

D.O.T. 66

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

**FILE** P. I. Nos. 0006269 & 0002905, DeKalb County **OFFICE** Preconstruction  
CSSTP-0002-00(269) & STP-0002-00(905)  
LaVista Road Sidewalks and Streetscapes **DATE** October 17, 2005

**FROM** *Cyaly Junks*  
Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

**TO** SEE DISTRIBUTION

**SUBJECT APPROVED PROJECT CONCEPT REPORT**

Attached for your files is the approval for subject project.

MBP/cj

Attachment

DISTRIBUTION:

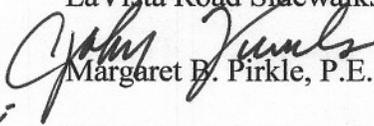
Brian Summers  
Harvey Keepler  
Ken Thompson  
Jamie Simpson  
Michael Henry  
Keith Golden  
Joe Palladi (file copy)  
Paul Liles  
Babs Abubakari  
Bryant Poole  
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

**FILE** P.I. Nos. 0006269 & 0002905, DeKalb County **OFFICE** Preconstruction  
 CSSTP-0006-00(269) & STP-0002-00(905)  
 LaVista Road Sidewalks and Streetscapes **DATE** September 19, 2005

**FROM**  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

**TO** *for* David E. Studstill, Jr., P.E., Chief Engineer

**SUBJECT** PROJECT CONCEPT REPORT

These combined projects are the sidewalk and streetscape improvements along LaVista Road from Harobi Drive and continues along LaVista Road, crossing I-285 and ending at the intersection of Northlake Parkway. The total project length is 1.07 miles. LaVista Road is a multilane urban arterial running primarily east-west in DeKalb County. There are currently worn paths in the areas between the scattered areas of existing sidewalk, which indicate heavy pedestrian activity. The proposed sidewalks will provide pedestrians with a continuous, ADA accessible path. This path will encourage walking to the commercial properties in the corridor and easier access to the MARTA bus stops along LaVista Road. This project was derived from a recent Livable Centers Initiative (LCI) study which recommends a series of actions to facilitate redevelopment of the Northlake area with safe and attractive accommodations for pedestrians and bicycles.

The project will provide 6' wide concrete sidewalks along each side of LaVista Road with ADA compliant curb cut ramps, crosswalk pavement marking and pedestrian signals. The sidewalk will be placed primarily 2' behind the back of curb with a wider buffer area where the existing right-of-way will allow. The existing 4' sidewalks on the bridge over I-285 will remain. Other improvements are streetscape elements including decorative lighting, street furnishings, landscaping, and bicycle safety upgrades.

The proposed project will narrow through lanes in both directions with additional width on the outside lanes to allow for bicycles. Existing lane widths vary from 11' to 13'. However, to provide lane width consistency, it is proposed to restripe the existing inside through lanes to 11'. The resulting outside lane widths will vary from 13' to 16' for "share the road" signage for bicycles. The lane narrowing, including the associated milling, resurfacing and restriping will be part of a later phase of this project. The costs associated with these activities are not included in the cost estimates for this concept report.

The project will include improvements to the intersection of Briarcliff Road and LaVista Road. Briarcliff Road will be realigned westerly to eliminate the acute intersection angle to provide safer access for pedestrians and vehicles. A new signal will be constructed with pedestrian access across all 3 legs of the intersection.

David Studstill

Page 2

P.I. Nos. 0006269 & 0002905, DeKalb  
September 19, 2005

Environmental concerns include requiring a Categorical Exclusion be prepared; two public hearing open houses were held; time saving procedures are appropriate.

The estimated costs for these projects are:

**CSSTP-0006-00(269)**

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$1,857,000	\$1,857,000	Q23	Lump
Right-of-Way & Utilities	Local	Local	Local	Local

**STP-0002-00(905)**

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$392,000	\$300,000	Q24	2007
Right-of-Way & Utilities	Local	Local	Q24	2006

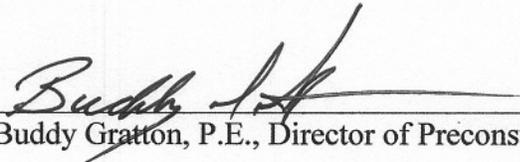
DeKalb County signed PMA on 12-18-03 for right-of-way, utilities and 20% PE/construction.

I recommend these project concepts be approved.

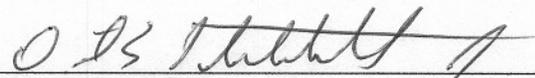
MBP:JDQ/cj

Attachment

CONCUR

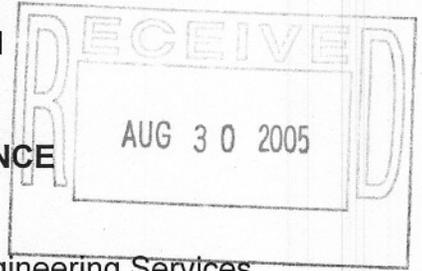
  
Buddy Gratton, P.E., Director of Preconstruction

APPROVE

  
David E. Studstill, Jr., P.E., Chief Engineer

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE



**FILE:** CSSTP-0006-00(269) DeKalb **OFFICE:** Engineering Services  
CSSTP-0002-00(905) DeKalb  
P.I. No. 0006269 & 0002905  
LaVista Road Sidewalks & Streetscapes

**DATE:** August 26, 2005

**FROM:** Brian K. Summers, P.E., Project Review Engineer *REW*

**TO:** Meg Pirkle, P.E., Assistant Director of Preconstruction

**SUBJECT: CONCEPT REPORT**

We have reviewed the Concept Report submitted August 22, 2005 from Bryant Poole, and have no comments.

The costs for this project are:

	<u>CSSTP-0006-00 (269)</u>	<u>STP-0002-00 (905)</u>
Construction	\$1,688,080	355,464
Inflation	\$0.00	-0-
E & C	\$168,808	35,546
Reimbursable Utilities	\$20,000	20,000
Right of Way	\$25,000	25,000

REW

c: Bryant Poole, Attn.: Mike Lobdell

*Revised 9/14/05*  
*Cyprus Jones*

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

District 7

Project Concept Report

LaVista Road Sidewalks and Streetscapes

Project Number: CSSTP-0006-00(269) & STP-0002-00(905)

County: DeKalb

P. I. Number: 0006269 & 0002905

Federal Route Number: I-285

State Route Number: 407 & 236 (LaVista Road)

Recommended for approval:

DATE: 8/5/05

Mark J. Allen  
Project Manager

This concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and/or the State Transportation Improvement Program (STIP).

DATE: \_\_\_\_\_

\_\_\_\_\_  
State Transportation Planning Administrator

DATE: \_\_\_\_\_

\_\_\_\_\_  
State Transportation Financial Management Administrator

DATE: \_\_\_\_\_

\_\_\_\_\_  
State Environmental/Location Engineer

DATE: \_\_\_\_\_

\_\_\_\_\_  
State Traffic Safety & Design Engineer

DATE: 8/9/05

Ben Hill  
District Engineer

DATE: 8/26/05

Brian K. Summers *REW*  
Project Review Engineer

**NOTICE OF LOCATION AND DESIGN APPROVAL**

**Project Nos. CSSTP-0006-00(269) & STP-0002-00(905) - DeKalb County  
P.I. Nos. 000629 & 0002905**

Notice is hereby given in compliance with Georgia code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of this project.

The date of location approval is OCTOBER 17, 2005.

The project is located on LaVista Road (SR 236) at the Interstate 285 Interchange in DeKalb County, land district 18, land lots 190, 209 and 210.

The project begins at the intersection of Harobi Drive (mile log 5.87) and continues east along LaVista Road, crossing Interstate 285, and terminating approximately 1.07 miles at the intersection of Northlake Parkway (mile log 6.94). The project is located entirely in DeKalb County approximately 2 miles west of Tucker, Georgia.

The proposed project consists of improvements to LaVista Road by providing sidewalks and streetscape elements including decorative lighting, street furnishings, landscaping and bicycle safety upgrades with shared the road signage. As well as providing aesthetic improvements, the proposed project would also create a more pedestrian friendly road crossing at the intersection with Briarcliff Road.

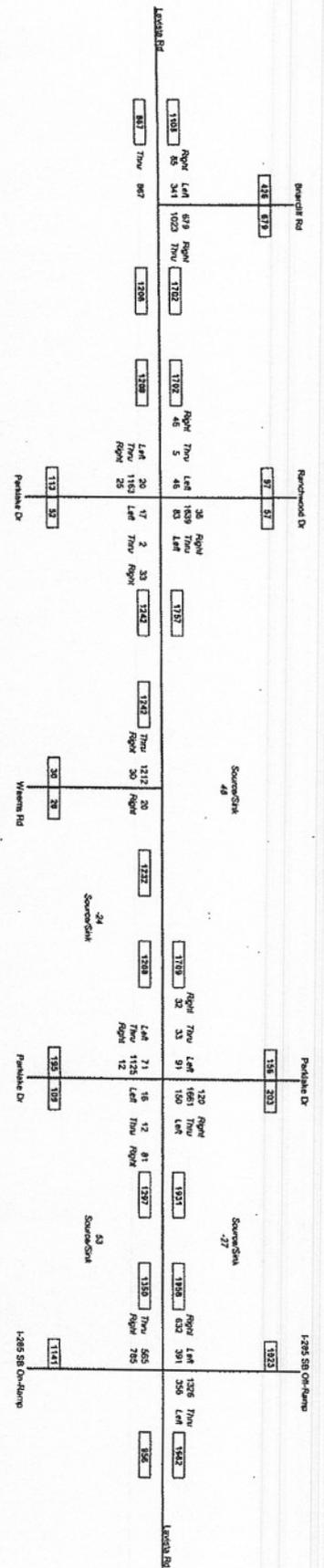
Drawings or maps or plats of the proposed project, as approved, are on file and are available for public inspection at the Georgia Department of Transportation:

Thomas C. Parker  
District 7 – Area 1 Engineer  
[thom.parker@dot.state.ga.us](mailto:thom.parker@dot.state.ga.us)  
805 George Luther Drive  
Decatur, Georgia 30032  
(404) 299-4386

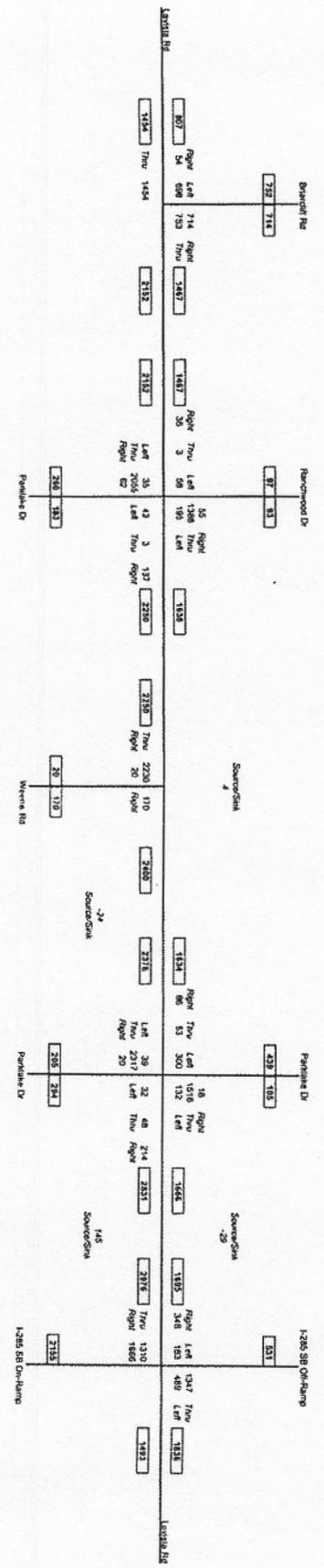
Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

Mike Lobdell, P.E.  
District 7 Pre-Construction Engineer  
[mike.lobdell@dot.state.ga.us](mailto:mike.lobdell@dot.state.ga.us)  
5025 New Peachtree Road  
Chamblee, Georgia 30341  
(770) 986-1050

Any written requests or communication in reference to this project or notice SHOULD include Project and P.I. Numbers as noted at the top of this notice.



PM Peak Hour Traffic Counts



**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENTAL CORRESPONDENCE**

**FILE:** CSSTP-0006-00(269)  
CSSTP-0002-00(905), DeKalb County  
LaVista Road Sidewalks and Streetscapes  
P.I. # 0006269 & 0002905

**OFFICE:** Chamblee\Metro

**DATE:** August 22, 2005

**FROM:** Bryant Poole, District Engineer

**TO:** Meg Pirkle, P.E., Assistant Director of Preconstruction

**SUBJECT:** *PROJECT CONCEPT REPORT*

Attached is the original copy of the concept report for your further handling for approval in accordance with the PDP.

If you have any questions in regards to this concept, please contact Sam Woods at (404) 463-4947.

BP\WSL\saw 

cc: Keith Golden  
Brian Summers  
Harvey Keepler  
Joe Palladi  
Jamie Simpson  
File

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
District 7

Project Concept Report

LaVista Road Sidewalks and Streetscapes

Project Number: CSSTP-0006-00(269) & STP-0002-00(905)

County: DeKalb

P. I. Number: 0006269 & 0002905

Federal Route Number: I-285

State Route Number: 407 & 236 (LaVista Road)

Recommended for approval:

DATE: 8/5/05



Project Manager

This concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and/or the State Transportation Improvement Program (STIP).

DATE: \_\_\_\_\_

State Transportation Planning Administrator

DATE: \_\_\_\_\_

State Transportation Financial Management Administrator

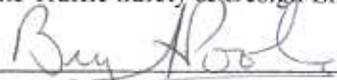
DATE: \_\_\_\_\_

State Environmental/Location Engineer

DATE: \_\_\_\_\_

State Traffic Safety & Design Engineer

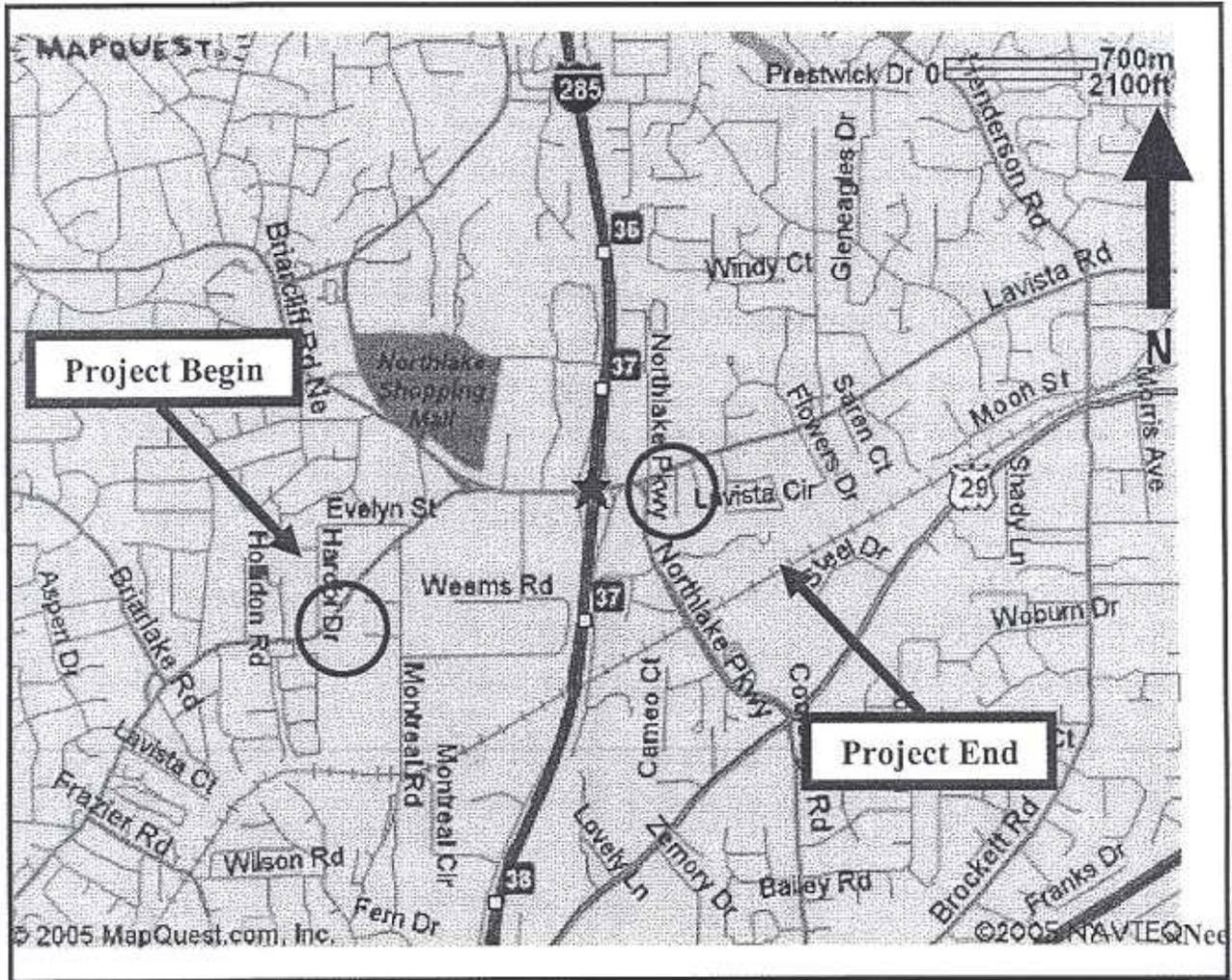
DATE: 8/9/05



District Engineer

DATE: \_\_\_\_\_

Project Review Engineer



## Location Map

Project: CSSTP-0006-00(269) & STP-0002-00(905), DeKalb County

PI No.: 0006269 & 0002905

Description: LaVista Road Sidewalks and Streetscapes

### **Need and Purpose:**

The purpose of this project is to increase pedestrian safety and mobility by providing sidewalks and streetscape elements including decorative lighting, street furnishings, landscaping and bicycle safety upgrades with "share the road" signage. LaVista Road is a multi-lane urban arterial running primarily east-west in DeKalb County, Georgia. As well as providing aesthetic improvements, the proposed project would also create a more pedestrian friendly road crossing at the intersection with Briarcliff Road, and providing pedestrian signalization at other intersections in the corridor.

There are currently worn paths in the areas between the scattered areas of existing sidewalk, which indicate heavy pedestrian activity. The proposed sidewalks would provide pedestrians with a continuous, ADA accessible path. This path would encourage walking to the commercial properties in the corridor, and easier access to the MARTA bus stops along LaVista Road. Land-use in the area is primarily retail, restaurant and other commercial. The project is anticipated to make pedestrian activity more attractive by increasing safety and by providing a more aesthetic walking environment. The increase in pedestrian activity is expected to have a positive impact on air quality in the area.

The current configuration of the intersection of Briarcliff Road at LaVista Road includes a two-lane free-flow right turn lane from WB La Vista to NB Briarcliff Road, with no pedestrian crossing across Briarcliff Road. The proposed improvements would provide a more pedestrian friendly intersection by converting the two right turn lanes to a single right, with cross walks and pedestrian refuge islands across Briarcliff Road. Traffic studies show that the proposed changes would have a negligible impact to the operations of the intersection and LaVista Road. (See attached traffic study)

Accident history for the three year period from January 2001 to December 2003 shows a total of 586 accidents. Rear end and angle type accidents were the predominate types of accidents. The accident rates exceed the statewide averages for urban minor arterials throughout the length of the project, with rates near three times the statewide average. (See attached accident tables)

The proposed project would include narrowing of the existing thru-lanes within the project corridor from 12' to 11' in order to provide a "share the road" situation. This would allow for safer bicycle access in the outside lanes throughout the corridor. Although the accident rates in the area are high, studies show that the majority of accidents are rear-end or angle accidents. These types of accidents are most likely attributable to the highly developed nature of the corridor, which includes numerous curb cuts for commercial driveways. Because the predominant accidents are not side-swipe accidents, and 11' lanes are common in urban areas throughout the Atlanta Metro area, the proposed lane width reduction is not expected to have an impact on accident rates.

The project was derived from a recent Livable Centers Initiative (LCI) study which recommended a series of actions to facilitate redevelopment of the Northlake Area with safe and attractive accommodations for pedestrians and bicycles.

**Description of the proposed project:**

The project begins at the intersection of Harobi Drive (mile log 5.87) and continues east along LaVista Road, crossing Interstate 285, and terminating approximately 1.07 miles at the intersection of Northlake Parkway (mile log 6.94). The project is located entirely in DeKalb County approximately 2 miles west of Tucker, Georgia.

This project would satisfy the need and purpose by addressing the need for pedestrian and bicycle connections to the major retail areas along this corridor. The project would provide six foot wide concrete sidewalks along each side of LaVista Road with ADA compliant curb cut ramps, crosswalk pavement marking and pedestrian signals. The sidewalk would be placed primarily two feet behind the back of curb with a wider buffer area where the existing right-of-way will allow. The existing four foot sidewalks on the bridge over I-285 would remain.

The proposed project would narrow thru-lanes in both directions, with additional width on the outside lanes to allow for bicycles. Existing lane widths vary from 11' to 13', however, to provide lane width consistency, it is proposed to re-strip the existing inside thru-lanes to 11'. The resulting outside lane widths would vary from 13' to 16' for "share the road" signage for bicycles. The lane narrowing, including the associated milling, resurfacing and re-striping would be part of a later phase of this project. The costs associated with these activities are not included in the cost estimates for this concept report.

The project would include improvements to the intersection of Briarcliff Road and LaVista Road. Briarcliff Road would be realigned westerly to eliminate the acute intersection angle to provide safer access for pedestrians and vehicles. A new signal would be constructed with pedestrian access across all three legs of the intersection.

**Is the project located in a Non-attainment area:**  Yes  No

The conforming Atlanta Regional Commission (ARC) model shows two through lanes in each direction on SR 236/LaVista Road, which is consistent with the proposed design.

**PDP Classification:** Major , Minor

**Federal Oversight:** Full Oversight , Exempt , State Funded , or Others

**Functional Classification:** I-285 Urban Interstate, SR 236 (LaVista Road) – Urban Minor Arterial

**U. S. Route Number(s):** I-285 **State Route Number(s):** 407 & 236

**Traffic (AADT):**

Current Year: (2007) 32,100

Design Year: (2027) 35,400

**Existing Design Features:**

- Typical Section:
  - Four to Six thru lanes varying from 11' to 13'.
  - 8' to 20' wide raised median

- 11' to 14' left and right turn lanes at intersections
- Urban shoulders with curb and gutter and sections of sidewalk
- Posted Speed 35 mph (LaVista Road) Maximum degree curvature 5°
- Maximum Grade: 4.7% (LaVista Road)
- Width of Right of Way: Varies – 88 ft. to 115 ft.
- Existing Major Structures: Bridge – Six-lane bridge over I-285, 216' X 94.67', Structure ID 089-0048-0, Sufficiency Rating 90.39
- Major interchanges or intersections along project: SR 236/LaVista Road @ I-285
- Existing length of roadway segment and the beginning mile logs for each county segment: Approximately 1.07 miles long. Beginning at mile log 5.87 and ending at mile log 6.94.

**Proposed Design Features:**

- Proposed Typical Section:
  - Two to Four 11' inside thru lanes. Two outside thru lanes varying from 13' to 16'.
  - 8' to 20' wide raised median
  - 12' left and right turn lanes at intersections
  - Urban shoulders with curb and gutter and 5' wide sidewalks. Buffer areas widths vary, with 2' normal width.
- Proposed Design Speed: 35 mph (LaVista Road)
- Proposed Max Grade: 4.7% (LaVista Road)
- Max. Grade Allowable: 8.0% (LaVista Road)
- Proposed Maximum grade driveway 11%
- Proposed Maximum degree of curve 5°
- Maximum degree allowable 13° 30'
- Proposed Right of Way :
  - Width: Varies
  - Easements: Temporary  Permanent , Utility , Others
  - Type of access control: Full , Partial , By Permit , Others
  - Number of parcels 30 Number of displacements: 0
    - Business: 0
    - Residences: 0
    - Mobile Homes: 0
    - Other: 0
- Structures:
  - Bridges: Re-stripe pavement markings only
  - Retaining Walls: Two-feet to four-feet gravity walls
- Major intersections and interchanges: I-285 at LaVista Road
- Traffic control during construction: Maintain traffic on existing roadway.
- Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ROADWAY WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SHOULDER WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VERTICAL GRADES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CROSS SLOPES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
STOPPING SITE DISTANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SUPERELEVATION RATES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
HORIZONTAL CLEARANCE	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SPEED DESIGN:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VERTICAL CLEARANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BRIDGE WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BRIDGE STRUCTURAL CAPACITY:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- Design Variances: Lane width reduction. Existing lane widths vary from 11' to 13'. To provide consistency it is proposed to restrip the existing thru-lanes to 11'.
- Environmental concerns: None
- Level of environmental analysis:
  - Are Time Saving Procedures appropriate? Yes , No
  - Categorical Exclusion:  Anticipated.
  - Environmental Assessment/Finding of No Significant Impact (FONSI):
  - Environmental Impact Statement (EIS):
- Utility involvement: Power, Communications, Water, Sanitary Sewer & Gas

**Project responsibilities:**

- Design, PBS&J, DeKalb Transportation
- Right of Way Acquisition, DeKalb Transportation
- Relocation of Utilities, DeKalb Transportation (reimbursable), Utilities Owners (non-reimbursable)
- Letting to contract, DeKalb Transportation
- Supervision of construction, DeKalb Transportation
- Providing material pits, Contractor
- Providing detours, NA

**Coordination:**

- Initial Concept Meeting      Date
- Concept Meeting              Date
- PAR Meeting                  Date
- FEMA, USCG, and/or TVA
- Public Involvement: On October 21, 2004, two Open House Public Meetings were held to solicit input for the LaVista Road Streetscape project which identified the need for pedestrian and bicycle improvements. Results of the public meeting are attached.
- Local government commitments: None to Date
- Other projects in area: None
- Railroads: None
- Other coordination to date: None

**Scheduling – Responsible Parties' Estimate**

- Time to complete environmental process: 6 Months.
- Time to complete preliminary construction plans: 6 Months.
- Time to complete right of way plans: 4 Months.

Project Concept Report page 7  
Project No.: CSSTP-0006-00(269) & STP-0002-00(905)  
P.I. No.: 0006269 & 0002905  
County: DeKalb

- Time to complete the Section 404 Permit: : N/A Months
- Time to complete final construction plans: 12 Months
- Time to complete to purchase right of way: : 8 Months
- List other major items that will affect the project schedule: N/A Months

**Other Alternates considered:**

- **No-Build** – This alternative was not selected because it did not address pedestrian access and safety which were the identified goals for this project.

**Comments:** The proposed lane width reduction will be made part of a future phase of this project. The costs associated with this scope (milling, resurfacing, re-striping, etc.) are not included in this phase of the project.

**Attachments:**

1. Cost Estimates:
  - a) Construction including E&C – \$1,856,887 (0006269); \$391,012 (0002905)
  - b) Right of Way – \$25,000 (0006269); \$25,000 (0002905)
  - c) Utilities – \$20,000 (0006269); \$20,000 (0002905)
2. Typical Sections,
3. Accident summaries,
4. Capacity analysis,
5. Bridge inventory
6. Minutes of Initial Concept and Concept Meetings,
7. Minutes of any meetings that show support or objection to the concept,
8. Notice of Location and Design Approval

## Estimate Report for file La Vista Rd. @ I-285 CSSTP-0006-00 (269)

Section ROADWAY					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	25000.00	TRAFFIC CONTROL - CSSTP-0006-00(269)	25000.00
210-0100	1	LS	100000.00	GRADING COMPLETE - CSSTP-0006-00(269)	100000.00
310-1101	400	TN	25.00	GR AGGR BASE CRS, INCL MATL	10000.00
402-1812	150	TN	70.00	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	10500.00
402-3121	200	TN	67.00	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	13400.00
402-3130	50	TN	68.00	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	3400.00
402-3190	65	TN	70.00	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	4550.00
413-1000	50	GL	1.00	BITUM TACK COAT	50.00
441-0104	1500	SY	25.00	CONC SIDEWALK, 4 IN	37500.00
441-6222	3000	LF	20.00	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	60000.00
446-1002	420	LF	10.00	PVMT REINF FABRIC STRIPS, TP 2, INCL BITUM BINDER	4200.00
500-9999	100	CY	137.95	CLASS B CONC, BASE OR PVMT WIDENING	13795.00
550-1180	100	LF	40.00	STORM DRAIN PIPE, 18 IN, H 1-10	4000.00
611-8050	6	EA	567.24	ADJUST MANHOLE TO GRADE	3403.44
622-1033	200	LF	29.34	PRECAST CONCRETE MEDIAN BARRIER, METHOD 3	5868.00
641-1100	162	LF	40.00	GUARDRAIL, TP T	6480.00
641-1200	200	LF	35.00	GUARDRAIL, TP W	7000.00
641-5001	2	EA	1000.00	GUARDRAIL ANCHORAGE, TP 1	2000.00
641-5012	2	EA	3000.00	GUARDRAIL ANCHORAGE, TP 12	6000.00
668-1100	2	EA	3000.00	CATCH BASIN, GP 1	6000.00
<b>Section Sub Total:</b>					<b>\$323,146.44</b>

Section TRAFFIC SIGNAL					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
615-1200	1000	LF	5.00	DIRECTIONAL BORE -	5000.00
639-3004	8	EA	5000.00	STEEL STRAIN POLE, TP IV	40000.00
647-1000	1	LS	35000.00	TRAFFIC SIGNAL INSTALLATION NO - 1	35000.00
647-1000	1	LS	35000.00	TRAFFIC SIGNAL INSTALLATION NO - 2	35000.00
647-1000	1	LS	60000.00	TRAFFIC SIGNAL INSTALLATION NO - 3	60000.00
647-1000	1	LS	35000.00	TRAFFIC SIGNAL INSTALLATION NO - 4	35000.00
647-1000	1	LS	35000.00	TRAFFIC SIGNAL INSTALLATION NO - 5	35000.00
647-1000	1	LS	35000.00	TRAFFIC SIGNAL INSTALLATION NO - 6	35000.00
647-1000	1	LS	35000.00	TRAFFIC SIGNAL INSTALLATION NO - 7	35000.00
647-1000	1	LS	35000.00	TRAFFIC SIGNAL INSTALLATION NO - 8	35000.00
682-6233	2000	LF	10.00	CONDUIT, NONMETL, TP 3, 2 IN	

Section SIGNING & MARKING					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1031	45	SF	16.72	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING TP 6	752.40
653-1704	500	LF	3.23	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	1615.00
653-1804	13000	LF	1.56	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	20280.00
656-0240	500	LF	2.42	REMOVE EXIST SOLID TRAF STRIPE, 24 IN, THERMOPLASTIC	1210.00
<b>Section Sub Total:</b>					<b>\$23,857.40</b>

Section LANDSCAPE					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
681-3600	150	EA	5000.00	LIGHTING STD, SPCL DESIGN	750000.00
700-xxxx	10000	EA	6.50	GROUNDCOVER (1 GAL.)	65000.00



**Estimate Report for file La Vista Rd. @ I-285 STP-0002-00(905)**

<b>Section ROADWAY</b>					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	15000.00	TRAFFIC CONTROL - STP-0002-00(905)	15000.00
210-0100	1	LS	100000.00	GRADING COMPLETE - STP-0002-00(905)	100000.00
441-0104	3500	SY	25.00	CONC SIDEWALK, 4 IN	87500.00
441-4030	950	SY	33.93	CONC VALLEY GUTTER, 8 IN	32233.50
500-3201	200	CY	307.64	CLASS B CONCRETE, RETAINING WALL	61528.00
515-2020	500	LF	37.71	GALV STEEL PIPE HANDRAIL, 2 IN, ROUND	18855.00
<b>Section Sub Total:</b>					<b>\$315,116.50</b>

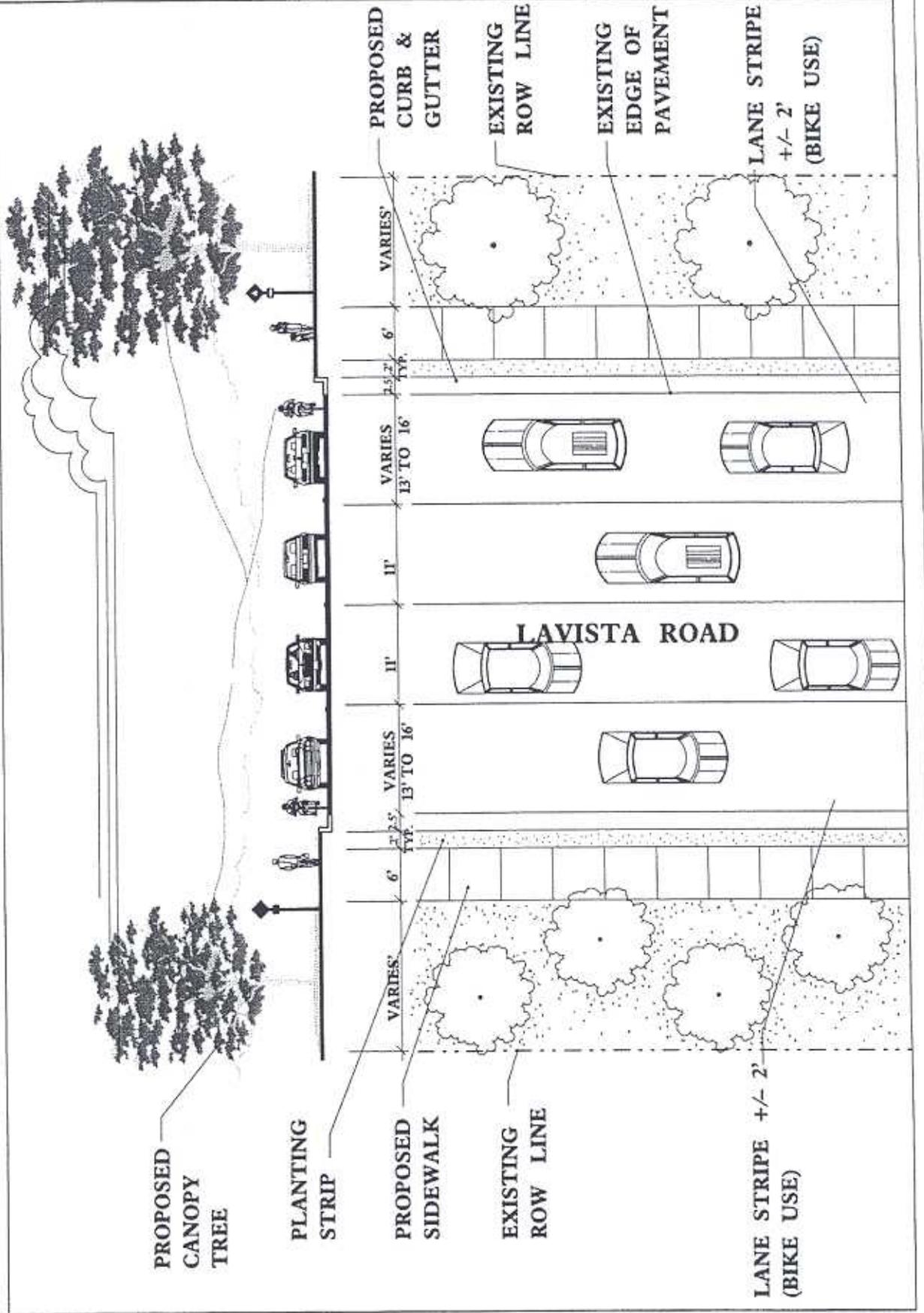
<b>Section PERMANENT EROSION CONTROL</b>					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
700-6910	2	AC	760.20	PERMANENT GRASSING	1520.40
700-7000	6	TN	56.06	AGRICULTURAL LIME	336.36
700-7010	5	GL	18.77	LIQUID LIME	93.85
700-8000	3	TN	250.72	FERTILIZER MIXED GRADE	752.16
700-8100	110	LB	1.45	FERTILIZER NITROGEN CONTENT	159.50
700-9300	3000	SY	3.89	SOD	11670.00
<b>Section Sub Total:</b>					<b>\$14,532.27</b>

<b>Section TEMPORARY EROSION CONTROL</b>					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	1	AC	477.73	TEMPORARY GRASSING	477.73
163-0240	15	TN	200.14	MULCH	3002.10
163-0530	750	LF	2.36	CONSTRUCT AND REMOVE BALED STRAW EROSION CHECK	1770.00
165-0010	2500	LF	0.91	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	2275.00
165-0070	375	LF	1.28	MAINTENANCE OF BALED STRAW EROSION CHECK	480.00
167-1000	2	EA	1932.53	WATER QUALITY MONITORING AND SAMPLING	3865.06
167-1500	6	MO	807.72	WATER QUALITY INSPECTIONS	4846.32
171-0010	5000	LF	1.82	TEMPORARY SILT FENCE, TYPE A	9100.00
<b>Section Sub Total:</b>					<b>\$25,816.21</b>

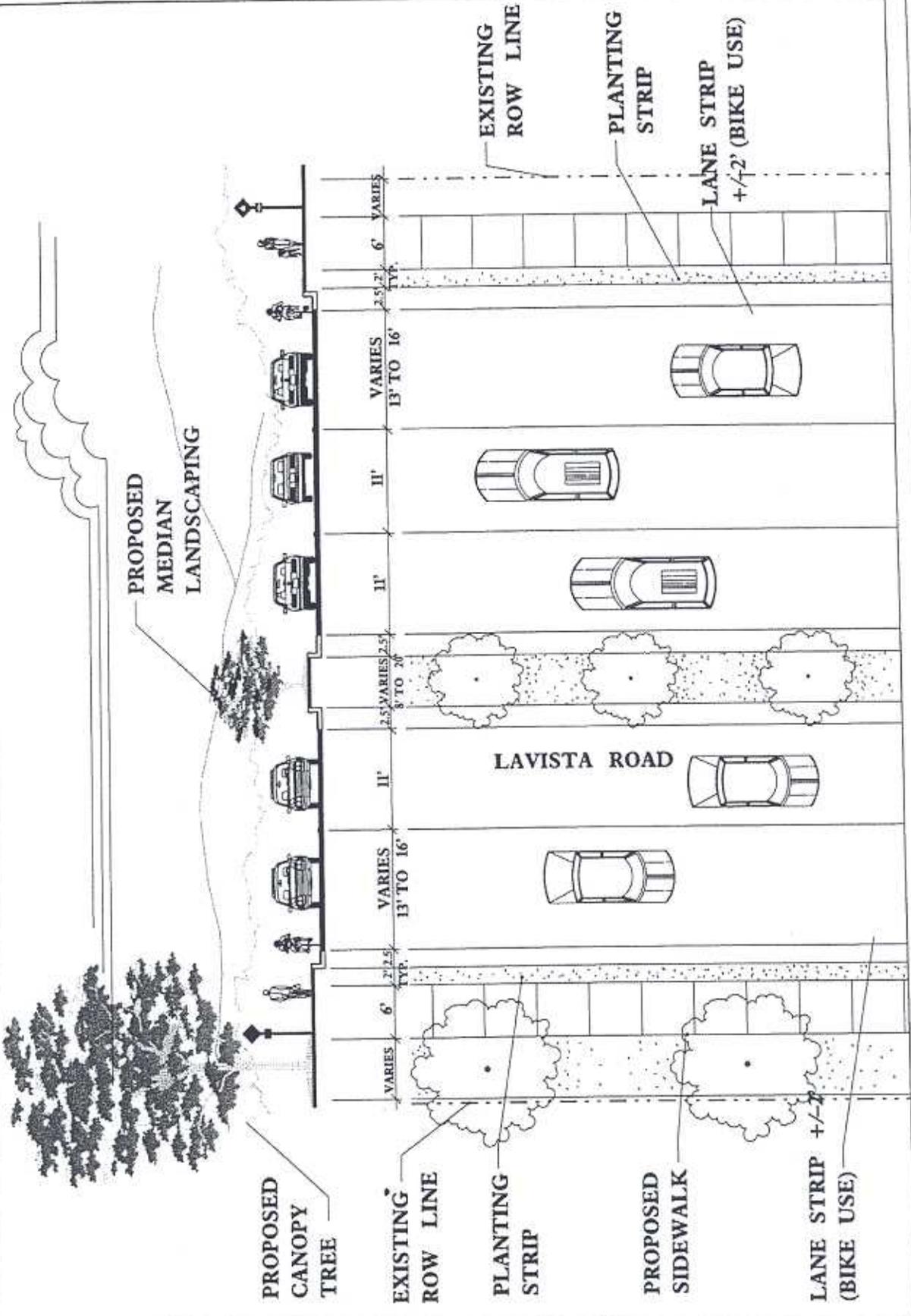
**Total Estimated Cost: \$355,464.98**

<b>Subtotal Construction Cost</b>	<b>\$355,464.98</b>
E&C Rate 10.0 %	\$35,546.50
Inflation Rate 0.0 % @ 0.0 Years	\$0.00
<b>Total Construction Cost</b>	<b>\$391,011.48</b>
Right Of Way	\$25,000.00
ReImb. Utilities	\$20,000.00
<b>Grand Total Project Cost</b>	<b>\$436,011.48</b>

Lavista Road Streetscape  
Typical Section 1



LaVista Road Streetscape  
Typical Section 2



**LaVista Road Sidewalks and Streetscapes**  
**Project No. CSSTP-0006-00(269) & STP-0002-00(905)**  
**County: DeKalb**  
**P.I. No. 000629 & 0002905**

ACCIDENT RATE CALCULATION for years 2001, 2002, 2003

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2001	Dekalb	State Route	040700	0	0	0	0.00	0
2001	Dekalb	1	023600	5.87	6.77	39,700	0.90	35,730
2001	Dekalb	1	023600	6.77	6.94	22,300	0.17	3,791

Total Vehicle Miles: 39,521	Total Accidents: 190	Accident Rate: 1,317	Statewide Average: 564
Average ADT: 36,936	Total Injuries: 62	Injury Rate: 430	Statewide Average: 142
Length in Miles: 1.07	Total Fatalities: 0	Fatality Rate: 0.00	Statewide Average: 1.35

NOTE: Rates are per 100 Million Vehicle Miles

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2002	Dekalb	State Route	040700	0	0	0	0.00	0
2002	Dekalb	1	023600	5.87	6.77	40,300	0.90	36,270
2002	Dekalb	1	023600	6.77	6.94	26,800	0.17	4,556

Total Vehicle Miles: 40,826	Total Accidents: 208	Accident Rate: 1,396	Statewide Average: 422
Average ADT: 38,155	Total Injuries: 86	Injury Rate: 577	Statewide Average: 112
Length in Miles: 1.07	Total Fatalities: 1	Fatality Rate: 6.71	Statewide Average: 1.22

NOTE: Rates are per 100 Million Vehicle Miles

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2003	Dekalb	State Route	040700	0	0	0	0.00	0
2003	Dekalb	1	023600	5.87	6.77	40,300	0.90	36,270
2003	Dekalb	1	023600	6.77	6.94	26,800	0.17	4,556

Total Vehicle Miles: 40,826	Total Accidents: 188	Accident Rate: 1,262	Statewide Average: 572
Average ADT: 38,155	Total Injuries: 73	Injury Rate: 490	Statewide Average: 143
Length in Miles: 1.07	Total Fatalities: 0	Fatality Rate: 0.00	Statewide Average: 1.48

NOTE: Rates are per 100 Million Vehicle Miles

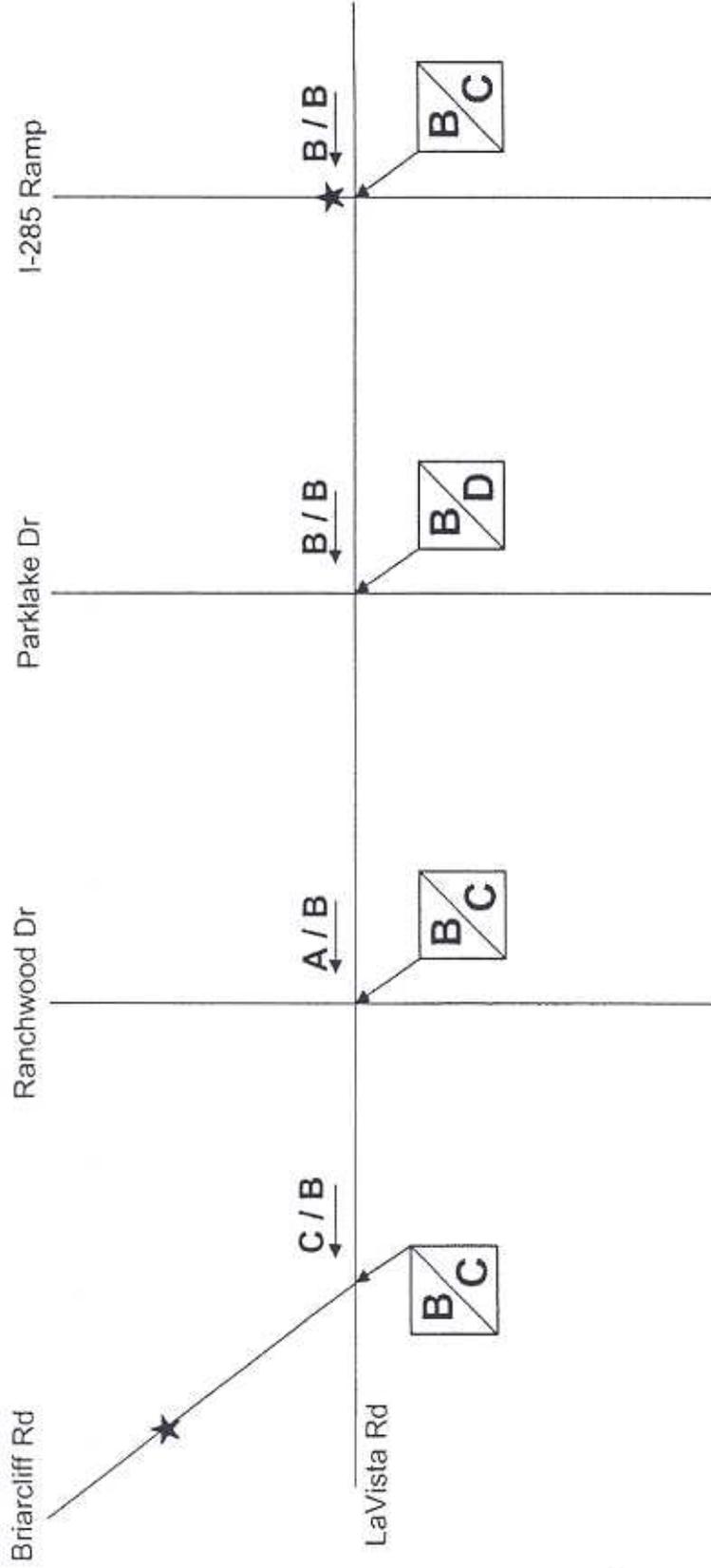
**LaVista Road @ I-285**  
**Project No. CSSTP-0006-00(269) & STP-0002-00(905)**  
**County: DeKalb**  
**P.I. No. 000629 & 0002905**

**ACCIDENT HISTORY:**

YEAR	ACCIDENTS							
	Rear-end	Side-swipe	Angle	Head-on	Struck Object	Total	Injury	Fatal
2001	100	15	68	3	4	190	72	1
2002	93	30	79	3	3	208	86	1
2003	95	18	66	4	5	188	73	0

# LaVista Rd / Briarcliff Rd Intersection Analysis

## No-Build (Existing Conditions) 2005



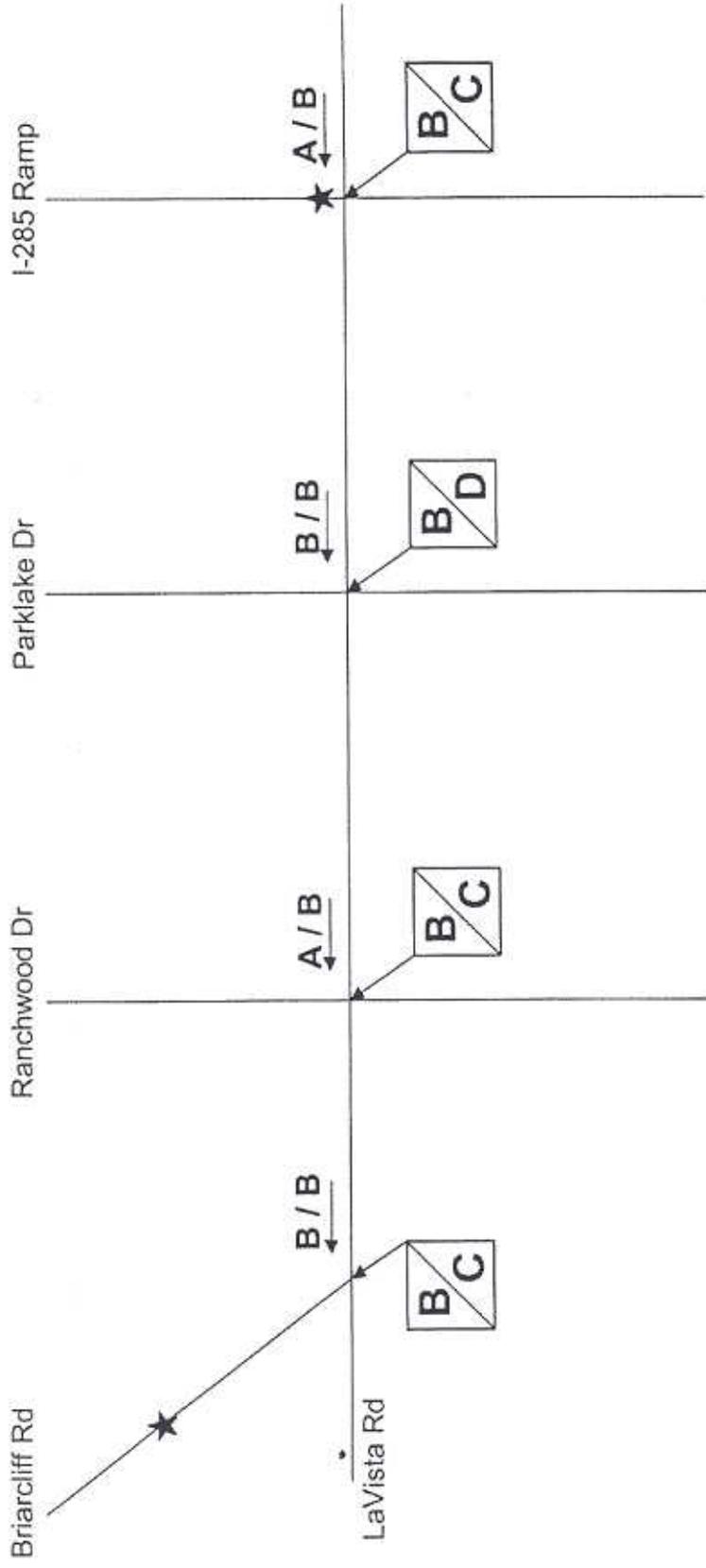
**LEGEND**

	Total Intersection LOS (AM/PM)
A / A	WB Approach LOS (AM/PM)

★ Avg. Travel Time from I-285 ramp intersection to Briarcliff Rd: 89.8 secs/veh

# LaVista Rd / Briarcliff Rd Intersection Analysis

## Build Alternative 2005



**LEGEND**

$A/A$	Total Intersection LOS (AM/PM)
$A/B$	WB Approach LOS (AM/PM)

★ Avg. Travel Time from I-285 ramp intersection to Briarcliff Rd: 100.1 secs/veh

**LaVista Rd / Briarcliff Rd Intersection Study**  
**Existing Conditions and Build Alternative Analysis**

**Existing Conditions (AM Peak Hour)**

Intersection	Approach	Movement	2005 Volumes		Delay (sec/veh)	LOS
			Input	CORSIM		
LaVista Road at Briarcliff Road (signalized)	EB	Thru	867	866	11.3	B
	WB	Thru	1023	1095	24.1	C
	SB	Left	341	347	26.0	C
		Right	85	78	12.8	B
		Total	426	425	23.6	C
<i>Intersection Total</i>			<i>2316</i>	<i>2386</i>	<i>19.4</i>	<i>B</i>
LaVista Road at Parklake Dr / Ranchwood Dr (signalized)	EB	Left	20	18	20.7	C
		Thru	1163	1165	20.4	C
		Right	25	27	20.2	C
		Total	1208	1210	20.4	C
	WB	Left	83	72	14.0	B
		Thru	1439	1674	9.6	A
		Right	35	27	9.5	A
		Total	1557	1773	9.8	A
	NB	Left	17	16	33.6	C
		Thru	2	4	61.3	E
		Right	33	32	10.5	B
		Total	52	52	21.5	C
	SB	Left	46	53	38.7	D
		Thru	5	1	59.3	E
		Right	46	43	16.1	B
		Total	97	97	28.9	C
<i>Intersection Total</i>			<i>2914</i>	<i>3132</i>	<i>14.7</i>	<i>B</i>
LaVista Road at Parklake Dr (signalized)	EB	Left	71	69	37.4	D
		Thru	1125	1146	6.0	A
		Right	12	16	10.1	B
		Total	1208	1231	7.8	A
	WB	Left	150	146	36.1	D
		Thru	1461	1684	14.4	B
		Right	120	122	10.6	B
		Total	1731	1952	15.8	B
	NB	Left	16	23	23.5	C
		Thru	12	9	10.5	B
		Right	81	77	11.0	B
		Total	109	109	13.6	B
	SB	Left	91	94	32.2	C
		Thru	33	30	38.9	D
		Right	32	31	8.1	A
		Total	156	155	28.7	C
<i>Intersection Total</i>			<i>3204</i>	<i>3447</i>	<i>13.4</i>	<i>B</i>
LaVista Road at I-285 SB Ramps (signalized)	EB	Thru	565	616	15.5	B
	WB	Left	356	357	15.9	B
		Thru	1326	1323	9.2	A
		Total	1682	1680	10.6	B
	SB	Left	391	380	33.7	C
<i>Intersection Total</i>			<i>2638</i>	<i>2676</i>	<i>15.0</i>	<i>B</i>

**LaVista Rd / Briarcliff Rd Intersection Study**  
**Existing Conditions and Build Alternative Analysis**

**Existing Conditions (PM Peak Hour)**

Intersection	Approach	Movement	2005 Volumes		Delay (sec/veh)	LOS
			Input	CORSIM		
LaVista Road at Briarcliff Road (signalized)	EB	Thru	1454	1434	36.2	D
	WB	Thru	753	835	16.0	B
	SB	Left	698	697	43.6	D
		Right	54	54	37.5	D
		Total	752	751	43.2	D
<i>Intersection Total</i>			<i>2959</i>	<i>3020</i>	<i>32.3</i>	<i>C</i>
LaVista Road at Parklake Dr / Ranchwood Dr (signalized)	EB	Left	35	31	19.2	B
		Thru	2055	1993	43.4	D
		Right	62	71	57.9	E
		Total	2152	2095	43.5	D
	WB	Left	195	178	71.9	E
		Thru	1388	1439	3.8	A
		Right	55	33	3.4	A
		Total	1638	1650	11.1	B
	NB	Left	43	41	32.0	C
		Thru	3	3	51.6	D
		Right	137	132	40.7	D
		Total	183	176	38.9	D
	SB	Left	58	63	49.6	D
		Thru	3	4	29.7	C
		Right	36	30	11.3	B
		Total	97	97	36.9	D
<i>Intersection Total</i>			<i>4070</i>	<i>4018</i>	<i>29.9</i>	<i>C</i>
LaVista Road at Parklake Dr (signalized)	EB	Left	39	39	52.9	D
		Thru	2317	2060	56.4	E
		Right	20	28	74.4	E
		Total	2376	2127	56.6	E
	WB	Left	132	126	67.0	E
		Thru	1416	1546	10.1	B
		Right	18	13	5.1	A
		Total	1566	1685	14.3	B
	NB	Left	32	31	26.8	C
		Thru	48	56	52.6	D
		Right	214	206	24.5	C
		Total	294	293	30.1	C
	SB	Left	300	290	44.7	D
		Thru	53	55	50.6	D
		Right	86	95	7.6	A
		Total	439	440	37.4	D
<i>Intersection Total</i>			<i>4675</i>	<i>4545</i>	<i>37.3</i>	<i>D</i>
LaVista Road at I-285 SB Ramps (signalized)	EB	Thru	1310	1282	26.8	C
	WB	Left	489	501	37.1	D
		Thru	1347	1344	8.7	A
		Total	1836	1845	16.4	B
	SB	Left	183	178	33.7	C
<i>Intersection Total</i>			<i>3329</i>	<i>3305</i>	<i>21.4</i>	<i>C</i>

**LaVista Rd / Briarcliff Rd Intersection Study**  
**Existing Conditions and Build Alternative Analysis**

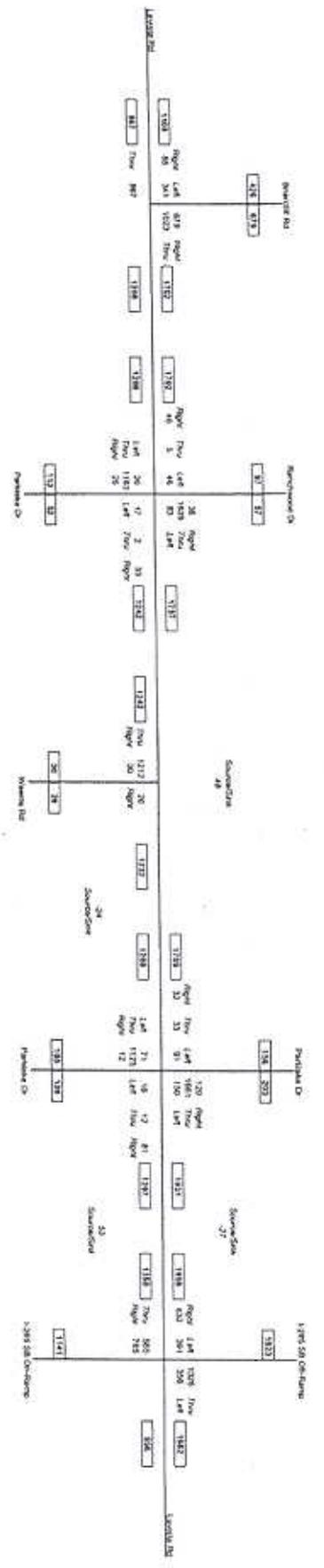
**Build Alternative (AM Peak Hour)**

Intersection	Approach	Movement	2005 Volumes		Delay (sec/veh)	LOS
			Input	CORSIM		
LaVista Road at Briarcliff Road (signalized)	EB	Thru	867	865	11.5	B
	WB	Thru	1023	1096	21.7	C
		Right	679	642	15.4	B
		Total	1702	1738	19.4	B
	SB	Left	341	346	30.1	C
		Right	85	79	10.9	B
		Total	426	425	26.5	C
<b>Intersection Total</b>			<b>2995</b>	<b>3028</b>	<b>18.1</b>	<b>B</b>
LaVista Road at Parklake Dr / Ranchwood Dr (signalized)	EB	Left	20	20	13.4	B
		Thru	1163	1162	19.7	B
		Right	25	27	13.0	B
		Total	1208	1209	19.4	B
	WB	Left	83	68	19.8	B
		Thru	1439	1677	8.1	A
		Right	35	26	10.0	A
		Total	1557	1771	8.6	A
	NB	Left	17	15	31.6	C
		Thru	2	4	46.5	D
		Right	33	32	9.0	A
		Total	52	51	18.6	B
	SB	Left	46	52	49.0	D
		Thru	5	1	23.7	C
		Right	46	44	18.8	B
		Total	97	97	35.0	D
<b>Intersection Total</b>			<b>2914</b>	<b>3128</b>	<b>13.8</b>	<b>B</b>
LaVista Road at Parklake Dr (signalized)	EB	Left	71	70	34.4	C
		Thru	1125	1140	6.5	A
		Right	12	17	14.4	B
		Total	1208	1227	8.2	A
	WB	Left	150	149	33.9	C
		Thru	1461	1679	14.9	B
		Right	120	119	11.8	B
		Total	1731	1947	16.2	B
	NB	Left	16	22	33.8	C
		Thru	12	8	20.1	C
		Right	81	78	11.1	B
		Total	109	108	16.4	B
	SB	Left	91	95	33.9	C
		Thru	33	29	32.6	C
		Right	32	31	8.1	A
		Total	156	155	28.5	C
<b>Intersection Total</b>			<b>3204</b>	<b>3437</b>	<b>13.9</b>	<b>B</b>
LaVista Road at I-285 SB Ramps (signalized)	EB	Thru	565	623	18.8	B
	WB	Left	356	362	13.1	B
		Thru	1326	1319	9.1	A
		Total	1682	1681	10.0	A
	SB	Left	391	380	33.4	C
<b>Intersection Total</b>			<b>2638</b>	<b>2684</b>	<b>15.3</b>	<b>B</b>

**LaVista Rd / Briarcliff Rd Intersection Study**  
**Existing Conditions and Build Alternative Analysis**

*Build Alternative (PM Peak Hour)*

Intersection	Approach	Movement	2005 Volumes		Delay (sec/veh)	LOS
			Input	CORSIM		
LaVista Road at Briarcliff Road (signalized)	EB	Thru	1454	1437	19.2	B
	WB	Thru	753	849	15.7	B
		Right	714	680	11.5	B
		Total	1467	1529	13.8	B
	SB	Left	698	694	36.5	D
		Right	54	55	25.6	C
		Total	752	749	35.7	D
<i>Intersection Total</i>			<i>3673</i>	<i>3715</i>	<i>20.3</i>	<i>C</i>
LaVista Road at Parklake Dr / Ranchwood Dr (signalized)	EB	Left	35	31	29.6	C
		Thru	2055	1978	43.1	D
		Right	62	71	54.1	D
		Total	2152	2080	43.3	D
	WB	Left	195	167	68.7	E
		Thru	1388	1460	4.3	A
		Right	55	31	6.1	A
		Total	1638	1658	10.8	B
	NB	Left	43	43	41.3	D
		Thru	3	3	78.0	E
		Right	137	136	39.9	D
		Total	183	182	40.9	D
	SB	Left	58	64	50.9	D
		Thru	3	3	15.5	B
		Right	36	30	12.0	B
		Total	97	97	37.8	D
	<i>Intersection Total</i>			<i>4070</i>	<i>4017</i>	<i>29.6</i>
LaVista Road at Parklake Dr (signalized)	EB	Left	39	38	45.9	D
		Thru	2317	2079	52.5	D
		Right	20	25	69.6	E
		Total	2376	2142	52.6	D
	WB	Left	132	129	65.0	E
		Thru	1416	1546	9.6	A
		Right	18	13	4.6	A
		Total	1566	1688	13.8	B
	NB	Left	32	33	26.7	C
		Thru	48	55	56.1	E
		Right	214	207	24.0	C
		Total	294	295	30.3	C
	SB	Left	300	290	43.6	D
Thru		53	53	45.7	D	
Right		86	95	6.0	A	
Total		439	438	35.7	D	
<i>Intersection Total</i>			<i>4675</i>	<i>4563</i>	<i>35.2</i>	<i>D</i>
LaVista Road at I-285 SB Ramps (signalized)	EB	Thru	1310	1287	26.9	C
	WB	Left	489	498	45.4	D
		Thru	1347	1347	8.8	A
		Total	1836	1845	18.7	B
	SB	Left	183	178	32.6	C
<i>Intersection Total</i>			<i>3329</i>	<i>3310</i>	<i>22.6</i>	<i>C</i>



**BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION**

90.39

SUFF RATING

DeKalb

Structure ID: 089-0048-0

**Location & Geography**

- Structure I.D.No: 089-0048-0
- 200 Bridge Information: 07
- 6A Feature Int: 1-285 (SR 407)
- 6B Critical Bridge: 0
- 7A Route Number Carried: SR00236
- 7B Facility Carried: LAVISTA ROAD
- 9 Location: 3.6 MI N OF CLARKSTON
- 2 DOT District: 7
- 207 Year Photo: 2004
- 91 Inspection Frequency: 24 Date: 08/24/2004
- 92A Fract Crit Insp Freq: 00 Date: 02/01/1901
- 92B Underwater Insp Freq: 00 Date: 02/01/1901
- 92C Other Spc. Insp Freq: 00 Date: 02/01/1901
- 4 Place Code: 00000
- 5 Inventory Route (O/U): 1
- Type: 3
- Designation: 1
- Number: 00236
- Direction: 0
- 16 Latitude: 33-50.8 MMS Prefix: SR
- 17 Longitude: 84-14.8 MMS Suffix: 00 MP: 6.77
- 98 Border Bridge: 000 %Shared: 00
- 99 ID Number: 0000000000000000
- 100 STRAHNET: 0
- 12 Base Highway Network: 1
- 13A LRS Inventory Route: 891023600
- 13B Sub Inventory Route: 0
- 101 Parallel Structure: N
- 102 Direction of Traffic: 2
- 264 Road Inventory Mile Post: 006.77
- 208 Inspection Area: 07 Initials: DAS
- Engineer's Initial: jal
- Location I.D. No.: 089-00236D-006.77E

**Signs & Attachments**

- 104 Highway System: 0
- 26 Functional Classification: 16
- 204 Federal Route Type: M No.: 09215
- 105 Federal Lands Highway: 0
- 110 Truck Route: 0
- 206 School Bus Route: 1
- 217 Benchmark Elevation: 00000.00
- 218 Datum: 0
- 19 Bypass Length: 03
- 20 Toll: 3
- 21 Maintenance: 01
- 22 Owner: 01
- 31 Design Load: 6
- 37 Historical Significance: 5
- 205 Congressional District: 04
- 27 Year Constructed: 1968
- 106 Year Reconstructed: 0000
- 33 Bridge Median: 1
- 34 Skew: 10
- 35 Structure Flared: 0
- 38 Navigation Control: N
- 213 Special Steel Design: 0
- 267 Type of Paint: 5
- 42 Type of Service on: 5
- 214 Movable Bridge: 1
- 203 Type Bridge: 2-O-M-O
- 259 Pile Encasement: 3
- 43 Structure Type Main: 3 02
- 45 No. Spans Main: 002
- 44 Structure Type Appr: 3 02
- 46 No. Spans Appr: 0002
- 226 Bridge Curve Horiz: 1 Vert: 0
- 111 Pier Protection: 0
- 107 Deck Structure Type: 1
- 108 Wearing Surface Type: 1 Me: 0 F: 8
- 225 Expansion Joint Type: 02
- 242 Deck Drains: 0
- 243 Parapet Location: 0
- Height: 0.00
- Width: 0.00
- 238 Curb: 0.80 1
- 239 Handrail: 7 7
- 240 Median Barrier Rail: 0
- 241 Bridge Median Height: 0.60
- Width: 4.00
- 230 Guardrail Loc Dir: Rear 2
- Fwrd: 2
- Oppo Dir Rear: 2
- Fwrd: 2
- 244 Approach Slab: 3
- 224 Retaining Wall: 0
- 233 Posted Speed Limit: 35
- 236 Warning Sign: 0
- 234 Delineator: 0
- 235 Hazard Boards: 0
- 237 Utilities Gas: 22
- W: 21
- Ele: 24
- Telephone: 22
- Sc: 00
- 247 Lighting Street: 0
- Navigaton: 0
- Aerial: 0
- 248 County Continuity No.: 00

# BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 089-0048-0

DeKalb

SUFF. RATING

90.39

### Programming Data

201 Project No.: 1-285-1 (48) 105 CT.3  
 202 Plans Available: 4  
 249 Prop. Proj. No. 000000000000000000  
 250 Approval Status: 0000  
 251 P.I. No.: 00000000  
 252 Contract Date: 02/01/1901  
 260 Seismic No.: 00000  
 75 Type Work: 00 0  
 94 Bridge Imp. Cost: \$ 0  
 95 Roadway Imp. Cost: \$ 0  
 96 Total Imp Cost: \$ 0  
 76 Imp. Length: 000000  
 97 Imp. Year: 0000  
 114 Future ADT: 036990 Year: 2023

### Measurements

\* 29 ADT: 024660 Year: 2003  
 109 % Trucks: 2  
 \* 28 Lanes On: 06 Under: 08  
 210 No. Tracks On: 00 Under: 00  
 \* 48 Max. Span Length: 0070  
 \* 49 Structure Length: 216  
 51 Br. Rwdy. Width: 80.00  
 52 Deck Width: 92.70  
 \* 47 Tot. Horz. Cl: 40.00  
 50 Curb/Sdewik Width: 4.00/4.00  
 32 Approach Rdwy Width: 080  
 \* 229 Shoulder Width:  
     Rear Lt.: 2.00 Type: 1 Rt: 2.00  
     Fwd Lt.: 2.00 Type: 1 Rt: 2.00  
 Pavement Width  
     Rear: 36.00 Type: 2  
     Fwd: 36.00 Type: 2  
 36 Safety Features Br. Rail: 1 Fwd: 1  
 Transition: 2  
 App. G. Rail: 2  
 App. Rail End: 2  
 53 Minimum Cl. Over: 99 ' 99 " Under: H  
     16 ' 10 " Under: H  
 \* 228 Min. Vertical Cl: 99 ' 99 "  
     Act. Odm Dir: 99 ' 99 "  
     Oppo. Dir: 99 ' 99 "  
     Posted Odm. Dir: 00 ' 00 "  
     Oppo. Dir: 00 ' 00 "  
 55 Lateral Undercl. Rt: H 9.50  
 56 Lateral Undercl. Lr: 4.00  
 \* 10 Max Min Vert Cl: 99 ' 99 " Dir: 0  
 39 Nav Vert Cl: 000 Horz: 0000  
 116 Nav Vert Cl Closed: 000  
 245 Deck Thickness Main: 7.50  
     Deck Thick Approach: 7.50  
 246 Overlay Thickness: 0.00  
 212 Year Last Painted: Sep: 2001 Sub: 0000

### Ratings

65 Inventory Rating Method: 2  
 63 Inventory Rating Method: 2  
 66 Inventory Type: 2 Rating: 36  
 64 Operating Type: 2 Rating: 51  
 231 Calculated Loads  
     H-Modified: 20 0  
     HS-Modified: 25 0  
     Type 3: 28 0  
     Type 3s2: 40 0  
     Timber: 36 0  
     Piggyback: 40 0  
 261 H Inventory Rating: 20  
 262 H Operating Rating: 28  
 67 Structural Evaluation: 7  
 58 Deck Condition: 7  
 59 Superstructure Condition: 7  
 \* 227 Collision Damage: 0  
 60A Substructure Condition: 7  
 60B Scour Condition: N  
 60C Underwater Condition: N  
 71 Waterway Adequacy: N  
 61 Channel Protection Cond: N  
 68 Deck Geometry: 6  
 69 UnderClr. Horz/Vert: 5  
 72 Appr. Alignment: 8  
 62 Culvert: N

### Hydraulic Data

215 Waterway Data  
 Highwater Elev.: 0000.0 Year: 1900  
 Avg. Streambed Elev.: 0000.0 Freq: 00  
 Drainage Area: 00000  
 Area Of Opening: 000000  
 113 Scour Critical: N  
 216 Water Depth: 00.0 Br. Height: 00.0  
 222 Slope Protection: 4  
 221 Spur Dikes Rear: 0 Fwd: 0  
 219 Fender System: 0  
 220 Dolphin: 0  
 223 Culvert Cover: 000  
 Type: 0  
 No. Barrels: 0  
 Width: 0.00 Height: 0.00  
 Length: 0 Apron: 0  
 \* 265 U/W Insp. Area: 0 Diver: ZZZ

### Posting Data

70 Bridge Posting Required: 5  
 41 Struct Open, Posted, Cl: A  
 \* 103 Temporary Structure: 0  
 232 Posted Loads H-Modified: 00  
     IIS-Modified: 00  
     Type 3: 00  
     Type 3s2: 00  
     Timber: 00  
     Piggyback: 00  
 253 Notification Date: 02/01/1901  
 253 Fed Notify Date: 02/01/1901

\* Location I.D. No.: 089-00236D-406.77E

## MEETING SUMMARY

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On October 21, 2004, two open-house public meetings were held to solicit input regarding the LaVista Road Streetscape project. One open house began at 5:30 PM and the other began at 7:30 PM. They were held in Briarlake Elementary School, at 3590 LaVista Road near the western project limits. Sixty participants attended the 5:30 open house. Thirty-nine participants attended the 7:30 open house.

Tom Ulbricht, representing the Northlake Community Alliance opened each meeting with a brief overview of the project. He also shared information about the project background and how the project was funded. Bill Eviston of PBS&J told the participants about the design process and introduced the design team, and Walt Ray of PBS&J described the format and encouraged written or verbal participation from the attendees. Silverman Construction Program Management was represented by Hector Morales and Arnie Silverman. They helped facilitate the meeting and answered questions from participants.

Four stations were available for participants to visit. Station One had plans of the streetscape project on display. There were details at the key intersections as well as an overall master plan. The station was monitored by Becki Yawn of PBS&J. Participants were encouraged to look closely at the plan, ask questions, and write with pens that were made available. Those comments are summarized herein.

Station Two had five different potential pallets of street furniture and light fixtures. Participants were given green and red dots to 'vote' for their favorite and least favorite pallet selection. They were asked to place green dots on anything that they liked. Red dots were to be placed on anything they disliked. Rahul Kulkarni of PBS&J monitored this station. The results are summarized herein.

Station Three was designed to better understand what the public wants the Northlake community to look like and to be known for. Paige Hatley of PBS&J facilitated the discussion and took notes on flip charts. Those results are summarized herein.

Station Four was located near the exit and provided one more chance for participants to comment on anything they did not feel they had stated clearly. Bill Eviston of PBS&J was available to write any comments on a flip chart that had not been addressed elsewhere. He also encouraged participants to fill-out a post-card questionnaire and

to drop them into the comment box located at the station. PBS&J's mailing address was provided on the post-card so they could be mailed to the attention of the project team if participants wished to fill them out at a later time. Those results are summarized herein.

Overall, the participants were excited to see the beginnings of the LCI study being implemented. They were enthusiastic about the streetscape project and its project limits. They were curious about the details, which were discussed at Station One. Enthusiastic participation was forthcoming in both written and verbal comments. Those comments are documented for future use. When possible, the results will be incorporated into the design development phase of the streetscape project.

A follow-up public meeting will be held in mid-January to show the public what the final design looks like and how their comments were or were not incorporated into that design.



5665 New Northside Drive  
Suite 400  
Atlanta, GA 30328  
770/933-0280

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MEETING MINUTES

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MEETING DATE: June 1, 2005

LOCATION: GDOT District 7 Offices

SUBJECT: LaVista Road Streetscape

LIST OF ATTENDEES: Mike Lobdell - GDOT  
Scott Lee - GDOT  
Wright Aldridge – Moreland Altobelli Associates  
Hector Morales – Silverman Construction Program Management  
Taylor Wright, PBS&J  
Becki Yawn, PBS&J  
David Pickworth, PBS&J

DISTRIBUTION: Project File – 061357.00  
John Gurbal – DeKalb County  
Dave Pelton – DeKalb County  
Joe Palladi - GDOT

DATE OF ISSUANCE: June 8, 2005

MINUTES AUTHOR: Becki Yawn

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1. Taylor Wright provided a brief overview of the LCI project. A master plan concept was prepared for the LaVista corridor from Harobi to Northlake Parkway. Construction drawings are proposed to be limited to the Phase 1 area from and including the Briarcliff intersection to the I-285 southbound ramps. Two public meetings were held that were well attended. A concept meeting has been held and a concept report submitted.
2. The traffic study for the impact from the proposed realignment of the LaVista / Briarcliff intersection requested at the concept meeting has been completed by PBS&J. The traffic study results were presented by David Pickworth. The study revealed that removing the free-flow right turn north onto Briarcliff from west-bound LaVista would have no adverse affect on either current or future conditions. A random pedestrian delay was factored into the calculations. The study assumed that signal timing for the LaVista corridor was optimized. DeKalb County has plans to optimize the signal timing along LaVista through GDOT's Fast Forward Initiative and hopes to have it completed prior to the construction of this project.

3. The design for the realigned intersection includes eliminating one of the right hand turn lanes going north on Briarcliff from westbound LaVista, teeing in at closer to 90 degrees and allowing for a straight movement southbound on Briarcliff into the shopping center. The median on the west side on LaVista may be lengthened to prevent illegal left turns north on Briarcliff from east bound LaVista.
4. The Q24 sidewalk project (P.I. No. 0002905) is to be combined with the LCI streetscape project. There will be one set of plans and one construction contract but separate Detailed Estimates. Another concept meeting for the combined projects will be scheduled. The revised concept report will address comments from the LCI project concept report review and will also include the Q24 project. The Q24 sidewalk project is programmed for '07 ROW and '08 construction and includes ROW acquisition money. The LCI project does not include ROW money. Wright Aldridge does not think that combining the two projects will delay the LCI project substantially.
5. Submittals of the concept report will be made to Mike Lobdell. Once the concept report is approved, a copy is to be sent to Moreland Altobelli Associates. Drawings will be submitted to GDOT, attention Mike Lobdell, for the review and approval process. The environmental documents (CE) will be updated with the Q24 sidewalk project number and description and submitted to Moreland Altobelli Associates for review and forwarding to Federal Highway for approval.
6. The LCI streetscape funds must be spent for transportation improvements. If the sidewalk is paid for by the Q24 project, there must be elements related to transportation remaining in the LCI project in addition to the sidewalk. These elements must be a major part of the project. Landscaping cannot be the primary part of the project. Transportation related items proposed for the LCI project include pedestrian signal upgrades, realignment of the LaVista / Briarcliff intersection to make it more pedestrian friendly and narrowing of the inside travel lanes to 11' on LaVista to allow for wider outside lanes for a bicycle "Share the Road" facility. The roadway would have to be milled and resurfaced to facilitate the restriping. A consensus was voiced that consistent lane widths should occur throughout the entire corridor. It would not be desirable to change the lane widths only between Briarcliff and the I-285 interchange. The NCA (Northlake Community Alliance) would like for a bicycle facility to be included in this project. The decision whether to pursue narrowing the travel lanes and providing for wider outside lanes will be contingent on construction cost estimates and prioritization of project scope elements.
7. Wright Aldridge pointed out that the original application for the LCI funding did not include bike facilities. If this element is to be added to the project, a request to do so will have to be submitted to ARC for approval.
8. Unless the original scope of the project included moving utility poles outside of the clear zone or at the back of the sidewalk, they are not required to be moved as part of the project.



## Department of Transportation

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March 24, 2005

Julie Kovach  
Atlanta Regional Commission  
40 Courtland Street NE  
Atlanta, Georgia 30303

Concept Report Comments Re: CSSTP 0006-00 (269)  
DeKalb County  
P.I. No. 0006269  
Lavista Road LCI

Dear Ms. Kovach:

The concept report for the above noted project has been reviewed. It includes lane narrowing, streetscape and other pedestrian improvements for LaVista Road from Northlake Shopping Mall to Northlake Parkway. The concept report has not been approved by this office due to the following concerns:

1. While it may be acceptable to narrow the width of the lanes, additional information is required to approve this action:
  - a.) How many buses per hour utilize LaVista Road in this area?
  - b.) What is the peak hour and 24 hour truck percentages?
  - c.) 11.5 foot lanes are proposed from the mall area to the west end of the I-285 bridge, and 11 foot lanes are proposed from the west end of the bridge to the eastern end of the project. Lane width consistency is required.
  - d.) As part of 1C above, 1.5 foot gutters to 2 foot to no gutters are proposed. No gutters are proposed on the bridge. What effect do trucks and buses have in the orderly and safe flow of traffic, especially on the outside lane?
2. What is the bridge sufficiency rating? Can it allow the placement of the six (6) foot sidewalks?
3. A.) The accident rates vary from 1317 to 1756. How does this compare to the statewide averages for this type of facility? (Same for injury and fatality rates).  
B.) What are the predominate types of accidents? Are they spread out over the corridor or are they concentrated at specific locations?  
C.) Will the narrowing of lanes have an effect on accident potential?
4. It is unclear whether this report is a draft or final concept. (Report notes that concept meeting is to be scheduled)

Page 2  
Ms. Julie Kovach  
Atlanta Regional Commission  
Lavista Road LCI

5. There is no mention of utility pole offsets (minimum) for this project. Also, it is noted that under "Description of the proposed project" that "the sidewalk will be designed around the existing power poles." The sidewalk needs to be designed to maximize "straight" line walking patterns. Shifts at each power pole may not meet the intent of ADA requirements. Also, power pole offsets should be maximized.
6. In the same paragraph, it is noted that conduit will be placed under the sidewalk for potential burial of utilities in the future. The cost of this work may not be covered under the federal or state funding.
7. In typical section number one (1) (proposed) and others sidewalk placement is proposed with a 2 foot grassed offset. Additional right of way is available to increase this dimension to provide additional offsets for pedestrian safety. Why not increase the separation between the sidewalk and the face of curb/traffic?
8. On typical section number five (5), a 7.44 foot median is proposed. Is this pavement markings only or is it a raised concrete median? Please clarify.

Please respond to the issues presented above prior to the resubmission of the report.

Sincerely,



Joseph P. Palladi, P.E.  
State Transportation Planning Administration

JPP:cam

Cc: Harvey Keeper, OEL  
Bryant Poole, District 7 Engineer  
Paul Liles, Bridge Design  
David Mulling, Engineering Services  
Moreland Altobelli  
Attn: Wright Aldridge



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MEMORANDUM

TO: Joe Palladi, P.E.

FROM: Taylor Wright

SUBJ: LaVista Road Streetscapes – CSSTP 0006-00 (269); P.I. 0006269; DeKalb County

DATE: July 13, 2005

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The following are our responses to concerns expressed in the letter dated March 24, 2005.

1. While it may be acceptable to narrow the width of the lanes, additional information is required to approve this action:
  - a) How many buses per hour utilize LaVista Road in this area? **PBS&J obtained MARTA bus routes for the project corridor. Per these schedules, there are 2.7 buses/hour that utilize LaVista Road.**
  - b) What is the peak hour and 24 hour truck percentages? **The assumed truck percentage used on the LaVista Road / Briarcliff Road intersection analysis was 2%. A 24-hour vehicle classification count was taken on LaVista Road, however the results of this count for the peak hours were not considered reliable because of the existing congestion on the road. When comparing the peak hour volumes collected from the tubes with the manual turning movement approach counts at the bounding intersections, there was considerable difference. The EB tube counts show a volume of 947 vehicles compared to 2152 from the TMCs in the PM peak hour, the WB tube counts show a volume of 1123 vehicles compared to 1702 from the TMCs in the AM peak hour. This is further evidence that the total number of vehicles collected over the tubes is not accurate and thus the classification percentages could not be relied upon. The total daily truck percentage collected on LaVista Road was 6%. It was assumed for the purpose of this study that this number was slightly overestimated and furthermore that the peak hour percentage would be less than that since commercial/delivery trucks will tend to travel outside of the peak hours. Therefore the value of 2% was used in the CORSIM analysis.**
  - c) **11.5 foot lanes are proposed from the mall area to the west end of the I-285 bridge, and 11 foot lanes are proposed from the west end of the bridge to the eastern end of the project. Lane width consistency is required. We concur with this comment, and propose to use 11-foot inside lanes throughout the project corridor. The outside lane will vary from 13-foot wide to 16-foot wide for shared bicycle use.**

- d) As part of 1C above, 1.5 foot gutters to 2 foot to no gutters are proposed. No gutters are proposed on the bridge. What effect do trucks and buses have in the orderly and safe flow of traffic, especially on the outside lane? **We propose to use a 2-foot wide gutter width throughout the project corridor. The existing bridge includes a 2' gutter, which will not be disturbed by the project.**
2. What is the bridge sufficiency rating? Can it allow the placement of the six (6) foot sidewalks? **The bridge sufficiency rating is 90.39. The concept will be revised to show no construction on the existing bridge, with the exception for the restriping required for the lane width reduction. The existing 4-foot sidewalks on the bridge will be maintained.**
3. A) The accident rates vary from 1317 to 1756. How does this compare to the statewide averages for this type of facility? (Same for injury and fatality rates). **The accident rates currently exceed the statewide average (422 to 572) with rates over three times the statewide average. The injury rate exceeds the statewide average (112 to 143) from three to five times the statewide average. The fatality rate was exceeded only during the year 2002 with a rate five times the statewide average of 1.22.**
- B) What are the predominate types of accidents? Are they spread out over the corridor or are they concentrated at specific locations? **Rear end accidents (49%) and angle type (36%) were the predominate types of accidents. Most of the accidents (92%) were spread out from Montreal Road to Northlake Parkway, with no identifiable area of concentration. The types of accidents are most likely attributable to the highly developed nature of the area, which includes numerous curb cuts for commercial driveways.**
- C) Will the narrowing of lanes have an effect on accident potential? **The narrower inside lanes are not expected to significantly affect the accident potential. AASHTO suggest that lane widths of 11-feet are appropriate for urban arterial street designs, and 11-foot lanes are common in the Atlanta-Metro area.**
4. It is unclear whether this report is a draft or final concept. (Report notes that concept meeting is to be scheduled) **The concept report is currently being revised for changes to the scope of the project. The previous concept report should be considered a draft.**
5. There is no mention of utility pole offsets (minimum) for this project. Also, it is noted that under "Description of the proposed project" that "the sidewalk will be designed around the existing power poles." The sidewalk needs to be designed to maximize "straight" line walking patterns. Shifts at each power pole may not meet the intent of ADA requirements. Also, power pole offsets should be maximized. **The sidewalks will be designed to maintain the desired straight-line walking pattern wherever possible. It is expected that the sidewalks will vary in their offset from the curb and gutter in some situations in order to avoid impacts to utilities. It is expected that some utility relocations will be necessary as part of the project, however the scope of this project does not include relocating utilities outside of the clear zone.**
6. In the same paragraph, it is noted that conduit will be placed under the sidewalk for potential burial of utilities in the future. The cost of this work may not be covered under the federal or state funding. The

construction of the conduit for utility relocations will be deleted from the scope of this project. Some conduit construction may be necessary for construction of pedestrian lighting.

7. In typical section number one (1) (proposed) and others sidewalk placement is proposed with a 2 foot grassed offset. Additional right of way is available to increase this dimension to provide additional offsets for pedestrian safety. Why not increase the separation between the sidewalk and the face of curb/traffic? **The buffer strip between the curb and gutter and sidewalk will be increased at locations where additional existing right-of-way is available. However, the width of the buffer strip will be designed in order to maintain consistency and minimize meandering of the sidewalks.**
  
8. On typical section number five (5), a 7.44 foot median is proposed. Is this pavement markings only or is it a raised concrete median? Please clarify. **The median at this location is flush, with pavement marking only. All typical sections will be revised to clarify proposed intentions.**