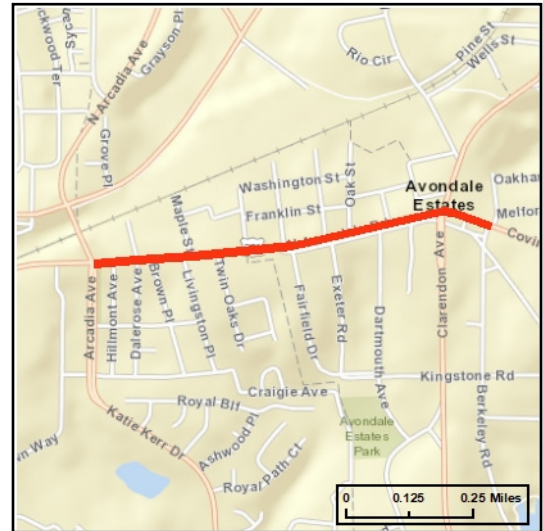


Short Title	US 278 IMPROVEMENTS FROM ASHTON PLACE TO SAMS CROSSING
GDOT Project No.	0015071
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / Operations & Safety
Sponsor	City of Avondale Estates
Jurisdiction	DeKalb County
Analysis Level	In the Region's Air Quality Conformity Analysis



Existing Thru Lane	<input type="text" value="4"/>	LCI	<input checked="" type="checkbox"/>	Network Year	<input type="text" value="2030"/>
Planned Thru Lane	<input type="text" value="2"/>	Flex	<input type="checkbox"/>	Corridor Length	<input type="text" value="0.8"/> miles

Detailed Description and Justification

Project will add medians, traffic-controlled pedestrian crossings, and sidewalks along a 0.75-mile extent of GA 10/US 278 in the City of Avondale Estates. Project is intended to preserve existing roadway capacity while adding safety improvements and pedestrian enhancements. The primary changes to typical section include new sidewalks to fill current gaps. The corridor is lacking a continuous, connected sidewalk system to access residential and commercial areas as well as the Avondale Estates MARTA station, which is less than .7 miles from the City Center. Corridor-wide sidewalks, medians with pedestrian islands and traffic controlled pedestrian crossings which facilitate access management, enhanced crosswalks and a redesigned intersection at US 278 and Clarendon Avenue will benefit both the functionality and safety of the road. SpeedSentry data shows that 56% of motorists travel over 31 mph. If pedestrians are hit by vehicles traveling in this speed range, there is an 85% fatality rate for pedestrian accidents. With increased pedestrian amenities, motorists will be more aware and slow down. Slower speeds will also allow businesses to capture drive-through traffic. The project is expected to control speeds, currently typically measured at 10 MPH or greater above posted speed, and improve vehicular and pedestrian safety through enhanced crossings and sidewalks.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation	AUTH	2017	\$160,000	\$128,000	\$0,000	\$0,000	\$32,000
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation	AUTH	2018	\$340,000	\$272,000	\$0,000	\$0,000	\$68,000
ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation	AUTH	2021	\$2,000,000	\$1,600,000	\$0,000	\$0,000	\$400,000
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation		2022	\$3,000,000	\$2,400,000	\$0,000	\$0,000	\$600,000
				\$5,500,000	\$4,400,000	\$0,000	\$0,000	\$1,100,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases