

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: | | Lilburn Sidewalk Improvements | | | | | |
| Agency Name: | | City of Lilburn | | | | | |
| Project Contact Person: | | Alex Mitchem | | | | | |
| Position/Title: | | Project Manager | | | | | |
| Mailing Address: | | P.O. Box 2210 | | | | | |
| City: | Lawrenceville | State: | GA | Zip Code: | 30046 | County: | Gwinnett |
| Daytime Phone: | (770) 338-8129 | Email Address: | | | | FOR INTERNAL USE ONLY | |
| Fax Phone: | (770) 822-5990 | awm@ppi.us | | | | Ranking: | Date Submitted: |

| | | | | | | | |
|------------------|----------|---------------------------|--|------------------|----------|----------------------------|--|
| School 1 Name: | | Lilburn Elementary School | | School 2 Name: | | Lilburn Middle School | |
| Mailing Address: | | 531 Lilburn School Road | | Mailing Address: | | 4994 Lawrenceville Highway | |
| City: | Lilburn | School District: | | City: | Lilburn | School District: | |
| County: | Gwinnett | GCPS | | County: | Gwinnett | GCPS | |

| | | | | | | | |
|------------------|----------|-----------------------|--|------------------|--|------------------|--|
| School 3 Name: | | Trickum Middle School | | School 4 Name: | | | |
| Mailing Address: | | 130 Killian Hill Road | | Mailing Address: | | | |
| City: | Lilburn | School District: | | City: | | School District: | |
| County: | Gwinnett | GCPS | | 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? *If yes, please attach additional sheets.*

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

Project Cost Estimate: \$303,704.00

By signing, applicant attests to being authorized to sign for CITY OF LILBURN (Name of Agency) and that all information contained herein is true and correct to the best of his/her knowledge.

Alex W. Mitchem
Signature of Project Contact Person

12.11.08
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.

The City of Lilburn desires to improve pedestrian safety, increase walking and biking opportunities for school-age children in the neighborhoods around Lilburn Elementary School, Lilburn Middle School and Trickum Middle School. The City has identified a number of problem areas and issues that could be addressed through an SRTS project. The following issues exist that could be addressed by the completion of certain sidewalk infrastructure improvements:

Sidewalks missing or sidewalk gaps – An analysis of the neighborhoods around these schools revealed that sidewalks are present in some of the streets that lead to the schools, but are not present on all streets (or gaps exist) which poses difficulties for pedestrians. Sidewalks are put in new subdivisions and along frontage roads, but many older sections of the community do not have sidewalks, and the posted speed limits on the streets are 45 mph in many cases, so sidewalks are needed to protect drivers and pedestrians. The north side of US 29 between Holly Ridge Drive and Harbins Road is a good example. A sidewalk is present on the south side of the road, but many of the neighborhoods served by the school are on the NORTH side. Closing the sidewalk gap on US 29 between Harbins Road and Holly Ridge Drive would increase safety for children and other pedestrians who may walk from these neighborhoods and/or increase the number of children walking if the sidewalk was present.

Changing nature of the population of Lilburn - Lilburn's population is becoming increasingly diverse, as is the population of Gwinnett County as a whole. The racial composition of the City in 1990 was white (92.7%) and non-white (7.3%). By 2000, the racial composition was white (69.1%) and non-white (30.9%), and is expected to continue according to the Lilburn Comprehensive Plan. Many of these new residents are from cultures and regions where walking and biking are much more common than in traditional suburban communities. Many of the targeted streets serve communities where non-white and Hispanic/Asian persons now dwell in greater numbers than in 1990. The increase in walking is evidenced by the worn paths along the shoulders of the road. Additionally, the percentage of school-age children is expected to increase in Lilburn by 54% from 2000 to 2020, so the number of potential number of children walking to school should increase consequently.

Increase in Pedestrian/Bicycle Accidents in Gwinnett County – According to Traffic Crash Profiles for the Atlanta Region (Atlanta Regional Commission, 2006), between 2002 and 2004, Gwinnett County averaged 103 pedestrian/vehicle accidents and 31 bicycle/vehicle accidents per year. Five of these accidents during this period occurred in Lilburn, with two fatalities and several injury crashes near the three target schools. One of the highest injury vehicle/vehicle crash locations is in the Lilburn area (229 injury/property damage only accidents on US 29 near Pleasant Hill Road between 2002-2004, for example). As the population of the City and the County continues to grow, the likelihood that pedestrian accidents will continue to increase. With 15% of the population of Lilburn Elementary School walking to the campus, it is important that they have a safe route to walk.

- 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 | 88 | 90 | 33 | | | | | | | |
| % Asian | 15 | 11 | 19 | | | | | | | |
| % African-American | 15 | 23 | 21 | | | | | | | |
| % Caucasian | 7 | 4 | 45 | | | | | | | |
| % Hispanic | 58 | 59 | 11 | | | | | | | |
| % Native American | 0 | 0 | 0 | | | | | | | |
| % Other | 5 | 4 | 5 | | | | | | | |

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 | 1,330 | 1,253 | 1,886 | | | | | | | |
| ½ mile | 56 | 15 | 5 | | | | | | | |
| 1 mile | 240 | 44 | 68 | | | | | | | |
| 2 miles | 500 | 141 | 431 | | | | | | | |
| Estimated percent of current walkers and bikers | 15 | 3 | 1 | | | | | | | |

SECTION 3 - PROPOSED PROJECT

[Total of 25 Points]

A. Is all property involved in your project in the public right-of-way (ROW)?

If part of your project is on a permanent public easement, do you have documentation for such easement?

B. Describe in detail your proposed Infrastructure project? Please attach a map or diagram of your project location(s) which includes, at a minimum, street names, school name(s) and location(s), city and county names, existing walking/biking facilities (e.g., sidewalks, crosswalks, paths, etc.), and existing traffic signals or stop signs. Also attach photographs, plans, and other materials that may help illustrate the proposed project.

The proposed project consists of the two elements to address the problems identified in this application:

1. The installation of 3,620 linear feet of DOT standard sidewalks, curb cut wheelchair ramps and crosswalks near Lilburn Elementary School on the following streets:
 - a. U.S. 29 from Harbins Road to Holly Ridge Drive (north side of the road)
 - b. Lilburn School Road from US 29 to the School property.
2. The installation of 957 linear feet of DOT standard sidewalks, curb cut wheelchair ramps and crosswalks near Lilburn Middle School on the following streets:
 - a. Hood Road from Remington Drive to US 29.
3. The installation of 3,394 linear feet of DOT standard sidewalks, curb cut wheelchair ramps and crosswalks near Trickum Middle School on the following streets:
 - a. Nantucket Drive from Killian Hill Road to Camp Creek Drive

The proposed improvements will close sidewalk gaps, improve safety and increase accessibility for children walking/biking to these two schools. The proposed sidewalks are shown on Exhibits "B-1" and "B-2" and "B-3". The proposed improvements will provide a safe ADA-compliant walking surface for school children and other pedestrians who use these roads and will provide a safe place to cross the busy streets. With 15% of students at Lilburn Elementary Schools walking to the campus, increased safety is a major concern. However, in order to install these sidewalks in some cases, some drainage structures will need to be extended/adjusted/relocated to accommodate the sidewalk. These costs are reflected in the Cost Estimate section of this application. Exhibit "C" documents each of these projects through annotated photographs.

The SRTS program was established to: (1) enable and encourage children, including those with disabilities, to walk and 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?

1. The proposed project will close several sidewalk gaps that exist near the target schools, thereby providing a connecting linkage between neighborhoods and the schools, which should encourage parents to let their children walk to school (or walk with them).
2. The proposed sidewalks will increase pedestrian safety along the streets by moving the pedestrians up and away from the roadway shoulder, thereby decreasing the probability of a vehicle/pedestrian crash.
3. By completing these gaps and allowing more children the opportunity to walk to school, combined with the existing SRTS efforts of the County/County Schools (e.g., crossing guards, traffic pacing by City police), the number of children that will walk to school should increase.
4. The sidewalks will be ADA compliant, which will help persons with disabilities, as well as those persons who need the advantage of a wheelchair ramp (i.e., persons pushing a stroller, etc.). By increasing the quantity of handicapped-accessible sidewalk, the City is furthering the goals of a more accessible community.
5. A side benefit to the community is increased connectivity between the neighborhoods and the schools and connector streets, which should improve walkability of the neighborhoods and the community as a whole. Lilburn is committed to improving walkability of the community through this project, as well as through other sidewalk construction efforts through the implementation of their Pedestrian Master Plan.
6. An additional side benefit would be to further the City's goal to revitalize the areas along US 29 west of Main Street, which surround Lilburn Elementary School. Sidewalks and pedestrian connectivity are key to these efforts to improve the quality of the business and residential neighborhoods in this area.

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.

School Crossing Guards

Gwinnett County has been providing school crossing guards at neighborhood schools for many years through the Gwinnett County Police Department-Special Operations Division. Three civilian supervisors and sixteen crossing guards report to a Gwinnett County Police lieutenant and are responsible for the safety of the children who must cross the street in order to walk to and from school.

Traffic Pacing

The County (or a cooperating City police force) also provides a police presence at key intersections during peak school traffic hours to assist in the smooth flow of bus, vehicle and pedestrian traffic.

Bike Safety

Gwinnett Public Schools, together with local civic organizations, hold bike rodeos for local elementary school children. The Gwinnett County Police Department Crime Prevention Unit also sponsors a number of these events throughout the County. In August, 2008, the City of Lilburn, together with the Lilburn Woman's Club) held a bicycle safety day in Old Town Lilburn to promote bicycle safety. The events included a bike parade, safety rodeo and BMX stunt show. Local bicycle shops provided support and assistance.

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 to enroll school(s) 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. City of Lilburn Name of Agency | Bill Johnsa, City Manager _____ Print Name of City/County Engineer, Mayor, County Commissioner, City Manager, etc. (770) 921-2210 _____ Telephone Number | _____ Date 12.9.08 |
|--|--|--------------------------|

| | | |
|--|--|--------------------------|
|  _____ Signature of School District Superintendent Gwinnett County Public Schools _____ Name of School District | J. Alvin Wilbanks _____ Print Name of School District Superintendent (678) 301-6000 _____ Telephone Number | _____ Date 12.9.08 |
|--|--|--------------------------|

| | | |
|--|--|--------------------------|
|  _____ School 1: Signature of Principal Lilburn Elementary School _____ Name of School | Wandy Taylor _____ School 1: Print Name of Principal (770) 921-7707 _____ Telephone Number | _____ Date 12.9.08 |
|--|--|--------------------------|

| | | |
|---|---|---------------------------|
|  _____ School 2: Signature of Principal Lilburn Middle School _____ Name of School | Dr. Gene Taylor _____ School 2: Print Name of Principal (770) 921-1776 _____ Telephone Number | _____ Date 12.10.08 |
|---|---|---------------------------|

| | | |
|---|---|---------------------------|
|  _____ School 3: Signature of Principal Trickum Middle School _____ Name of School | Kay Sands _____ School 3: Print Name of Principal (770) 921-2705 _____ Telephone Number | _____ Date 12-10-08 |
|---|---|---------------------------|

| | | |
|---|--|---------------|
| _____ School 4: Signature of Principal _____ Name of School | _____ School 4: Print Name of Principal _____ Telephone Number | _____ Date |
|---|--|---------------|

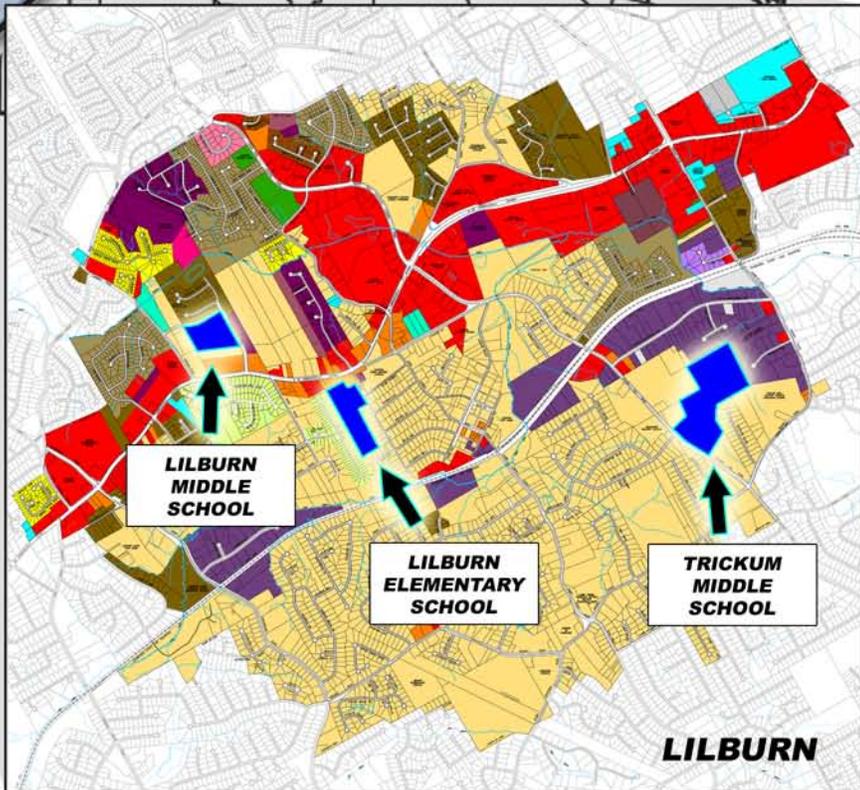
GEORGIA

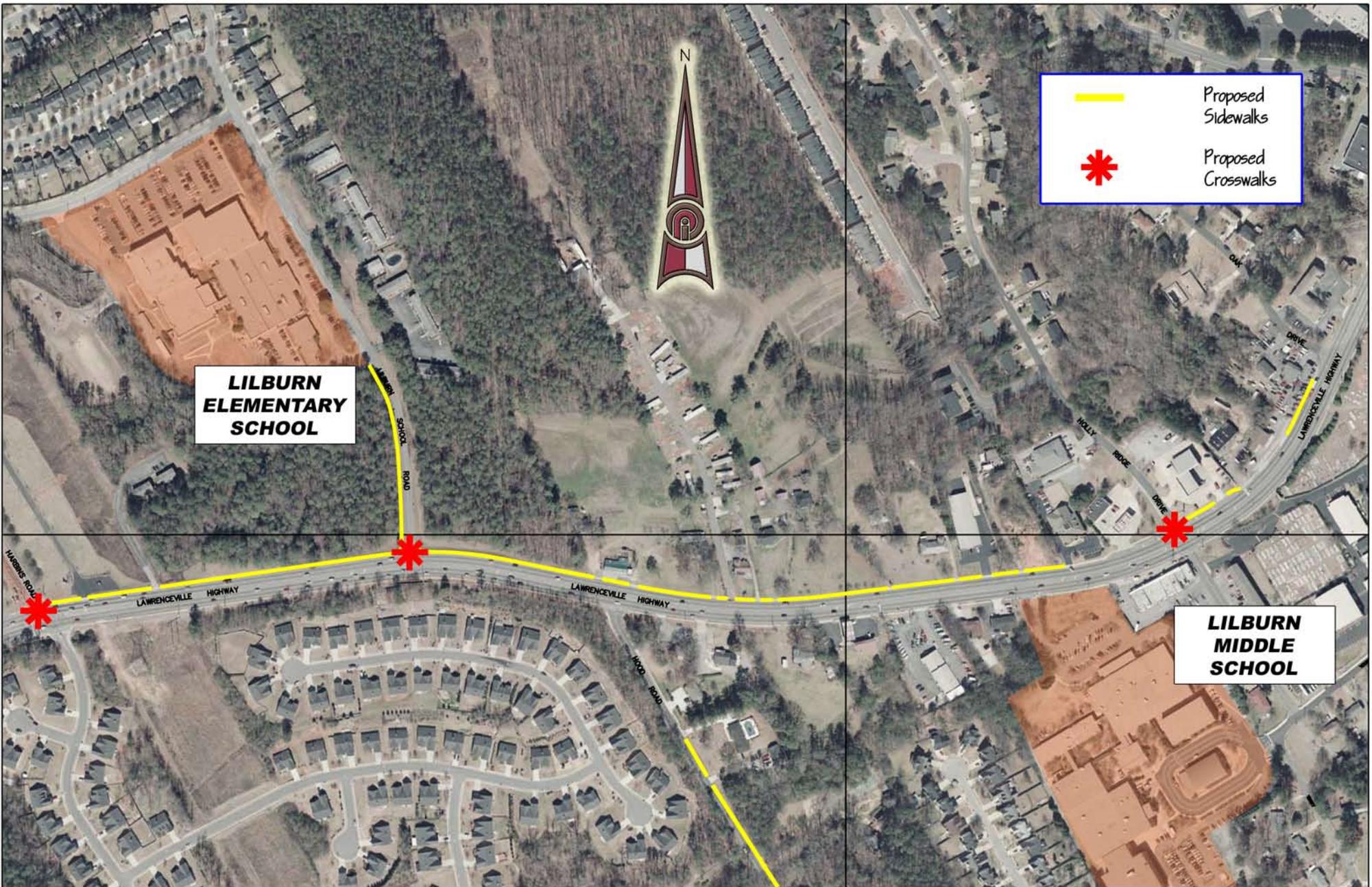
GWINNETT

LILBURN



VICINITY MAP
(NOT TO SCALE)



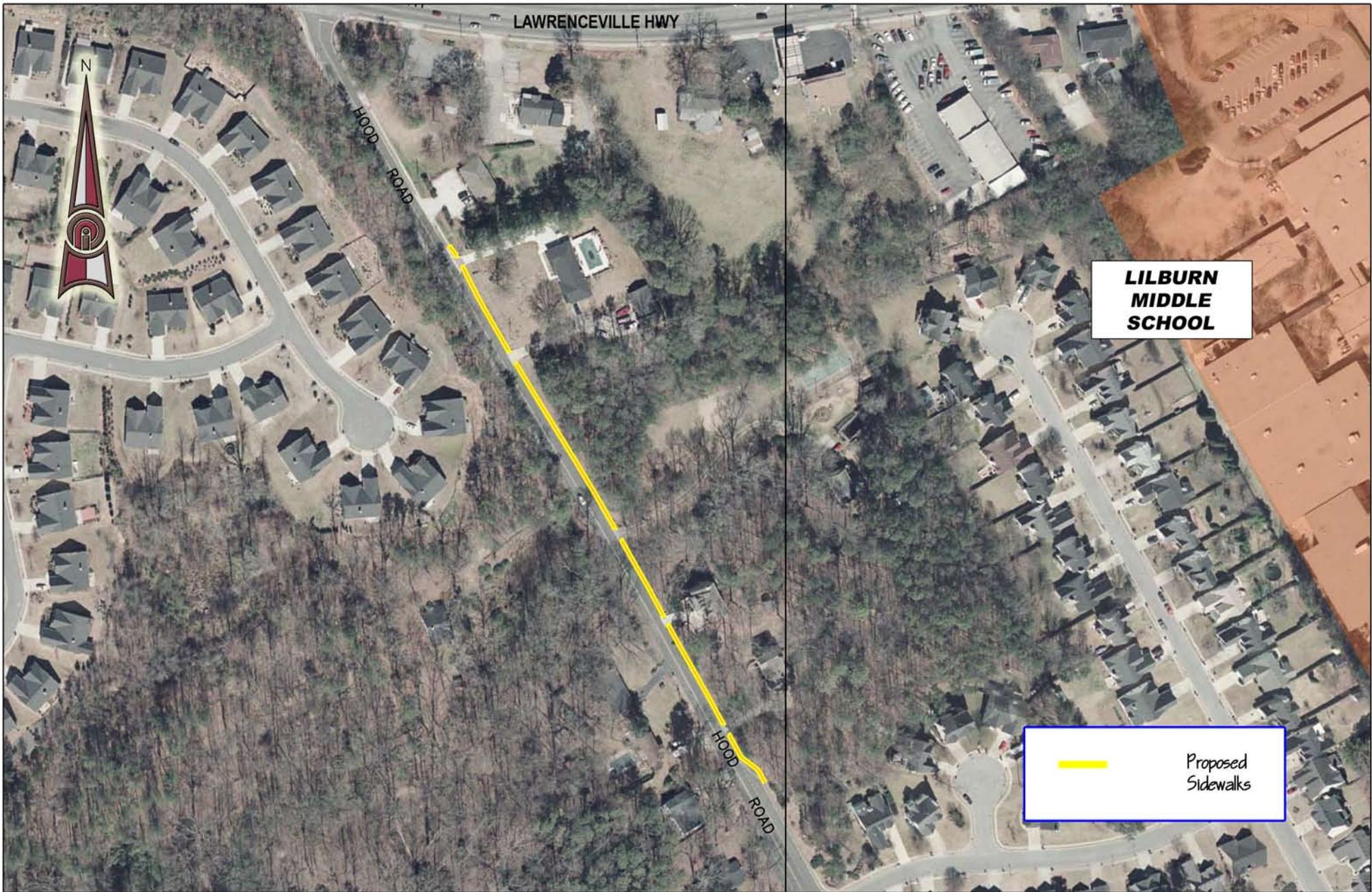


**LILBURN
ELEMENTARY
SCHOOL**

**LILBURN
MIDDLE
SCHOOL**

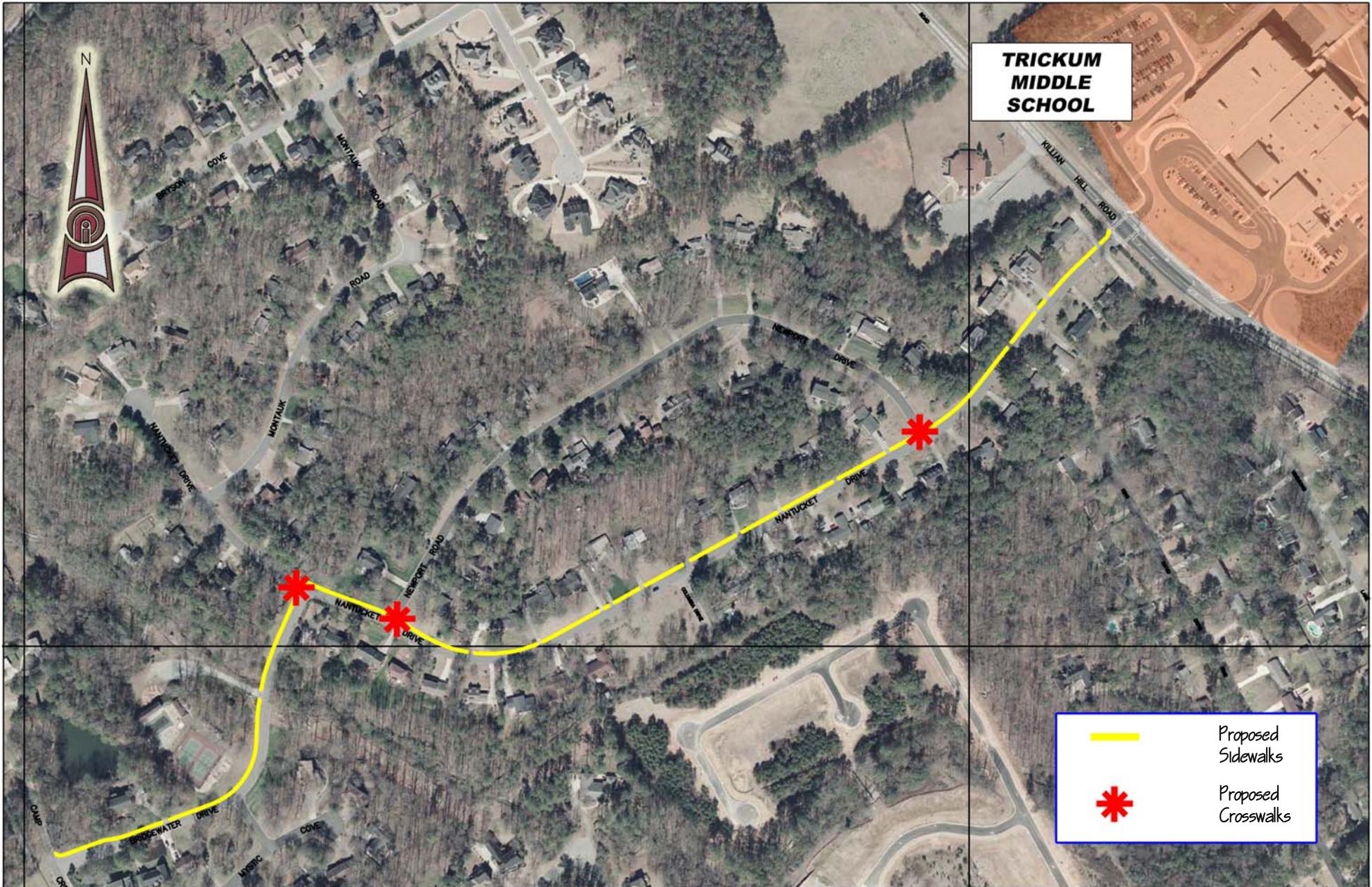
| | |
|---|---------------------|
|  | Proposed Sidewalks |
|  | Proposed Crosswalks |

City of Lilburn SRTS Sidewalks – Lilburn Elementary School



City of Lilburn SRTS Sidewalks – Lilburn Middle School





City of Lilburn SRTS Sidewalks – Trickum Middle School



EXHIBIT "C" : CITY OF LILBURN—SRTS PHOTOGRAPHS

Photograph to the right-hand shows Hood Road looking south. The proposed sidewalk with curb and gutter would start on the left edge of the photograph and continue down Hood Road to the top of the hill shown in the far center rear of the picture. The sidewalk on the right hand side stops in the middle right of the photo.

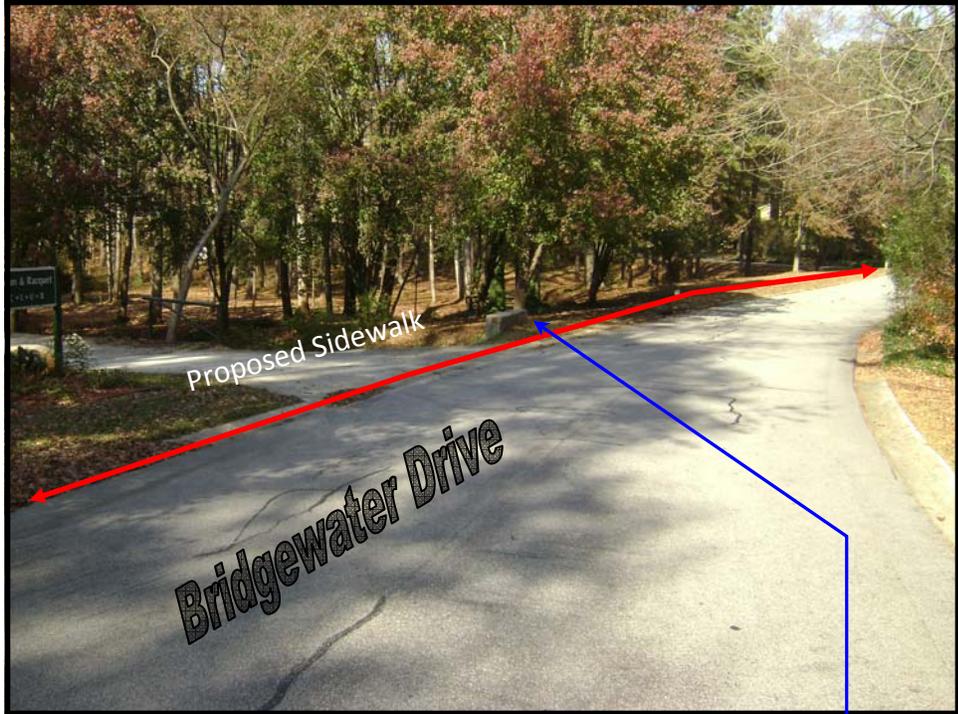


The photograph to the left shows Hood Road further down towards a low spot. A catch basin will be installed at this low point to collect stormwater channeled by the new curb and gutter. Right-of-way is insufficient for a sidewalk and swale.

Photograph to the right shows US 29 near Lilburn Elementary School. Note school crossing sign in rear center of picture. The proposed sidewalk would utilize existing curbs, driveways and drainage system, so installation would be limited to fine grading in most cases.



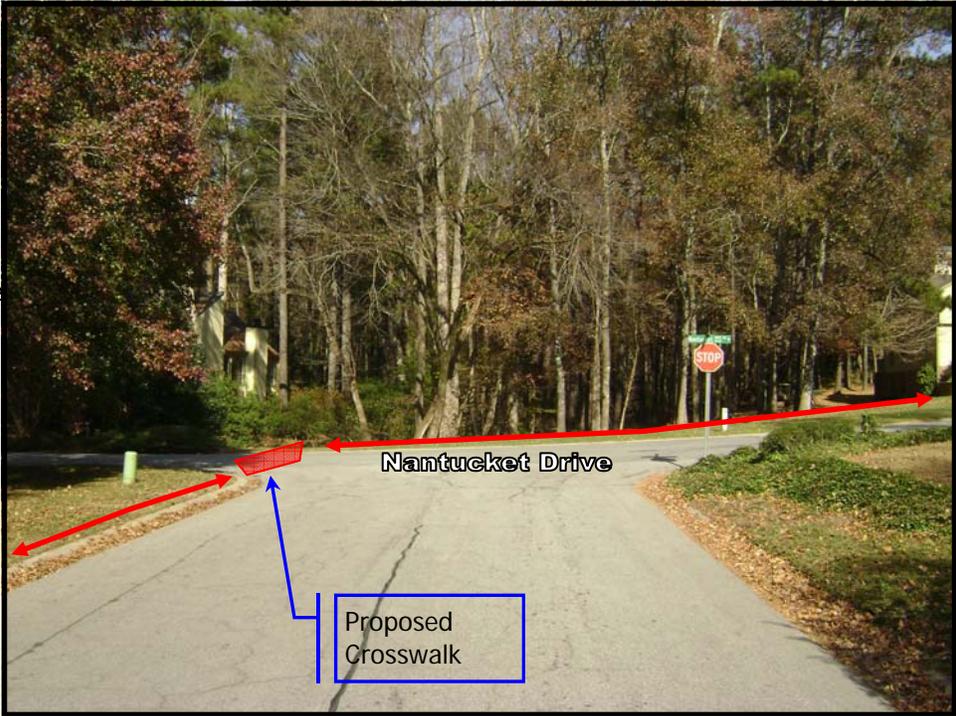
Photograph to the left shows the intersection of US 29 and Harbins Road. The proposed sidewalk would tie into existing sidewalks at this intersection and would provide linkage to neighborhoods along both sides of US 29 and Rockbridge Road.

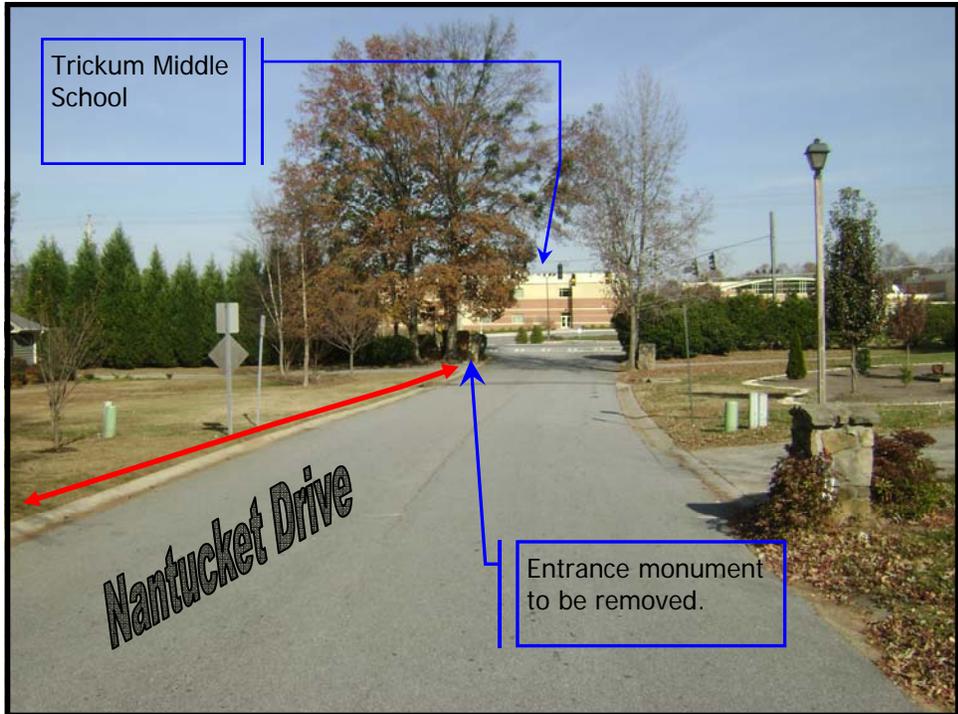


Photograph to the left shows Bridgewater Drive looking northeast. Sidewalk would connect Camp Creek Drive neighborhoods (as well as Nantucket Subdivision) to Trickum Middle School. Sidewalk would extend along the northeast side of this street. Note headwall in left rear of picture will have to be removed and a pipe extended (with a new headwall).

Note headwall to be removed and pipe extended.

Photograph to the right shows the intersection of Bridgewater and Nantucket Drive. The sidewalk would cross Nantucket Drive and proceed to the east along the north side of the roadway.





Photograph to the left shows Nantucket Drive looking east near its intersection with Killian Hill Road. Trickum Middle School is in the rear of the photo. Note entrance sign under oak trees will have to be removed. The intersection already has crosswalks and signalization.