCATION.--Not less than 10 percent and not more than 30 percent of the amount apportioned to a State under this section for a fiscal year shall be used for noninfrastructure-related activities under this subparagraph.

(3) SAFE ROUTES TO SCHOOL COORDINATOR.--Each State receiving an apportionment under this section for a fiscal year shall use a sufficient amount of the apportionment to fund a full-time position of coordinator of the State's safe routes to school program.

(g) CLEARINGHOUSE.--

(1) IN GENERAL.--The Secretary shall make grants to a national nonprofit organization engaged in promoting safe routes to schools to- (A) operate a national safe routes to school clearinghouse; (B) develop information and educational programs on safe routes to school; and (C) provide technical assistance and disseminate techniques and strategies used for successful safe routes to school programs. (2) FUNDING.--The Secretary shall carry out this subsection using amounts set aside for administrative expenses under subsection (c)(3).

(h) TASK FORCE.--

(1) IN GENERAL.--The Secretary shall establish a national safe routes to school task force composed of leaders in health, transportation, and education, including representatives of appropriate Federal agencies, to study and develop a strategy for advancing safe routes to school programs nationwide. (2) REPORT.--Not later than March 31, 2006, the Secretary shall submit to Congress a report containing the results of the study conducted, and a description of the strategy developed, under paragraph (1) and information regarding the use of funds for infrastructure-related and noninfrastructure-related activities under paragraphs (1) and (2) of subsection (f). (3) FUNDING.--The Secretary shall carry out this subsection using amounts set aside for administrative expenses under subsection (c)(3).

(i) APPLICABILITY OF TITLE 23.--Funds made available to carry out this section shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code; except that such funds shall not be transferable and shall remain available until expended, and the Federal share of the cost of a project or activity under this section shall be 100 percent.

(j) TREATMENT OF PROJECTS.--Notwithstanding any other provision of law, projects assisted under this subsection shall be treated as projects on a Federal-aid system under chapter 1 of title 23, United States Code.

(k) DEFINITIONS.--In this section, the following definitions apply: (1) IN THE VICINITY OF SCHOOLS.--The

term "in the vicinity of schools" means, with respect to a school, the area within bicycling and walking distance of the school (approximately 2 miles). (2) PRIMARY AND MIDDLE SCHOOLS.--The term "primary and middle schools" means schools providing education from kindergarten through eighth grade.