

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. #0010454 **OFFICE** Design Policy & Support
GDOT District 2 - Tennille
Columbia County **DATE** August 28, 2012
Lewiston Elementary School - SRTS

FROM  Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

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

Attachment

DISTRIBUTION:

Bobby Hilliard, Program Control Administrator
Genetha Rice-Singleton, State Program Delivery Engineer
Cindy VanDyke, State Transportation Planning Administrator
Angela Robinson, Financial Management Administrator
Glenn Bowman, State Environmental Administrator
Kathy Zahul, State Traffic Engineer
Georgene Geary, State Materials & Research Engineer
Lisa Myers, State Project Review Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Jimmy Smith, District Engineer
Neal O'Brien, District Preconstruction Engineer
Lynn Bean, District Utilities Engineer
George Brewer, Project Manager
Emmanuella Myrthil, State SRTS Coordinator
BOARD MEMBER - 10th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT

Project Type: Safe Routes to School P.I. Number: 0010454
GDOT District: 2 County: Columbia
Federal Route Number: N/A State Route Number: N/A

Lewiston Elementary School – SRTS

Submitted for approval:

[Signature]
Kimley-Horn and Associates, Inc. / Sean Johnston

7/10/2012
DATE

[Signature]
George Brewer, Project Manager

7/10/2012
DATE

Approvals:

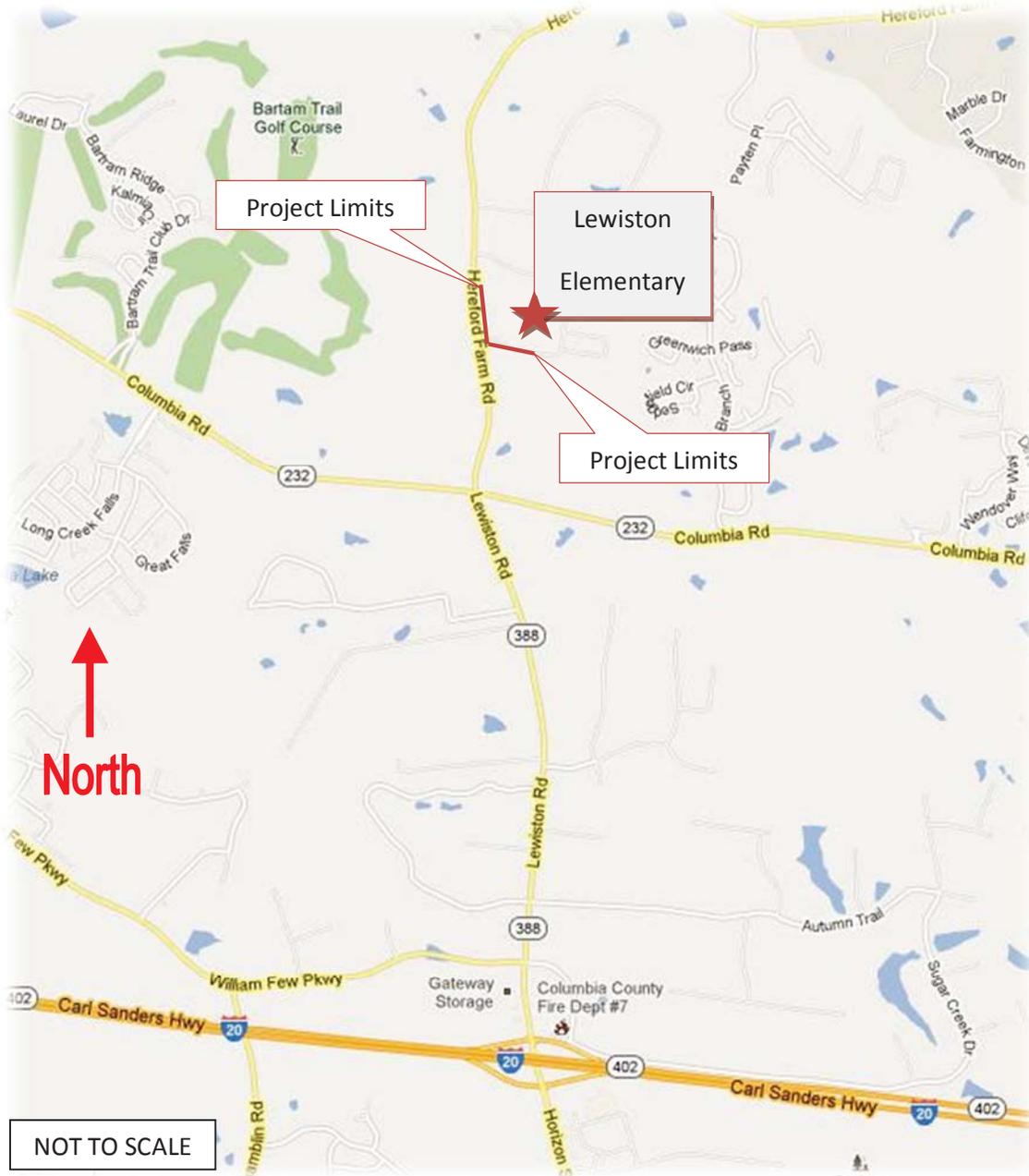
Concur: [Signature]
State Program Delivery Engineer

7/20/2012
DATE

Approve: [Signature]
Director of Engineering

8/27/12
DATE

PROJECT LOCATION



Legend:



School Location



Project Limits

Project Location Map

Project Number: N/A
P.I. Number: 0010454

Lewiston Elementary School SRTS
Columbia County, GA

Source: Google

PLANNING & BACKGROUND DATA

Project Justification Statement: The proposed project is a Safe Routes to School (SRTS) infrastructure project that would improve pedestrian accessibility for students within a two-mile radius of Lewiston Elementary School in Columbia County. Lewiston Elementary School is located at the intersection of Hereford Farm Road and River Birch Drive in the City of Evans. The SRTS program is administered by the Federal Highway Administration under Section 1404 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). As a result of this legislation, funding is allocated to assist with infrastructure and non-infrastructure activities to elementary and middle schools. The desired outcome of the SRTS program is to enable and encourage a healthy lifestyle for all students by walking and bicycling to school, as well as to provide environmental benefits for the community within a two-mile radius of the school.

Lewiston Elementary School serves grades K through 5, and has an approximate enrollment of 950 students. According to data provided by the school, less than 10 students (approximately 1%) walk or bike to school on a regular basis. Existing sidewalks along River Birch Drive do not extend onto the school property, and there are no existing sidewalks along the school frontage on Hereford Farm Road. Also, there are existing sidewalks directly adjacent to the school building that do not extend to River Birch Drive or Hereford Farm Road, creating a gap in connectivity between the school and adjacent properties. The project proposes to improve connectivity for students walking or biking to school from adjacent neighborhoods through installation of new infrastructure on school property that will connect to Hereford Farm Road and River Birch Drive.

The project limits consist of the school frontage along Hereford Farm Road and River Birch Drive, as well as the school entrance drives. The project will provide connectivity to existing sidewalks on River Birch Drive and to Hereford Farm Road.

The project was selected by the State Transportation Board as part of a statewide call for SRTS Infrastructure projects in 2011. An application for project funding was prepared and submitted to the Department by the Central Savannah River Area Regional Commission, with input from Columbia County and Lewiston Elementary School staff and parent groups. Lewiston Elementary School has an active Safe Routes to School program that promotes walking and biking through education, encouragement, enforcement and evaluation. The improvements will help the school achieve its goal of increasing the number of students walking and biking to school, and will complement the school's existing Safe Routes to School non-infrastructure related programs.

Description of the proposed project: The proposed project consists of pedestrian infrastructure improvements in Evans, Georgia, in the vicinity of Lewiston Elementary School that will improve accessibility for students walking and biking to school. All improvements would be constructed to meet Americans with Disabilities Act and Manual on Uniform Traffic Control Devices guidelines, and would be constructed within the existing right-of-way.

New sidewalk (approximately 800 feet long) would be constructed along River Birch Drive in front of Lewiston Elementary School. New sidewalk (approximately 250 feet long) would also be installed from the proposed sidewalk on River Birch Drive to the school entrances. On the east side of Hereford Farm Road, a Class B gravity retaining wall (approximately 150 feet long) and a new sidewalk (approximately 700 feet long) would be constructed from the intersection with River Birch

Drive to the northern boundary of the school property line. Raised intersections would be installed across all three school driveways to increase driver visibility of crossing pedestrians. School zone pavement markings would be installed on Hereford Farm Road within the existing school zone, and bicycle racks would be installed at school entrances to provide storage for students cycling to school.

Federal Oversight: Full Oversight Exempt State Funded Other

MPO: N/A MPO
 MPO Project TIP # N/A

Regional Commission: N/A RC – Central Savannah River RC
 RC Project ID # N/A

Congressional District(s): 10

Projected Traffic: N/A

Functional Classification: Herford Farm Road: Rural Major Collector
 River Birch Drive: Rural Local Road

Is this project on a designated bike route? No YES

Is this project located on a pedestrian plan? No YES

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

DESIGN AND STRUCTURAL DATA

Segment 1 Design Features: Hereford Farm Road

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	3	2 minimum	No Change
- Lane Width(s)	11'-12'	11' -12'	No Change
- Shoulder Width and Type	10' grassed (approx.)	10'	10' grassed
- Sidewalk Width	N/A	5'	6'
- Grass Buffer Width	N/A	N/A	25' minimum (locate sidewalk at back of existing ditch)
Maximum Sidewalk Cross Slope	N/A	2% Max	2% Max
Minimum Crosswalk Width	N/A	8'	8'
Posted Speed	55 MPH (35 MPH in School Zone)	N/A	No change
Design Speed	55 MPH	N/A	No change
Right-of-Way Width**	60' (approx.)	N/A	No change

Segment 2 Design Features: River Birch Drive

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	3	2 minimum	No Change
- Lane Width(s)	11'-12'	11' -12'	No Change
- Shoulder Width and Type	12' Urban (approx.)	N/A	No Change
- Grass Buffer Width	N/A	2' minimum 6' desirable	2' minimum 5' typical
- Sidewalks	N/A	5'	5'
Maximum Sidewalk Cross Slope	N/A	2% Max	2% Max
Minimum Crosswalk Width	N/A	8'	8'
Posted Speed	25 MPH	N/A	No Change
Design Speed	25 MPH	N/A	No Change
Right-of-Way Width**	50' (approx.)	N/A	No Change

*According to current GDOT design policy if applicable

** In order to be eligible for SRTS funding, the local sponsor has demonstrated that adequate existing right-of-way width is available to construct the proposed project.

Minor Structures:

Structure	Existing	Proposed
Retaining walls	None	4' to 6' high Class B gravity walls along the east side of Hereford Farm Road on Lewiston Elementary School property

Major Interchanges/Intersections: N/A

Utility Involvements:

- Water
- Sewer
- Power
- Telecommunications
- Natural Gas

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

SUE Required: Yes No

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

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

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

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/AASHTO controlling criteria anticipated:

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

VE Study anticipated: No Yes Completed – Date:

ENVIRONMENTAL DATA

Anticipated Environmental Document:

GEPA: NEPA: Categorical Exclusion EA/FONSI EIS

Air Quality:

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

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: Categorical Exclusion Anticipated

Ecology: Several federally listed endangered species exist within Columbia County. A field survey will be required, however no species are expected to be found on the project site. The project will be constructed along the school frontage and on school property in a developed, maintained area. No wetlands or streams are expected to be encountered in the project area.

History: No resources are expected to be encountered within the project area. A field survey will be required, and a finding of no historic properties affected is anticipated.

Archeology: No resources are expected to be encountered within the project area. A field survey will be required, and completion of an archeology short form is anticipated.

Air & Noise: A Type III Noise Screening and Air Quality Screening will be required. No additional modeling is anticipated

Public Involvement: As part of the SRTS funding application process, the local sponsor was advised to hold any desired public meetings prior to submittal of their application. Because the project will be constructed entirely within existing right-of-way, no further public involvement is anticipated.

Major stakeholders:

- Columbia County Board of Education (Lewiston Elementary School)
- Columbia County

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: It is recommended to construct the project during summer months if possible in order to avoid conflicts with school traffic.

PROJECT RESPONSIBILITIES

Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	GDOT/Kimley-Horn and Associates, Inc.
Design	TBD (GDOT or Consultant)
Right-of-Way Acquisition	N/A
Utility Relocation	Utility Owners
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	Construction Contractor
Providing Detours	N/A
Environmental Studies, Documents, & Permits	TBD
Environmental Mitigation	TBD – None Anticipated
Construction Inspection & Materials Testing	GDOT

Lighting required:

No

Yes

Concept Meeting: May 9, 2012

Other projects in the area:

- 0008349 SR 232 From CR 238/Chamblin Road to CR 221 Old Belair Road
- 0008350 SR 388/Horizon South Road from I-20 to SR 232/Columbia Road

Other coordination to date: N/A

Project Cost Estimate and Funding Responsibilities: *Add additional rows as necessary; Attach current cost estimates to report.*

	Breakdown of PE	ROW	Utility	CST*	Environmental Mitigation	Total Cost
By Whom	GDOT	N/A	N/A	GDOT	N/A	
\$ Amount	\$60,000	None Anticipated	None Anticipated	\$133,006	None Anticipated	\$193,006

*CST Cost includes: Construction, Engineering and Inspection.

ALTERNATIVES DISCUSSION

Preferred Alternative: The proposed project consists of pedestrian infrastructure improvements in Evans, Georgia, in the vicinity of Lewiston Elementary School that will improve accessibility for students walking and biking to school. All improvements would be constructed to meet Americans with Disabilities Act and Manual on Uniform Traffic Control Devices guidelines, and would be constructed within the existing right-of-way.

New sidewalk (approximately 800 feet long) would be constructed along River Birch Drive in front of Lewiston Elementary School. New sidewalk would also be installed from the proposed sidewalk on River Birch Drive to the school entrances. On the east side of Hereford Farm Road, a Class B gravity retaining wall (approximately 150 feet long) and a new sidewalk (approximately 700 feet long) would be constructed from the intersection with River Birch Drive to the northern boundary of the school property line. Raised intersections would be installed across all three school driveways to increase driver visibility of crossing pedestrians. Bicycle racks would be installed at school entrances to promote cycling to school.

Estimated Property Impacts:	None	Estimated Total Cost:	\$193,006
Estimated ROW Cost:	None	Estimated CST Time:	6 months

Rationale: The preferred alternative is recommended for this project. This alternative will improve bicycle and pedestrian connectivity to Lewiston Elementary School from adjacent properties and neighborhoods.

No-Build Alternative: The no-build alternative would leave existing conditions intact and not construct the improvements proposed in the preferred alternative.

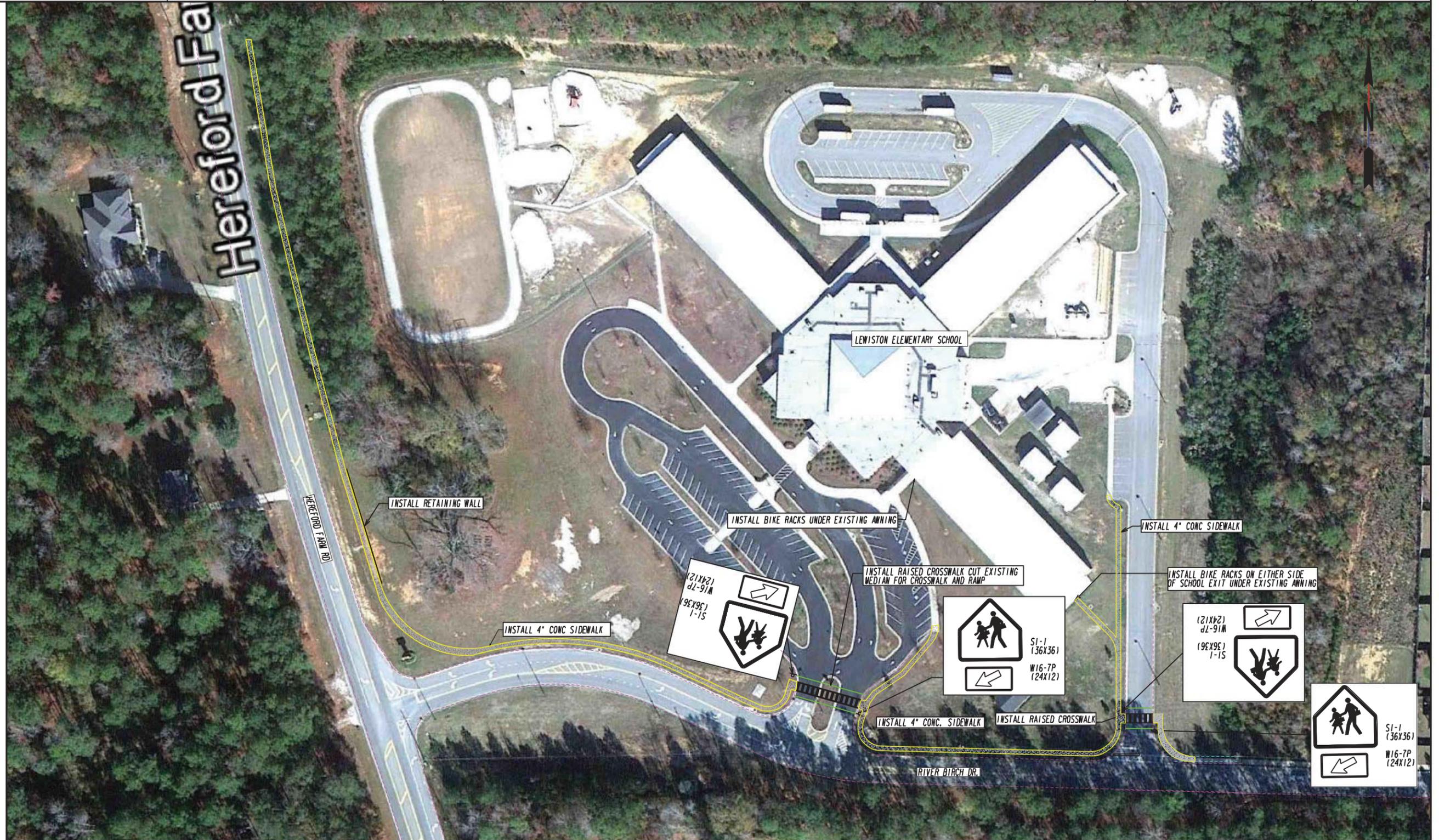
Estimated Property Impacts:	None	Estimated Total Cost:	N/A
Estimated ROW Cost:	None	Estimated CST Time:	N/A

Rationale: The no-build alternative is not recommended for this project. This alternative would not support the goals of improving bicycle and pedestrian accessibility as defined by the Safe Routes to School program.

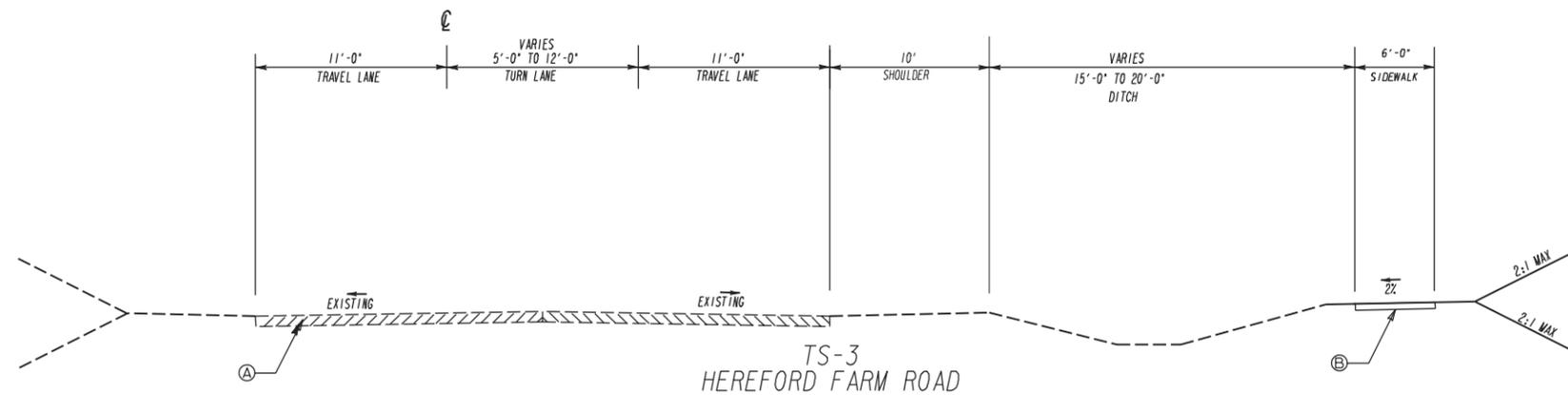
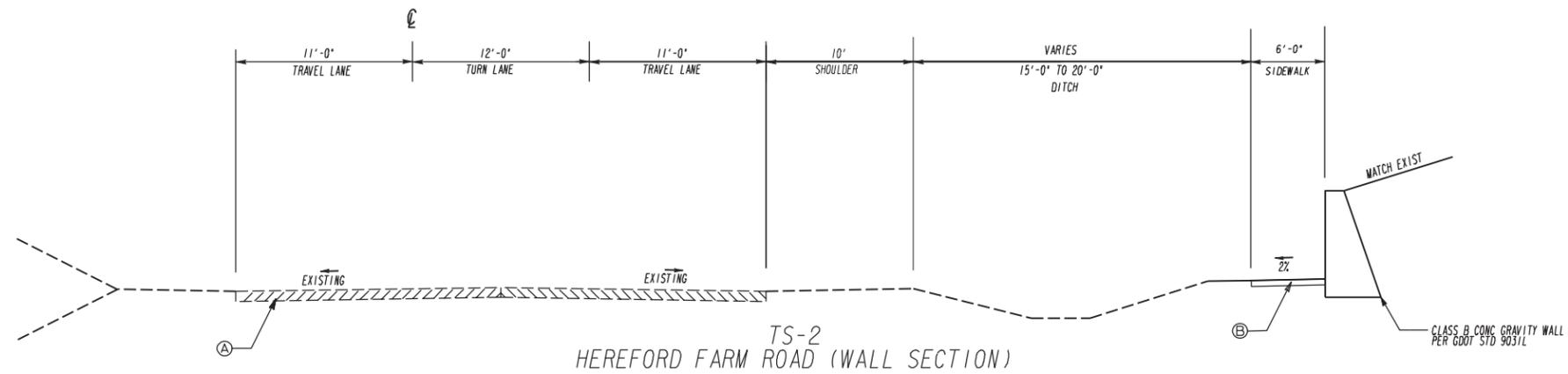
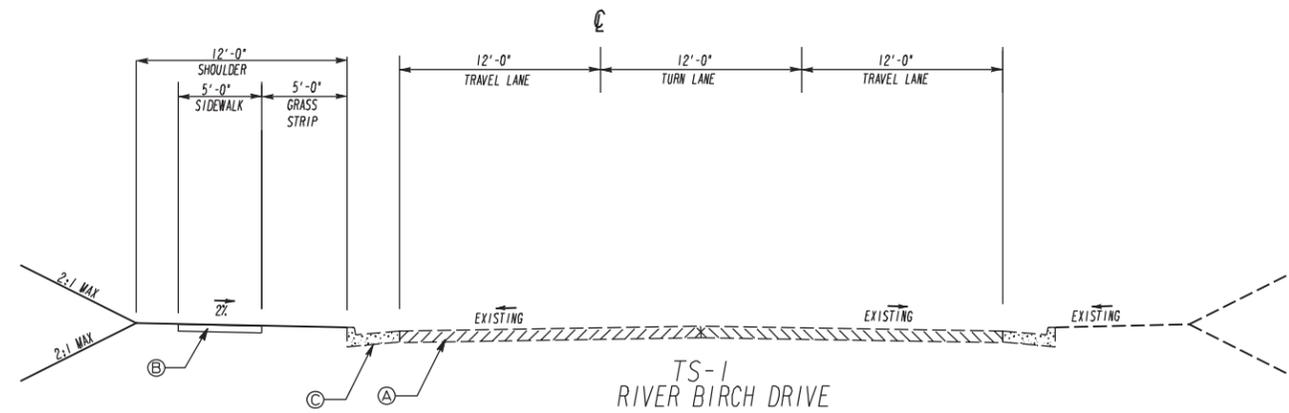
Comments: None

Attachments:

1. Concept Layout
2. Typical sections
3. Detailed Cost Estimates:
 - a. Construction including Engineering and Inspection
4. Minutes of Concept meetings



REVISION DATES	



- REQUIRED PAVEMENT
- (A) EXISTING PAVEMENT (TO BE RETAINED)
 - (B) CONC SIDEWALK, 4 IN
 - (C) EXISTING 30" CURB AND CUTTER (TO BE RETAINED)

Kimley-Horn and Associates, Inc.
 Engineering, Planning, and Environmental Consultants
 817 W. Peachtree Street NW, Suite 601
 Atlanta, GA 30308



REVISION DATES

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: PROGRAM DELIVERY
TYPICAL SECTIONS

DRAWING NO.
5-01

MEETING MINUTES

Date: May 9, 2012
Project: Lewiston Elementary School Safe Routes to School
GDOT Project No.: PI 0010454
County: Columbia
Subject: Concept Team Meeting

Attendees:

George Brewer	Georgia Department of Transportation (GDOT)
Tim Beatty	Columbia County Schools
Steve Exley	Columbia County Road Construction Manager
Michael Doolittle	Lewiston Elementary School
Ryan Morningstar	Columbia County Schools
Sean Johnston	Kimley-Horn and Associates (KHA)
Elise Hipp	KHA

This Safe Routes to School concept team meeting was held on Wednesday, May 9, 2012 at Lewiston Elementary School located in Evans, Georgia to discuss the sponsor's application and concepts for proposed infrastructure improvements in the vicinity of the school. The proposed project consists of sidewalk, raised crosswalks, bicycle racks, school zone pavement markers and additional signage to improve conditions for children walking and bicycling to school.

The meeting began with a group discussion at the Lewiston Elementary School, which included the following key items:

- KHA gave an overview of plan development process milestones, which include concept development (i.e. 30% design), environmental documentation, construction drawing preparation (including a Final Field Plan Review at 90% design), and letting to construction. It is GDOT and KHA's goal to complete this process within two years, with six to nine months expected for construction. This is an expedited timeframe for a process that could normally take three or more years.
- KHA gave an overview of the design team's understanding of the project. The scope entails installation of sidewalk along Hereford Farm Road within the Board of Education's Right-of-Way and connecting existing sidewalk along River Birch Drive, installation of raised crosswalks with associated signage across all three school driveways, installation of bicycle racks in front of the school, and installation of school zone pavement markers delineating the existing school zone along Hereford Farm Road.
- Columbia County mentioned that the ARTS Study calls for a multiuse path along Hereford Farm Road. It was suggested that KHA consider a wider sidewalk to accommodate future installation of a multiuse path.
- It was noted that buses currently use the first two school driveways but that the original design was intended for buses to use the third driveway. KHA should design raised crosswalks to accommodate buses across all three driveways.

- It was noted that Hereford Farm Road is intended to be a country road with open ditches and a wide shoulder. Therefore, the county prefers not to use curb and gutter along Hereford Farm Road. It was suggested that the proposed sidewalk should be installed behind the existing open ditch along Hereford Farm Road.

The group then performed a site walk along the proposed project limits. Multiple options for improvements within the project limits were discussed. This discussion resulted in the following recommendations:

- It was suggested that a new sidewalk be installed from the exit at the school's southeastern wing to the proposed sidewalk along the third (easternmost) driveway. It was also suggested that bike racks be installed on either side of the exit under the existing awning.
- It was suggested that an additional bike rack be installed near the front of the school adjacent to the existing awning.
- It was noted that there is existing curb and gutter along River Birch Drive.
- It was noted that the existing fence in front of the school along River Birch Drive should not be disturbed and that conflicts with a few utility poles will need to be avoided.
- It was noted that the existing sidewalk to the east of the third school driveway will need an ADA curb ramp.
- It was noted that the proposed sidewalk along Hereford Farm Road should be installed behind the existing open ditch and that tree impacts will likely occur.

These minutes contain the understanding of KHA representatives regarding discussions, decisions, action items, etc. at the meeting.