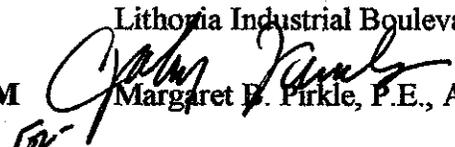


**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0001-00(791) DeKalb County **OFFICE** Preconstruction
P. I. No. 0001791
Lithonia Industrial Boulevard Ext, Ph. II **DATE** September 2, 2004

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

TO *for* SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

Attachment

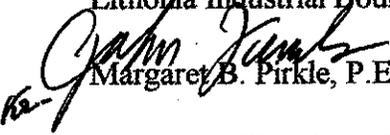
DISTRIBUTION:

David Mulling
Harvey Keeper
Jerry Hobbs
Jamie Simpson
Michael Henry
Phillip Allen
Joe Palladi (file copy)
Paul Liles
Brent Story
Ben Buchan
Buddy Gratton
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0001-00(791) DeKalb County **OFFICE** Preconstruction
P.I. No. 0001791
Lithonia Industrial Boulevard Ext, Ph. II **DATE** August 23, 2004

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

TO Paul V. Mullins, P.E., Chief Engineer

SUBJECT PROJECT CONCEPT REPORT

This project is Phase II of the Lithonia Industrial Boulevard extension from Rogers Lake Road to Rock Chapel Road (SR 124) for a total of 1.13 miles. (Phase I will extend the roadway from Stone Mountain-Lithonia Road to Rogers Lake Road.) The purpose of the Lithonia Industrial Boulevard extension is to provide an industrial bypass around the west side of the City of Lithonia for commercial truck traffic traveling to and from Gwinnett and east DeKalb counties to I-20. The extension will also provide local access and circulation to and from properties in the western side of the Lithonia Industrial District. Currently, there is a retail mall (Stonecrest) at the southwest corner of the Turner Hill Road (SR 124) and I-20 interchange. Turner Hill Road is also an industrial/commercial truck traffic route from Gwinnett County and from the northeast portion of the Lithonia Industrial District in DeKalb County. By the year 2025, the mix of this industrial, commercial and residential traffic will begin to reduce traffic safety conditions at the SR 124/I-20 interchange. Lithonia Industrial Boulevard Extension is projected to carry 22,600 VPD and State Route 124 is projected to carry 66,700 VPD by the year 2025. State Route 124 at its interchange with I-20 is projected to operate at Level of Service (LOS) "F" by the year 2025 if the extension is not constructed. With the proposed extension, the reduced traffic on SR 124 at its interchange with I-20 will improve the LOS.

The proposed construction will extend Lithonia Industrial Boulevard from Rogers Lake Road on new location to Rock Chapel Road (SR 124). The proposed typical section will consist of a four lane facility with a 20' median, curb and gutter, and 5' sidewalks. Left and right turn lanes will be provided at all intersections. The project will intersect SR 124 at 1,178'± south of the intersection of Rock Mountain Road requiring the existing median opening on SR 124 near this location to be relocated 150'± north.

Environmental concerns include requiring an Environmental Assessment be prepared; a public hearing open house will be held; time saving procedures are not appropriate.

Paul V. Mullins

Page 2

STP-0001-00(791) DeKalb

August 23, 2004

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$3,956,000	\$3,956,000	RRB	2005
Right-of-Way & Utilities*	Local	Local		

*DeKalb County signed PMA for PE, right-of-way, and utilities on 10-21-03.

This project is in the STIP. I recommend this project concept be approved.

MBP:JDQ/cj

Attachment

CONCUR


Thomas L. Turner, P.E., Director of Preconstruction

APPROVE


Paul V. Mullins, P.E., Chief Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: STP-0001-00(791) DeKalb
P.I. No. 0001791
LIB, Phase II

OFFICE: Engineering Services

DATE: March 30, 2004

FROM: David Mulling, Project Review Engineer *REW*

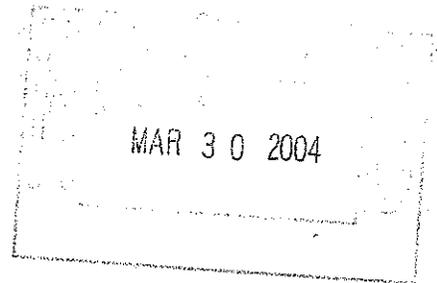
TO: Meg Pirkle, Assistant Director of Preconstruction

SUBJECT: CONCEPT REPORT

We have reviewed the Concept Report submitted March 15, 2004 by the letter from Ben Buchan dated March 5, 2004, and have no additional comments.

The costs for this project are:

Construction	\$3,145,000
Inflation	\$495,730
E&C	\$314,500
Reimbursable Utilities	\$50,000
Right of Way	\$3,164,500



REW

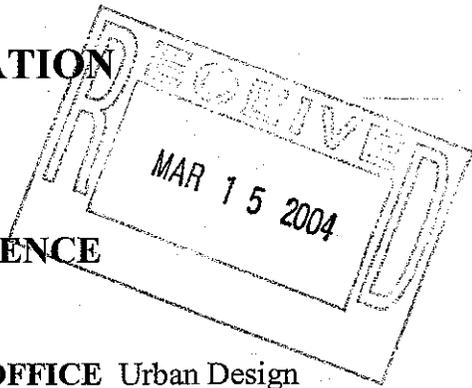
c: Ben Buchan, Attn: Darryl VanMeter

SCORING RESULTS AS PER MOG 2440-2

Project Number: STP-0001-00(791)		County: DeKalb		PI No.: 0001791	
Report Date: March 11, 2004		Concept By: DOT Office: Urban Design			
<input checked="" type="checkbox"/> Concept Stage		Consultant: Moreland Altobelli			
Project Type: Choose One From Each Column		<input checked="" type="checkbox"/> Major <input type="checkbox"/> Minor	<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge Replacement <input type="checkbox"/> Building <input type="checkbox"/> Interchange Reconstruction <input type="checkbox"/> Intersection Improvement <input type="checkbox"/> Interstate <input checked="" type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation	100				
Judgement	100				
Environmental	100				
Right of Way	100				
Utility	100				
Constructability	100				
Schedule	100				

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE



FILE STP-0001-00(791), Dekalb County
PI 0001791
Lithonia Industrial Blvd-PH II

OFFICE Urban Design

DATE March 5, 2004

A handwritten signature in cursive script, appearing to read "James B. Buchan".

FROM James B. Buchan, P.E., State Urban Design Engineer

TO Margaret Pirkle, P.E., Assistant Director of Preconstruction

SUBJECT Project Concept Report

Attached is the original copy of the Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP).

If you have any questions concerning this matter, please call Darryl VanMeter or Vinesha C. Pegram at (404) 656-5447.

DVM
JBB:DVM

cc: David Mulling, P.E., Project Review Engineer
Harvey Keeper, State Environmental/Location Engineer
Phillip Allen, State Traffic Safety and Design Engineer
Joseph Palladi, P.E., State Transportation Planning Administrator
Percy Middlebrooks, P.E., Office of Financial Management Administrator
Buddy Gratton, P.E., District 7 Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Urban Design

Project Concept Report

Project Number: STP-0001-00 (791)

County: DeKalb

P. I. Number: 0001791

Federal Route Number: None

State Route Number: None

See Page 2 For Location sketch
Lithonia Industrial Blvd Extension – Phase II

Recommendation for approval:

DATE 3/5/04

David O. Van Meter, P.E.
Project Manager

DATE 3/11/04

James B. Beal
State Urban Design Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge & Structural Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0001-00(791), Dekalb County **OFFICE** Urban Design
LIB-PH 2 from Rogers Lake Road to SR 124/Rock
Chapel Road
P.I. No. 0001791 **DATE** August 18, 2004

FROM 
Darryl VanMetet, P.E.
Design Group Leader

TO File

SUBJECT North Alternate for LIB Extension

There has been some concern regarding the intersection of LIB extension with SR 124 by this Office. The County originally proposed to tie to SR 124 at an existing median opening which currently only serves u-turn movements. The concern was raised due to the median opening being located on a 6+ percent grade and a crest vertical curve which is located on SR 124 to the south. The issue centers on the potential for a northbound SR 124 vehicle to first see the traffic signal, and shortly thereafter encounter brakelights from vehicles in a queue, forcing the driver into potentially reversing the decision to "go" based on the green signal. While the stopping sight distance for 45 MPH is provided at the existing median opening on the grade, higher than posted speed operation is routinely observed, therefore it was requested that the County's consultant revise the design to provide Decision Sight Distance for the speed design of SR 124 (45 MPH/800 feet), based on the location of the brakelights for the design year queue. The consultant evaluated three alternates.

The most desirable alternate was to relocate LIB to Rock Mountain Road intersection at the bottom of the grade, but this was ruled out due to environmental reasons including history and stream impacts. Alternate two looked at relocating to the south to the next existing median opening, however this alternate uncovered deficiencies of the same nature, but in the opposite direction (southbound) and provided less sight distance, and furthermore introduced additional stream impacts on the new location project. The third alternate, deemed the "North Alternate" reconstructs the existing median opening 150 feet north, which is approximately 1168 feet from the Rock Mountain Road intersection. This solution provides 840 feet of stopping sight distance and virtually equivalent environmental impacts compared to the original proposal. A comparison table of sight distance values is attached for reference.

Based on the ongoing effort to complete the Concept Approval process, it is recommended at this point to revise the project description to include a small description of the LIB terminus at SR 124 to be at approximately 1178 feet south of Rock Mountain Road, and relocation of the existing median opening at that vicinity approximately 150 feet north.

DVM:vcv
Attachments

Lithonia Industrial Blvd Phase 2

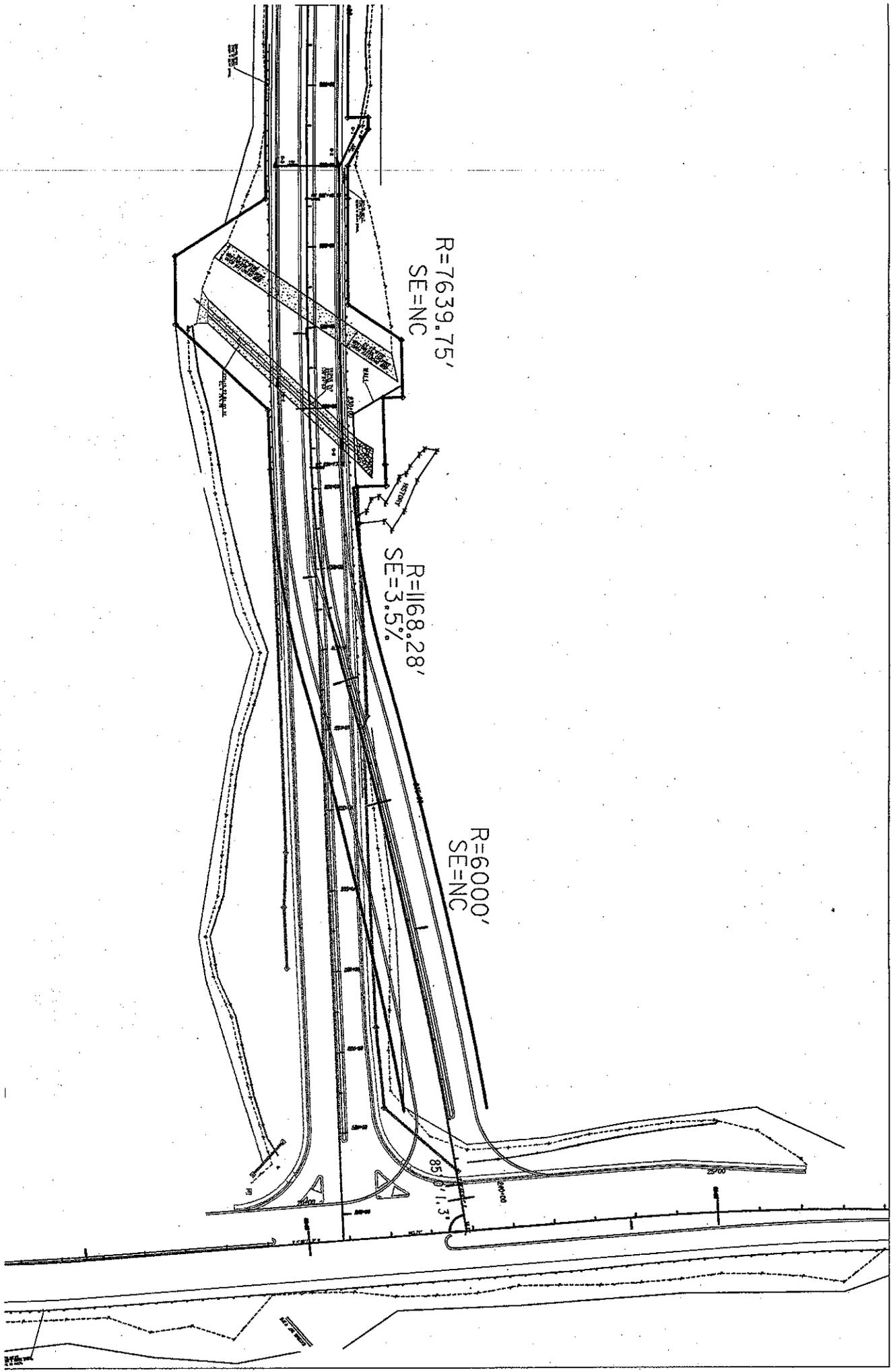
P. 1. 0001741

	<u>Existing Median Opening Location</u> (Calculations based on NB traffic)	<u>Moved 150 feet north</u> (Calculations based on NB traffic)	<u>Moved to South Median Opening</u> (Calculations based on SB traffic)
Req'd SSD @ 45mph	400 feet	400 feet	360 feet
Req'd SSD @ 55mph	553 feet	553 feet	495 feet
Req'd DSD @ 45mph	800 feet	800 feet	800 feet
Req'd DSD @ 55mph	1030 feet	1030 feet	1030 feet
Roadway grade	-6.3%	-6.3%	+6.3%
Distance to Rock Mountain Rd	1328 feet	1178 feet	N/A
Signal visible	1300 feet	1360 feet	925 feet
1 car in queue visible	1050 feet	1200 feet	535 feet
Last car in 500' queue visible	690 feet	840 feet	1500+ feet

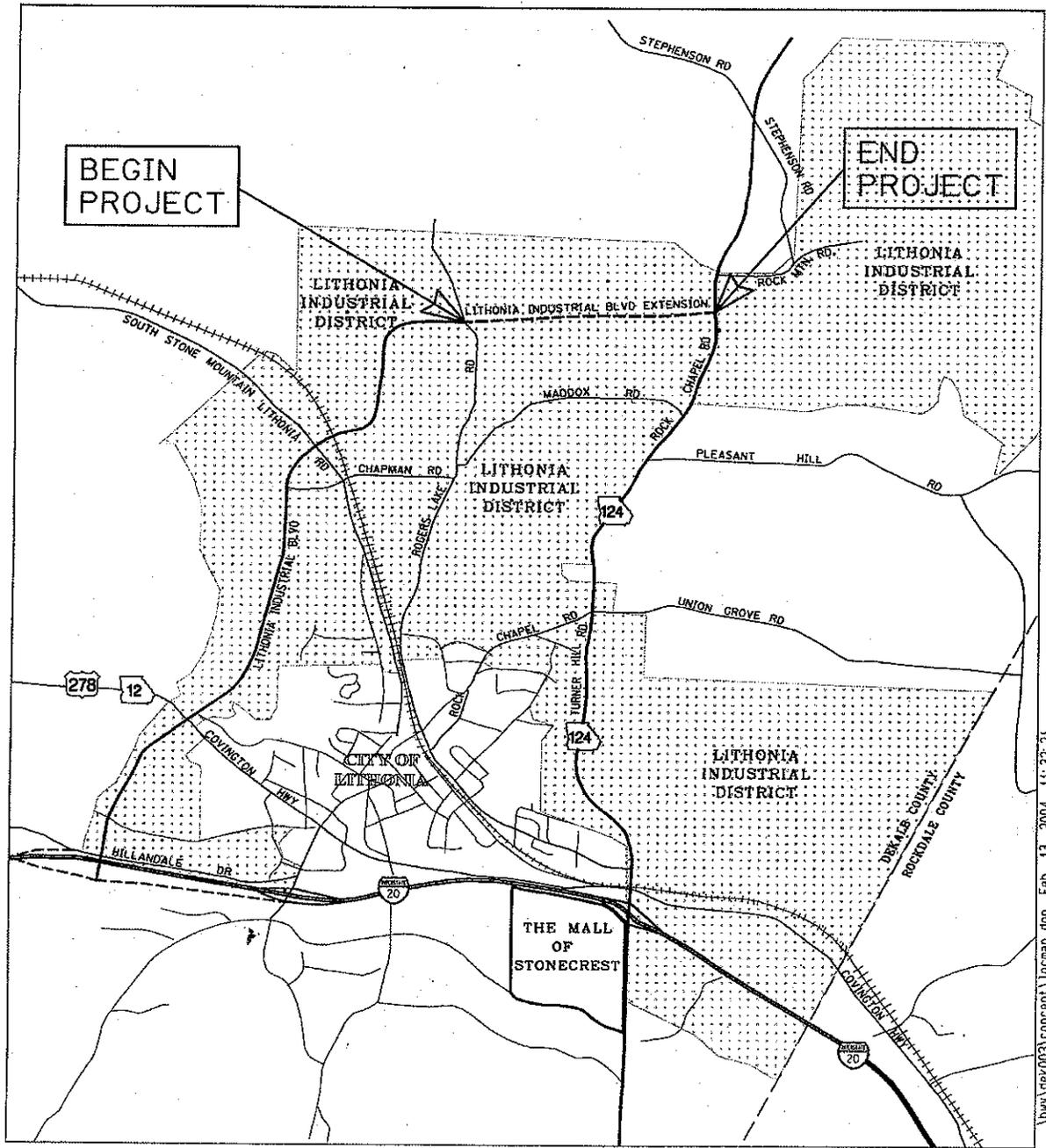
STP-1 (79D), DeKalb
P.I. 0001791

LIB PHASE 2 FROM KOSGAS LAKE TO ST-14
NORTH ALTERNATE

8/6/84



Project Concept Report page 2
Project Number: STP-0001-00 (791)
P. I. Number: 0001791
County: Dekalb



Need and Purpose: The purpose of the proposed project is to establish an industrial roadway facility within the Lithonia Industrial District. The improved connectivity would reduce the volume of commercial and industrial truck traffic currently using the local two-lane roadway network that exists in the project area and enhance further development of the industrial district. There are a wide variety of industrial land uses within the approximately 650-acre district. Substantial areas are developed as stone quarries, construction and demolition debris landfills, and automobile recycling facilities. Other industrial and manufacturing land uses include, but are not limited to, office/warehouse/distribution buildings, container manufacturing, concrete products production, building materials fabrication, and various service related businesses.

Existing Traffic Deficiencies

Traffic serving these businesses in addition to traffic traveling through the area, currently use a network of streets to accomplish the trip. The existing street network, which was not designed for large volumes of heavy truck traffic, would benefit from the reduced volume by requiring less maintenance. The existing street network does not adequately serve trucks because of narrow lane widths and poor pavement conditions. Additionally, all crossings of the CSX railroad in the industrial district area occur at-grade. The lack of grade separated railroad crossings in the industrial district contributes to the high volume of truck traffic through the center of the City of Lithonia. The Max Cleland Boulevard underpass of the CSX railroad in Lithonia is the only grade separated railroad crossing in the area. There are no other grade-separated crossings within five miles of the Max Cleland underpass to serve this area and provide an alternative truck route.

The proposed project would provide a multi-lane facility that includes a grade-separated railroad crossing to allow local and through trips to occur more efficiently. The proposed facility provides adequate lane widths, improved geometry and sufficient pavement strength. However, under a no-build scenario, continuous access from Lithonia Industrial Boulevard across the industrial district to SR 124 would not be possible. Traffic would continue to filter through the city on the local road network. Industrial vehicles would continue to deteriorate local roadway surfaces and increased congestion in the area, especially during peak hours. The local roads will require more frequent paving and repair, an unnecessary burden on the local governments that would be avoided by the construction of the proposed facility, which would be designed to carry the heavier truck traffic. The City of Lithonia and DeKalb County are jointly involved in the implementation of several transportation enhancement projects that are a component of the city's redevelopment plans. Removing industrial and commercial through traffic from Lithonia's central business district will contribute to the realization of their improvement and redevelopment plans.

Enhancement of Industrial Development

Commercial and industrial vehicles, as well as employees of the Turner Hill Road facilities and businesses within the Lithonia Industrial District, currently access the district from either of two interchanges with Interstate 20 (SR 402), Evans Mill Road (CR 599) or SR 124, and adjacent local roads. In the industrial district north of the City of Lithonia, there is currently no

continuous direct connection between the east and west sides of the district. The proposed project would link the two sides of the industrial district and provide a multilane roadway that would facilitate the development of the district. In addition, under a separate and independent project, the Georgia Department of Transportation (GDOT) recently let a construction project to extend Lithonia Industrial Boulevard over I-20 with access provided to I-20 and Evans Mill Road.

Logical Termini

The logical western terminus for the proposed extension of Lithonia Industrial Boulevard is the existing three-way intersection with South Stone Mountain-Lithonia Road. Currently, Lithonia Industrial Boulevard ends at this intersection, although a two-lane roadway had previously existed east of this intersection. This abandoned section of roadway has been closed to traffic for many years and only portions of the pavement remain. The Lithonia Industrial Boulevard/South Stone Mountain Lithonia Road intersection was chosen as the logical western terminus of the project since Lithonia Industrial Boulevard is already a four-lane facility to the southwest of this intersection.

The logical eastern terminus for the proposed extension of Lithonia Industrial Boulevard would be the new intersection with SR 124. State Route 124 is a four-lane divided roadway that bisects the eastern side of the industrial district. Currently, there is no direct connection or continuous access to the western side of the district from SR 124 north of the City of Lithonia. The proposed extension of Lithonia Industrial Boulevard to SR 124 would provide a continuous route from Hillandale Drive near I-20, northeast to SR 124. State Route 124 was chosen as the logical eastern terminus of the project since extending Lithonia Industrial Boulevard to this point would provide a complete, multi-lane, internal transportation corridor within this area of the Lithonia Industrial District.

Capacity Analysis – LOS for Lithonia Industrial Boulevard

A capacity analysis for the proposed facility was performed to estimate the ability of the Lithonia Industrial Boulevard extension to accommodate future projected traffic volumes under the build conditions. The objective of this analysis is to determine the maximum amount of traffic that can be accommodated with reasonable safety while maintaining an acceptable Level of Service (LOS). Level of Service is a qualitative measure for roadway sections and intersections that describe operational conditions and the driver's perception of those conditions, ranging from A to F with LOS A representing the best operating conditions and LOS F the worst. This analysis was performed for roadway sections based on the projected Average Daily Traffic (ADT) volumes, and at major intersections using the 2025 Design Hourly Volumes (DHV) for the AM and PM peak hours. For roadway sections, LOS is generally defined as the ability to maneuver within a traffic stream, whereas at intersections, LOS is defined in terms of control delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. Control delay is made up of a number of factors relating to intersection control (signalization or stop signs), geometry, traffic and incidents.

Average Daily Traffic

Existing Lithonia Industrial Boulevard, south of South Stone Mountain-Lithonia Road, currently carries an estimated Average Daily Traffic (ADT) of 11,700 vehicles per day (vpd). With the existing four-lane divided typical section, this volume is indicative of LOS B conditions.

The ADT is projected to increase by approximately 34% to 15,700 vpd on the newly constructed section of Lithonia Industrial Boulevard for the 2005 build year. The ADT on Lithonia Industrial Boulevard is then projected to increase by 44% to 22,600 vpd by the 2025 design year along the heaviest traveled section, between South Stone Mountain Lithonia Road and Rogers Lake Road. This is a result of both commercial and industrial traffic being diverted from the existing network of two-lane roadways within the industrial district, planned future industrial development and future access of Lithonia Industrial Boulevard to I-20. With the proposed four-lane divided facility in place, this section would operate at LOS B for the 2005 build year and would maintain this LOS through the 2025 design year. Projected ADT analysis includes analysis of a future driveway east of SR 124 that would provide access to a planned industrial development.

Truck traffic is projected to comprise greater than 10% of the daily volume of traffic on the proposed roadway, which is typical for facilities serving industrial land uses such as those found in the Lithonia Industrial District. For comparison, truck traffic along roadways in non-industrialized areas typically does not comprise more than 2% of daily traffic volumes.

Intersection Capacity Analysis

All major intersections along the proposed project corridor were analyzed for the 2025 DHV under the build conditions to determine the intersection LOS. This analysis was conducted using the procedures found in the Highway Capacity Manual (HCM), published by the Transportation Research Board in Washington, DC. The procedures measure overall intersection LOS operations based on the intersection's turning movement (hourly) volume, lane configuration, and traffic control operations according to threshold values defined in the HCM. Safety is not included in the measures that establish service levels. Results of the LOS analysis are provided in Table 1.

The results presented in Table 1 show that each of the major intersections along the project corridor would sustain the design year volumes and operate at an acceptable LOS in the 2025 design year under the build condition.

Table 1: 2025 Peak Hour HCS Analysis Results

Intersection	2025 Design Year	
	Build Condition	
	AM	PM
Lithonia Industrial Blvd at S. Stone Mountain Lithonia Rd	D	C
Lithonia Industrial Blvd at Rogers Lake Road	C	C
Lithonia Industrial Blvd at SR 124/Rock Chapel Road	D	D

Project Identification

The proposed extension of Lithonia Industrial Boulevard is identified in the October 23, 2002 Regional Transportation Plan (RTP), which addresses travel needs through the year 2025 for areas within the 13-county jurisdiction of the Atlanta Regional Commission (ARC). The RTP is a direct result of a comprehensive, cooperative and continuous planning process conducted by ARC, local governments and the GDOT in cooperation with the Federal Highway Administration (FHWA) and the Federal Transit Administration. The project is also listed in the most recent Transportation Improvement Program (TIP) listing, which is administered by the ARC. The TIP lists planned projects for the next three-year period. The project is planned to occur in two phases, each with a separate project number and funding allocation. Phase I of the proposed project, from South Stone Mountain-Lithonia Road to Rogers Lake Road is identified as ARC Project No. DK 270A, and phase II, from Rogers Lake Road to Rock Chapel Road is identified as ARC Project No. DK 059. The project would coordinate with other planned ARC projects, as well as the DeKalb County Transportation Plan to upgrade the existing transportation infrastructure in DeKalb County.

Other Road Improvements in the Project Area

Other road improvement projects planned within the immediate vicinity of the proposed project, all of which are included in the RTP and the TIP, include the following:

- I-20/Lithonia Industrial Boulevard Interchange, let to contract in September, 2003 (GDOT Project No. DPU-0072(001), P.I. No. 712870, ARC Project No. DK-AR 059A, 059B);
- Proposed construction of HOV lanes on I-20 between I-285 and Evans Mill Road (GDOT Project No. NHS-0000-00(715), P.I. No. 0000715, ARC Project No. AR 354A); and,
- Proposed construction of HOV lanes on I-20 from Evans Mill Road to Salem Road (GDOT Project No. MSL-0003-00-(166), P.I. No. 0003166, ARC Project No. AR 354B).

Summary

The proposed extension of Lithonia Industrial Boulevard from South Stone Mountain Lithonia Road to SR 124 is consistent with the county's land use development plan for the Lithonia Industrial District. The project would extend Lithonia Industrial Boulevard from its present length of approximately 2.41 miles to 4.8 miles and would provide a continuous four-lane divided arterial facility from Hillendale Drive to SR 124, traversing the largest contiguous areas of the industrial district. This new roadway would provide an efficient and safe alternative route for commercial and industrial traffic through the industrial district. Furthermore, the planned construction of a new interchange along I-20 near the intersection of Lithonia Industrial Boulevard and Hillendale Drive would enhance Lithonia Industrial Boulevard as the primary cross road through the industrial district and relieve congestion at the existing I-20/SR 124 interchange. The grade separation of Lithonia Industrial Boulevard and the CSX railroad would

Project Concept Report page 7
 Project Number: STP-0001-00 (791)
 P. I. Number: 0001791
 County: DeKalb

provide an alternative route to the existing Max Cleland Boulevard underpass in the center of Lithonia. As the area continues to develop, a second grade separated rail crossing is a public safety improvement.

Description of the proposed project: This project is located in east DeKalb County north of the City of Lithonia, Georgia. The proposed Lithonia Industrial Boulevard Extension lies in the central portion of the Lithonia Industrial District.

This project consists of the extension of Lithonia Industrial Boulevard (C.R. 2989) from Rogers Lake Road to Rock Chapel Road (S.R. 124), a distance of approximately 1.13 miles. The proposed extension will be on new location and include improvements to the intersection and roadway of Rock Chapel Road (S.R. 124). The project will intersect SR124 approximately 1178 feet south of the intersection of Rock Mountain Road requiring the existing median opening on SR124 near this location to be relocated approximately 150 feet to the north. The intersection of Rogers Lake Road will be improved in Project No. HPP-9147 (1) P.I. 753230 which is the improvement of Lithonia Industrial Boulevard from South Stone Mountain-Lithonia Road to Rogers Lake Road.

The proposed Lithonia Industrial Boulevard Extension will be constructed as a four-lane divided highway with a 20-foot median and curb and gutter and 5-foot sidewalks on both sides.

Is the project located in a Non-attainment area? Yes. The proposed project is listed in the March 28, 2000 RTP/TIP Conformity Determination Report, page 54 of Appendix I. Refer to the Need and Purpose for full project justification.

PARAMETER	PLAN MODEL	PROPOSED PROJECT
<i>Project Limits</i>	Rogers Lake Road to Rock Chapel Road (S.R. 124)	Rogers Lake Road to Rock Chapel Road (S.R. 124)
Number of Through Lanes	4	4
Open to Traffic Year	2005	2005
Length	2.2 miles	1.13 miles

PDP Classification: Major / New Location

Federal Oversight: Full Oversight (), Exempt (X), State Funded (), or Other ()

Functional Classification: Lithonia Industrial Blvd: Urban Collector Street
 Rock Chapel Road: Urban Principal Arterial

U. S. Route Number(s): None

State Route Number(s): None

Traffic (AADT):

<u>Roadway</u>	<u>Base Year 2005</u>	<u>Design Year 2025</u>
Lithonia Industrial Boulevard Extension	15,700	22,600
Rock Chapel Road	46,600	66,700

Accident Information:

No accident information is available as this is a new location construction project.

Existing Design Features:

Lithonia Industrial Blvd. Phase 2:

- New Location
- Existing length of roadway segment: 0 miles, Project beginning at Rogers Lake road MP 3.48

Rock Chapel Road (SR 124):

- Typical Section: Five 12' urban lanes (three southbound lanes and two northbound lanes) with a 20-foot median and with a 4-foot paved outside shoulder on the southbound side and a 12-foot paved outside shoulder on the northbound side with guardrail.
- Posted Speed: 45 mph Minimum radius for curve: 1446 feet
- Maximum Super-elevation rate for curve: 5.4%
- Maximum grade: 6.31%
- Width of right of way: 150-160 feet
- Major structures: None
- Major interchanges or intersection along project: None
- Existing length of roadway 0.21 miles

Proposed Design Features:

- Typical Section: Four 12' lanes with curb and gutter and a raised 20 median; 5-foot sidewalks both sides on 16-foot shoulders.
- Proposed Design Speed Mainline: 45 mph
- Proposed Maximum grade Mainline: 6% Maximum grade allowable: 9%
- Proposed Maximum grade Side Street: 6.31% Maximum grade allowable: 7.5%
- Proposed Minimum radius for curve: 2292 feet
- Proposed Maximum super-elevation rate for curve: 4%
- Right of way
Width: 100 feet
Easements: Temporary(), Permanent(X), Utility(), Other()
Type of access control: Full (), Partial(), By permit(X), Other ()
Number of Parcels: 9 Number of displacements: 0
- Structures:
Triple Barrel 7' x 7' Culvert at Swift Creek: Length 120 feet.
24 Foot wide ConSpan bridge at abandoned railroad bed
- Major intersections and interchanges: Lithonia Ind. Blvd Ext. @ Rock Chapel Road intersection
- Traffic control during construction: New location with traffic maintained on existing side streets during construction.

- Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	()	()	(X)
ROADWAY WIDTH:	()	()	(X)
SHOULDER WIDTH:	()	()	(X)
VERTICAL GRADES:	()	()	(X)
CROSS SLOPES:	()	()	(X)
STOPPING SIGHT DISTANCE:	()	()	(X)
SUPERELEVATION RATES:	()	()	(X)
HORIZONTAL CLEARANCE:	()	()	(X)
SPEED DESIGN:	()	()	(X)
VERTICAL CLEARANCE:	()	()	(X)
BRIDGE WIDTH:	()	()	(X)
BRIDGE STRUCTURAL CAPACITY:	()	()	(X)

- Design Variances: None expected
- Environmental concerns: 404 Permit Required. There are several landfills in the area; however, none are adjacent to the right-of-way of the proposed roadway.
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (), No (X),
 - Categorical exclusion (),
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (X), or
 - Environmental Impact Statement (EIS) ()
- Utility involvements: DeKalb County Water and Sewer

Project responsibilities:

- Design: DeKalb County
- Right of Way Acquisition: DeKalb County
- Relocation of Utilities: DeKalb County
- Letting to contract: Georgia Department of Transportation
- Supervision of construction: Georgia Department of Transportation
- Providing material pits: Construction Contractor
- Providing Detours: None Required

Coordination

- Initial Concept Team Meeting held November 28, 2001 (see attached minutes).
- Concept Team Meeting held November 19, 2003 (see attached minutes)
- P. A. R. meeting not required
- FEMA, USCG, and/or TVA not involved
- Public involvement: DeKalb County held a public information meeting on 9/21/99
- Public involvement: GDOT will hold a public hearing open house

Project Concept Report page 10
Project Number: STP-0001-00 (791)
P. I. Number: 0001791
County: DeKalb

- **Other projects in the area:**

Project No. HPP-9147 (1), P.I. No. 753230 – Lithonia Industrial Boulevard Improvements from S. Stone Mountain Road to Rogers Lake Road

Rock Chapel Road (S.R. 124) Widening from 2 to 4 lanes from Annistown Road in Gwinnett County to in DeKalb County (under construction)

Project No. DPU-0072 (1), P.I. No. 712870 – I-20 at Lithonia Industrial Boulevard

S. Stone Mountain-Lithonia Road at S. Deshon Road – Intersection Improvement

Redan Road at Allgood Road – Intersection Improvement

Project No. STP-9012 (13), P.I. No. 753030 – Panola Road at Rock Springs Road – Intersection Improvement

- Other coordination to date: None
- Railroads: Abandoned right of way no longer owned by railroad

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 3 months
- Time to complete preliminary construction plans: 3 months
- Time to complete right of way plans: 1 month
- Time to complete the Section 404 Permit: 2 months
- Time to complete final construction plans: 8 months
- Time to complete to purchase right-of-way: 6 months
- Other major items hat will affect the project schedule: None expected

Other alternates considered:

No Build. No action would be taken to extend Lithonia Industrial Boulevard.

Alternate A. One alternate alignment was considered which extended Lithonia Industrial Boulevard from Rogers Lake Road to Rock Chapel Road (S.R. 124) at Rock Mountain Road. This alignment was eliminated from consideration for two primary reasons: 1) There would be property displacements, wetlands impact and culverts around two sides of the intersection because of the alignment of Swift Creek; and 2) There would be no significant traffic benefit to this alternate.

Comments: This report is phase II of a two-phase project.

Project Concept Report page 11
Project Number: STP-0001-00 (791)
P. I. Number: 0001791
County: Dekalb

Attachments:

1. Cost Estimates
 - a. Construction including E&C
 - b. Right of way
2. Typical sections
 - a. Lithonia Industrial Blvd
 - b. Rock Chapel Road
3. Minutes of Initial Concept team meeting held November 28, 2001
4. Minutes of Concept team meeting held November 19, 2003
5. Conforming plan's network schematics
6. Traffic analysis & traffic flow diagrams
7. Handout from public information meeting held September 21, 1999

Right of Way Cost Breakdown Sheet

BUCHAN _____
 LOWMAN _____
 ALEXANDER *Darryl*
 OTHER _____
 GROUPS _____
 FILE _____

Project: STP-0001-00(791)

P.I. No: 0001791

No. of Parcels: 19

Project Description: Lithonia Ind. Blvd. from Rogers Lake Road to State Route 124

Date: December 5, 2003

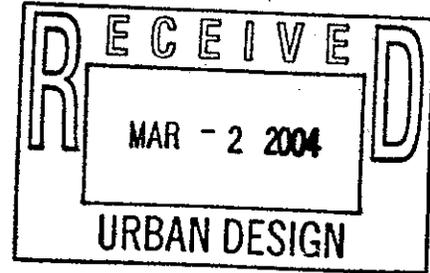
Land: (Set Up Value Ranges)

Large Industrial 15.851 Acres @ \$57,500 = \$ 911,435.00

Improvements: Landscaping & fencing =
 Parking Cost to Cures

Relocation: Residential @ \$ 0.00
 Business @ \$ 0.00

Damages: Proximity



Estimated Cost of Right of Way		\$ 911,435.00
Scheduling Contingency	55%	\$ 501,289.00
Adm./Court Cost	60%	\$ 847,634.00
Inflation Factor	40%	\$ 904,143.00

Total Cost \$ 3,164,500.00

Prepared by: *Thomas F. Jowell* Date 3/1/04
 Terrell, Hundley & Carroll Right of Way Services, Inc.

Reviewed by: *Gene R. Kelly* Date 3/1/04
 GDOT R/W

DeKalb County Land Sales

<u>Highest & Best Use</u>	<u>Size</u>	<u>Value/ac.</u>	<u>Value/SF.</u>	<u>Sales Price</u>
Small Industrial	1.58	\$78,100.00	1.79	\$ 123,400
	2.85	\$80,700.00	1.85	\$ 230,000
	5.23	\$54,500.00	1.25	\$ 285,000
Large Industrial	9.66	\$45,879.00	1.05	\$ 443,200
	9.72	\$47,788.00	1.10	\$ 464,500
	15.46	\$75,433.00	1.73	\$1,166,200

SUMMARY OF PROJECT COSTS

Lithonia Industrial Blvd Extension

Project No.: STP-0001-00 (791)

Non-Construction Costs

A.	Right of Way	\$3,164,500
B.	Reimbursable Utilities	\$50,000
	Total Non-Construction Cost	\$3,214,500

Construction Costs

C.	Major Structures	\$512,344
D.	Grading and Earthwork	\$388,885
E.	Drainage	\$450,050
F.	Base and Paving	\$895,416
G.	Sign, Stripe & Light	\$187,200
H.	Traffic Control	\$40,000
I.	Landscaping & Erosion Control	\$391,000
J.	Miscellaneous Construction Items	\$280,000
	Construction Cost Subtotal	\$3,144,895
	Three years of inflation @ 5%	\$495,714
	E & C; 10%	\$314,489
	Total Construction Cost	\$3,955,098
	Total Project Cost	\$7,169,598

Detailed Cost Estimate
Lithonia Industrial Blvd Extension - Project No.: STP-0001-00 (791)

A.	Right of Way		\$3,164,500
<hr/>			
B.	Reimbursable Utilities		\$50,000
C.	Major Structures		
	1. Box Culvert (3 Barrels 7' x 7')		
	Class A Concrete	319 CY @	\$425.00 \$135,575
	Reinforced Steel	33,537 LB @	\$0.50 \$16,769
	2. 24' Conspan bridge/culvert	360 LF @	\$1,000.00 \$360,000
		Subtotal	\$512,344
D.	Grading and Earthwork		
	1. Unclassified Excavation & Borrow	55,555 CY @	\$7.00 \$388,885
		Subtotal	\$388,885
E.	Drainage - Longitudinal System		
	1. 24" Pipe	8,000 LF @	\$40.00 \$320,000
	2. 30" Pipe	85 LF @	\$50.00 \$4,250
	3. 72" Pipe	170 LF @	\$210.00 \$35,700
	4. Catch Basins	53 EA @	\$1,700.00 \$90,100
	5. Curb & Gutter	32,000 LF @	\$12.00 \$384,000
		Subtotal	\$450,050
F.	Base & Paving		
	1. Graded Aggregate Base 10"	20,474 TN @	\$12.00 \$245,688
	2. Asphalt Concrete 9.5 mm Superpave 165#/SY (1-1/2")	6,282 TN @	\$34.00 \$213,588
	3. Asphalt Concrete 19.0 mm Superpave 220#/SY (2")	4,188 TN @	\$34.00 \$142,392
	4. Asphalt Concrete 25 mm Superpave 440#/SY (4")	8,372 TN @	\$34.00 \$284,648
	5. Bitum Tack Coat	7,280 GL @	\$1.25 \$9,100
		Subtotal	\$895,416
G.	Signing, Striping, and Lighting		
	1. Signs		Lump Sum \$6,000
	2. Signals	2 EA @	\$80,000.00 \$160,000
	3. Striping	8,000 LF @	\$2.65 \$21,200
		Subtotal	\$187,200
H.	Traffic Control & Mobilization		
	1. Traffic Control		Lump Sum \$20,000
	2. Mobilization		Lump Sum \$20,000
		Subtotal	\$40,000

I. Landscaping, & Erosion Control

1. Clearing & Grubbing	16 ac @	\$4,000.00	\$64,000
2. Grassing	8 ac @	\$1,500.00	\$12,000
3. Erosion Control		Lump Sum	\$315,000
		Subtotal	\$391,000

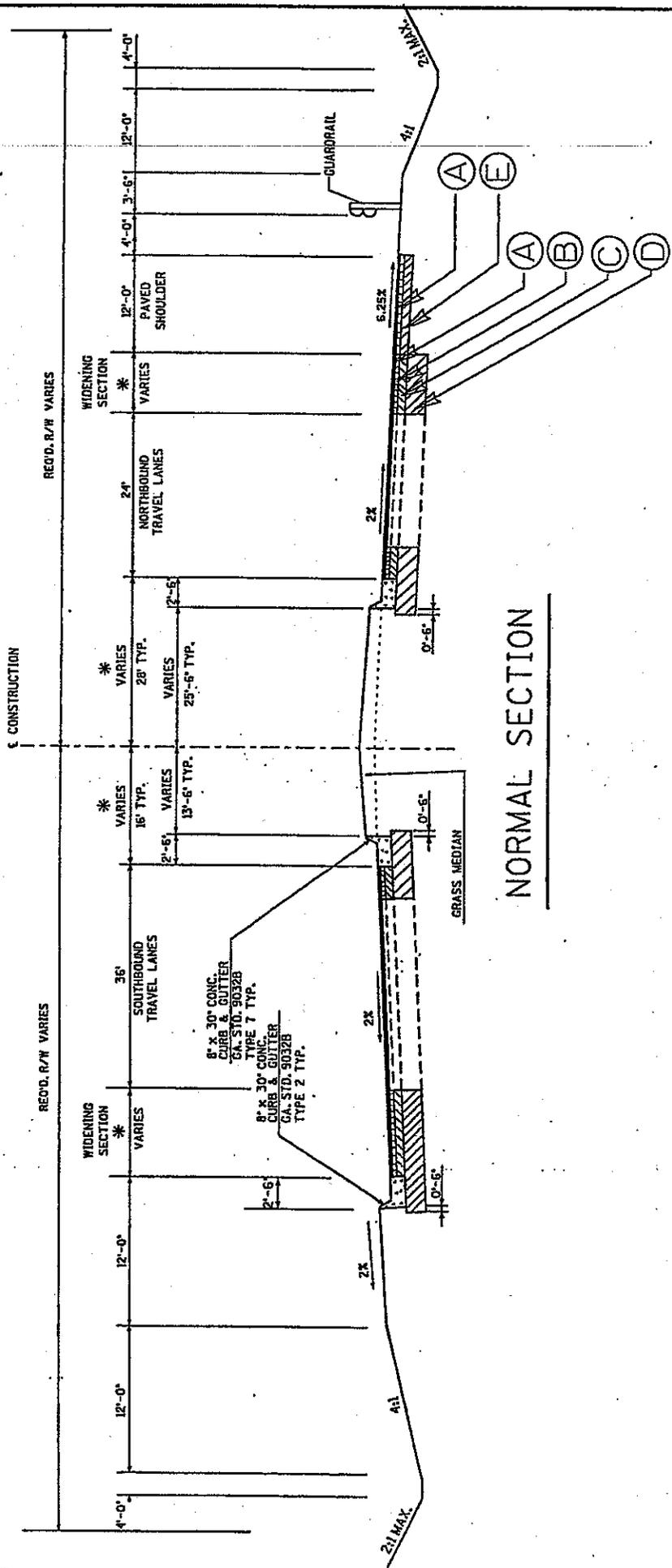
J. Miscellaneous Items

1. Field Office TP 3	1 ea @	\$30,000.00	\$30,000
2. Misc. Construction Items		Lump Sum	\$250,000
		Subtotal	\$280,000

DeKalb County Land Sales

<u>Highest & Best Use</u>	<u>Size</u>	<u>Value/ac.</u>	<u>Value/SF.</u>	<u>Sales Price</u>
Large Industrial	9.66	\$45,879.00	1.05	\$ 443,200
	9.72	\$47,788.00	1.10	\$ 464,500
	15.46	\$75,433.00	1.73	\$1,166,200

ROCK CHAPEL ROAD (S.R. 124)



NORMAL SECTION

- PROPOSED PAVEMENT**
- Ⓐ ASPHALTIC CONC. 9.5mm SUPERPAVE (165 lbs/SY)
 - Ⓑ ASPHALTIC CONC. 19mm SUPERPAVE (220 lbs/SY)
 - Ⓒ ASPHALTIC CONC. 25mm SUPERPAVE (140 lbs/SY)
 - Ⓓ GRADED AGGREGATE BASE (10')
 - Ⓔ GRADED AGGREGATE BASE (6')

* WIDENING SECTIONS ARE TO PROVIDE TWO LEFT TURN LANES AND ONE RIGHT TURN LANE ON ROCK CHAPEL ROAD (S.R. 124)

DATE	DESCRIPTION	BY	CHK	APP	SCALE	DATE	BY	CHK	APP

MA Moreland Altabelli Associates, Inc.
 LITHONIA INDUSTRIAL BLVD EXTENSION
 TYPICAL SECTION
 ROCK CHAPEL ROAD (S.R. 124)

Minutes of Concept Team Meeting
November 28, 2001, 10:00 A.M., GDOT Urban Design Conference Room
Lithonia Industrial Blvd Extension – Phase 2
Project Number: STP-0001-00 (791) Dekalb County
P.I. Number: 0001791

A list of the attendees is attached.

The Phase I Concept Team meeting was held first then the Phase II Concept Team meeting followed.

Jerry Brooks summarized the project and Karla Poshedly discussed the Need and Purpose of both phases. Comments and questions on the Phase II project are listed below:

1. **Comment:** The designer may want to reconsider alignment and remove the S-curve.

Response: There is an archeological site that was discovered recently. After the archeological boundary is defined, the road alignment will be designed so as to avoid the site. In addition, the alignment of phase 1 of this project was designed in order to utilize an existing roadway and right-of-way. Phase 2 alignment will be controlled by the proposed phase 1 alignment at this location.

The removal of the S-curve will be explored during more detailed design. Furthermore, the proposed alignment will be designed to meet the 45 MPH design speed.

2. **Comment:** Traffic should take into account manual projections of the Industrial Park and ARC changes to the road network.

Response: Traffic has been revised to account for all of the latest changes by ARC and the Industrial Park development.

3. **Comment:** Verify traffic data and check traffic flow diagrams, HCM, and AADT in the body of the Concept Report.

Response: Traffic will be checked and the body of the concept report will be revised to match the traffic flow diagrams.

4. **Comment:** Darryl VanMeter commented that the 24,000 traffic volume is in the range requiring a 5-lane flush median sections, and does not warrant a raised median per the median design guidelines directive from the Chief Engineer. Joe Palladi asked that DeKalb County submit a letter to him regarding a 4-lane raised median section.

Response: DeKalb County committed to, in a December 3, 2001 correspondence with DOT, supporting a 20-foot raised median.

5. **Comment:** The County should meet with property owners and plan the location of median openings and driveway access to maintain good traffic flow along the Boulevard. It would be desirable to have median break locations 1,360 feet apart, where possible.

Response: DeKalb County has expressed their desire for a raised median in a letter to Joe Palladi dated December 3, 2001. The County believes that appropriate design of median openings is important to insure good access control and management. The 1,360 foot spacing will be considered during negotiations with adjacent properties.

6. **Comment:** Is there good sight distance at the intersection of Lithonia Industrial Boulevard and Rock Chapel Road?

Response: Yes, the sight distance meets current guidelines.

7. **Comment:** The County needs to adjust project lengths that are listed in the ARC model and project descriptions.

Response: The County will have the project lengths corrected on the ARC model and project descriptions.

8. **Comment:** It was suggested that 14-foot to 16-foot shoulders that will allow for utilities to be placed within the right-of-way be considered.

Response: Twelve-foot shoulder widths are proposed as per DeKalb County direction. This shoulder width conforms to DeKalb County code, and no utility conflicts are anticipated.

9. **Comment:** Provide enough right-of-way for strain poles and use the latest detail on handicap ramps and sidewalk requirements.

Response: Design plans of the project will incorporate these two comments.

10. **Comment:** Does capacity analysis of the intersection of Rock Chapel Road at Lithonia Industrial Boulevard include development traffic across from Lithonia Industrial Boulevard.

Response: Yes, the traffic was included because there is the possibility that a new industrial development will be located across from LIB within the 20-year design period.

11. **Comment:** The throat of the intersection at LIB and Rock Chapel Road should be designed to accommodate double truck turning movements.

Response: Design plans of the project will incorporate the proper width to accommodate double truck turning movements.

12. **Comment:** The lane configuration of the intersection of LIB and S.R. 124 should not show additional through lanes on S.R. 124.

Response: The project concept will be modified to show only the lanes that are modeled by ARC on S.R. 124. The traffic analysis section of the report will indicate recommendations of changes to S.R. 124 that should be considered in the future planning of S.R. 124.

13. **Comment:** Concrete pavement should be considered in lieu of asphalt for Lithonia Industrial Blvd, due to high truck volumes. A pavement life-cycle analysis should be done to determine if this is appropriate.

Response: A concrete pavement alternative will be explored during pavement design for this project.

14. **Comment:** All alternate alignments should be considered and discussed in the concept report.

Response: All alternates for Phase II have been discussed in the Concept Report.

15. **Comment:** The distance from the Lithonia Industrial Boulevard intersection on S.R. 124 south to the nearest median opening should be reviewed to determine if whether the median openings are spaced far enough apart to avoid a Design Variance.

Response: The distance to the nearest southern median opening is greater than (660 feet) the minimum distance allowed for urban conditions.

SIGN-IN SHEET
 CONCEPT MTR. HPP-9347(1) DEKALB
 URBAN DES 1/28-01

NAME	COMPANY	PHONE
Scott Kordys	GDOT	(404) 656-5447
VINESHA C. PEGRAM	GDOT	"
Windy Bickers	GDOT	404-463-5023
JOHN LITTLE	DeKalb Co. Water & Sewer	770-621-7256
Susan Wynn	JJG	678-333-044
Dan Ham	DeKalb Co. Pub Works	404 687-7119
Wade Woodard	GDOT	770-986-1090
Eleanor Smith	GDOT DT T/O	770-986-1118
MIKE MARCOM	GDOT DT PRECONST	770-986-1050
Michael Anderson	DeKalb Co. R&D	404-297-385
Robert Crawford	GDOT DT Preconst	770-986-105
TAYLOR WRIGHT	PBS&J/DeKalb Co.	770-933-0280
Ed Schureck	PBS&J	770-933-028
James Mashburn	CSX Transportation	770-819-2840
TOM Maloch	CSX Transportation	770-819-2
Greg Ramsey	JJG	678-333-042
Chris Marsengill	JJG	678-333-042
Joe Palladi	GDOT	404 65658
THOMAS PARKER	GDOT	404 299 438
David Petton	DeKalb Co. Transportation	404-508-36
Michelle Brouillette	GDOT/OEL	404 699-4
Danyl Van Meter	GDOT/URBAN - PROJECT MANAGER	404-656-54

GEORGIA DEPARTMENT OF TRANSPORTATION

MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: _____

LOCATION: _____

DATE: 11-28-01 TIME: _____

MODERATOR: _____

NAME	ORGANIZATION	PHONE NO.	E-MAIL ADDRESS
1. JERRY BROOKS	MAAI	770 8987462	jbrooks@mindspring-
2. Karla Poshedly	MAAI	770-263-5915	kposhedly@altob morelo
3. David Mulling	GDOT	404-656-6846	david.mulling@dot.state.ga.us
4. Richard Randall	BellSouth	770-493-3718	Richard.Randall@ Ridge, BellSouth. cc
5. ARLENE JACKSON	BELLSOUTH	770-493-3714	ARLENE.JACKSON1@ BELL06, BELLSOUTH.COM
6. CHRIS MARSH			
7. SCOTT ZEHNMAFF	GDOT TSD	404-635-8127	scot.zehnmaff@
8.			
9.			
10.			
11.			
12.			
13.			
14.			
15.			
16.			
17.			
18.			
19.			
20.			

Minutes of Concept Team Meeting
November 19, 2003, 9:00 A.M., GDOT Urban Design Conference Room
Lithonia Industrial Blvd Extension – Phase 2
Project Number: STP-0001-00 (791) DeKalb County
P.I. Number: 0001791

A list of the attendees is attached.

Darryl VanMeter of Urban Design opened the meeting and everyone in attendance introduced themselves. He commented that the PE was authorized in November 2003 using State Funds and that the State's internal charge number was STPE0003300000. He said the project was programmed for construction in FY 2006.

Jerry Brooks of Moreland Altobelli Associates, Inc.(MAAI) explained the project and discussed the Need and Purpose. Comments and questions on the project are listed below:

1. **Question:** Is this project on a designated bike path?
Response: No.
2. **Comment:** The Concept Report in Project Responsibilities incorrectly shows DeKalb County as letting the project and providing construction supervision.
Response: This will be changed in the Concept Report to show GDOT letting the project and providing construction supervision.
Action Item: MAAI
3. **Comment:** Right of way is in FY 2004 and therefore the EA needs to be expedited.
Response: A meeting will be scheduled with OEL, Urban, DeKalb County and FHWA regarding the EA.
Action Item: Darryl VanMeter
4. **Comment:** Scheduling estimate needs to be updated to reflect current time frame. The environmental process should be 3 months, the preliminary construction plans should be 3 months, and the right of way plans should be 1 month.
Action Item: MAAI
5. **Comment:** Typical Section shows 2:1 back slopes. A 4:1 back slope should be considered.
Action Item: MAAI
6. **Comment:** A U-turn movement should be provided at the median opening on SR124.
Action Item: MAAI

7. **Comment:** There seems to be the need for a median opening somewhere near the middle of the project. The vertical alignment should be considered in locating this opening. The opening should also accommodate U-turns.
Action Item: MAAI
8. **Comment:** Consider vertical clearance for Emergency vehicles at the "ConSpan" bridge location.
Action Item: MAAI
9. **Comment:** The soil survey request needs to be submitted. This should include the BFI for the "ConSpan" bridge.
Action Item: MAAI
10. **Question:** Could a bridge be used in lieu of the ("ConSpan bridge) bottomless culvert? What is the cost of a bridge verses a bottomless culvert?
Action Item: MAAI
11. **Comment:** There is a 24" sanitary sewer force main located in the abandoned railroad bed. This needs to be located and added to the construction plans.
Action Item: MAAI
12. **Comment:** There is a 16" water line located on SR124. Project should be coordinated with the water department to consider a stub out on LIB for future development.
Action Item: MAAI
13. **Comment:** The GDOT will consider a SUE contract for this project.
Action Item: Darryl VanMeter
14. **Comment:** The construction plans need to be submitted to the district for utility coordination. Copy Urban Design with transmittal.
Action Item: MAAI
15. **Question:** Has project corridor been used as a landfill?
Response: No.
16. **Question:** Is Swift Creek regulatory?
Response: Yes.
17. **Comment:** Right of way cost needs to be updated from 11/01.
Action Item: DeKalb County
18. **Comment:** Construction cost estimate needs to be updated and needs to include the cost of the "ConSpan" bridge.
Action Item: MAAI

19. **Comment:** It was suggested that LIB phase 1 and 2 be let at the same time if possible, however, separate lettings would be acceptable if necessary.

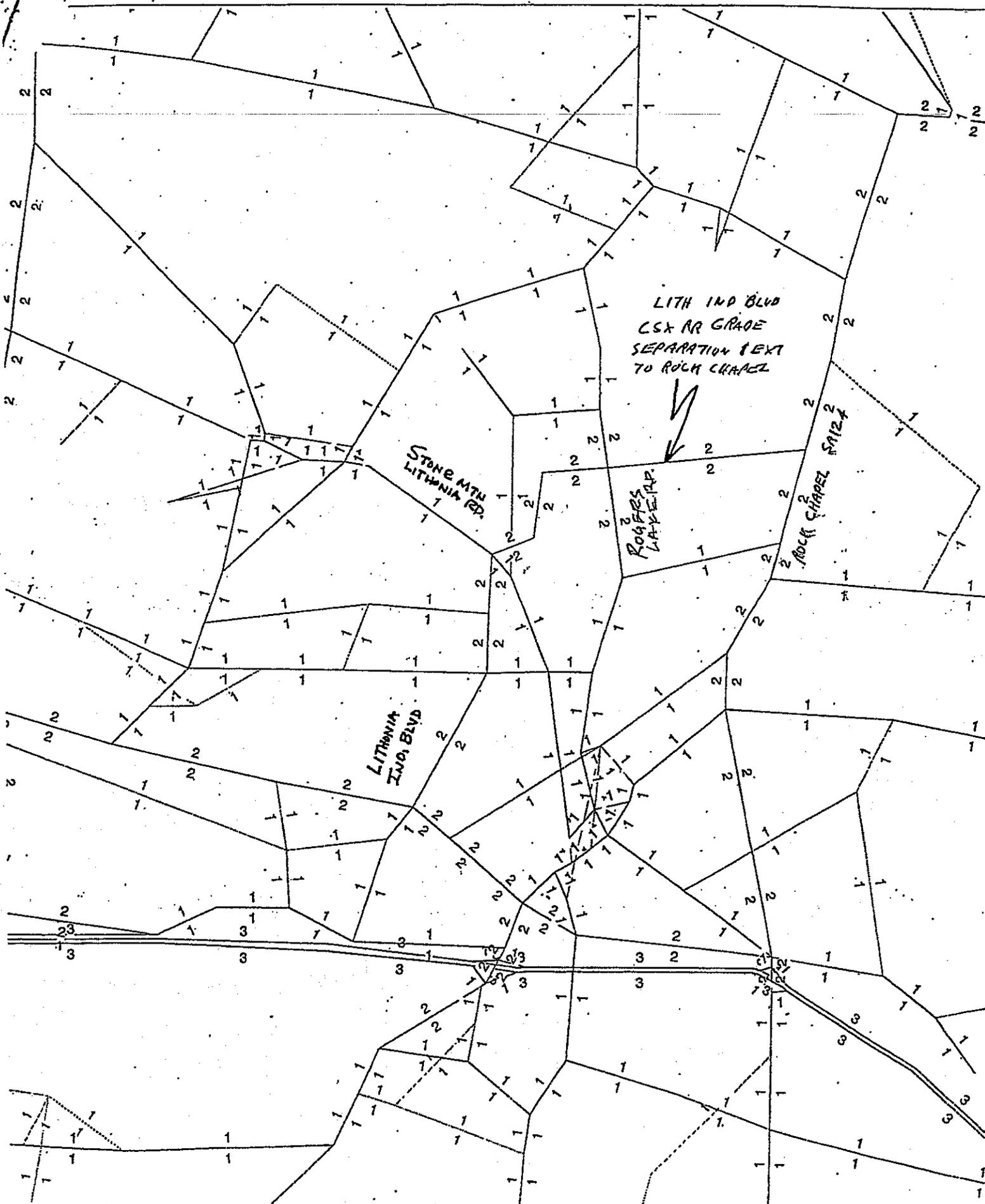
With no other comments, the meeting was adjourned.

GEORGIA DEPARTMENT OF TRANSPORTATION MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: L.I.B-PH-2 CONCEPT TEAM MEETING
 LOCATION: URBAN DESIGN CONFERENCE ROOM
 DATE: 11/9/2003 TIME: 9:00
 MODERATOR: DARRYL VANMETER

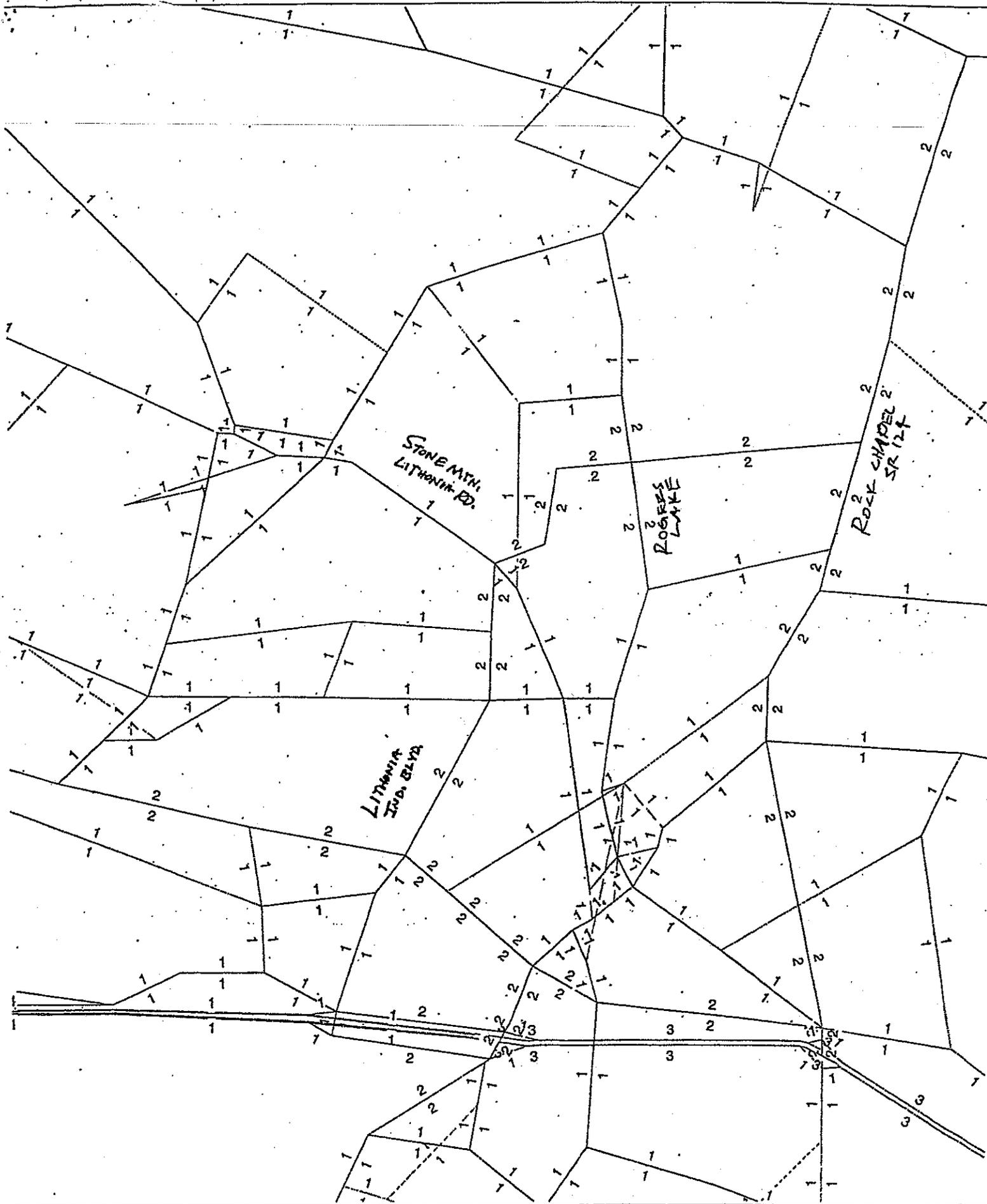
NAME	ORGANIZATION	PHONE NO.	E-MAIL ADDRESS
1. N NESHAF PERAM	GDOT	404-656-5447	<small>(DOT employees do not list e-mail)</small>
2. Ron W. SHOM	GDOT	404-651-7070	
3. Robert Crawford	GDOT-D7	770-986-1050	robert.crawford@dot.
4. Tram-Anh Pham	GDOT	770-986-1050	
5. BEN KABANI	GDOT D7	"	ben.kaban@dot.state.ga.us
6. Taylor Wright	PBS&Dekalb Co.	7-933-0280	FWRIGHT@PBS&.com
7. JERRY BROOKS	MORDELANO ALTABELLI	7-263-5945	jbrooks@moreland-altobelli.com
8. Darryl Van Meter	GDOT-URBAN DESIGN	4-656-5447	
9. Theresa Holder	GDOT-Urban Design	4-656-5447	
10. Wade Woodward	GDOT D-7 Utility	7-986-1090	
11. Persephone C Goodwin	GDOT-A1	4)299-4386	
12. JERRY MILKIGAN	GDOT	4)463-2575	
13. Edie G. Lee	Dekalb Co.	4-509-3686	EDJUBL@Random.com
14. David Pelton	"	4-503-3673	dwpelton@co.dekalb.ga.us
15. FATRECE KEETER	"	4-502-3681	pkkeeter@co.dekalb.ga.us
16. JOHN LITTLE	Dekalb Co W&S	7-621-7256	jhlittle@co.dekalb.ga.us
17. BRIAN LAYELL	AGL Resources	4-584-4702	bleave@AGLResources.com
18. Michael Anderson	Dekalb Co.	404-297-3833	MCALIC
19. FERDINAND HENDERSON	BellSouth	770-514-1486	FERDINAND.HENDERSON@BELLSOUTH.COM
20.			

Lithonia Industrial Blvd @ CSX RR DK 270 2005



May 2001 PI #753230 Dekalb County

Lithonia Industrial Blvd DK 270 2010



May 2001 PI #753230 Dekalb County

HCS2000: Signalized Intersections Release 4.1

Analyst: WGS

Inter.: Int # 3

Agency: MA

Area Type: All other areas

Date: 11/5/2001

Jurisd: DeKalb

Period: AM Peak Hour DHV

Year : 2025

Project ID: Lithonia Ind, Blvd. @ Rock Chapel Rd.

E/W St: Lithonia Ind, Blvd.

N/S St: Rock Chapel Rd.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	1	1	1	2	3	1	1	3	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	265	225	390	15	25	10	425	2645	85	55	2955	535
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8	
EB Left		P			NB Left	P			
Thru			P		Thru	P	P		
Right			P		Right	P	P		
Peds					Peds				
WB Left		P			SB Left		P		
Thru			P		Thru		P		
Right			P		Right		P		
Peds					Peds				
NB Right		P			EB Right	P			
SB Right		P			WB Right				
Green		8.0	15.0	0.0	0.0	20.0	87.0	0.0	0.0
Yellow		4.0	4.0	0.0	0.0	4.0	4.0	0.0	0.0
All Red		1.0	1.0	0.0	0.0	1.0	1.0	0.0	0.0

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	385	3367	0.72	0.19	69.7	E		
T	347	3471	0.68	0.10	75.6	E	83.5	F
R	414	1553	0.99	0.27	97.3	F		
Westbound								
L	170	1736	0.09	0.19	51.5	D		
T	183	1827	0.14	0.10	63.2	E	59.5	E
R	155	1553	0.07	0.10	62.1	E		
Northbound								
L	449	3367	1.00	0.13	106.3	F		
T	3724	4988	0.75	0.75	12.3	B	24.7	C
R	1294	1553	0.07	0.83	2.3	A		
Southbound								
L	49	84	1.18	0.58	218.7	F		
T	2893	4988	1.08	0.58	72.7	E	66.3	E
R	1035	1553	0.54	0.67	15.1	B		
Intersection Delay = 51.0 (sec/veh)					Intersection LOS = D			

HCS2000: Signalized Intersections Release 4.1

Analyst: WGS

Agency: MA

Date: 11/5/2001

Period: PM Peak Hour DHV

Project ID: Lithonia Ind, Blvd. @ Rock Chapel Rd.

E/W St: Lithonia Ind, Blvd.

Inter.: Int # 3

Area Type: All other areas

Jurisd: DeKalb

Year : 2025

N/S St: Rock Chapel Rd.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	1	1	1	2	3	1	1	3	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	360	100	210	30	245	65	370	1985	25	5	2450	360
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

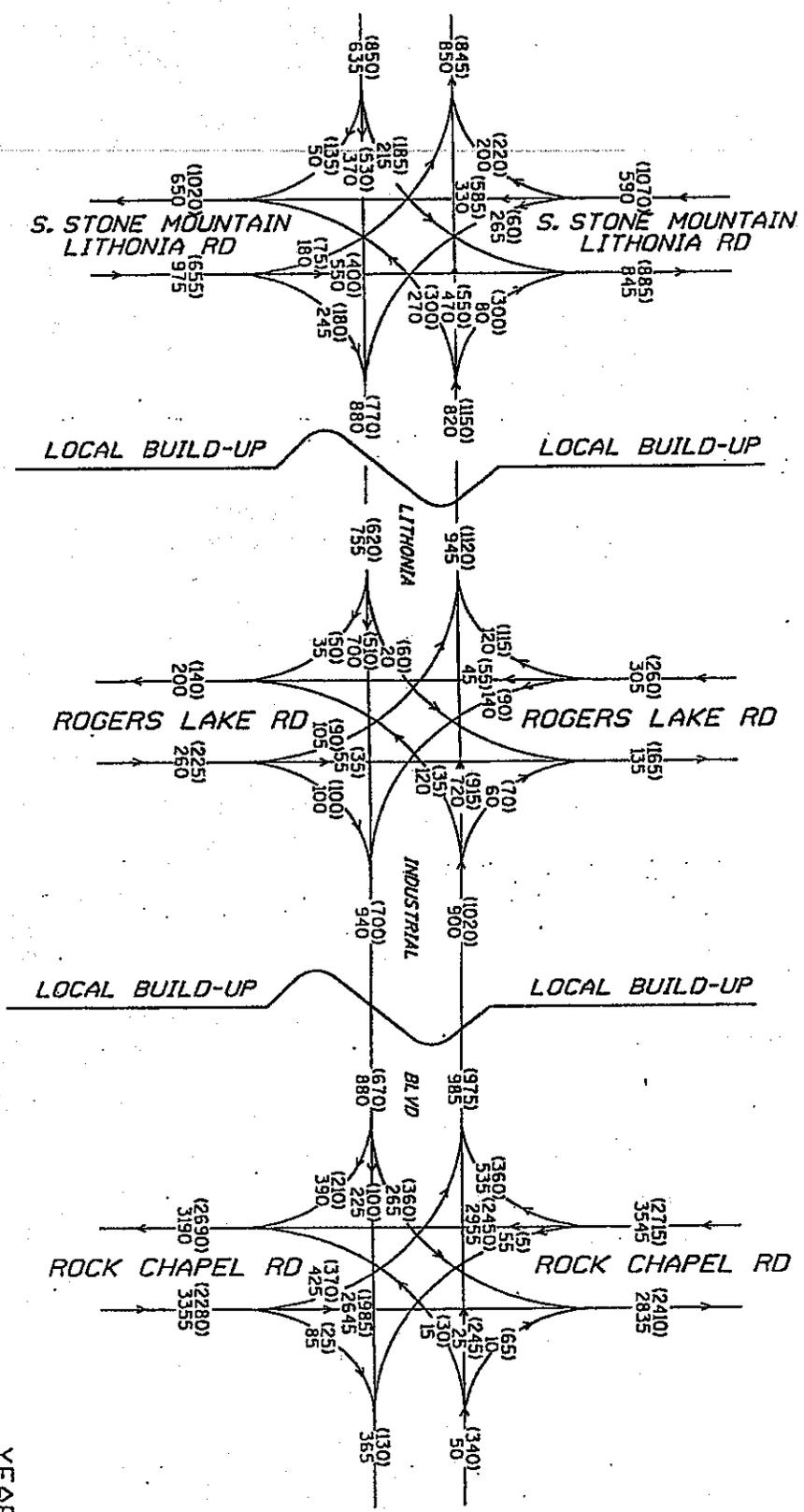
Phase Combination	1	2	3	4	5	6	7	8
EB Left	P				NB Left	P		
Thru		P			Thru	P	P	
Right			P		Right	P	P	
Peds					Peds			
WB Left		P		P	SB Left		P	
Thru				P	Thru		P	
Right				P	Right		P	
Peds					Peds			
NB Right		P			EB Right	P		
SB Right		P			WB Right			
Green		15.0	25.0			14.0	70.0	
Yellow		4.0	4.0			4.0	4.0	
All Red		0.0	0.0			0.0	0.0	

Cycle Length: 140.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	361	3367	1.05	0.11	123.5	F		
T	620	3471	0.17	0.18	49.3	D	87.0	F
R	477	1553	0.46	0.31	42.4	D		
Westbound								
L	410	1736	0.08	0.31	34.0	C		
T	326	1827	0.79	0.18	72.6	E	65.2	E
R	277	1553	0.25	0.18	51.5	D		
Northbound								
L	337	3367	1.15	0.10	160.8	F		
T	3135	4988	0.67	0.63	17.8	B	39.8	D
R	1187	1553	0.02	0.76	4.0	A		
Southbound								
L	60	120	0.08	0.50	21.0	C		
T	2494	4988	1.03	0.50	62.5	E	56.2	E
R	987	1553	0.38	0.64	13.4	B		
Intersection Delay = 53.7 (sec/veh)					Intersection LOS = D			

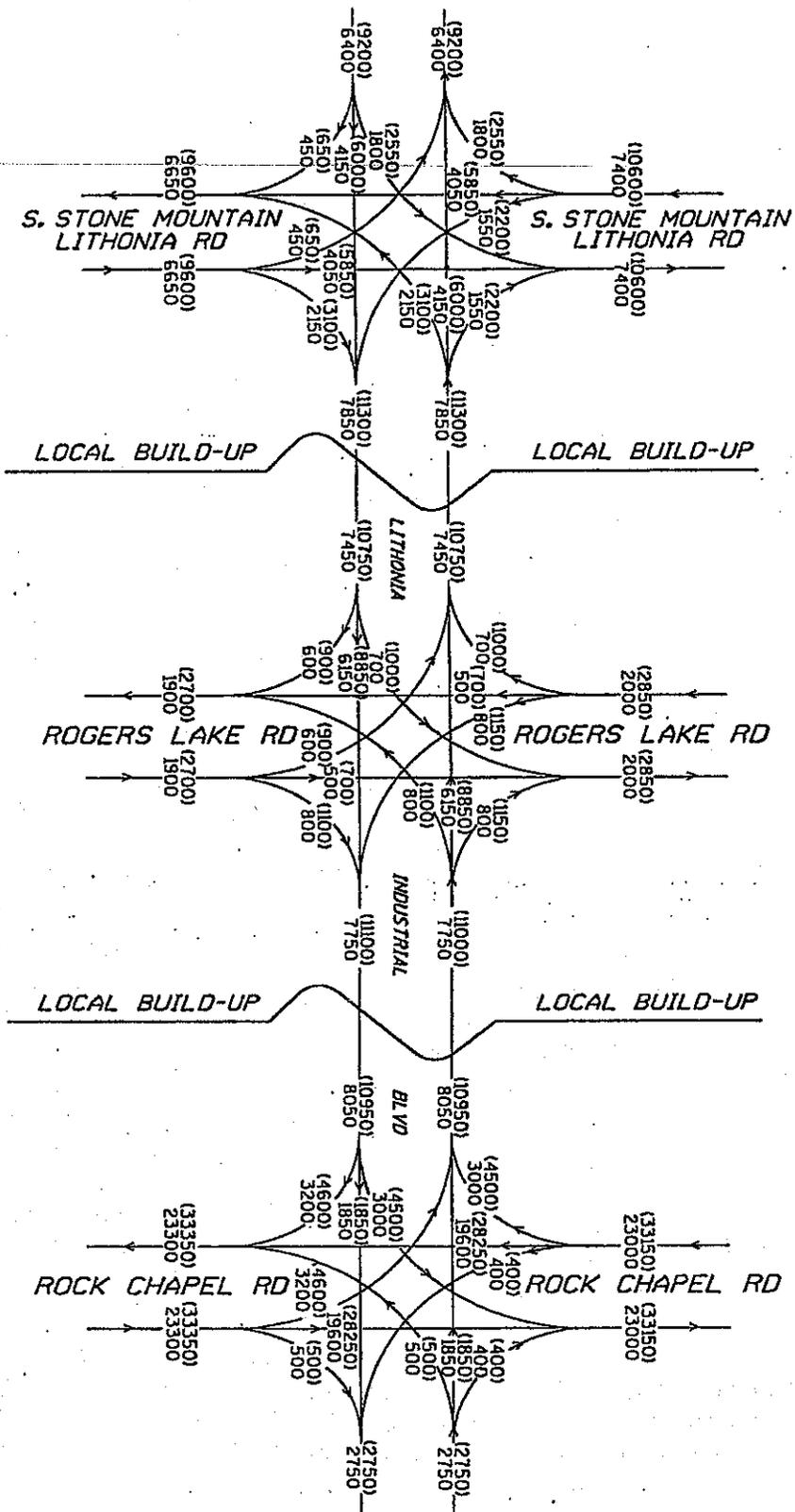
LITHONIA INDUSTRIAL BLVD
YEAR 2025 PEAK HOUR DESIGN TRAFFIC
TRAFFIC FLOW DIAGRAM



YEAR 2025
(00) PM PEAK HOUR
(00) AM PEAK HOUR

24 HR T = 10%
SU = 4%
COMB = 6%

(00) YEAR 2025 ADT
(00) YEAR 2005 ADT



DeKALB COUNTY ROADS AND DRAINAGE

PUBLIC INFORMATIONAL MEETING

SEPTEMBER 21, 1999

LITHONIA INDUSTRIAL BOULEVARD

Welcome to tonight's Public Informational Meeting. We value your input into the planning process for this project. The displays located inside our meeting room represent three alternative alignments. PBS&J and DeKalb County staff are available at each display to answer your questions and take your comments and ideas.

PBS&J has been retained by DeKalb County as Program Managers and to evaluate possible alignments for this project. Tonight's meeting represents a presentation of these Preliminary Alignments.

PROJECT DESCRIPTION

The project consists of extending existing Lithonia Industrial Boulevard from South Stone Mountain Lithonia Road approximately 2.3 miles to Rock Chapel Road. The alignment from South Stone Mountain Lithonia Road to Rogers Lake Road will utilize an existing graded roadway and existing right-of-way corridor. Also included in this section is a proposed CSX Railroad bridge with the roadway going under the railroad tracks. This crossing will replace the at-grade railroad crossing at Coffee Road, which will be closed upon completion of the project. The alignment from Rogers Lake Road will be new location and tie to the Georgia DOT's widening project of Rock Chapel Road. This new alignment involves wetland and other environmental issues.

The proposed roadway includes four 12-foot lanes with curb and gutter at the outside edges of pavement. Alternate three includes a 20' raised median through the entire length of the project.

The project will provide a more direct route to Rock Chapel Road for the many trucks in this highly industrialized area. The roadway will increase safety and facilitate traffic movements with the grade-separated crossing at the CSX Railroad and with the addition of turn lanes and traffic signals at the major intersections.

Pending county, state, and federal approval, the proposed 100' right-of-way corridor will be acquired by DeKalb County, and the construction cost will be paid for with state and federal funds. The approximate construction cost of Alternates 1 and 2 is \$6.9 million and \$7.6 million for Alternate 3.

COMMENTS WELCOMED

Public comments are welcomed regarding the design of this project. Please use the comment sheet provided. You may leave your comments with us tonight or mail them to us within two weeks.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Urban Design

Project Concept Report

Project Number: STP-0001-00 (791)

County: DeKalb

P. I. Number: 0001791

Federal Route Number: None

State Route Number: None

See Page 2 For Location sketch
Lithonia Industrial Blvd Extension – Phase II

Recommendation for approval:

DATE 3/5/04

David C. Van Meter, P.E.

Project Manager

DATE 3/11/04

James B. Beck

State Urban Design Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE 3/16/04

Bushby JN

District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge & Structural Engineer

Department of Transportation
State of Georgia

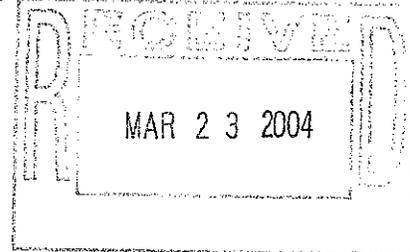
INTERDEPARTMENTAL CORRESPONDENCE

File: STP-0001-00(791), DeKalb County
P.I. Nos. 0001791

Office: Traffic Safety & Design
Atlanta, Georgia

Date: March 16, 2004

From: *PMA/sg* Phillip M. Allen, State Traffic Safety and Design Engineer
To: Meg Pirkle, Assistant Director of Preconstruction
Subject: Project Concept Report Review



We have reviewed the above referenced concept report for the construction
Lithonia Industrial Boulevard Extension, Phase II in DeKalb County.

The Office of Traffic Safety & Design finds this report satisfactory for approval
because it will improve safety and traffic operations within this area.

PMA/sz

Attachment (signature page)

Cc: Harvey Keepler, State Environment/Location Engineer
James B. Buchan, State Urban Design Engineer
Attn: Darryl VanMeter
Buddy Gratton, District Engineer
David Mulling, State Review Engineer, w/ attachment
Paul Liles, State Bridge & Structural Design Engineer
Joe Palladi, State Transportation Planning Administrator
Kathy Bailey, TMC
General Files
Office Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Urban Design

Project Concept Report

Project Number: STP-0001-00 (791)

County: DeKalb

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Federal Route Number: None

State Route Number: None

See Page 2 For Location sketch
Lithonia Industrial Blvd Extension – Phase II

Recommendation for approval:

DATE 3/5/04

David O. Van Meter, PE

Project Manager

DATE 3/11/04

James B. Beal

State Urban Design Engineer

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DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE 3/17/04

Phillip M. Allen

State Traffic Safety & Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge & Structural Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Urban Design

Project Concept Report

Project Number: STP-0001-00 (791)

County: DeKalb

P. I. Number: 0001791

Federal Route Number: None

State Route Number: None

See Page 2 For Location sketch
Lithonia Industrial Blvd Extension - Phase II

Recommendation for approval:

DATE 3/5/04

David O. Van Meter, P.E.

Project Manager

DATE 3/11/04

James B. Beal
State Urban Design Engineer

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State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

District Engineer

DATE 3/30/04

David J. Melling, P.E.
Project Review Engineer

DATE _____

State Bridge & Structural Engineer