

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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

**FILE** P.I. # 0010394 **OFFICE** Design Policy & Support  
DeKalb County  
GDOT District 7 - Metro Atlanta **DATE** January 8, 2013  
SRTS – DeKalb County School System @ 5  
Schools

**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  
Glenn Bowman, State Environmental Administrator  
Cindy VanDyke, State Transportation Planning Administrator  
Kathy Zahul, State Traffic Engineer  
Angela Robinson, Financial Management Administrator  
Lisa Myers, State Project Review Engineer  
Charles "Chuck" Hasty, State Materials Engineer  
Jeff Baker, State Utilities Engineer  
Ken Thompson, Statewide Location Bureau Chief  
Andy Casey, State Roadway Design Engineer  
Tamaya Huff, State Pedestrian and Bicycle Coordinator  
Rachel Brown, District Engineer  
Scott Lee, District Preconstruction Engineer  
Mac Cranford, District Design Engineer  
Jonathan Walker, District Utilities Engineer  
Ryan Fernandez, Project Manager  
Emmanuella Myrthil, State Safety Program Coordinator  
BOARD MEMBER - 4th Congressional District

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

Project Type: <u>Safe Routes To School</u>	P.I. Number: <u>0010394</u>
GDOT District: <u>Seven</u>	County: <u>Dekalb</u>
Federal Route Number: <u>N/A</u>	State Route Number: <u>N/A</u>

Briarlake Elementary School, Evansdale Elementary School, Fairington Elementary School, Hawthorne Elementary School, Oak Grove Elementary School - Safe Routes To School Program

**Submitted for approval:**

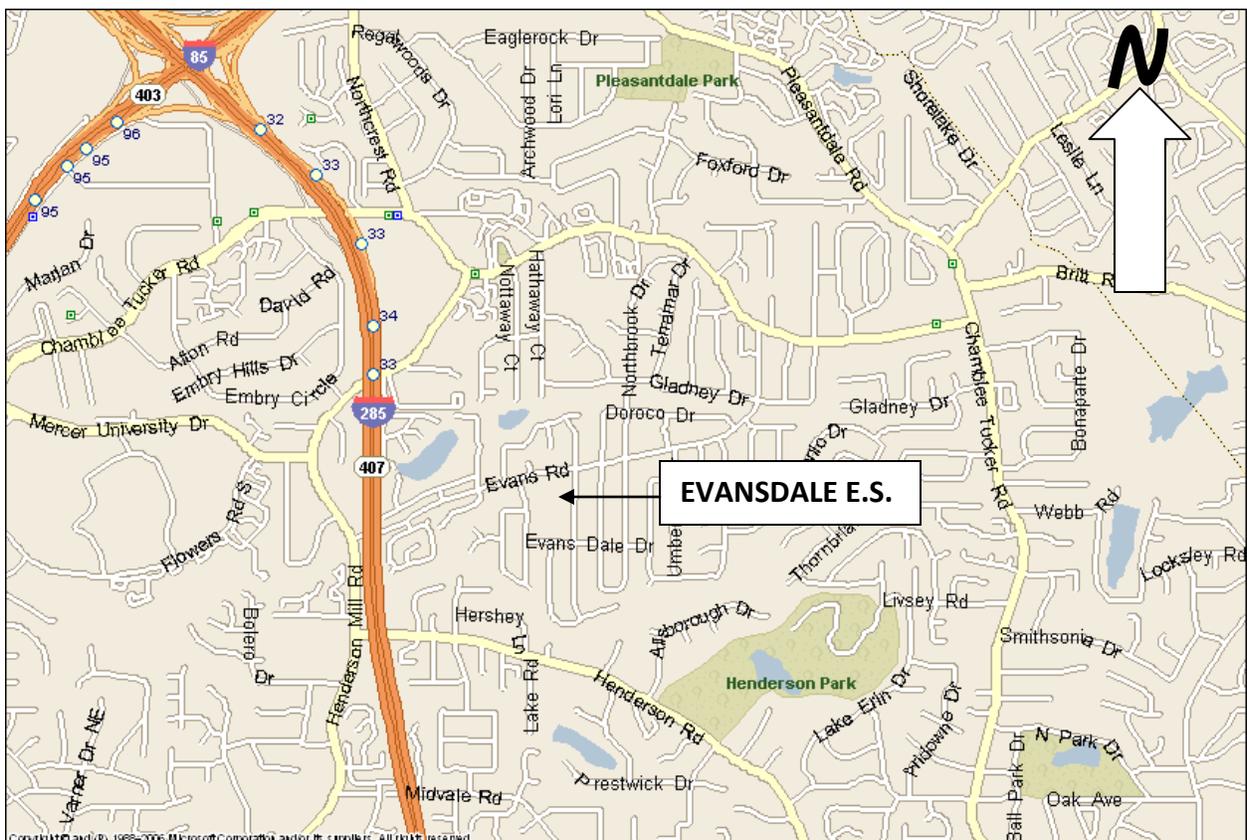
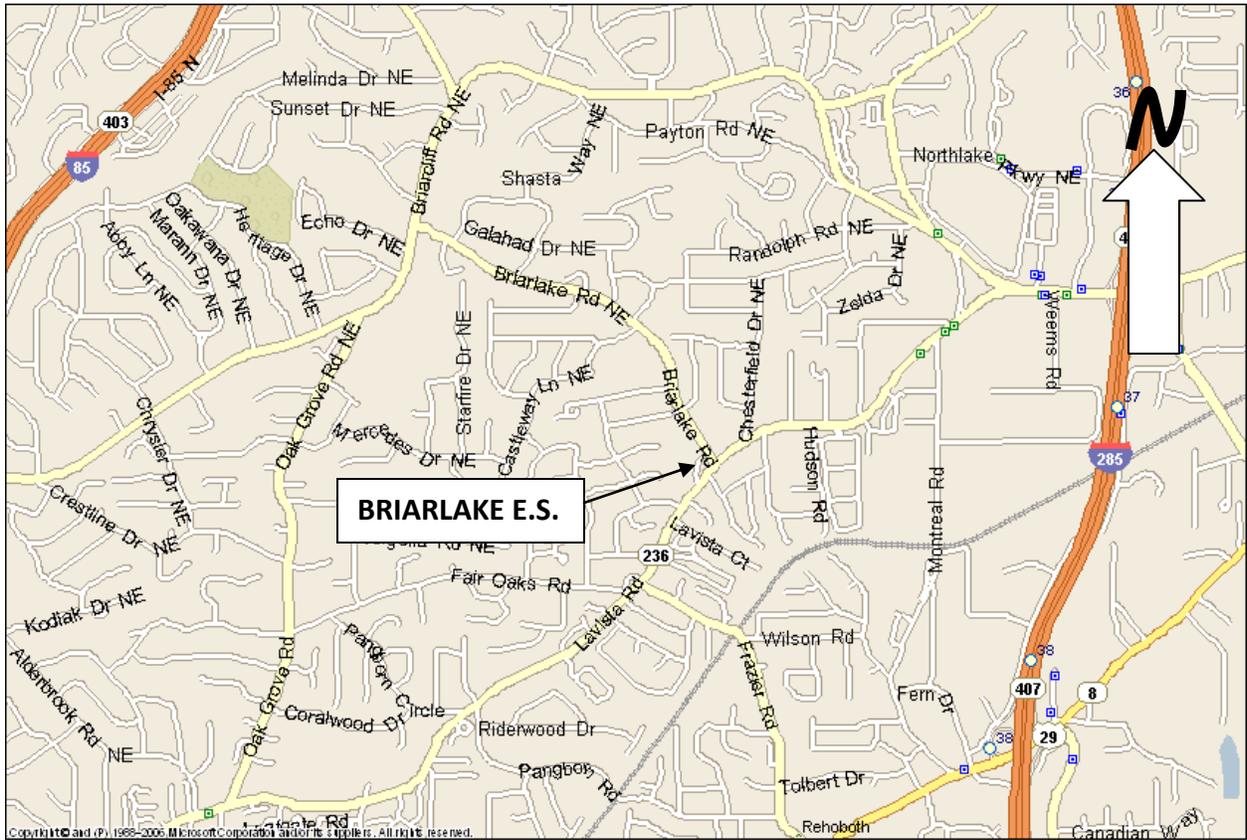
<u>Mac Crawford</u> District Seven Design Engineer	<u>10-31-12</u> DATE
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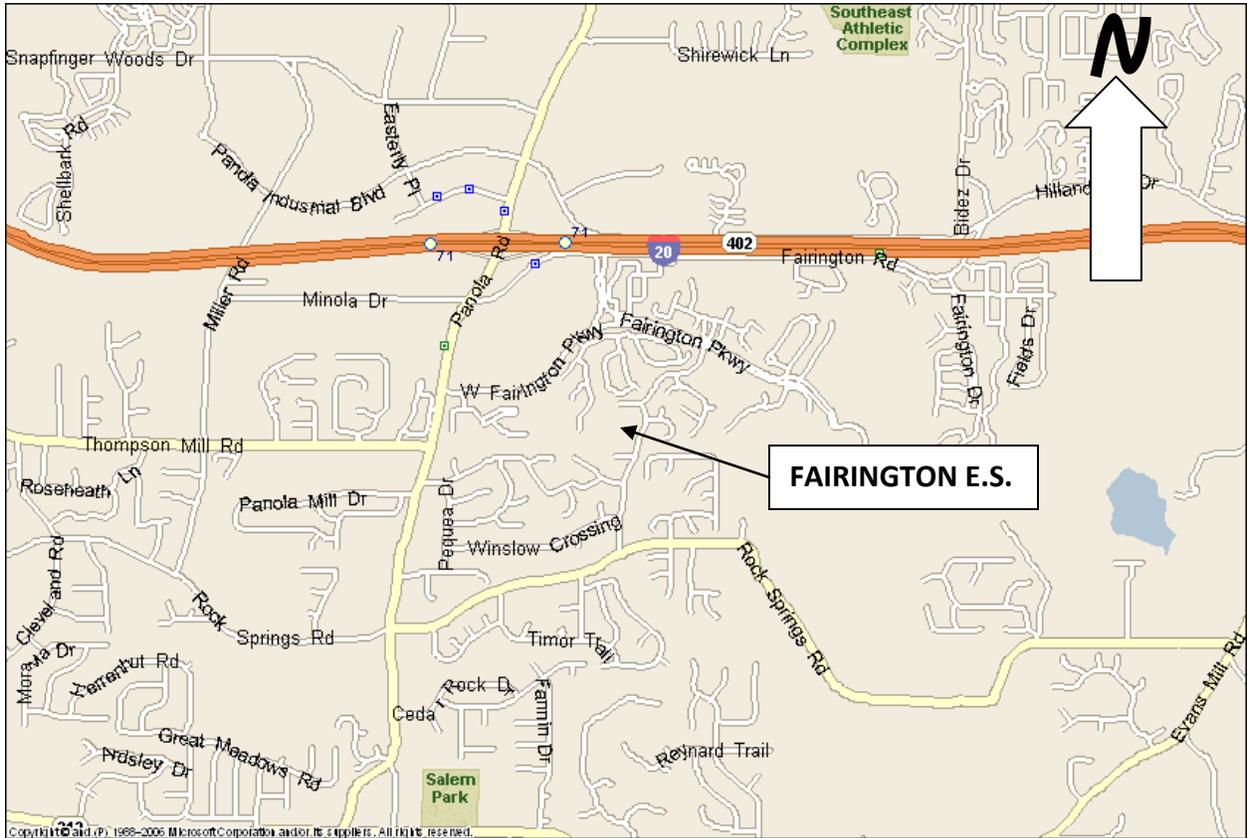
<u>Ryan Frady</u> Project Manager	<u>11-2-12</u> DATE
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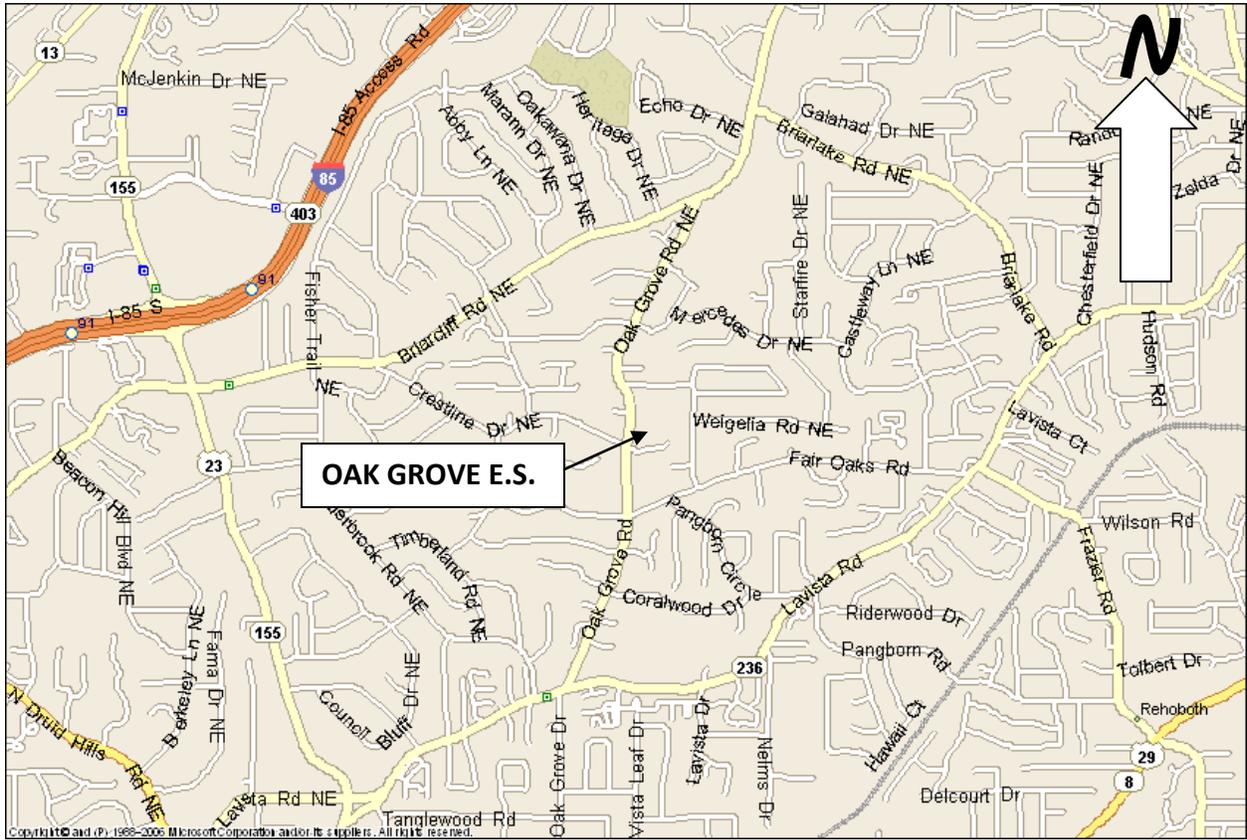
<b>Approvals:</b> <u>Berrett Rice-Speltz</u> State Program Delivery Engineer	<u>11/5/2012</u> DATE
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<u>Al R. Manning</u> Director of Engineering	<u>1/4/13</u> DATE
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### PROJECT LOCATION







## **PLANNING & BACKGROUND DATA**

**Project Justification Statement:** This project is a Safe Routes to School (SRTS) infrastructure project that would improve pedestrian and bicycle accessibility for students within a two-mile radius of the targeted schools.

The Federal SRTS program was created by Section 1404 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which was signed into public law (P.L. 10959) on August 10, 2005. As a result of this legislation, every state now had dedicated dollars to help with infrastructure improvements (i.e. new sidewalks and traffic calming projects) and non-infrastructure activities to encourage and enable students to walk and bicycle to school.

The SRTS infrastructure program administered by the Federal Highway Administration is intended to promote walking and bicycling by students living within a two-mile radius of a school. The desired outcomes of the SRTS infrastructure program include increased health and fitness for students, as well as accessibility and environmental benefits for the community at large.

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

Dekalb County has maintained neighborhood schools throughout the system. Because of the lack of existing pedestrian and bicycle facilities, most students are transported to school by personal vehicles and/or school buses. With addition of sidewalks, whether around the schools or connecting the schools to other routes, and increased lighting for an existing paved walking/biking trail, many more students would be able to bike or walk to school.

Approximately 200 students live within one mile of each school, but currently only a small percentage of the students walk or bike to school because of the lack of pedestrian friendly facilities. Due to gaps in existing sidewalks and lack of bicycle facilities, students walking or bicycling to school must utilize the roadways or unpaved pathways.

Adding ADA/PROWAG compliant sidewalks around Briarlake and/or providing traffic calming devices for nearby intersections would improve the pedestrian infrastructure will encourage walking and biking to and from school.

### **Description of the proposed project:**

- **Briarlake Elementary School**-The proposed improvements consists of installing radar speed signs on Lavista Road East and West of Briarlake Road. Installing sidewalk on along the west side of Frazier Road from Springbrooke Drive northward to Wilson Road. Upgrading the crosswalks and signals at the intersections of Lavista Road with Fair Oaks Road and Lavista Road with Frazier Road.

- **Evansdale Elementary School-** The proposed improvements consists of installing sidewalk along the south side of Evans Dale Drive from Townley Circle to Evans Woods Drive and along the north side of Evans Dale Drive from Evans Woods Drive to Whitby Drive. Installing sidewalk along the west side of Northbrook Drive from Evans Road to Gladney Drive.
- **Fairington Elementary School-** The proposed improvements consists of upgrading the intersection of Fairington Parkway with Phillip Bradley Drive to include crosswalks and ADA ramps and upgrading crosswalks at the intersection of Ottawa Trail with Phillip Bradley Drive.
- **Hawthorne Elementary School-** The proposed improvement consists of installing radar speed sign for eastbound Foster Ridge Road between Brookcliff Way and Brookdale Drive.
- **Oak Grove Elementary School-** The proposed improvements consists of installing two raised crosswalks at the school carpool drop off lane, installing a Rectangular Rapid Flash Beacon for crosswalk at the intersection of Oak Gove Road with Greenglade Road, installing a Rectangular Rapid Flash Beacon for crosswalk at the intersection of Fair Oaks Road with Akin Drive, installing speed radar speed signs on Oak Grove Road in both directions near the school’s entrances.

**Federal Oversight:**     Full Oversight     Exempt     State Funded     Other

**MPO:**     N/A     MPO - Atlanta Regional Commission (ARC)  
MPO Project TIP # N/A

**Regional Commission:**     N/A     RC – Atlanta Regional Commission  
RC Project ID # N/A

**Congressional District(s):** 4

**Current Traffic AADT:**

LaVista Rd	(2011): 21030
Frazier Rd	(2011): 8530
Evans Dale Dr	(2011): 1940
Northbrook Dr	(2011): 1940
Fairington Pkwy	(2011): 1940
Phillip Bradley Dr	(2011): 1940
Foster Ridge Rd	(2011): 1940
Oak Grove Rd	(2011): 5010

**Functional Classification:**

Lavista Rd	Urban Minor Arterial
Frazier Rd	Urban Collector Street
Evans Dale Dr	Urban Local Road
Northbrook Dr	Urban Local Road
Fairington Pkwy	Urban Local Road

Phillip Bradley Dr      Urban Local Road  
 Foster Ridge Rd      Urban Local Road  
 Oak Grove Rd      Urban Collector Street

Is this a 3R (Resurfacing, Restoration, & Rehabilitation) Project?  YES       NO

Will Context Sensitive Solutions procedures be utilized?  YES       NO

## DESIGN AND STRUCTURAL DATA

Mainline Design Features: Frazier Road (Briarlake ES)

Feature	Existing	Standard*	Proposed
<b>Typical Section</b>			
- Number of Lanes	2	2	2
- Lane Width(s)	12'	10'-12'	12'
- Median Width & Type	N/A	N/A	N/A
- Outside Shoulder Width & Type	2' - Grassed	8-10'	8'
- Outside Shoulder Slope	Varies	0.02	0.02
- Inside Shoulder Width & Type	N/A	N/A	N/A
- Sidewalks	NONE	5'	7.5'
- Auxiliary Lanes	N/A	N/A	N/A
- Bike Lanes	N/A	N/A	N/A
Posted Speed	35		35
Design Speed	35	35	35
Min Horizontal Curve Radius	N/A	N/A	N/A
Superelevation Rate	N/A	N/A	N/A
Grade	N/A	N/A	N/A
Access Control	N/A	N/A	N/A
Right-of-Way Width	60'	N/A	N/A
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	N/A	N/A	N/A
Maximum Sidewalk Cross Slope	N/A	2%	2%

\*According to current GDOT design policy if applicable

Mainline Design Features: Evans Dale Drive (Evansdale ES)

Feature	Existing	Standard*	Proposed
<b>Typical Section</b>			
- Number of Lanes	2	2	2
- Lane Width(s)	12'	10'-12'	12'
- Median Width & Type	N/A	N/A	N/A
- Outside Shoulder Width & Type	2' - Grassed	8-10'	8'
- Outside Shoulder Slope	Varies	0.02	0.02
- Inside Shoulder Width & Type	N/A	N/A	N/A
- Sidewalks	NONE	5'	7.55'
- Auxiliary Lanes	N/A	N/A	N/A

- Bike Lanes	N/A	N/A	N/A
Posted Speed	25		25
Design Speed	25	25	25
Min Horizontal Curve Radius	N/A	N/A	N/A
Superelevation Rate	N/A	N/A	N/A
Grade	N/A	N/A	N/A
Access Control	N/A	N/A	N/A
Right-of-Way Width	60'	N/A	N/A
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	N/A	N/A	N/A
Maximum Sidewalk Cross Slope	N/A	2%	2%

\*According to current GDOT design policy if applicable

**Mainline Design Features:** Northbrook Drive (Evansdale ES)

Feature	Existing	Standard*	Proposed
<b>Typical Section</b>			
- Number of Lanes	2	2	2
- Lane Width(s)	12'	10'-12'	12'
- Median Width & Type	N/A	N/A	N/A
- Outside Shoulder Width & Type	2' - Grassed	8-10'	8'
- Outside Shoulder Slope	Varies	0.02	0.02
- Inside Shoulder Width & Type	N/A	N/A	N/A
- Sidewalks	NONE	5'	7.5'
- Auxiliary Lanes	N/A	N/A	N/A
- Bike Lanes	N/A	N/A	N/A
Posted Speed	25		25
Design Speed	25	25	25
Min Horizontal Curve Radius	N/A	N/A	N/A
Superelevation Rate	N/A	N/A	N/A
Grade	N/A	N/A	N/A
Access Control	N/A	N/A	N/A
Right-of-Way Width	60'	N/A	N/A
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	N/A	N/A	N/A
Maximum Sidewalk Cross Slope	N/A	2%	2%

\*According to current GDOT design policy if applicable

**Major Structures:**

Structure	Existing	Proposed
Retaining walls	None	Frazier Rd requires standard retaining walls at various locations behind the sidewalk to maintain construction within R/W.

**Major Interchanges/Intersections:** N/A

**Utility Involvements:** The project as currently planned should not change or affect the utilities.

- POWER - To Be Determined
- TELEPHONE - To Be Determined
- GAS - To Be Determined
- WATER - To Be Determined
- CABLE - To Be Determined
- RAILROAD - To Be Determined

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

**SUE Required:**  Yes  No

**Railroad Involvement:** N/A

**Complete Streets – Bicycle, Pedestrian, and/or Transit Warrants:**

Warrants met:  None  Bicycle  Pedestrian  Transit

**Right-of-Way:**

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

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

**Transportation Management Plan [TMP] Required:**  No  Yes  
 If Yes: Project classified as:  Non-Significant  Significant  
 TMP Components Anticipated:  TTC/SP 150  TO  PI

**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	Appvl Date (if applicable)		Undetermined
		YES	NO	
1. Access Control - <i>Median Opening Spacing</i>	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 - <i>(if applicable)</i>	DP&S	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Rumble Strips/Safety Edge	DP&S	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**ENVIRONMENTAL DATA**

**Anticipated Environmental Document:**

GEPA:  NEPA:  CE  PCE

**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  
 Is a Carbon Monoxide hotspot analysis required?  No  Yes

**MS4 Compliance – Is the project located in an MS4 area?**  No  Yes

**NEPA/GEPA Comments & Information:** N/A

## PROJECT RESPONSIBILITIES

### Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	GDOT
Design	GDOT
Right-of-Way Acquisition	N/A
Utility Relocation	N/A
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	N/A
Providing Detours	N/A
Environmental Studies, Documents, and Permits	N/A
Environmental Mitigation	N/A
Construction Inspection & Materials Testing	GDOT

Lighting required:  No  Yes

Other projects in the area: None

Other coordination to date: None

### Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Utility	CST	Environmental Mitigation	Total Cost
By Whom	GDOT	N/A	N/A	GDOT	N/A	
\$ Amount	140,000			426,615*		566,615
Date of Estimate	6/1/2012			12/13/2012		

\$374,115

\$574,115

## ALTERNATIVES DISCUSSION

### Alternative selection:

<b>Preferred Alternative:</b> Proposed sidewalk and crosswalks at one location; proposed sidewalk, crosswalks and signage enhancement at one location; crosswalks and signage enhancement at three locations.			
<b>Estimated Property Impacts:</b>	<b>0</b>	<b>Estimated Total Cost:</b>	<b>\$566,615.02</b>
<b>Estimated ROW Cost:</b>	<b>\$0.00</b>	<b>Estimated CST Time:</b>	<b>12 months</b>
<b>Rationale:</b> This alternative eliminates the sidewalk on Frazier Rd in the area of the bridge and CSX railroad in order to be compliant with the SRTS program and remain within the budget awarded.			

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

<b>Alternative 1:</b> Application request by Dekalb County			
<b>Estimated Property Impacts:</b>	<b>1</b>	<b>Estimated Total Cost:</b>	<b>\$650,000.00</b>
<b>Estimated ROW Cost:</b>	<b>\$10,000.00</b>	<b>Estimated CST Time:</b>	<b>18 months</b>
<b>Rationale:</b> The design as proposed by Dekalb County was not chosen because the sidewalk on Frazier Rd would require widening of the existing bridge. This would incur right of way and additional construction costs that would push the project above the budget awarded.			

**Attachments:**

1. Concept Layout
2. Typical sections
3. Detailed Cost Estimates
4. SRTS Application
5. CTM Meeting Minutes

**SRTS PROGRAM  
DEKALB COUNTY**

NOT TO SCALE



HAWTHORNE ELEMENTARY

REOD: RADAR  
SPEED SIGN



Cosmos Dr NE

Foster Ridge Rd NE

Fair Knoll Dr NE

Overlook Way NE

Brookcliff Way NE

Brookdale Dr NE

Caladium Dr NE

Talksman Ct NE

Hawthorne Dr NE

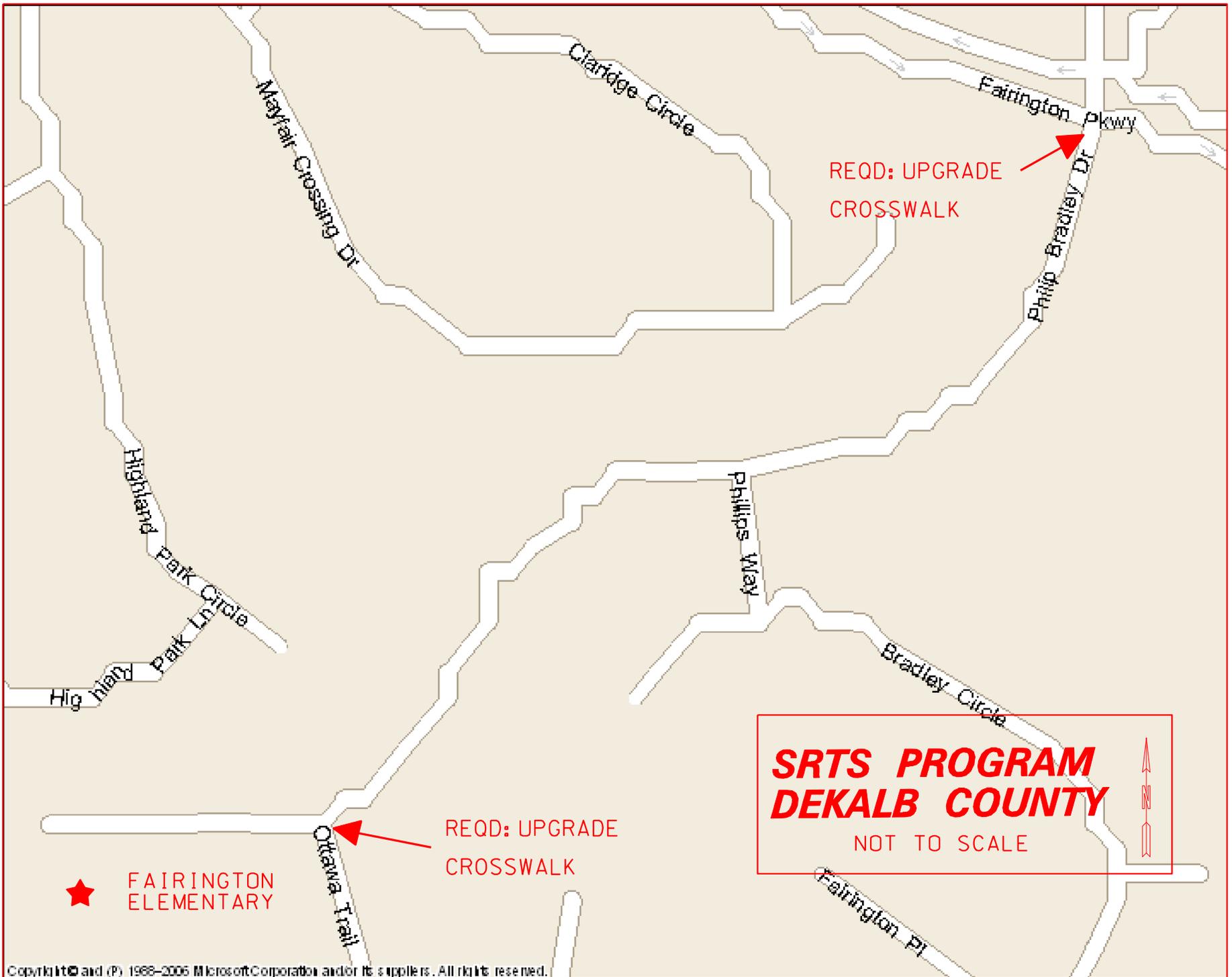
Sylvan Ramble Rd NE

Overlook Dr NE

Overlook Dr NE

Briarcliff Rd NE

Brookcliff Dr NE



**SRTS PROGRAM  
DEKALB COUNTY**

NOT TO SCALE



EVANSDALE  
ELEMENTARY



END SIDEWALK

BEGIN SIDEWALK

BEGIN SIDEWALK

END SIDEWALK

Ashwood Ln

Rockaway Rd

Nottaway Ct

Hathaway Ct

Gladney Dr

Doroco Dr

N Kimberly Dr

Northbrook Dr

Evans Rd

Huntshire Pl

Whitby Dr

Umbertland Dr

Evans Ridge Dr

Circle

Townley

Townley Cir

Evans Woods Dr

Northbrook Dr

Evans Ridge Trail

Evans Dale Dr



**SRTS PROGRAM  
DEKALB COUNTY**

NOT TO SCALE



REQD: 2 RRFB

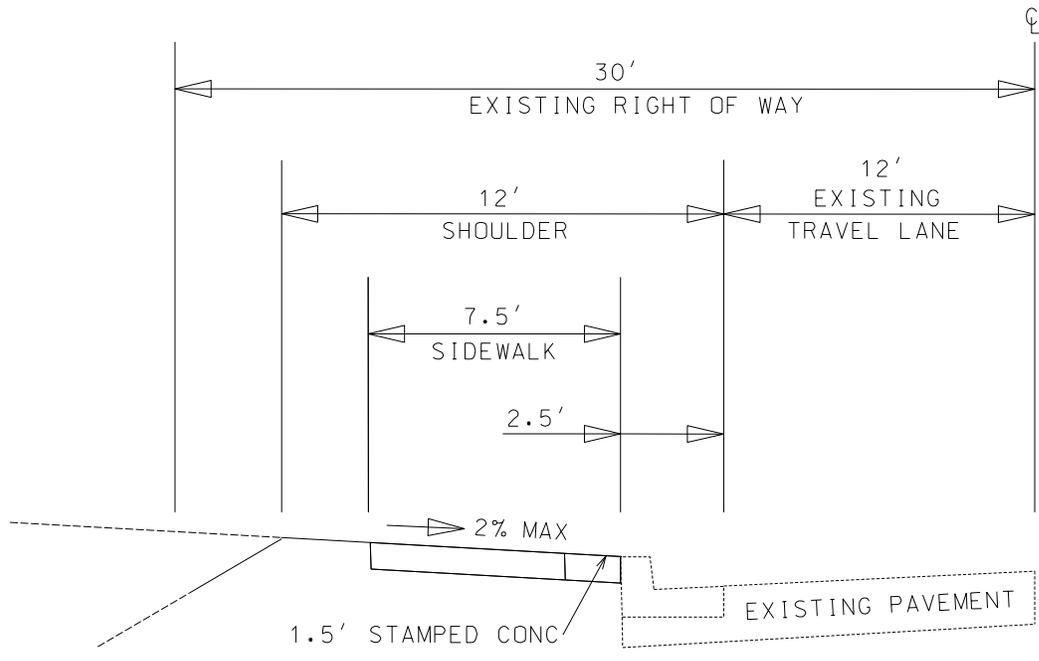
REQD: 2 RADAR  
SPEED SIGNS

OAK GROVE  
ELEMENTARY  
REQD: 2 RAISED  
CROSSWALKS FOR  
CARPOOL DROPOFF

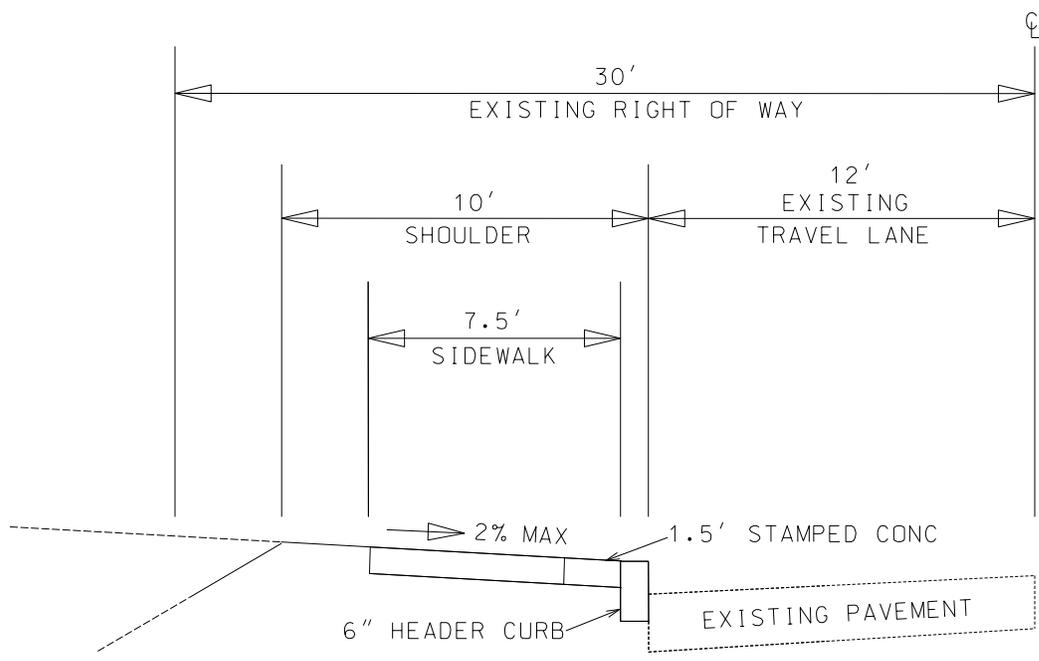
REQD: 2 RRFB

**SRTS PROGRAM  
DEKALB COUNTY**  
NOT TO SCALE

# TYPICAL SECTIONS



SIDEWALK ON  
EVANS DALE DR &  
NORTHBROOK DR



SIDEWALK ON  
FRAZIER RD

# DETAILED COST ESTIMATE



**Job: 0010394D**

**JOB NUMBER** 0010394D

**FED/STATE PROJECT NUMBER** N/A

**SPEC YEAR:** 01

**DESCRIPTION:** DEKALB COUNTY SRTS-HAWTHORNE

**ITEMS FOR JOB 0010394D**

**0010 - ROADWAY**

Item Numb	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0079	150-1000	1.000	LS	\$5,000.00	TRAFFIC CONTROL - N/A	\$5,000.00
0084	210-0100	1.000	LS	\$5,000.00	GRADING COMPLETE - N/A	\$5,000.00
<b>SUBTOTAL FOR ROADWAY:</b>						<b>\$10,000.00</b>

**0020 - SIGNING AND MARKING**

Item Numb	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0064	937-6000	2.000	EA	\$2,500.00	MICROWAVE RADAR DETECTION ASSEMBLY	\$5,000.00
0069	999-3420	2.000	EA	\$2,500.00	RADAR SPEED DISPLAY UNIT	\$5,000.00
<b>SUBTOTAL FOR SIGNING AND MARKING:</b>						<b>\$10,000.00</b>

**TOTALS FOR JOB 0010394D**

<b>ITEMS COST:</b>	<b>\$20,000.00</b>
<b>COST GROUP COST:</b>	<b>\$0.00</b>
<b>ESTIMATED COST:</b>	<b>\$20,000.00</b>
<b>CONTINGENCY PERCENT:</b>	<b>0.00</b>
<b>ENGINEERING AND INSPECTION:</b>	<b>0.05</b>
<b>ESTIMATED COST WITH CONTINGENCY AND E&amp;I:</b>	<b>\$21,000.00</b>

# DETAILED COST ESTIMATE



**Job: 0010394C**

**JOB NUMBER** 0010394C

**FED/STATE PROJECT NUMBER** N/A

**SPEC YEAR:** 01

**DESCRIPTION:** DEKALB COUNTY SRTS-FAIRINGTON

**ITEMS FOR JOB 0010394C**

**0010 - ROADWAY**

Line Numb	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0079	150-1000	1.000	LS	\$10,000.00	TRAFFIC CONTROL - N/A	\$10,000.00
0084	210-0100	1.000	LS	\$5,000.00	GRADING COMPLETE - N/A	\$5,000.00
0098	441-0108	100.000	SY	\$50.65	CONC SIDEWALK, 8 IN	\$5,065.25
<b>SUBTOTAL FOR ROADWAY:</b>						<b>\$20,065.25</b>

**0020 - SIGNING AND MARKING**

Line Numb	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0074	653-1804	560.000	LF	\$1.92	THERM SOLID TRAF STRIPE, 8",WH	\$1,074.12
<b>SUBTOTAL FOR SIGNING AND MARKING:</b>						<b>\$1,074.12</b>

**TOTALS FOR JOB 0010394C**

<b>ITEMS COST:</b>	<b>\$21,139.37</b>
<b>COST GROUP COST:</b>	<b>\$0.00</b>
<b>ESTIMATED COST:</b>	<b>\$21,139.37</b>
<b>CONTINGENCY PERCENT:</b>	<b>0.00</b>
<b>ENGINEERING AND INSPECTION:</b>	<b>0.05</b>
<b>ESTIMATED COST WITH CONTINGENCY AND E&amp;I:</b>	<b>\$22,196.34</b>

# DETAILED COST ESTIMATE



**Job: 0010394B**

**JOB NUMBER** 0010394B

**FED/STATE PROJECT NUMBER** N/A

**SPEC YEAR:** 01

**DESCRIPTION:** DEKALB COUNTY SRTS-EVANSDALE

**ITEMS FOR JOB 0010394B**

**0010 - ROADWAY**

Item Numb	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0079	150-1000	1.000	LS	\$20,000.00	TRAFFIC CONTROL - N/A	\$20,000.00
0084	210-0100	1.000	LS	\$20,000.00	GRADING COMPLETE - N/A	\$20,000.00
0094	441-0104	1700.000	SY	\$26.13	CONC SIDEWALK, 4 IN	\$44,425.05
0098	441-0108	110.000	SY	\$50.07	CONC SIDEWALK, 8 IN	\$5,507.15
<b>SUBTOTAL FOR ROADWAY:</b>						<b>\$89,932.20</b>

**0020 - SIGNING AND MARKING**

Item Numb	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0074	653-1804	1200.000	LF	\$1.89	THERM SOLID TRAF STRIPE, 8",WH	\$2,268.53
<b>SUBTOTAL FOR SIGNING AND MARKING:</b>						<b>\$2,268.53</b>

**0030 - EROSION CONTROL**

Item Numb	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0010	163-0232	1.000	AC	\$398.94	TEMPORARY GRASSING	\$398.94
0053	163-0240	6.000	TN	\$294.30	MULCH	\$1,765.82
0020	165-0030	1400.000	LF	\$0.72	MAINT OF TEMP SILT FENCE, TP C	\$1,010.41
0025	171-0030	2800.000	LF	\$2.73	TEMPORARY SILT FENCE, TYPE C	\$7,650.44
0035	700-7000	1.000	TN	\$111.67	AGRICULTURAL LIME	\$111.67
0045	700-8000	1.000	TN	\$379.17	FERTILIZER MIXED GRADE	\$379.17
0050	700-8100	50.000	LB	\$2.37	FERTILIZER NITROGEN CONTENT	\$118.32
0054	700-9300	2350.000	SY	\$3.64	SOD	\$8,546.25
<b>SUBTOTAL FOR EROSION CONTROL:</b>						<b>\$19,981.02</b>

**TOTALS FOR JOB 0010394B**

<b>ITEMS COST:</b>	<b>\$112,181.75</b>
<b>COST GROUP COST:</b>	<b>\$0.00</b>
<b>ESTIMATED COST:</b>	<b>\$112,181.75</b>
<b>CONTINGENCY PERCENT:</b>	<b>0.00</b>
<b>ENGINEERING AND INSPECTION:</b>	<b>0.05</b>
<b>ESTIMATED COST WITH CONTINGENCY AND E&amp;I:</b>	<b>\$117,790.84</b>

# DETAILED COST ESTIMATE



**Job: 0010394A**

JOB NUMBER 0010394A

FED/STATE PROJECT NUMBER N/A

SPEC YEAR: 01

DESCRIPTION: DEKALB COUNTY SRYS-BRIARLAKE

**ITEMS FOR JOB 0010394A**

**0010 - ROADWAY**

line Num	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0103	150-1000	1.000	LS	\$20,000.00	TRAFFIC CONTROL - N/A	\$20,000.00
0108	210-0100	1.000	LS	\$30,000.00	GRADING COMPLETE - N/A	\$30,000.00
0113	441-0104	1000.000	SY	\$29.04	CONC SIDEWALK, 4 IN	\$29,038.81
0118	441-0108	100.000	SY	\$50.65	CONC SIDEWALK, 8 IN	\$5,065.25
0123	441-5002	1800.000	LF	\$10.53	CONC HEADER CURB, 6", TP 2	\$18,958.86
0128	500-3201	30.000	CY	\$461.33	CL B CONC, RET WALL	\$13,839.98
<del>0133</del>	<del>543-0000</del>	<del>1.000</del>	<del>LS</del>	<del>\$50,000.00</del>	<del>CONSTR OF BRIDGE COMPLETE - N/A</del>	<del>\$50,000.00</del>
0093	550-1180	250.000	LF	\$38.02	STM DR PIPE 18",H 1-10	\$9,505.56
0092	550-4218	1.000	EA	\$507.52	FLARED END SECT 18 IN, ST DR	\$507.52
0074	611-3000	2.000	EA	\$1,886.84	RECONSTR CATCH BASIN, GROUP 1	\$3,773.68
0138	647-1000	1.000	LS	\$20,000.00	TRAF SIGNAL INSTALLATION NO - N/A	\$20,000.00
0079	668-1100	2.000	EA	\$2,265.38	CATCH BASIN, GP 1	\$4,530.75
<b>SUBTOTAL FOR ROADWAY:</b>						<b>\$205,220.41</b>

*\$155,220.41*

**0020 - SIGNING AND MARKING**

line Num	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0073	653-1501	1800.000	LF	\$0.60	THERMO SOLID TRAF ST 5 IN, WHI	\$1,080.05
0098	653-1804	175.000	LF	\$1.96	THERM SOLID TRAF STRIPE, 8",WH	\$343.18
0064	937-6000	2.000	EA	\$2,500.00	MICROWAVE RADAR DETECTION ASSEMBLY	\$5,000.00
0069	999-3420	2.000	EA	\$2,500.00	RADAR SPEED DISPLAY UNIT	\$5,000.00
<b>SUBTOTAL FOR SIGNING AND MARKING:</b>						<b>\$11,423.23</b>

**0030 - EROSION CONTROL**

line Num	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0010	163-0232	1.000	AC	\$398.94	TEMPORARY GRASSING	\$398.94
0053	163-0240	4.000	TN	\$311.04	MULCH	\$1,244.14
0082	163-0550	4.000	EA	\$137.81	CONS & REM INLET SEDIMENT TRAP	\$551.25
0020	165-0030	1000.000	LF	\$0.74	MAINT OF TEMP SILT FENCE, TP C	\$735.69
0083	165-0105	4.000	EA	\$47.16	MAINT OF INLET SEDIMENT TRAP	\$188.63
0025	171-0030	2000.000	LF	\$2.76	TEMPORARY SILT FENCE, TYPE C	\$5,516.44
0088	603-2181	25.000	SY	\$48.23	STN DUMPED RIP RAP, TP 3, 18"	\$1,205.68
0087	603-7000	25.000	SY	\$3.83	PLASTIC FILTER FABRIC	\$95.70
0035	700-7000	1.000	TN	\$111.67	AGRICULTURAL LIME	\$111.67
0045	700-8000	1.000	TN	\$379.17	FERTILIZER MIXED GRADE	\$379.17
0050	700-8100	50.000	LB	\$2.37	FERTILIZER NITROGEN CONTENT	\$118.32
0054	700-9300	1400.000	SY	\$3.72	SOD	\$5,201.78
<b>SUBTOTAL FOR EROSION CONTROL:</b>						<b>\$15,747.41</b>

**TOTALS FOR JOB 0010394A**

ITEMS COST:	<del>\$232,391.05</del> <i>\$182,391.05</i>
COST GROUP COST:	\$0.00
ESTIMATED COST:	<del>\$232,391.05</del> <i>\$182,391.05</i>
CONTINGENCY PERCENT:	0.00
ENGINEERING AND INSPECTION:	0.05
ESTIMATED COST WITH CONTINGENCY AND E&I:	<del>\$244,010.60</del> <i>\$191,510.60</i> <i>(RTR)</i>

# DETAILED COST ESTIMATE



Job: 0010394E

JOB NUMBER 0010394E

FED/STATE PROJECT NUMBER N/A

SPEC YEAR: 01

DESCRIPTION: DEKALB COUNTY SRTS-OAK GROVE

ITEMS FOR JOB 0010394E

0010 - ROADWAY

Line Numb	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0079	150-1000	1.000	LS	\$5,000.00	TRAFFIC CONTROL - N/A	\$5,000.00
0084	210-0100	1.000	LS	\$5,000.00	GRADING COMPLETE - N/A	\$5,000.00
0103	402-3130	2.000	TN	\$60.01	RECYL AC 12.5MM SP,GP2,BM&HL	\$120.02
<b>SUBTOTAL FOR ROADWAY:</b>						<b>\$10,120.02</b>

0020 - SIGNING AND MARKING

Line Numb	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0074	653-1804	240.000	LF	\$1.95	THERM SOLID TRAF STRIPE, 8",WH	\$467.83
0064	937-6000	2.000	EA	\$2,500.00	MICROWAVE RADAR DETECTION ASSEMBLY	\$5,000.00
0069	999-3420	2.000	EA	\$2,500.00	RADAR SPEED DISPLAY UNIT	\$5,000.00
<b>SUBTOTAL FOR SIGNING AND MARKING:</b>						<b>\$10,467.83</b>

TOTALS FOR JOB 0010394E

<b>ITEMS COST:</b>	<b>\$20,587.85</b>
<b>COST GROUP COST:</b>	<b>\$0.00</b>
<b>ESTIMATED COST:</b>	<b>\$20,587.85</b>
<b>CONTINGENCY PERCENT:</b>	<b>0.00</b>
<b>ENGINEERING AND INSPECTION:</b>	<b>0.05</b>
<b>ESTIMATED COST WITH CONTINGENCY AND E&amp;I:</b>	<b>\$21,617.24</b>

# DeKalb County

1300 Commerce Drive/Decatur, Georgia 30030

**Larry Johnson**

DeKalb County Commissioner  
District 3

Office 404-371-2425  
Fax 404-687-3595

November 22, 2010

Emmanuella Myrthil, SRTS Coordinator  
Georgia Department of Transportation  
Shackleford Building #24, 2<sup>nd</sup> Floor  
935 East Confederate Avenue  
Atlanta, GA 30316

Dear Ms. Myrthil,

The DeKalb County Board of Commissioners is pleased to write a letter in support of the Safe Routes to School Program (SRTS). This activity is integral to the Lifelong DeKalb healthy initiative which includes wellness and safety. We salute the efforts of our schools whose advocacy groups have developed applications: **Briarlake, Oak Grove, Evansdale, Fernbank, Farrington, Sagamore Hills, Torah Day School, Hawthorne, and Woodward** elementary schools.

These applications are representative of schools throughout the County which endorse walking and biking programs for students, including those with disabilities, as the preferred transportation alternative. In addition to the promotion of good health through exercise, it is clear that these alternatives contribute to reduced traffic at peak am/pm school times, pollution, and fuel consumption.

The Board of Commissioners (BOC) will provide support through the County's Transportation Division for this program.

Sincerely,



Larry L. Johnson, Presiding Officer  
DeKalb County Board of Commissioners

SECTION 1 - CONTACT INFORMATION

CD 4

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)

County Government

Project Title:	Briarlake, Evansdale, Fairington, Hawthorne and Oakgrove Elementary Schools Projects						
Agency Name:	DeKalb County - Public Works - Transportation						
Project Contact Person:	Sylvia Smith						
Position/Title:	Principal Engineer/Project Manager						
Mailing Address:	1950 West Exchange Place, 4th Floor						
City:	Tucker	State:	GA	Zip Code:	30084	County:	DeKalb
Daytime Phone:	770-492-5497						
Fax Phone:	770-492-5273						
Email Address:							FOR INTERNAL USE ONLY
sasmith@dekalbcountyga.gov							Ranking:
							Date Submitted:

School 1 Name:	Briarlake Elementary School	School 2 Name:	Evansdale Elementary School
Mailing Address:	3590 LaVista Road	Mailing Address:	2914 Evans Woods Drive
City:	Decatur	City:	Doraville
County:	DeKalb	County:	DeKalb
School District:	DeKalb County	School District:	DeKalb

School 3 Name:	Fairington Elementary School	School 4 Name:	Hawthorne Elementary School
Mailing Address:	5505 Phillip Bradley Drive	Mailing Address:	2535 Caladium Drive NE
City:	Lithonia	City:	Atlanta
County:	DeKalb	County:	DeKalb
School District:	DeKalb	School District:	DeKalb

School 5 Name:	Oak Grove Elementary School	School 6 Name:	
Mailing Address:	1857 Oak Grove Road	Mailing Address:	
City:	Atlanta	City:	
County:	DeKalb	County:	
School District:	DeKalb	School District:	

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.	4
If more than ONE application is being submitted, what is the priority of this application?	1

**Project Cost Estimate:**

By signing, applicant attests to being authorized to sign for DeKalb County Transportation \_\_\_\_\_ (Name of Agency) and that all information contained herein is true and correct to the best of his/her knowledge.



Signature of Project Contact Person

November 23, 2010  
Date

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**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.

Page is attached

## SECTION 2 – PROBLEM IDENTIFICATION

- 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.**

### **Briarlake Elementary School**

Briarlake ES sits on LaVista Road, a major secondary road for commuters because of its access to I-285 just a few miles north of the school. For this reason sidewalks and traffic slowing measures are critical to ensure the safety of children walking or biking to school. The streets leading to LaVista have intermittent sidewalks, intermittent cross walks, and steep shoulders making walking treacherous for walkers. Nearly 100 students live off of Frazier Road and within 1 mile from the school, yet Frazier is missing a sidewalk at the steepest portion of the road. This raises car speeds adding to the danger for walkers. There are no sidewalks or shoulder over the creek forcing students to walk in the street to get to the sidewalk. Completing the sidewalk section between Springbrook and the train tracks crossing Frazier would open up a safe walking route for nearly 1/4 of our student population. The second major safety issue is the lack of crosswalks and crossing signs at the intersection of Frazier and LaVista. The side of LaVista where the sidewalk ends does not have the crosswalk and crossing sign making it very confusing for children to determine when to safely cross the street. On Briarlake Rd behind Briarlake ES, the access pathway for nearly 90 students all within 1 mile from school, traffic speeds and lack of painted crosswalks make walking to school exceedingly dangerous. Fair Oaks at LaVista is also missing a crosswalk and crossing light making it unclear when it is safe for children to cross. Safety concerns were identified in the survey of Briarlake parents as the main deterrent to walking or biking to school. For this reason our carpool lane backs up along Briarlake Road forcing cars and buses to cross into the middle of the road to get around the stopped cars. There is also no clear safe route for students entering school property once the sidewalk ends at the opening to the Briarlake ES parking lot. Our proposals aim to create safe access to the school for more than 200 students who live within a mile of the school and could easily walk or bike to school if the routes were clearly identified and safe.

**Truck Blocking Sidewalk**



**Backup Carpool/Cars Crossing yellow line**



### **Evansdale Elementary School**

Evansdale Elementary is a school of approximately 500 students (Pre-K through 5th grade) on a side street off a fairly busy two-lane road (Evans Road). Evans Road has a sidewalk on the north side from Henderson Mill to Chamblee-Tucker Road. Evans has a sidewalk on the south side from Evans Woods Drive to Chamblee-Tucker Road; however, there is no sidewalk from Evans Woods to Henderson Mill. Students living in the Greystone Circle development or on Evans Ridge Drive would have to cross Evans Road in order to access a sidewalk. There is a marked shoulder from Henderson Mill up to half a block west of Evans Woods, students who ride their bicycles from the west side have to enter the street for the last block before they can turn onto Evans Woods.

Fig 1. - The intersection of Evans Road and Evans Woods Drive (above the school) is near the top of a hill; cars heading westward, or downhill, often drive considerably above the 35 mph speed limit. There are two crossing guards at the simple stripe (two white lines, not a ladder pattern) intersection; they often speak of inattentive drivers who fail to note even the electric hand held stop signs.

**Fig. 1 Intersection of Evans Woods Drive and Evans Road**



**Fig. 2 Foot paths near Evansdale Elementary School**



Fig 2 - At the other end of Evans Woods (intersection with Evans Dale Drive) there is a simple stripe intersection, with a four-way stop and with student patrols with stop signs. This block of Evans Woods Road is a hill, going downhill from the school entrance. Parents leaving the school in the morning are frequently observed to not stop at the stop sign at the bottom of the hill. The school's street (Evans Woods Drive) becomes a one-way street during school drop off and pick up times (7:15am-8:15am; 2:15pm-3:15pm). It has a sidewalk on the west side of the street.

Other than on Evans Road and Evans Woods Drive, there are no sidewalks anywhere in the school district. Children have to walk on the street to get to and from the school. The school property has a wooded area with mulched nature trails that allow pedestrian access from the south as well as south west side, and one pedestrian walkway connecting the two sides of Townley Circle.

The nearby neighborhood streets – Townley Circle, Evans Dale Drive, Northbrook Drive, Whitby Drive, Doroco Drive, and others – have no sidewalks. Some of these streets – Townley Circle, Northbrook Drive, Evans Dale Drive– are relatively busy with cars en route to or from school at the same time as students are still making their way there. After dropping off their children, parents drive down Evans Woods Drive and, if headed west, turn right onto Evans Dale Drive and right onto Townley Circle, to re-enter Evans Road by making a left turn. If headed east, they turn left onto Evans Dale Drive and then left onto Northbrook Drive to turn right onto Evans Road. Drivers are frequently observed being distracted after having dropped off their children, talking on their phones, searching for items in the car, and generally not attending to the street or any pedestrians on those streets.

Currently a small percentage of students who live within walking distance of school usually walk to school (an estimated 20% of children who live less than 1.5 miles away). The absence of sidewalks, the speeding cars, the poor visibility due to the hilly area when walking on the street, the inadequate crossing opportunities on the main road all contribute to the perception of risk in walking to school, and result in many parents believing they need to drive their children to school.

The school has a new bike rack (purchased this school year by the PTA). It is a hilly neighborhood with no bike lanes or paths. The approach from Evans Road is the least hilly, and thus the preferred approach by parents of younger students riding their bicycles or scooters. Its sidewalk is sometimes used by children on bicycles; the road itself is very busy at the time of morning arrival (less so in the afternoon at dismissal time).

#### **Bicycle rack near school entrance**

As to health and environmental issues, there is a considerable amount of car idling – in the mornings, as cars wait their turn to enter the circle (backups onto Evans Road are not uncommon, particularly on rainy days, which would mean 20 or so cars) and in the lower parking lot in the afternoon as parents wait in their cars for the children to come down to the lot. This results in exhaust breathed in by the teachers and staff waiting to unload cars, by walkers who walk by the line of waiting cars (in the morning) on their way to school, and by the patrols and students waiting and walking among the cars in the lot in the afternoon. If more parents walked, or parked and walked, there would be less pollution.

#### **Fairington Elementary School**

Fairington Elementary School is located in Lithonia, Georgia in the Southeastern part of DeKalb County. The school was established in 1976 as a neighborhood school that would service students in grades Pre-K through 5th. Fairington Elementary is located very closely to I-20 and off of the Panola Road exit. The school has a current enrollment of 506 students, and has fluctuated dramatically to approximately 1,100 students in years past. The demographic population of the school is comprised predominantly of African American students. Our school is a Title I school, with approximately 86% of the student body qualifying for free and reduced lunch. This measure is a strong indicator of socioeconomic status with the median household income being slightly over \$24,000 (U.S. Census, 2000).

To illuminate the picture and provide a better economic perspective of the Lithonia community almost one in 4 families (22.6%) are living at or below the national poverty level (U.S. Census, 2000). This is more than double the national rate of 9.2% (U.S. Census, 2000). Furthermore, only 7.5% of the population holds a Bachelors degree, with only two-thirds of the population graduating from high school (U.S. Census, 2000). As for occupancy the majority of individuals (66.5%) live in a rental property and only 33.5% own their own property. Nevertheless, the area has experienced tremendous growth over the last few years and the population is increasing.

The current condition for walking in our school area would be described by many as poor. The walking audit performed by our school's walk to school committee noted multiple areas for improvement. The main road (Phillip Bradley Drive) that leads to the school provides minimal walking area on the sidewalk for students. Much of the sidewalk area is covered with debris and overgrown foliage. In fact, the edging along the street, normally the place to provide added safe distance from cars for pedestrian is engulfed by clippings, leaves and other materials. This area has become compounded over time, because so many pedestrians use it as a walk way due to the narrowness of the sidewalk. Additionally, this sidewalk is surrounded by wooded areas that present many hazards for students. It is evident the sidewalks were built quite some time ago, because there are many cracks and they are not up to regulation for ADA law. Most areas approaching a street or crosswalk do not have ramps, which limits accessibility and mobility. This is of concern, because just last year there was a student living within walking distance that was wheelchair bound. However, one of the most dangerous aspects of the road is the rate at which drivers speed and the curvature of the road. Limited signage and/or lights exist and are insufficient to denote the area as a school zone in hopes of promoting caution and lower rates of speed. Moreover, there are two "H" intersections where the engineering and design is of particular concern. The first intersection is located at where Phillip Bradley Drive dead ends into W. Fairington Parkway. This intersection is confusing for drivers and appears to look more like a roundabout than an intersection. Traffic on W. Fairington Parkway goes in both directions, but the parkway is divided by a small median to create two separate roads, each going one way. Coming from the school and turning left onto W. Fairington Parkway is of particular concern, because a small hill in the road limits visibility. Also, this traffic area is near a large residential setting, a park and the school. Near this intersection, there is also a break in the sidewalk which decreases the walkability in this area. This problem is accompanied by poor crosswalk markings. The second intersection is on W. Fairington Parkway where individuals may cut over to go the other direction. Once again, poor signage does not adequately denote turn lanes. In fact, when the walking audit was conducted the committee witnessed an individual turning into the wrong lane.

According to the Georgia Department of Transportation's Annual Area Daily Traffic Counts (AADT), 2008 include the following traffic counts:

- Panola Road to Hillendale Road-3911 traffic counts
- Panola Road to Evans Mill Road-3969 traffic counts
- Panola Road to Miller Road-4059 traffic counts

## **Hawthorne Elementary School**

Hawthorne Elementary is a neighborhood school in DeKalb County, Georgia with 451 students. The vast majority of Hawthorne's enrollment zone is within 2 miles of the school, making walking or rolling (on a bike, scooter, or wheelchair) an option for most. However, walking and biking in the Hawthorne area is challenging. Although some nearby streets have sidewalks on one side of the street, most have no sidewalks, causing people walking to school to have to walk in the street with the cars.

Based on the results of a Safe Routes to School parent survey collected in Spring 2010, an average of 32 students walk to Hawthorne each day. This is 7% of Hawthorne's total population of 451 students. Because Hawthorne has a partnership with Coralwood School and serves as a school of choice for students with special needs, it has a higher percentage of students traveling to the school from outside its enrollment zone. At Hawthorne, approximately 275 students are bus riders, and 70 of these travel from outside the enrollment zone.

The North Briarcliff neighborhood where Hawthorne is located was built in the 1960s. Some infrastructure exists to support walking to and from school. For example, some streets such as Foster Ridge Road, Shallowford Road, Briarcliff Road, and Brookdale Drive have sidewalks.

However, many streets in the neighborhood, including some that serve as major arteries to and from school for cars and (potential) walkers, have no sidewalks (see attached photos of Flair Knoll Drive and Overlook Way).

156 students -- 35% of Hawthorne's total student population -- live in the northwest section of Hawthorne's enrollment zone. These students do not currently have a safe, direct route to school. While there are sidewalks on Shallowford Road, there are no sidewalks connecting Shallowford Road with Foster Ridge Road where the school is located.

A neighborhood feature supporting safe routes to school is a county-owned walk path between two homes on Sylvan Ramble Drive. This walk path connects students on Sylvan Ramble and the surrounding area to a Boy Scout-developed nature path behind the elementary school. The walk path is used daily by quite a few families on Sylvan Ramble Road, Talisman Court, and Caladium south of Sylvan Ramble. The Boy Scouts, school, a neighborhood garden club, and neighborhood families help to keep the paths well-maintained.

The Briarmoor Manor neighborhood pool is located .3 miles from Hawthorne and has offered for parents to park in the pool parking lot and walk to Hawthorne from there. The local neighborhood watch groups have also encouraged parents who live too far to walk to Hawthorne to park on streets in the neighborhood and walk from there. Neighbors feel having additional cars on the streets will narrow the roadway and slow down cars in the neighborhood as well.

### **- Safety, traffic, health and environmental issues Hawthorne is trying to solve through SRTS: Safety and traffic**

According to the National Center for Safe Routes to School, as much as 26 percent of morning traffic nationwide can be school-related. Traffic can cause fewer students to walk or roll to school. As more children are driven, more parents become convinced that traffic conditions make it unsafe for walking or bicycling and they join the line of cars at the school. If more children walked or biked to school, it would reduce the number of cars near the school at pick-up and drop-off times, making it safer for walkers and bicyclists and reducing traffic congestion.

**Health** - According to the Centers for Disease Control and Prevention (CDC), walking to school is associated with higher overall physical activity throughout the day. There are many potential benefits of physical activity for youth including:

- Weight and blood pressure control
- Bone, muscle, and joint health and maintenance
- Reduction in the risk of diabetes
- Improved psychological welfare
- Better academic performance

Walking to and from school provides physical activity, as well as time outdoors and near nature. According to the CDC and the American Heart Association, exposure to nature and free outdoor play can have multiple health benefits including stress reduction, relief of ADHD symptoms in children, and increased cognitive and motor functioning.

**Environment** - Walking and rolling to school provide opportunities for children and families to reduce their carbon usage and contribute to the health of the environment. Private vehicle emissions contribute to air pollution and global climate change, both of which threaten human and environmental health. According to the CDC, passenger cars, trucks, motorcycles, and SUVs together account for 62 percent of transportation-related greenhouse gas emissions. Additionally, the transportation sector is responsible for one third of all carbon dioxide emissions in the US. These air pollutants impact children's health as well. According to the CDC, air pollution has negative effects on lung development in children and can reduce lung function, increase respiratory infection, and aggravate asthma symptoms. Childhood asthma rates more than doubled from 1980 to the mid-1990s and remains at historically high rates today. Presently, asthma is one of the most prevalent chronic childhood diseases and is a major cause of childhood disability. Students miss at least 14 million school days annually due to asthma.

## Oak Grove Elementary School

Oak Grove Elementary School is located within a neighborhood and the large number of students located within a one mile walk distance of the school create the potential for a very high percentage of students to bike or walk to school. To maximize that potential there are several safety and traffic barriers that need to be removed in the vicinity of the school.

There are two streets that provide access to the school. Oak Grove Road provides direct car and bus access as well as bike and pedestrian access to the front (west) side of the school and North Akin Drive provides pedestrian access to the school via a path connecting North Akin to the back (east) side of the school.

North Akin Drive is a residential street with a posted speed limit of 25 mph. During most of the day, the only traffic on this street is generated by the residents within the neighborhood. However, during school arrival and dismissal, the street becomes congested with parents using North Akin to avoid the carpool line at the front of the school or for on street parking for activities at the school. Students traveling to and from the nearby high school also use North Akin as a cut through to avoid the congestion on Oak Grove Road during school arrival and dismissal. Cars tend to exceed the 25 mph speed limit as evidenced by the speed tables recently installed by DeKalb County Transportation along the length of the street behind the school. The on-street parking near the school and the congestion during drop off and pick up make this street much less safe for pedestrians than it normally would be. An additional safety issue occurs where N. Akin intersects Fairoaks Road. The sidewalk along Fairoaks is located on the south side of the street opposite North Akin. In order for children from the neighborhoods along Fairoaks to access the school via North Akin, they must cross a busy street with frequent speeders without a crosswalk. (See pictures NA1 through 6 and FO 1)



Crosswalk @ Fairoaks not visible



Crosswalk @ N. Akin not visible

Oak Grove Road is a heavily traveled collector street with a posted speed of 35 mph and a 25 mph school zone. Data collected in November 2008 from a speed monitoring device indicated that the traffic volume is approximately 2,500 cars per day with an average of 204 cars per day during the afternoon dismissal (2-3:30). The overall 85th percentile speed was 41 mph and the average speed during a portion of the morning arrival (7:15-7:30) was an alarming 38.5 mph. A 4-foot sidewalk with a 1.5 to 2-foot landscape strip exists on the school side (east) of Oak Grove Road. This sidewalk is currently the primary walking route to the school. However, there are several neighborhoods on the west side of Oak Grove Road within 1 mile of the school that currently must either walk 1/4 mile along the side of the road with no sidewalk to reach a crossing guard or cross at an unprotected mid-block crossing. Additionally, there are a number of parents that park at a church parking lot on the west side of Oak Grove just south of the school and cross unprotected to the east side of the street because of a lack of sidewalks on the west side.

The issues identified above and the barriers they present to increasing the number of students who walk to school is reflected in past parent surveys conducted at Oak Grove Elementary. When asked to why their children don't walk to school more, 69% of respondents cited the safety of intersections and crossings, 58% cited traffic speed and 54% cited lack of sidewalks.

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/Redd Lunch	20.64	23.05	85.02	43.49	7.42					
% Asian	8.49	9.82	.58	4.19	9.85					
% African-American	16.51	22.44	93.97	31.35	11.82					
% Caucasian	61.01	49.90	.19	39.07	74.09					
% Hispanic	10.32	12.42	3.7	20.09	2.88					
% Native American	0	0	0	.22	.61					
% Other	3.67	5.41	1.56	5.08	.76					

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	436	499	514	453	660					
½ mile	107	62	71	40	97					
1 mile	261	260	366	107	306					
2 miles	384	342	466	269	627					
Estimated percent of current walkers and bikers	72	55	4.06	4.9	1.35					

**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?  YES
- 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.

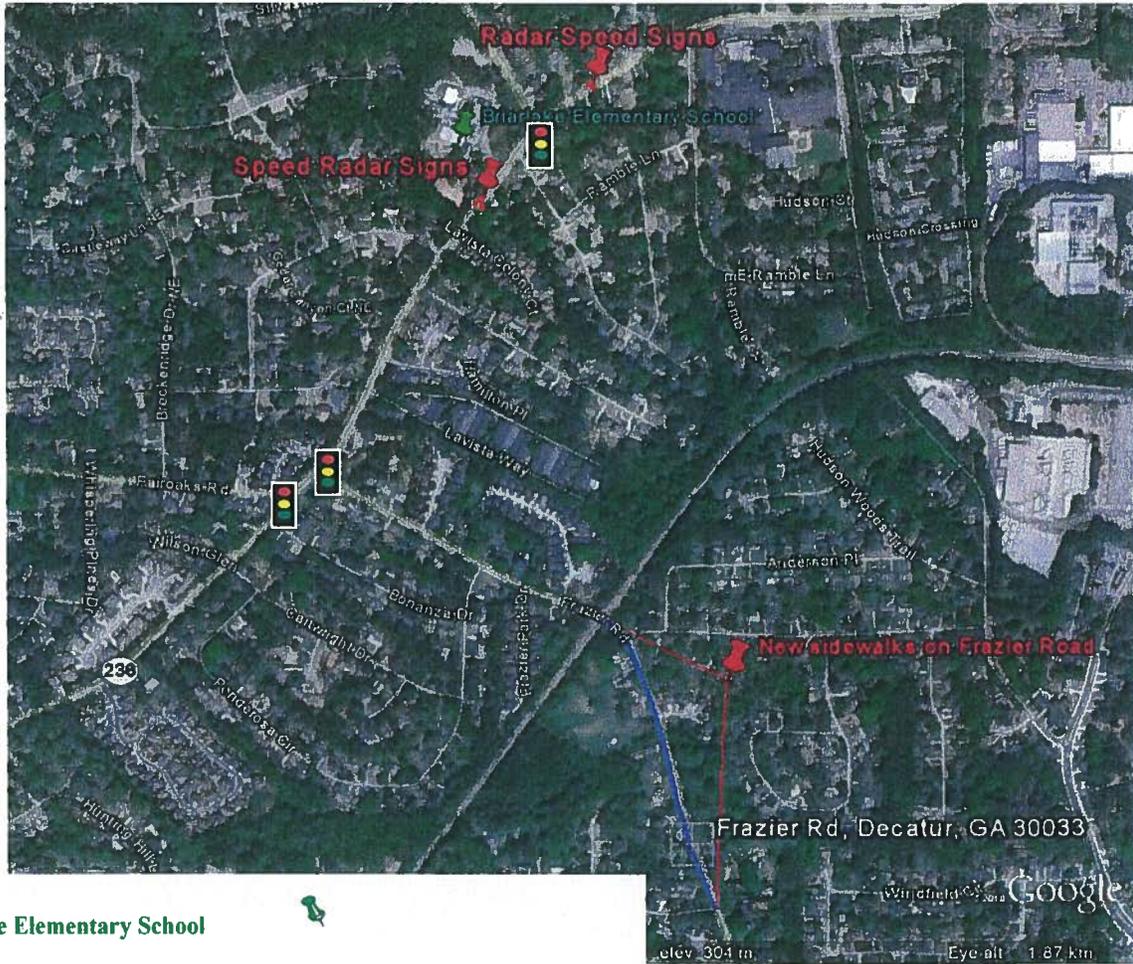
See Attached

## SECTION 3 – PROPOSED PROJECT

**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.**

### Briarlake Elementary School, DeKalb County, GA

1. Install Radar Speed Signs on LaVista Road southeast and south west of Briarlake Road
2. Install sidewalks on Frazier Road from Springbrooke Drive to Railroad Tracks



**Briarlake Elementary School**

Proposed Sidewalk

Proposed Radar Signs/

Rectangular Rapid Flash Beacon

Striped/Raised Crosswalk

Crossing Guard

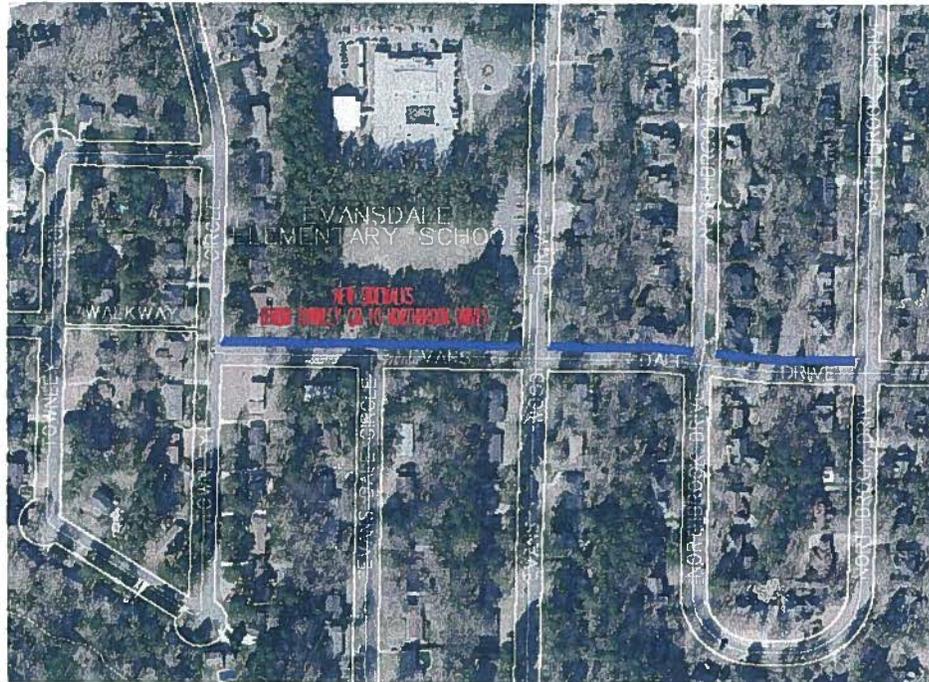
Traffic Signal

Proposed project



**Evansdale Elementary School, DeKalb County, GA**

Install sidewalks on the north side of Evans Dale Drive from Townley Circle to Northbrook Drive

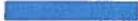


**Fairington Elementary School, DeKalb County, GA**

1. Upgrade crosswalks at Ottawa Trail and Phillip Bradley Drive
2. Upgrade intersection at Fairington Parkway and Phillip Bradley Drive to include crosswalks and ADA ramps

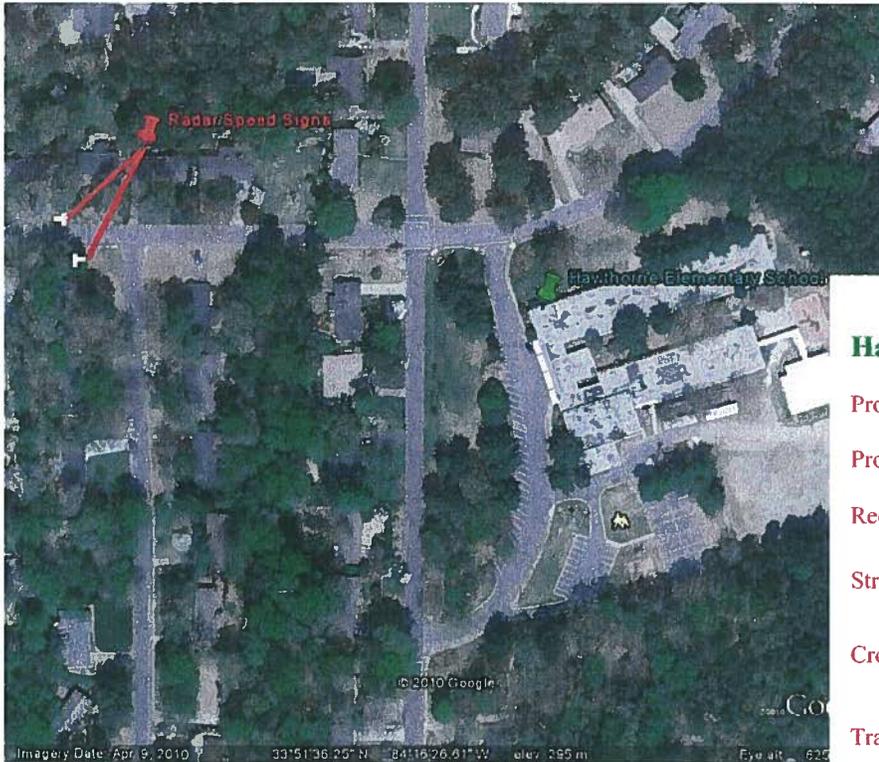


**Evansdale & Fairington Elementary Schools**

- Proposed Sidewalk 
- Proposed Radar Signs/  
Rectangular Rapid Flash Beacon 
- Striped/Raised Crosswalk 
- Crossing Guard 
- Traffic Signal 

## Hawthorne Elementary School, DeKalb County, GA

Install radar speed signs on Foster Ridge Road between Brookcliff Way and Brookdale Drive



### Hawthorne & Oak Grove Elementary School

Proposed Sidewalk



Proposed Radar Signs/



Rectangular Rapid Flash Beacon



Striped/Raised Crosswalk



Crossing Guard

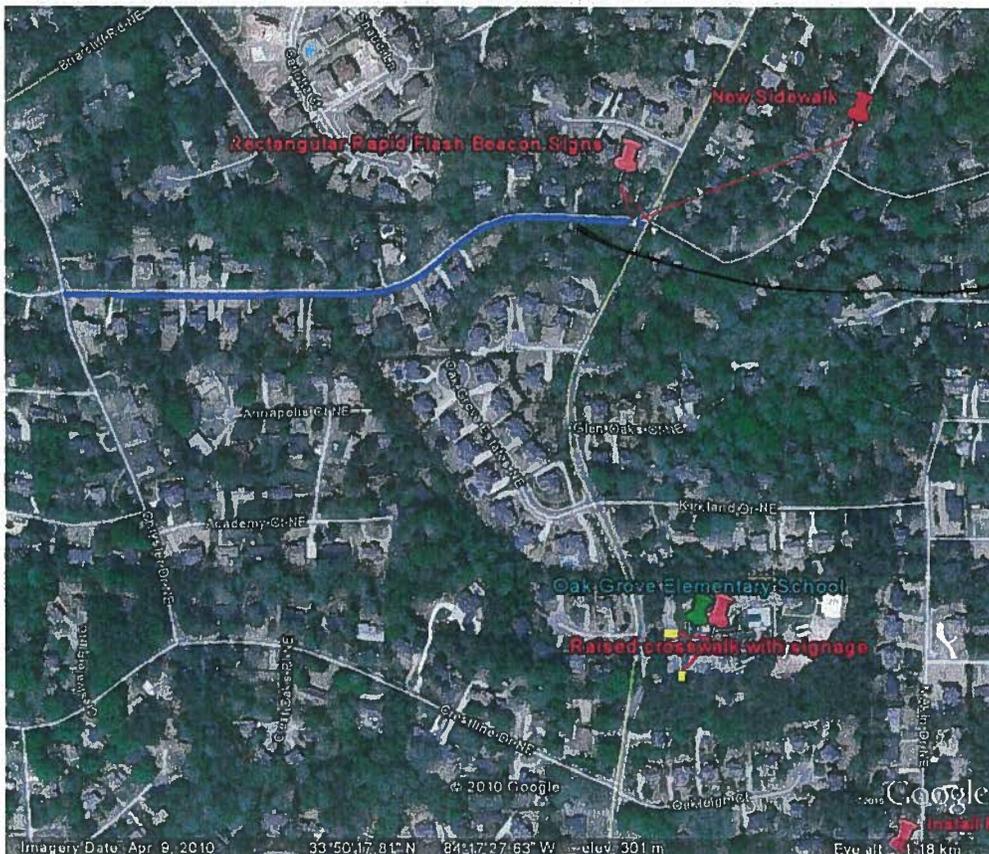


Traffic Signal

Proposed project

## Oak Grove Elementary School, DeKalb County, GA

1. Install two raised crosswalk at the school carpool drop off lane
2. Install a Rectangular Rapid Flash Beacon at cross walk near Oak Grove Road & Greenglade Road
3. Install a Rectangular Rapid Flash Beacon at cross walk near Fairoaks Road & Akin Drive
4. Install speed radar signs on Oak Grove Road



sidewalk  
along  
greenglade  
is  
not  
listed  
in  
description

*The SRTS program was established to: (1) enable and encourage children, including those with disabilities, to walk and bicycle to school safely; (2) make bicycling and walking to school a safe and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and (3) facilitate the planning, development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of primary and middle schools, grades K-8.*

- C. How will your proposed project(s) address the concerns that were identified in Section 2, improve bike/ped safety, increase the number of students walking to school, and improve the environment within the school vicinity?

See Attached

**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?**

**Briarlake Elementary School**

Our infrastructure improvements will remove a major deterrent to walking or biking to school for more than 1/2 of our student population of 431 students. The walking distance to the school along Frazier, Lavista, and Briarlake are all within 1.5 miles which lends it to increased walking and biking. With a safer access to the school, we could expand the number of walkers living off Springbrook where the sidewalk now ends. Crosswalks and crossing lights at confusing intersections like Fair Oaks and LaVista and Frazier and LaVista will make these much easier to navigate for children. Right now they are treacherous for children even with adult supervision. There is no clear "safe" time to cross these roads without individual drivers waving pedestrians to cross. Safer intersections will facilitate opportunities for families who highlighted safety concerns in the parent survey to feel confident that they can leave their cars at home.

**Evansdale Elementary School**

At Evans Road and Evans Woods Drive, we are proposing a raised intersection, a ladder crosswalk, and an in-street Stop for Pedestrian sign. The raised intersection would slow cars that come speeding both up and down the hill, making it safer for students, parents, and neighbors to cross, including at times when the crossing guards are not there, such as when students stay after school for reading tests, book fairs, patrol duty, Friendly Helper jobs, and other after school activities, including evening events. The ladder crosswalk would give greater visibility to the crosswalk, and an in-street Stop for Pedestrians sign would provide both a visual cue/reminder that a crosswalk is there and raise awareness of the fact that it is a state law to stop for pedestrians in the crosswalk. At the intersection of Evans Wood and Evans Dale Drive (at the bottom of the hill/block/school property), we are proposing to install a raised intersection. As has been noted, cars leaving the school often do not stop at the stop sign at this intersection, even when pedestrians are present. A raised crosswalk would make it necessary for cars to stop, or at least slow down to a very slow speed, which would make the intersection safer both for the children walk to school and for the student patrols that walk into the crosswalk carrying stop signs when students arrive to cross. It would also make it safer for parents walking home after dropping off their children in the morning as other parents are speeding off in their cars, and for parents and children walking home in the afternoon as cars are leaving after picking up children.

At the intersections of Evans Dale with both Townley Circle and Northbrook, we are requesting the addition of a ladder crosswalk. At the present time, there are no crosswalks there at all, and both these roads are fairly heavily travelled in the mornings by parents leaving the neighborhood after dropping off students, even as other students are still walking to school. Ladder crosswalks would bring attention to and increase the visibility of areas where students and parents cross Townley Circle and Northbrook on their way to and from school.

On the south side of Evans Road, from Greystone Circle to Evans Woods Drive (the school's street), we are requesting that a lined shoulder area be installed. A number of students live on the south side of Evans and west of the school; a striped shoulder would allow them to bike to school more safely. Much of this stretch of road already has a striped shoulder, but in some areas it narrows, and the final stretch before Evans Woods Drive, the striped area disappears entirely, which would cause young cyclists to have to ride either in the street or on grass.

On the north side of Evans Dale Drive, between Townley Circle and Northbrook Drive, we are requesting that sidewalks be installed. As mentioned earlier, these blocks are fairly heavily traveled by cars in the morning that are leaving the neighborhood, often evidently in a hurry, even as students are still making their way along the neighborhood streets to school. Cars drive along Evans Dale Drive and then usually turn up either Townley Circle or Northbrook Drive to leave the neighborhood. As a large proportion of walkers come along Evans Dale Drive, this is the area with the highest concentration of both walkers and departing cars. Half of this area of requested sidewalk Evans Dale from Townley to Evans Woods) is on school property.

Please note that the improvement of the cross walk for Evans Road and Evans Woods Drive and the addition of a paved shoulder on the south side of Evans Road would also benefit the children who attend Henderson Mill Middle School by allowing them to walk and bicycle more safely to and from their school.

**Fairington Elementary School**

We feel that this project would improve the physical environment. These changes would help to make the area safer for pedestrians crossing the road and provide clearer markings for drivers. These simple changes will help to make the area more accessible to all individuals with limited mobility. It would help to reduce speed on Phillip Bradley and alert the driver they are school zone and area with a high number of pedestrians. The primary rationale for this change is to prevent students from walking on the side of the road. It would also help support the mission of Safe Routes to School and provide a more walk able and safe community.

The answer to improve pedestrian safety is two-fold. The first aspect of improving pedestrian safety is through education and awareness. Our school will continue to work with the Board of Health and Georgia Safe Routes to School to provide opportunities for students to learn more about pedestrian and bike safety. Students will learn firsthand the importance of safety measures, such as wearing a helmet or looking both ways before crossing the road. The school safety patrol program will also be strengthened to improve more of an emphasis on pedestrian safety. Students will have the opportunity to serve in leadership capacities that allow them to promote pedestrian safety. They receive monthly trainings sessions to promote safe practices both inside and outside the schoolhouse, as well as having the opportunity to explore careers in safety. The second aspect is to work with agencies, like Public Works and the Department of Transportation to help make changes to the physical environment.

We plan to increase the number of walkers by offering continued programming of the walk to school days. Over the years, we have seen a steady growth of this program, and feel if adequately supported this trend will continue. Social marketing of activities and events will help to encourage students to walk to school, as well. Activities are highlighted in monthly newsletters, Local School Council, PTSA meetings, Calling Post and other morning announcements. The school will also partner with other organizations to examine best

practices to increase the number of students by relying on their expertise. Another effective approach is to extend our efforts to other community members and parents. Even though our program was more staff supported than parent supported, by gaining the support of parents we may tap into bring in other members of the family. Some examples might include younger siblings that are hesitant to participate in the Walk to School programs. We will also extend partnerships to our Parent Center and PTSA to encourage parents and students to join in the efforts. Lastly, we feel that by providing safer routes to school through the alteration of the built environment this will provide a safer perception of the community. With a safer perception of the community, more parents will feel comfortable with allowing their children to walk to school.

We plan to improve the environment within the school vicinity by working to empower the students living in the surrounding areas. Students will learn the value of their neighborhood and how to take care of their environment. Even small example, like disposing of trash properly will help to improve the environment. Another approach to achieve this goal is to establish partnerships with agencies and organizations that share a similar vision and mission. Through these partnerships we will continue to build off of the 5 E's. One example of this is our efforts to strengthen our relationship with East DeKalb Police Precinct's Interactive Community Policing division to have increased positive presence in and around the community. Whenever, applicable we invite officers to attend school events, such as career day, Student of the Month celebrations, Red Ribbon Week and character building activities. We feel the developments of these relationships are vital to community and the success of the school.

### **Hawthorne Elementary School**

Through its Safe Routes to School program, Hawthorne is working to improve the safety, health and well-being of its students by enabling and encouraging them to walk or roll (by bicycle, scooter, or wheelchair) to school. Walking and rolling to school gives children time for physical activity, allows them to enjoy being outside, and provides them with time to socialize with their parents and friends and to get to know their neighborhood. Having fewer cars driving to school will increase safety for vehicles, walkers, and rollers, as well as reduce air pollution in the area. A reduction in air pollution around schools supports students with asthma and other respiratory problems and may reduce the number of asthma episodes experienced by students at Hawthorne. Improved signage and enforcement of speed limits in the neighborhood increases the safety of the roads for cars, walkers and rollers.

By installing radar speed limit signs, we hope to reduce the speed of cars on nearby streets. SRTS parent surveys and speed studies conducted by the county indicate that Foster Ridge Road and Cravey Drive experience a high volume of vehicles traveling above the legal speed limit of 25 MPH. Radar speed limit signs (also called "driver feedback signs") detect and display drivers' actual speed as they pass by. This active feedback makes drivers aware of their speed. It also makes them feel like they're being monitored. The result: speeders slow down. According to stopspeeders.org, studies done on radar speed signs indicate they are highly effective in slowing traffic, particularly when used on residential streets, near school zones and around playgrounds. A study from a 25 MPH neighborhood street in Marietta where radar speed limit signs were added in 2005 found that 35 to 70% of all speeding drivers slowed down. Drivers reduced their average speeds by 7 to 17% and increased their speed limit compliance by 40 to 60%. In this study and others, the radar speed limit signs did not only change driver behaviors in the short-term but had a long-lasting effect. They continued to calm traffic even after they become long-standing fixtures at a location. In a recent survey of traffic engineers and other safety professionals conducted by stopspeeders.com, driver feedback signs were ranked as the most effective traffic calming method for neighborhoods and school zones.

### **Oak Grove Elementary School**

The following issues and solutions will be addressed by this project:

Issue	Proposed Project Solution
Unsafe, unmarked, mid-block crossing from the sidewalk on the south side of Fair Oaks Road to North Akin Drive. Fair Oaks is a collector with relatively heavy traffic and frequent speeding.	Install a Rapid Flash Beacon at crosswalk near Fair Oaks Road at North Akin.
Traffic and speed on Oak Grove Road discourages walking and makes biking to school unsafe	Install radar speed feedback signs in the school zone on Oak Grove Road and a Rectangular Rapid Flash Beacon near Oak Grove road and Greenglade Road. Oak Grove Road will be striped by DeKalb County to add bike lanes and narrow vehicle lanes to calm traffic.

Addressing these issues will make the area immediately around the school more bike and pedestrian friendly. The solutions proposed speak directly to the concerns of parents when asked in recent surveys at the school. When asked why their children don't walk to school more, 69% of respondents cited the safety of intersections and crossings, 58% cited traffic speed and 54% cited lack of sidewalks.

**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.

See Attached

## SECTION 4 – PROGRAM INFORMATION

**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.**

### **Briarlake Elementary School**

**EDUCATION:** The Briarlake SRTS program includes safety information in the weekly e-blasts to parents. We distributed safe "park and walk" maps at school Orientation as well as a display with information publicizing the value of walking or biking to school. Our main school bulletin board features a large map showing park and walk locations and information about walking to school.

**ENCOURAGEMENT:** Briarlake distributed 'Way to Go' punch cards for students to attach to their back packs and hole-punch each time they walked to school. After 10 weeks, the PTA raffled prizes for participants. We promoted the Walking program in morning announcements and the weekly email blasts. Nearly 60 children participated. We have also participated in the International Walk to School Day for the last 2 years, encouraging participation with fliers and stickers, and rewarding the 90+ participants with stickers, beverages, and music greeting them when they arrived at school. We host special school-wide Walk to School Days on the last Thursday of each month as a way to celebrate Briarlake School Spirit. With the bulletin board and e-blasts encouraging walking to school, and the announcements and materials at Orientation, Briarlake now has more than 40 students who walk to school daily. That is nearly 10% of our student population.

**ENFORCEMENT:** Briarlake has two full time crossing guards who help enforce safe crossing for students on Silvastone and Briarlake Rd. Briarlake also has large signs in front of the school reminding drivers to stay off cell phones when travelling in the car pool lines; Our principal makes personal calls and sends notes home when parent drivers do not follow traffic laws around the school.

**ENGINEERING:** DeKalb County Transportation is working with Briarlake Elementary School to make it a safer environment for walkers and bikers. Frazier at LaVista Road intersection, Briarlake at Silvastone Drive intersection and Fair Oaks at LaVista Road intersection are currently being reviewed to install crosswalks. Briarlake has created safe walking paths leading to the school property from surrounding streets - one leads from Wendland to the back of the school playground has been maintained by the local boy scout troop. The other helps walking students avoid the parking lot by the school. Briarlake parents cleared a path around the perimeter of the parking lot to avoid crossing the car pool lane entrance to the school.

**EVALUATION:** Briarlake evaluates its program through tallies of walkers and bikers, participation in the Way To Go punch card program, and number of student participants in the Walk to school days. We also monitor reductions in the number of cars in the carpool lane each semester. Briarlake has participated in SRTS since 2009. We have had nearly 90 students participate in our Walk to School Days, and more than 60 participate in the Way to Go Walking Program. We have a committee of 38 parents who have volunteered to help with our Safe Routes to School Program including our Principal Dr. Culbreath.

### **Fairington Elementary School**

Fairington Elementary's first Walk to School Campaign began in Fall of 2006. The initial idea for the program was sparked by the School's Healthcare Provider. Her main purpose in implementing this program was to promote walking to and from school, which in return might help to address the high levels of childhood obesity and encourage physical activity. To assist with implementation, she collaborated with the Student Support Specialist, who felt that a "Walking School Bus" would be an excellent way to provide safer routes to school for students. In order to have an effective program, they recognized the importance of having support from their Principal and other stakeholders. Right away, the Principal was on board, because she acknowledges the possibility for success of the program. She liked the educational component that extend the activities into the school's curriculum and felt the Walk to School program may have a positive impact on attendance and discipline. Even though it required time before the start of the school day, 6 additional full-time staff members were willing to participate in the mornings with the "Walking School Buses".

Additionally, this initiative was also supported through two critical partnerships. The first partnership was that of the Clean Air Campaign and the second was through DeKalb County's Local Board of Health. Both of these organizations were instrumental in the beginning implementation phases of the Walk to School program. In fact, Fairington Elementary was the first "Better Air School" in DeKalb County. In the Spring of 2010, the Injury Prevention Coordinator from the DeKalb Board of Health encouraged the development of an additional partnership with Safe Routes to School. At this time, Fairington Elementary signed up to participate in their programs. Through the development of these partnerships and hope for safer schools, Fairington Elementary has embraced the 5 E's of Safe Routes to School through the implementation of the following activities.

**Education:** Since the inception of the first Walk to School program in the fall of 2006, the education component has been in existence. One of our more successful programs, which have been implemented the last three years, is our annual "Safety Fest" with the Board of Health, Safe Routes to School and Fed Ex. Typically, our 4th graders have attended this event with approximately 90 students. For this event, stations are established focusing on the importance of pedestrian, bike, bus and car safety and review the importance of being safe. Partners have also been invited to our school to participate in Career Days to share their role in helping to ensure safe communities To involve parents; we have had our coordinator from the Clean Air Campaign attend our PTSA meetings.

**Encouragement:** We perceive the encouragement component as the promotion and retention of participants, partners and activities. Announcements and fliers are sent home with students to help encourage student participation. In years past, students have also taken on leadership roles by doing morning announcements that promote the Walk to School program. It is our hope to make the Walk to School days enjoyable for both students and staff. One of the ways this is achieved is by having students carry banners and saying chants to encourage the spirit of the campaign. Recently, Fairington was awarded a grant from the DeKalb Board of Health to in part

support 6 Walk to School days throughout the fall and spring of 2010. We have had donations that have provided incentives for walking participants. These incentives range from stickers, zipper pulls, pencils and various other items.

**Enforcement:** In order to make our program successful, we have support from the following enforcement officers. Fairington Elementary has two crossing guards, which assist with student travel to and from school. One of these officers is located at the intersection of Phillip Bradley and Ottawa while the other is located at Phillip Bradley Dr. and W. Fairington Parkway. Our school is fortunate to have a Campus Supervisor that helps to ensure safe school grounds both inside and outside the school house. The Campus Supervisor' role is to ensure the physical and emotional safety of students. Lastly, we also have support from DeKalb County's School internal police department. Each morning an officer is stationed at the curve on Phillip Bradley Drive as a police presence to help ensure laws are obeyed. Moreover, the officer's presence has helped to deter speeding motorist and to assist with students' concerns.

**Engineering:** DeKalb County Transportation will be working with Fairington Elementary to ensure that the needs are met within the community to provide a safe place for walkers and bikers.

**Evaluation:** Through the grant with the DeKalb Board of Health, the number of participating members from the Walk to School program was collected from the last three walks. On the following days, we had these 39 students participate on 5/4/10, 41 students, on 5/11/10 and 42 students on 5/18/10. We also noted 18 volunteers for the walk to school days. Through informal counts, we have assessed that there are approximately 118 students that walk on a daily basis to and from school.

### **Oak Grove Elementary School**

Oak Grove Elementary began its SRTS activities and plan in October, 2008. From its inception there has been much enthusiasm and support for the program. Parent volunteers were and remain critical to success and we have a task force of 15 parent volunteers for 2010. The task force is supported by the school principal, nurse, and physical education teacher. In addition, DeKalb County Police, Board of Health and Public Works as well as the local County Commissioner have all been involved in Oak Grove's SRTS program. Our active task force has grown considerably and meets once a month to discuss projects. The task force chairperson is a parent volunteer. Following is a description of how the task force has addressed the five Es of the SRTS program:

**Education.** Our education program has targeted parents, teachers and the children. Parent education began with a PTA meeting in January, 2009 led by Robin Tanner, Dekalb County Board of Health, in which she talked about the benefits of walking and biking to school. The attendance was more than three times the normal meeting attendance. On an ongoing basis, we have put announcements about walking and biking to school in the Oak Tree, an electronic newsletter that comes out weekly. In addition, in February, 2010, we published an article in The Acorn, a monthly newsletter entitled "Walking to school: the social, physical, and environmental benefits." The marquis in front of the school has also been used for SRTS announcements.

Faculty education has occurred at 3 presentations carried out in January 2009, September 2009, and May 2010. We focused on the goals of the SRTS program as well as curriculum components that the teachers could use in lesson plans. We have met with the school principal on multiple occasions to update her on our progress.

Student education has included a Safety Fest carried out by the Physical Education teacher, the Dekalb County Board of Health, and volunteers from Federal Express. The focus was on pedestrian and bicycling safety. The entire school (658 students) participated in Safety Fest, as they rotated through by class. In addition, a map was printed by the Dekalb County Board of Health to illustrate walking paths that the students use. This was distributed to all students at the beginning of the program and Walking School Buses were established. Oak Grove Elementary also supported and participated in a bicycle rodeo held in the spring of 2010 at Lakeside High School.

**Encouragement.** The key point of our program has been to encourage children to walk to school at least once a week. We have picked Wednesday as the designated Walk to School day. For those who live too far from the school, the Oak Grove United Methodist church has volunteered space for them to park and walk. Walking Wednesdays is actively promoted through the school newsletter and through multiple small giveaways as incentives. Most Wednesdays that the children walk, they receive an item such as a sticker, pencil, eraser, granola bars, or shoelaces. The Clean Air campaign also donated pencils that we gave away as incentives. In addition to the incentives we have held five classroom challenges on Walking Wednesdays. The classroom with the most walkers has won draw string back packs, safety flashers, snacks for the entire classroom and snack time with police officers.

In 2009, we had punch cards that the children would carry and then volunteers would punch each time they walked. In 2010, we have a band that can be attached to the backpack and punched. Children who have completed a certain number of walks during each semester are eligible for a grand prize drawing at the end of each semester. The grand prize at the end of the Spring 2009 and Fall 2010 walking sessions were bicycles that were donated by a local bike shop. The grand prize for Spring 2010 was two watches earned as a Gold level status from the Georgia SRTS program. We have had Dekalb County Commissioner Jeff Rader come to announce the draw.

This is the second year of our Annual Safe Routes to School Art Competition. Students draw or paint a picture of why it's a good idea to walk or bike to school. The winner is transferred onto a t-shirt (see picture) to be worn by students and parents on International Walk to School Day. There are 1st, 2nd, and 3rd place awards for the students.

**Engineering.** Oak Grove Elementary has worked closely with DeKalb County Public Works to identify and address engineering issues related to biking and walking to the school. We conducted a Walking Safety Audit in December of 2009 with members of the SRTS task force, the school administration, the DeKalb County Transportation Division engineers, DeKalb police and a Georgia SRTS Resource Center representative. A short term and long term project list was developed from this audit.

Since the inception of the SRTS program at Oak Grove, five crosswalks have been striped at intersections where there are many walkers. New signs have been posted to identify walk zones. Updated traffic signals have been placed at Fair Oaks and Oak Grove and Briarcliff and Oak Grove, along with ADA compliant curb ramps and pedestrian countdown signals. If Right of Way permits DeKalb County will add bike lanes to Oak Grove Road. If right of way does not permit, we will look at other means of reducing the lane widths to reduce speeding.

**Enforcement.** The Oak Grove SRTS Task Force has worked closely with DeKalb County Police on enforcement activities. The Special Operations Unit set up a speed monitoring unit on Oak Grove Road outside the school. The unit recorded speeds for 9,511 vehicles passing in front of the school where the posted speed is 25 mile per hour during arrival and dismissal time. At arrival time, the average speed was 32.9 mph and at dismissal it was 35.3 mph. As a result of this data, the DeKalb County Police Department stepped up its presence during these times.

The Interactive Community Police (ICP) have played a large part in our "Walking Wednesdays" by escorting groups of students using the Walking School bus and being stationed in front of the school. The SRTS task force also advocated for a crossing guard at Kirkland Road, who was hired and provides extra enforcement by her presence. Oak Grove now has four crossing guards to help its walking and biking students arrive to school safely. For the 2010/2011 school year a motorcycle police officer has been stationed once a month across from the school to enforce the No Parking zone. This officer's presence serves to discourage parents from using this area as a drop off zone for their students. This dangerous habit has students crossing Oak Grove Road with no legal crosswalk or crossing guard to enter school grounds.

**Evaluation.** Three parent surveys have been conducted in Fall 2008, Fall 2009, and Fall 2010 and student tallies have been completed in Fall 2009, Spring 2010, and Fall 2010. The survey response rate was 53% in 2008 and 58% in 2009. In 2008, 18% of the parents reported that their children walked to school on a regular basis. In 2009, after a year of our program, the percentage was 28%, a 64% increase in regular walkers. On designated walking days, the number of walkers is close to 300 consistently or nearly half of the entire school. The surveys have identified safety as the number one barrier for walking and biking to school, with 54% of parents indicating that having more sidewalks would change the decision to walk to school.

The student tally polls students in their classroom on two separate occasions on days of the week that are not designated "walking days." The SRTS task force conducts the survey in the fall and spring with parent volunteers and teacher assistance. The student tally showed a nearly 20% regular walking population, with a slightly higher percentage in the afternoon. This fall the survey was carried out by the 5th Grade Student Safety Patrol to encourage leadership skills.

**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.**

Item Description	Quantity	Unit	Unit Price	Total Cost
<b>Briarlake Elementary School</b>				
SP 100 with Solar Panel speed radar signs	2.00	EA	\$2,239.00	\$5,373.60
<b>Install sidewalk on Frazier Rd from Springbrooke Dr to Railroad Tracks</b>				
000-0000 ADA RAMPS	4.00	EA	\$560.00	\$2,688.00
441-0105 CONCRETE SIDEWALK, 4' THICK	1,700.00	SQYD	\$26.00	\$53,040.00
441-0014 DRIVEWAY CONCRETE	392.00	SQYD	\$32.17	\$15,132.77
610-9001 REMOVE SIGN & RESET	3.00	EA	\$388.49	\$1,398.56
000-0000 ADJUST GRANITE CURB	1,700.00	LF	\$5.00	\$10,200.00
165-0020 MAINTENANCE OF SILT FENCE	1,700.00	EA	\$1.00	\$2,040.00
210-0000 GRADING				\$10,000.00
700-9300 SOD	377.00	SQYD	\$5.80	\$2,623.92
653-1501 THERMOPLASTIC SOLID TRAFFIC STRIPE, 5IN WHITE	300.00	LF	\$0.68	\$244.80
150-1000 TRAFFIC CONTROL		EA		\$10,000.00
611-5592 METER RELOCATION	3.00	EA	\$304.20	\$1,095.12
<b>TOTAL</b>				<b>\$102,741.65</b>
<b>Evansdale Elementary School</b>				
<b>from Townley Circle to Northbrook Drive</b>				
000-0000 ADA RAMPS	17.00	EA	\$560.00	\$11,424.00
441-0105 CONCRETE SIDEWALK, 4' THICK	1,600.00	SQYD	\$26.00	\$49,920.00
441-0004 CONCRETE DRIVEWAY	294.00	SQYD	\$32.17	\$11,349.58
610-9001 REMOVE SIGN & RESET	10.00	EA	\$388.49	\$4,661.88
611-5592 METER RELOCATION	3.00	EA	\$304.20	\$1,095.12
165-0020 MAINTENANCE OF STEMP SILT FENCE	1,600.00	EA	\$1.00	\$1,920.00
210-0000 GRADING				\$10,000.00
700-9300 SOD	3,200.00	SQYD	\$5.80	\$22,272.00
653-1501 THERMOPLASTIC SOLID TRAFFIC STRIPE, 5IN WHITE	1,200.00	LF	\$0.68	\$979.20
150-1000 TRAFFIC CONTROL		EA		\$10,000.00
<b>TOTAL</b>				<b>\$123,621.78</b>
<b>Fairington Elementary School</b>				
<b>Upgrade crosswalks @ Ottawa Trail &amp; Phillip Bradley Drive</b>				
000-0000 ADA RAMPS	2.00	EA	\$560.00	\$1,344.00
441-0105 CONCRETE SIDEWALK, 4' THICK	40.00	SQYD	\$26.00	\$1,248.00
210-0000 GRADING				\$10,000.00
653-1501 THERMOPLASTIC SOLID TRAFFIC STRIPE, 5IN WHITE	300.00	LF	\$0.68	\$244.80
150-1000 TRAFFIC CONTROL		EA		\$10,000.00
<b>TOTAL</b>				<b>\$22,836.80</b>
<b>Upgrade Fairington Parkway &amp; Phillip Bradley drive to include crosswalks and ADA ramps</b>				
000-0000 ADA RAMPS	11.00	EA	\$560.00	\$7,392.00
441-0105 CONCRETE SIDEWALK, 4' THICK	220.00	SQYD	\$26.00	\$6,864.00
610-9001 REMOVE SIGN & RESET	5.00	EA	\$388.49	\$2,330.94
210-0000 GRADING				\$10,000.00
700-9300 SOD	880.00	SQYD	\$5.80	\$6,124.80

653-1501 THERMOPLASTIC SOLID TRAFFIC STRIPE, 5IN WHITE	800.00	LF	\$0.68	\$652.80
150-1000 TRAFFIC CONTROL		EA		\$10,000.00
<b>TOTAL</b>				<b>\$43,364.54</b>
<b>Hawthorne Elementary School</b>				
SP 100 with Solar Panel speed radar signs	2.00	EA	\$2,239.00	\$5,373.60
<b>TOTAL</b>				<b>\$5,373.60</b>
<b>Oak Grove Elementary School</b>				
Sidewalks on Greenglade Road				
000-0000 ADA RAMPS	4.00	EA	\$560.00	\$2,688.00
441-0105 CONCRETE SIDEWALK, 4' THICK	2,100.00	SQYD	\$26.00	\$65,520.00
441-0014 DRIVEWAY CONCRETE	196.00	SQYD	\$32.17	\$7,566.38
610-9001 REMOVE SIGN & RESET	2.00	EA	\$388.49	\$932.38
611-5592 METER RELOCATION	4.00	EA	\$304.20	\$1,460.16
165-0020 MAINTENANCE OF SILT FENCE	2,100.00	EA	\$1.00	\$2,520.00
210-0000 GRADING				\$10,000.00
700-9300 SOD	1,000.00	SQYD	\$5.80	\$6,960.00
653-1501 THERMOPLASTIC SOLID TRAFFIC STRIPE, 5IN WHITE	350.00	LF	\$0.68	\$285.60
150-1000 TRAFFIC CONTROL		EA		\$10,000.00
<b>TOTAL</b>				<b>\$107,932.52</b>
Install two raised crosswalks at the school carpool drop off lane	2.00	EA	\$15,000.00	\$36,000.00
Install Rectangular Rapid Flash Beacons in two locations	2.00	EA	\$12,000.00	\$28,800.00
SP 100 with Solar Panel speed radar signs	2.00	EA	\$2,239.00	\$5,373.60
<b>TOTAL</b>				<b>\$70,173.60</b>
<b>Grand Total</b>				<b>\$476,044.49</b>

## SECTION 6 - SIGNATURES

The undersigned consent that the following school(s) are active partners with the SRTS Resource Center, engage in Non-Infrastructure SRTS activities, and participate in GDOT's evaluation process. The undersigned understand that the proposed infrastructure project, if granted, will be designed and implemented by Georgia Department of Transportation. Upon completion of construction, the undersigned agree to provide regular maintenance on the new infrastructure. The undersigned affirm that all statements in this application are true and complete to the best of the applicant's knowledge. Please attach additional signature pages if necessary for multiple schools. **(Signature required from local government official authorized to sign maintenance agreements, or Designee.)**

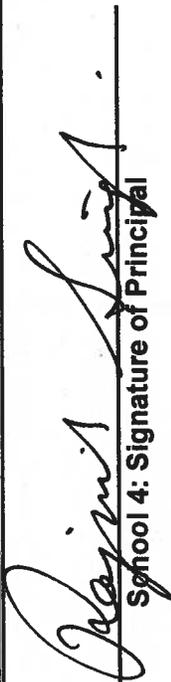
 Signature of City/County Engineer, Mayor, County Commissioner, City Manager, etc. DeKalb County Public Works - Transportation Division	David Pelton Print Name of City/County Engineer, Mayor, County Commissioner, City Manager, etc. 770-492-5223 Telephone Number 11/12/2011 Date
Name of Agency	Telephone Number

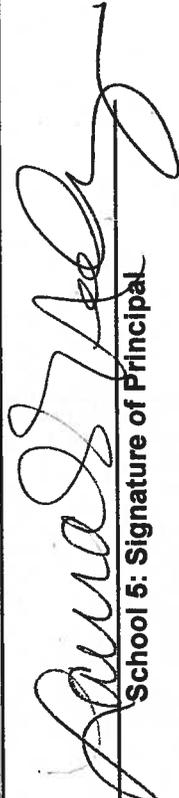
 Signature of School District Superintendent DeKalb County	Ramona Tyson Print Name of School District Superintendent 678-676-1200 Telephone Number 11/18/2011 Date
Name of School District	Telephone Number

 Signature of Principal Briarlake Elementary School	Ann M. Culbreath School 1: Print Name of Principal 678-874-2502 Telephone Number 11/16/2011 Date
Name of School	Telephone Number

	<b>School 2: Signature of Principal</b>
Evansdale Elementary School	Name of School
Daniel McGuire	<b>School 2: Print Name of Principal</b>
678-874-2702	Telephone Number
11/16/2011	Date

	<b>School 3: Signature of Principal</b>
Fairington Elementary School	Name of School
Joanne Doute-Cooper	<b>School 3: Print Name of Principal</b>
678-676-8702	Telephone Number
11/16/2011	Date

	<b>School 4: Signature of Principal</b>
Hawthorne Elementary School	Name of School
Rajnish Singh	<b>School 4: Print Name of Principal</b>
678-874-2802	Telephone Number
11/16/2011	Date

	<b>School 5: Signature of Principal</b>
Oak Grove Elementary School	Name of School
Laura Neely	<b>School 5: Print Name of Principal</b>
678-874-7402	Telephone Number
11/16/2011	Date

<b>School 6: Signature of Principal</b>	<b>School 6: Print Name of Principal</b>
_____	_____
<b>Name of School</b>	<b>Telephone Number</b>
_____	_____
	<b>Date</b>
	_____

<b>School 7: Signature of Principal</b>	<b>School 7: Print Name of Principal</b>
_____	_____
<b>Name of School</b>	<b>Telephone Number</b>
_____	_____
	<b>Date</b>
	_____

<b>School 8: Signature of Principal</b>	<b>School 8: Print Name of Principal</b>
_____	_____
<b>Name of School</b>	<b>Telephone Number</b>
_____	_____
	<b>Date</b>
	_____

<b>School 9: Signature of Principal</b>	<b>School 9: Print Name of Principal</b>
_____	_____
<b>Name of School</b>	<b>Telephone Number</b>
_____	_____
	<b>Date</b>
	_____

_____
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<b>School 10: Signature of Principal</b>	<b>School 10: Print Name of Principal</b>
<b>Name of School</b>	<b>Telephone Number</b>
	<b>Date</b>

**Thank you for your interest in Georgia's Safe Routes to School Program!**

Submit Form Via Email



## Meeting Minutes

**Purpose:** CTM for Dekalb County SRTS @ 5 Locations

**P.I No.** 0010394, Dekalb County

**Location:** GDOT District 7 Office  
5025 New Peachtree Rd  
Chamblee, GA 30341

**Date:** July 11, 2012

**Hour:** 1:30 PM

**Moderator:** Ryan Fernandez / Mac Cranford

### 1: Farrington Elementary

This project needs signage, and there are speeding concerns. Dekalb County will check with Slyvia about installing radar signs to discourage speeding. We are only improving two intersections Ottawa Trail @ Phillips Bradley Drive, and Farrington at Phillips Bradley Drive.

### 2. Evansdale Elementary

After the intersection, move northbound sidewalk to the southbound side. Check the right of way on the southbound side to see if the sidewalk can be placed within the existing right of way.

### 3. Briarlake Elementary

The bridge and railroad tracks are an issue for this project. We need more than 40' of right of way heading towards the bridge. Dekalb County will check to see if there's any future bridge widening so they can possibly incorporate the sidewalks into the funding of a future bridge widening. Existing radar signs are located on Briarlake Pkwy. Mac stated that we can add a mid block crossing to terminate the sidewalk before the bridge.

### 4. Oakgrove Elementary

We will need a right of entry into Oakgrove Elementary. There are two raised crosswalks on this project.

### 5. Hawthorne Elementary

There is a speeding concern on the road that crosses the front of the school. Chris Woods asked where does the school zone begin? There are existing flashing beacons at the beginning and end of the school zone. Chris Woods stated that he would like to add a radar sign at the intersection closer to the school if it is within budget.