

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0006889, DeKalb County **OFFICE** Preconstruction
STP--0006-00(889)
Lithonia Industrial Boulevard Extension, Ph. 3 **DATE** September 1, 2006

FROM *C. John Kunk*
Genetha Rice-Singleton, Assistant Director of Preconstruction

TO *For-* SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

GRS/cj

Attachment

DISTRIBUTION:

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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P. I. No. 0006889, DeKalb County **OFFICE** Preconstruction
STP-0006-00(889)
Lithonia Industrial Boulevard Extension, Ph. 3 **DATE** August 28, 2006

FROM  Genetha Rice-Singleton, Assistant Director of Preconstruction

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

SUBJECT PROJECT CONCEPT REPORT

This project is Phase 3 of the Lithonia Industrial Boulevard Extension. The proposed project will create a connection between Evans Mill Road at its intersection with Rock Springs Road and existing Lithonia Industrial Boulevard at its intersection with I-20 eastbound ramps.

Currently, Lithonia Industrial Boulevard extends to the north from a newly constructed interchange at I-20 to South Stone Mountain-Lithonia Road. This proposed project is one segment of a series of projects to extend Lithonia Industrial Boulevard from Browns Mill Road (SR 212) to Rock Chapel Road (SR 124), providing a north-south connector road from Rockdale County through DeKalb County to Gwinnett County. Project HPP-9347(1), P.I. No. 753230, is a programmed project to extend Lithonia Industrial Boulevard to the north from its current terminus at South Stone Mountain-Lithonia Road to Rogers Lake Road, for a total distance of approximately 1.1 miles. Project STP-0001-00(791), P.I. No. 0001791, is a programmed project to extend Lithonia Industrial Boulevard from Rogers Lake Road to Rock Chapel Road (SR 124) for a total distance of approximately 1.2 miles. The current project, a southern segment, will extend Lithonia Industrial Boulevard to the south from its current terminus at the new I-20 interchange to Evans Mill Road, which terminates at Browns Mill Road. These three projects will provide north-south connectivity through the county, providing improved access, circulation, and capacity for residents and businesses to the north and south of I-20. However, the Lithonia Industrial Boulevard Extension-Phase 3, will operate with independent utility by servicing commuters on the south side of I-20 within DeKalb County and along the residential section of Evans Mill Road and Browns Mill Road south of I-20.

The proposed construction will extend Lithonia Industrial Boulevard from I-20 on new location to the intersection of Evans Mill Road and Rock Springs Road. The proposed typical section consists of a 4 lane facility with a 20' raised median, curb and gutter, 5' and 10' sidewalks with 2' grass strip. Left and right turn auxiliary lanes will be provided at major intersections.

David Studstill

Page 2

P. I. No. 0006899, DeKalb

August 28, 2006

Environmental concerns include requiring a COE 404 Permit; an Environmental Assessment will be prepared; a public hearing open house will be held; time saving procedures are not appropriate.

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)	\$7,072,000	\$3,360,000	L230	2010
Right-of-Way & Utilities*	Local	Local	Local	

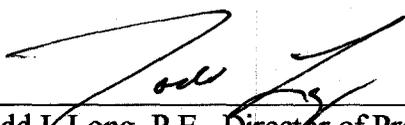
*DeKalb County signed PMA for PE, right-of way, and utilities.

I recommend this project concept be approved.

GRS:JDQ/cj

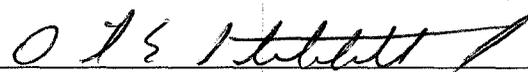
Attachment

CONCUR



Todd L. Long, P.E., Director of Preconstruction

APPROVE



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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: STP-0006-00(889) DeKalb
P.I. No. 0006889
Lithonia Industrial Blvd. Extension

OFFICE: Engineering Services

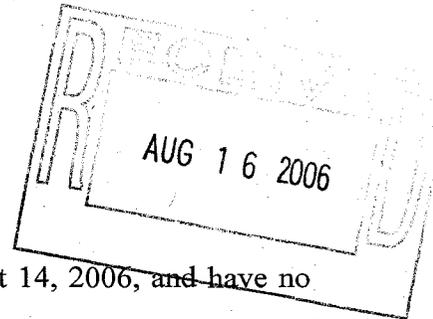
DATE: August 16, 2006

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

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

SUBJECT: CONCEPT REPORT

We have reviewed the Concept Report submitted August 14, 2006, and have no comments.



The costs for this project are:

Construction	\$5,553,315
Inflation	\$875,341
E & C	\$642,866
Reimbursable Utilities	\$250,000 (Locals)
Right of Way	\$3,906,457 (Locals)

REW

c: Bryant Poole, Attn.: Mike Lobdell

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

District 7

PROJECT CONCEPT REPORT

Project Number: CSSTP-0006-00(889)

County: DeKalb
P. I. Number: 0006889

Federal Route Number: N/A
State Route Number: N/A

Lithonia Industrial Boulevard Extension - Phase III

Description: Extension of Lithonia Industrial Boulevard from I-20 to the intersection of Evans Mill Road and Rock Springs Road

Recommendation for approval:

DATE 8/11/06

Neil L. ...
Project Manager

DATE 8/14/06

Ben ...
District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

Office of Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE 8/16/06

Brook ...
Project Review Engineer

SCORING RESULTS AS PER MOG 2440-2

Project Number: STP-0006-00(889)		County: DeKalb		PI No.: 0006889	
Report Date: August 14, 2006		Concept By: DOT Office: District 7			
<input checked="" type="checkbox"/> Concept Stage		Consultant: Arcadis			
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				

RECEIVED
AUG 15 2006

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

District 7

PROJECT CONCEPT REPORT

Project Number: CSSTP-0006-00(889)

County: DeKalb
P. I. Number: 0006889

Federal Route Number: N/A
State Route Number: N/A

Lithonia Industrial Boulevard Extension - Phase III

Description: Extension of Lithonia Industrial Boulevard from I-20 to the intersection of Evans Mill Road and Rock Springs Road

Recommendation for approval:

DATE 8/14/06 Mark Solari
Project Manager

DATE 8/14/06 Ben Hood
District Engineer

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

DATE 8/15/06 Joseph P. [Signature]
State Transportation Planning Administrator

DATE _____
Office of Financial Management Administrator

DATE _____
State Environmental/Location Engineer

DATE _____
State Traffic Safety & Design Engineer

DATE _____
Project Review Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

District 7

PROJECT CONCEPT REPORT

Project Number: CSSTP-0006-00(889)

County: DeKalb

P. I. Number: 0006889

Federal Route Number: N/A

State Route Number: N/A

Lithonia Industrial Boulevard Extension - Phase III

Description: Extension of Lithonia Industrial Boulevard from I-20 to the intersection of Evans Mill Road and Rock Springs Road

Recommendation for approval:

DATE 8/4/06

Mark Miller
Project Manager

DATE 8/14/06

Bay Hood
District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

Office of Financial Management Administrator

DATE 8/28/06

Thomas D. Kasper
State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

Project Review Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

District 7

PROJECT CONCEPT REPORT

Project Number: CSSTP-0006-00(889)

County: DeKalb

P. I. Number: 0006889

Federal Route Number: N/A

State Route Number: N/A

Lithonia Industrial Boulevard Extension - Phase III

Description: Extension of Lithonia Industrial Boulevard from I-20 to the intersection of Evans Mill Road and Rock Springs Road

Recommendation for approval:

DATE 8/11/06

Mark L. ...
Project Manager

DATE 8/14/06

Bay ...
District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

Office of Financial Management Administrator

DATE _____

State Environmental/Location Engineer

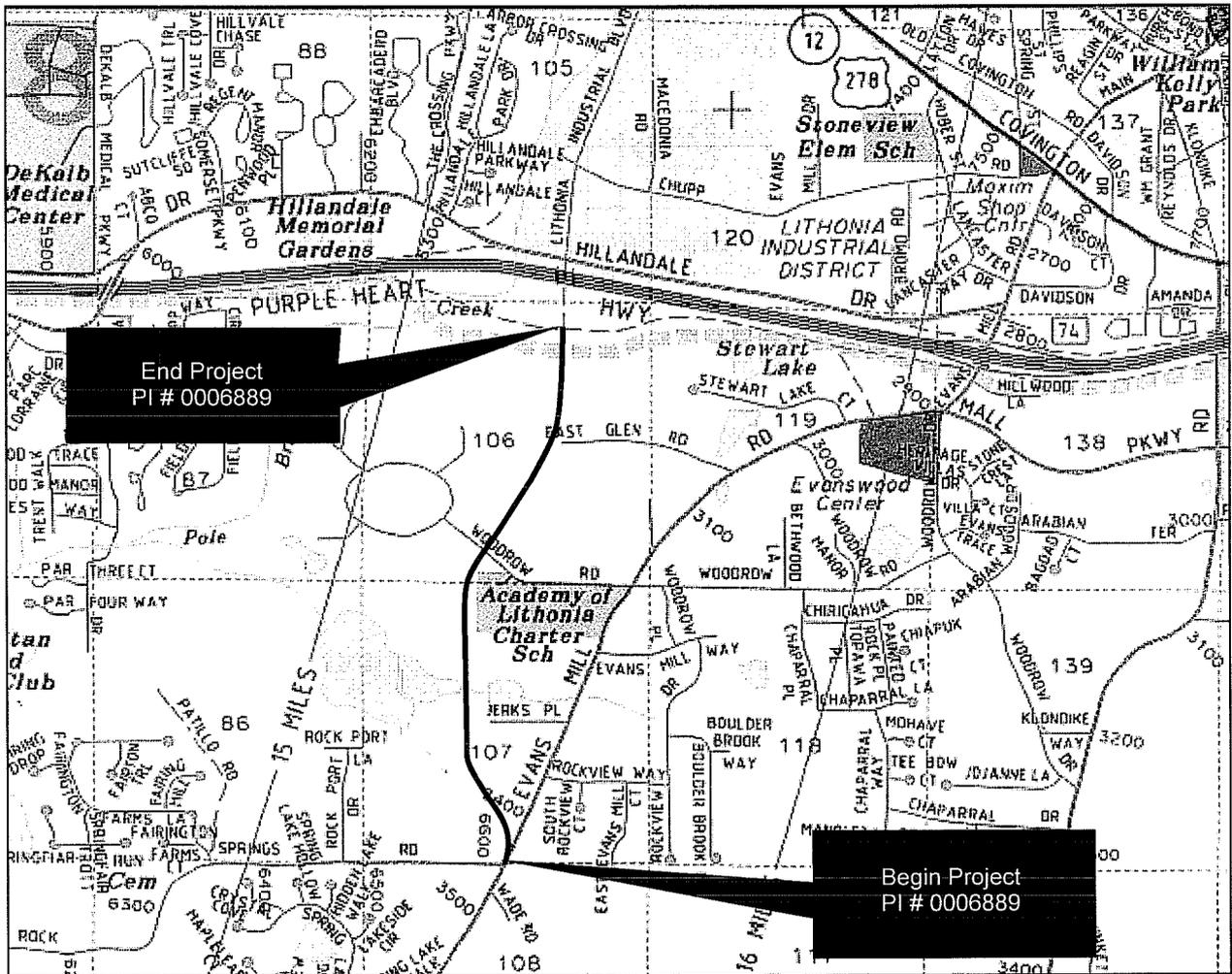
DATE 8-21-06

Scott ...
State Traffic Safety & Design Engineer

DATE _____

Project Review Engineer

Project Location Map Not to Scale



NEED AND PURPOSE

Introduction

DeKalb County, in coordination with the Georgia Department of Transportation (DOT), proposes to extend Lithonia Industrial Boulevard on new location beginning at the existing intersection of Evans Mill Road and Rock Springs Road and continuing north to the existing collector-distributor lane at Interstate 20 (I-20) near the Evans Mill Road exit. A segment of Lithonia Industrial Boulevard currently terminates where the proposed project would tie into.

The main purpose of the Lithonia Industrial Boulevard Extension—Phase III (CSSTP-006-00(889), DeKalb County, P.I. No. 0006889) is to provide a north-south access route through this portion of DeKalb County. The project would also provide a more direct and shorter route from I-20 to Evans Mill Road; reduce cut-through traffic and congestion along a residential section of Evans Mill Road; and provide roadway capacity for current and future planned developments in the area.

Planning Basis for the Action

The Atlanta Regional Commission (ARC) adopted the Mobility 2030 Regional Transportation Plan (RTP) for the 18-county Atlanta Metropolitan area in December 2004. The Plan addresses current and expected travel demands being placed on the region's transportation system through the year 2030. The RTP is the direct result of a comprehensive, cooperative, and continuous process conducted by ARC, local governments, and the Georgia DOT in cooperation with the Federal Highway and Federal Transit Administrations. The Mobility 2030 RTP recommends extending Lithonia Industrial Boulevard from I-20 to Evans Mill Road in DeKalb County, and the project is programmed in the Fiscal Year (FY) 2006-2011 Transportation Improvement Program.

Currently, Lithonia Industrial Boulevard extends to the north from a newly constructed interchange at I-20 to South Stone Mountain-Lithonia Road. The proposed project (Lithonia Industrial Boulevard Extension—Phase III) is one segment of a series of projects to extend Lithonia Industrial Boulevard from Browns Mill Road (SR 212) to Rock Chapel Road (SR 124), providing a north-south connector road from Rockdale County through DeKalb County to Gwinnett County. Project HPP-9347(1), P.I. No. 753230 is a programmed project to extend Lithonia Industrial Boulevard to the north from its current terminus at South Stone Mountain-Lithonia Road to Rogers Lake Road, for a total distance of approximately 1.1 miles. Project STP-0001-00(791), P.I. No. 0001791 is a programmed project to extend Lithonia Industrial Boulevard from Rogers Lake Road to Rock Chapel Road (SR 124), for a total distance of approximately 1.2 miles. The current project, a southern segment, would extend Lithonia Industrial Boulevard to the south, from its current terminus at the new I-20 interchange to Evans Mill Road, which terminates at Browns Mill Road. These three projects would provide north-south connectivity through the county, providing improved access, circulation, and capacity for residents and businesses to the north and south of I-20. However, the Lithonia Industrial Boulevard Extension—Phase III would operate with independent utility by servicing commuters on the south side of I-20 within DeKalb County and along the residential section of Evans Mill Road, and would provide a more direct route to I-20 for commuters traveling to or from Evans Mill Road and Browns Mill Road south of I-20. Currently, approximately 84 percent of the average daily traffic (ADT) originating from I-20 and other points north of the project area uses Evans Mill Road as a through-route to points south of the Rock Springs Road intersection. This percentage is anticipated to remain about the same for the build year (2010; 83 percent) and the design year (2030; 85 percent). In addition, around 87 percent of the ADT originating from points south of Rock Springs Road currently uses Evans Mill Road as a through-route to I-20 and other points north of the

project area. This percentage is anticipated to remain the same for the build year, but increase to about 92 percent by the design year. Traffic volumes and travel distances are discussed in greater detail below.

Deficiencies in the System

The proposed project would provide a more direct and shorter route from I-20 and existing Evans Mill Road. Currently, access from I-20 eastbound to Evans Mill Road is provided by a new collector-distributor road, which crosses a T-intersection with existing Lithonia Industrial Boulevard before intersecting Evans Mill Road. The existing total travel distance from I-20 eastbound to Evans Mill Road south of Rock Springs Road is approximately 2.2 miles. Access to I-20 westbound from Evans Mill Road currently requires the motorist to cross under I-20, turn left onto Hillandale Drive, and follow a new collector-distributor road to I-20. The existing total travel distance from Evans Mill Road south of Rock Springs Road to westbound I-20 is approximately 2.8 miles. The extension of Lithonia Industrial Boulevard as proposed (Phase III) would provide more direct access to I-20, reducing the travel distance from I-20 eastbound to Evans Mill Road to approximately 1.4 miles and reducing the travel distance from Evans Mill Road to I-20 westbound to approximately 1.5 miles.

The proposed project would also serve to reduce cut-through traffic, congestion, and accidents in residential neighborhoods and in front of the Academy of Lithonia Charter School along Evans Mill Road north of Rock Springs Road, returning a portion of Evans Mill Road to a residential street. Existing and projected future No-Build average daily traffic (ADT) volumes, including peak morning and evening volumes, on Evans Mill Road to the north and south of Woodrow Road are shown in Table 1.

Year	South of Woodrow Road			North of Woodrow Road		
	ADT Volumes (SB/NB)	Peak a.m. Volumes (SB/NB)	Peak p.m. Volumes (SB/NB)	ADT Volumes (SB/NB)	Peak a.m. Volumes (SB/NB)	Peak p.m. Volumes (SB/NB)
Existing (2006)	4,080/4,590	355/462	441/411	4,760/5,190	453/502	480/486
Build Year (2010)	4,730/5,200	410/530	510/475	5,510/5,890	520/565	555/550
Design Year (2030)	9,230/10,390	815/1,055	1,005/940	10,780/11,170	1,040/1,150	1,100/1,115

SB = Southbound; NB = Northbound

As shown in Table 2, the proposed extension of Lithonia Industrial Boulevard within the project limits would reduce traffic along the portion of Evans Mill Road south of Woodrow Road by approximately 4,530 to 2,000 vehicles per day in the build year (2010) and by approximately 8,830 to 9,990 vehicles per day in the design year (2030). North of Woodrow Road, the proposed project would reduce traffic on Evans Mill Road by approximately 3,300 to 3,680 vehicles per day in the build year (2010) and by approximately 6,380 to 6,770 vehicles per day in the design year (2030).

Year	South of Woodrow Road			North of Woodrow Road		
	ADT Volumes (SB/NB)	Peak a.m. Volumes (SB/NB)	Peak p.m. Volumes (SB/NB)	ADT Volumes (SB/NB)	Peak a.m. Volumes (SB/NB)	Peak p.m. Volumes (SB/NB)
Evans Mill Road						
Build Year (2010)	200/200	20/20	20/20	2,210/2,210	200/230	230/200
Design Year (2030)	400/400	40/40	40/40	4,400/4,400	400/460	460/400
Proposed Lithonia Industrial Boulevard Extension						

Build Year (2010)	4,700/5,190	450/500	500/450	3,560/4,060	340/390	390/340
Design Year (2030)	9,260/10,370	890/990	990/890	7,000/8,110	680/780	870/670

SB = Southbound; NB = Northbound

The traffic volumes referenced above indicate that the project corridor is experiencing increasing traffic volumes that will result in a reduction in vehicular safety and increased congestion. Table 3 shows the existing (2006) LOS, projected build year (2010) LOS, and projected design year (2030) LOS for both the No-Build and Build conditions for the three major intersections along the project corridor for the a.m. and p.m. peak hours.

Road & Intersection	Existing LOS (2006)		No-Build Open Year LOS (2010)		No-Build Design Year LOS (2030)		Build Open Year LOS (2010)		Build Design Year LOS (2030)	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Evans Mill Road										
@ I-20 Collector-Distributor Lane (signalized)*	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
@ Woodrow Road (signalized)	B	A	B	A	C	C	B	B	B	B
@ Rock Springs Road (signalized**)	C	C	A	A	B	B	N/A	N/A	N/A	N/A
Proposed Lithonia Industrial Boulevard Extension										
@ I-20 Collector-Distributor Lane (signalized)*	B	B	B	B	C	C	C	C	C	C
@ Woodrow Road (signalized)	N/A	N/A	N/A	N/A	N/A	N/A	C	C	D	C
@ Rock Springs Road (signalized**)	N/A	N/A	N/A	N/A	N/A	N/A	A	A	C	B
<p>* This is the existing intersection of existing Lithonia Industrial Boulevard and the I-20 collector distributor lane, currently a T-intersection. This intersection does not intersect Evans Mill Road. Under the Build condition, the proposed extension of Lithonia Industrial Boulevard would tie into this existing T-intersection to form a 4-way intersection.</p> <p>** The Rock Springs Road/Evans Mill Road intersection is proposed for improvements under a separate DeKalb County Bond Program project. This County project consists of adding left- and right-turn lanes along Evans Mill Road approaching the Rock Springs Road intersection, as well as installing a new traffic signal at this intersection. Currently, this project is scheduled to begin construction in 2007. Therefore, this intersection is considered unsignalized for the existing LOS scenario (2006) and signalized for the build (2010) and design (2030) year scenarios. The typical section of the proposed Lithonia Industrial Boulevard extension project would mirror the improvements provided by the DeKalb County Bond project (one through lane and one right-turn lane onto Rock Springs Road).</p>										

Safety analysis parameters, such as total accident rates, fatality rates, and injury rates, were developed for the study corridor. A comparison was made of the rates along the existing Evans Mill Road project corridor with the corresponding statewide averages. The historical accident data along this corridor for the past three years was obtained from the Georgia DOT for similar road types. The results are summarized in Table 4. The results show that the accident rate and injury rate for Evans Mill Road for years 2002, 2003, and 2004 are higher than statewide averages. However, the fatality rate for Evans Mill Road for these years is lower than statewide averages.

Table 4. Comparison of Accident Rates on Evans Mill Road with Statewide Averages

Year	Annual Vehicle Miles Traveled (million)	Total Accidents	Total Fatalities	Total Injuries	Accident Rate*		Fatality Rate*		Injury Rate*	
					Actual	State-wide Average	Actual	State-wide Average	Actual	State-wide Average
2002	7364	23	0	10	625	577	0.00	1.12	272	145
2003	7621	28	0	13	735	585	0.00	1.51	341	146
2004	7888	39	0	18	989	509	0.00	1.44	456	127

*Rate in per 100 million vehicle miles (100 MVM)

In addition, the proposed extension of Lithonia Industrial Boulevard within the project area would provide roadway capacity for current and future planned developments in the area, reducing traffic congestion associated with such development in the vicinity of residential neighborhoods along Evans Mill Road. Currently, traffic accessing the New Birth Missionary Baptist Church (congregation size of approximately 30,000 people, located on Woodrow Road, must use Evans Mill Road for access to the church since there is no other north-south access, resulting in traffic backups along Evans Mill Road in a residential area. These backups are most evident during primary church service hours on Sundays and Wednesday evenings¹. The proposed project would move much of this traffic off Evans Mill Road and onto the proposed Lithonia Industrial Boulevard extension. The proposed project would also provide access to, and capacity for, potential future developments on undeveloped lots in the vicinity of Woodrow Road and East Glen Road along the proposed Lithonia Industrial Boulevard extension corridor. [Note: Traffic associated with these potential future developments is accounted for in the projected build year (2010) and design year (2030) traffic volumes discussed above. Projected future traffic volumes for the proposed project are based on a 3.5 percent annual regional growth rate, which includes localized developments as well as regional growth.]

Description of the proposed project: The proposed project will create a connection between Evans Mill Road at its intersection with Rock Springs Road and existing Lithonia Industrial Boulevard at its intersection with Interstate 20 Eastbound Ramps. The proposed connector will be a 4 lane urban road with a 20 foot raised median on new location. The total project length is 1.10 miles and is located in DeKalb County. Sidewalk is proposed on both sides of the LIB Extension and the portion of Woodrow Road that is being relocated. The width of the sidewalk will be 5' except for the section on the west side of LIB Extension between Rock Springs Road and Woodrow Road. This portion will be 10' in width. Curb and gutter will be constructed for the entire project length and drainage structures placed where needed. As a result of the project, Evans Mill Road will be cul-de-saced approximately 450' south of Rockview Way. Utility relocation, other than when in conflict exists, is not within the scope of work for this project

A typical cross section for both mainline and crossroad consist of four 12' lanes, 20' raised landscaped median, and variable 5' to 10' sidewalks with a 2' grassed strip. All widening is symmetrical about one proposed centerline and crossroad intersection lane configurations and turn lane lengths will be designed based on design year traffic data.

¹ Since state transportation projects are designed to accommodate weekday peak traffic, traffic counts for the proposed project were conducted during weekday peak traffic periods. This is consistent with state transportation planning protocol. As such, traffic accessing the New Birth Missionary Baptist Church during primary church service hours, which are outside of the weekday peak traffic periods, is not included in the traffic data presented above.

Project Concept Report Page 7
Project Numbers: CSSTP-0006-00(889)
P. I. Numbers: 0006889
County: DeKalb

Is the project located in a non-attainment area? **Yes** **No.**

Project concept is consistent with the model which proposes a connection between existing Lithonia Industrial Blvd and Evans Mill Road.

PDP Classification: Major, New Location

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

Functional Classification: Urban Minor Collector

U. S. Route Number(s): N/A **State Route Number(s):** N/A

Traffic (AADT):

Current Year (2010): 9,930 vpd Design Year (2030): 19,620 vpd

Existing design features: N/A, New Location

Proposed Design Features:

- Proposed typical section(s):
 - 4– 12' Lane Urban Section
 - 4' to 20' raised median, 30" curb and gutter, 5' and 10' sidewalks with 2' grass strip. Left and right auxiliary turn lanes at major intersections.

- Proposed Design Speed Mainline: 45 mph

- Proposed Maximum Grade Mainline: 6.00% Maximum Grade Allowable: 9.00%

- Proposed Maximum Grade Side Street: 6.00% Maximum Grade Allowable: 9.00%.

- Proposed Maximum Grade Driveway:
 - Residential: 27% if Fill, 28% in cut (w/10' vertical curve)
 - Commercial: 11%

- Proposed Minimum Radius: 711'

- Right of Way
 - Width: Varies 80 feet to 120 feet
 - Easements: Temporary (), Permanent (X), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (X), Other ().
 - Number of parcels: 8 Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile homes: 1
 - Other: 0

- Structures:
 - Bridges: None
 - Retaining walls: None
 - Culverts: Anticipated between 2 ponds and at the end of the project at Evans Mill Road

- Major intersections and interchanges: Lithonia Industrial Blvd. @ I-20 Eastbound, Lithonia Industrial Blvd. @ Woodrow Road, Lithonia Industrial Blvd. @ Rock Springs Road.

- Traffic control during construction: At the begin and end of project, traffic will be maintained at all times 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 Anticipated

- Environmental concerns: Wetland, two streams, and institutions (two church's, one school)

- 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: The following have possible utilities located within the project limits:
 - Atlanta Gas Light Company
 - BellSouth Telecommunications
 - Georgia Power
 - Georgia Transmission
 - DeKalb County Public Works Water and Sewer Division
 - (Others to be determined)

Project responsibilities:

- Design: DeKalb County
- Right of Way Acquisition: DeKalb County
- Relocation of Utilities: DeKalb County
- Letting to contract: DeKalb County
- Supervision of construction: DeKalb County
- Providing material pits: Contractor
- Providing detours- N/A

Coordination

- Initial concept meeting date: June 26, 2006
- Concept meeting date: August 1, 2006
- PAR meetings, dates and results: N/A
- FEMA, USCG, and/or TVA: TBD
- Public involvement: PIOH to be scheduled
- Local government comments: None to date
- Other projects in the area:
 - NHS-0000-00(715);PI # 0000715 – I-20 From I-285 East to Evans Mill Road, HOV lanes
 - PI # 713610 – I-20 from Columbia Dr. east to Evans Mill Road, interstate widening
 - PI # 753230 – Lithonia Industrial from South Stone Mountain-Lithonia Road to Rogers Lake Road
 - PI #0001791 – Lithonia Industrial from Rogers Lake to SR 124/Rock Chapel Road
- Other coordination to date: None to date
- Railroads: None

Scheduling – Responsible Parties’ Estimate

- Time to complete the environmental process: 15 Months.
- Time to complete preliminary construction plans: 4 Months.
- Time to complete right of way plans: 3 Months.
- Time to complete the Section 404 Permit: 6 Months.
- Time to complete final construction plans: 3 Months.
- Time to complete to purchase right of way: 12 Months.

Other alternates considered:

1. No build. – The purpose of this project is to provide a more direct and shorter route from I-20 to Evans Mill Road; reduce cut-through traffic and congestion along a residential section of Evans Mill Road. Not building the road would not accomplish this.

Comments: None

Attachments:

1. Cost Estimates:
 - a. Construction including E&C and Inflation
 - b. Right-of-way
2. Typical section
3. Initial Concept Team Meeting Minutes
4. Concept Team Meeting Minutes
5. Concept Display
6. Traffic Report Summary

PRELIMINARY COST ESTIMATE

PROJECT: LITHONIA INDUSTRIAL BOULIVARD EXTENSION - PHASE 3 COUNTY: DeKALB
CSSTP-0006-00(889)
Rock Springs Road to Lithonia Industrial Boulevard

DATE: August 2, 2006

PREPARED BY: ARCADIS

PROJECT LENGTH: 1.11 mi mainline, 0.32 mi side road

ESTIMATED LETTING DATE:

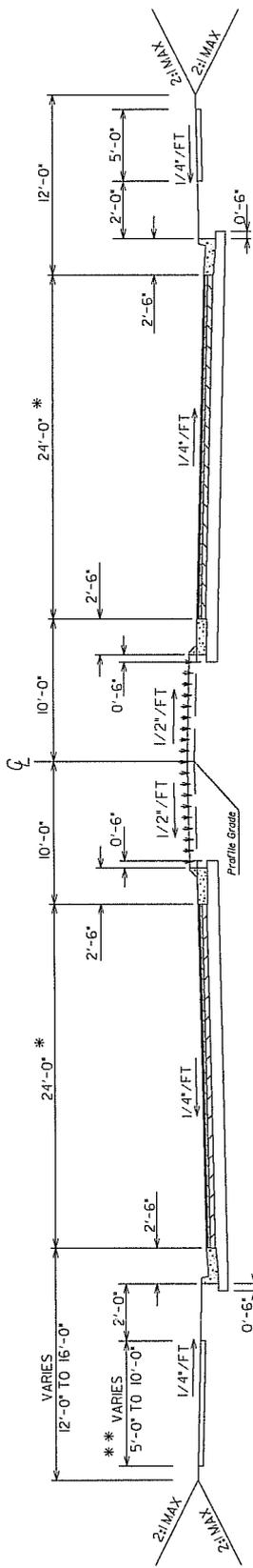
() PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT () DURING PROJECT

PROJECT COST	
A. RIGHT-OF-WAY:	
1. PROPERTY (LAND & EASEMENT)	\$3,252,344
2. DISPLACEMENTS; RES: 1 @ \$150,000/ea, BUS: 0, M.H.: 0	\$150,000
3. OTHER COST (DAMAGES, ADM. / COURT, INFL., ETC.)	\$504,113
SUBTOTAL: A	\$3,906,457
B. REIMBURSABLE UTILITIES:	
1. TRANSMISSION LINES	\$0
2. DISTRIBUTION LINES	\$0
3. OTHER UTILITIES	\$250,000
SUBTOTAL: B	\$250,000
C. CONSTRUCTION:	
1. MAJOR STRUCTURES:	
a. BOX CULVERTS 160lf * 2 Locations = 320lf @ \$1100/lf	\$352,000
SUBTOTAL: C-1	\$352,000
2. GRADING AND DRAINAGE:	
a. EARTHWORK Grading Complete, Estimate	\$750,000
b. DRAINAGE	
1) Cross Drain Pipe	\$57,200
2) Curb and Gutter 30,000lf @ \$20.00/lf	\$600,000
2) Longitudinal System 1.43 mi @ \$250,000/mi	\$357,500
SUBTOTAL: C-2	\$1,764,700
3. BASE AND PAVING:	
a. 12" GR AGGR BASE CRS - (\$20 / TON)	\$550,000
b. ASPHALT PAVING:	
1. Superpave Base Course - 25mm, 4" depth (\$90/ton)	\$797,280
2. Superpave Intermed Course - 19mm, 2" depth (\$90 / ton)	\$398,640
3. Superpave Surface Course - 12.5mm, 1.5" depth (\$90 / ton)	\$298,980

c. MILL EXISTING PAVEMENT (\$4 / SY)	\$0
d. BITUM TACK COAT (\$1.20 / GL)	\$5,798
SUBTOTAL: C-3	\$2,050,698
4. LUMP ITEMS:	
a. TRAFFIC CONTROL	\$107,250
b. CLEARING AND GRUBBING	\$143,000
c. GRASSING	\$143,000
d. EROSION CONTROL	\$214,500
SUBTOTAL: C-4	\$607,750
5. MISCELLANEOUS:	
a. SIGNING & STRIPING	\$70,000
c. CONCRETE SIDEWALK - (\$35 / SY)	\$352,917
d. CONCRETE ISLANDS - (\$350 / CY)	\$5,250
e. MEDIAN LANDSCAPING	\$100,000
f. TRAFFIC SIGNAL INSTALLATION- (SIGNAL/FIBEROPTIC)	\$250,000
SUBTOTAL: C-5	\$778,167
6. SPECIAL FEATURES :	
	\$0
SUBTOTAL: C-6	\$0

ESTIMATE SUMMARY		
A. RIGHT-OF-WAY:		\$3,906,457
B. REIMBURSABLE UTILITIES:		\$250,000
C. CONSTRUCTION:		
1. MAJOR STRUCTURES	\$352,000	
2. GRADING AND DRAINAGE	\$1,764,700	
3. BASE AND PAVING	\$2,050,698	
4. LUMP ITEMS	\$607,750	
5. MISCELLANEOUS	\$778,167	
6. SPECIAL FEATURES	\$0	
SUBTOTAL CONSTRUCTION COST	\$5,553,315	
E. & C. (10%)	\$555,332	
INFLATION (5% PER YEAR, 3 YEARS)	\$962,875	
TOTAL CONSTRUCTION COST	\$7,071,522	
TOTAL PROJECT COST		\$11,227,979

STATE	PROJECT NUMBER	SHEET TOTAL
CA	CSSTP-006-00889	01/01
	REVISION DATES	



LITHONIA INDUSTRIAL BLVD. EXTENSION
TYPICAL SECTION

- * ADDITIONAL 12' RIGHT TURN LANES WILL BE ADDED WHERE MERITED
- ** SIDEWALK WILL BE 5' FROM WOODROW ROAD TO I-20



ARCADIS G&M, Inc.
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MEETING REPORT

Subject:

Lithonia Industrial Blvd – Phase 3
Initial Concept Team Meeting
Proj. No. CSSTP-0006-00(889)
P.I. No. 0006889

Department:

Transportation

ARCADIS Project No.:

GA06316.03

Place/Date of Meeting:

Georgia Department of Transportation
District 7
26 June 2006

Report No.:

Minutes by:

Kevin McKeen

Issue Date:

28 June 2006

Participants:

Mike Coleman, GDOT
Lee Upkins, GDOT Utilities
Zach Stire, GDOT Utilities
Chris Woods, GDOT
Zanda Montgomery, GDOT
Scott Lee, GDOT
Ray McEachern, GDOT
John Gurbal, DeKalb Co.
Patrece Keeter, DeKalb Co.
LaCresha Johnson, DeKalb Co. Water &
Sewer Dept.
Nikki Reutlinger, PBS&J
Taylor Wright, PBS&J
Steve Lindsey, PBS&J
Kevin McKeen, ARCADIS
Robin Olsen, ARCADIS
Doug Tilt, ARCADIS

Copies:

Participants

This meeting was held to discuss the concept layout for the above referenced project as part of the Concept Team Meeting. The following items were discussed:

1. Kevin McKeen presented an overview of the project, which consists of a new 4-lane roadway on new location from the intersection of Rock Springs Road and Evans Mill Road to existing Lithonia Industrial Blvd. The total length of the project is approx. 1.25 miles.

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2. After the presentation, Mike Coleman went through the concept report: The following changes will be made:
 - a. On the cover sheet, change Regional Transportation Program to Regional Transportation Plan.
 - b. On Page 6, the displacement should be a Mobile home.
 - c. On Page 8, the description of PI# 753230 should be Lithonia Industrial Blvd from South Stone Mountain-Lithonia Road to Rogers Lake Road.
3. Scott Lee asked if a right turn lane will be needed on existing Evans Mill Road southbound at Woodrow Road since the traffic pattern is changing. There is already an existing right turn lane at this intersection.
4. DeKalb County will verify if they want to hold a PIOH for the project. Since this is an EA, only a Public Hearing is required.
5. It was discussed that there is a possibility that this project will be a local let. This will be determined once the Project Management Agreement(PMA) is put together.
6. Zanda Montgomery questioned the need for an EA for this project and suggested changing it to a CE. Per a meeting with FHWA, FHWA indicated an EA should be conducted due to the potential for cumulative impacts from the new roadway location.



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MEETING REPORT

Subject:

Lithonia Industrial Blvd – Phase 3
Concept Team Meeting
Proj. No. CSSTP-0006-00(889)
P.I. No. 0006889

Department:

Transportation

ARCADIS Project No.:

GA06316.03

Place/Date of Meeting:

Georgia Department of Transportation
District 7
01 August 2006

Report No.:

Minutes by:

Kevin McKeen

Issue Date:

02 August 2006

Participants:

Sam Woods, GDOT
Mike Lobdell, GDOT
Chris Woods, GDOT
Ray McEachern, GDOT Traffic
Sharon Witherspoon, GDOT Utilities
Zanda Montgomery, GDOT
Dave Pelotn, DeKalb Co.
Taylor Wright, PBS&J
Steve Lindsey, PBS&J
Kevin McKeen, ARCADIS
Robin Olsen, ARCADIS
Doug Tilt, ARCADIS
Shubhendu Mohanty, ARCADIS

Copies:

Participants

This meeting was held in follow up to the Initial Concept Team Meeting and to go over the proposed concept layout. The following items were discussed:

1. Kevin McKeen presented an overview of the project, which consists of a new 4-lane roadway on new location from the intersection of Rock Springs Road and Evans Mill Road to existing Lithonia Industrial Blvd. The total length of the project is approx. 1.25 miles.

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2. Mike Lobdell was concerned with the design speed. He questioned if Lithonia Industrial Blvd north of I-20 is designed for 45 mph. ARCADIS and PBS&J will verify this.
3. After the presentation, Sam Woods went through the concept report: The following changes will be made:
 - a. On the cover sheet, make Project Numbers and P.I. Numbers single and make the spacing on the last signature consistent.
 - b. On Page 3, Office of Environmental/Location had some comments on the Need and Purpose statement primarily requesting additional traffic data. These comments have been addressed, but not yet been added to the concept report. The revised Need and Purpose will be added.
 - c. On Page 5, add a note to the Project Description that Evans Mill Road will be cul-de-saced as a result of this project.
 - d. On Page 6, change project from Full Oversight to Exempt, change Functional Classification from Rural Minor Collector to Urban Minor Collector and change Proposed Maximum Degree of Curve to Proposed Minimum Radius.
 - e. On Page 8, change the project responsibility of Letting the Contract and Supervision of Construction to DeKalb County and add the Contractor responsible for Providing Material Pits. Change Concept Team Meeting date to Aug. 1, 2006.
 - f. On Page 9, add attachments for the Initial Concept Team Meeting, Concept Team Meeting, display, and traffic study.
 - g. Revise the typical section on the left side of LIB to read that the sidewalk varies 5-10' and the shoulder varies 12-16'.
4. Sharon Witherspoon will request that the major utility owners place their facilities on this project since it is new location and due to the potential commercial development along the project.
5. ARCADIS will make these changes and submit the report to GDOT for approval.
6. Per a meeting with FHWA, a public information public house (PIOH) should be held for this project. Chris Woods has submitted a request for a PIOH to OEL, and is waiting on notice of the date.

Traffic Concept Report

Lithonia Industrial
Boulevard Extension
DeKalb County, Georgia
Project #CSSTP-006-00(889)

Prepared for:
Georgia Department of Transportation

Prepared by:
ARCADIS G&M, Inc.
2849 Paces Ferry Road
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Tel 770 431 8666
Fax 770 435 2666

Our Ref.:
GA063616/Rpt 2130

Date:
May 15, 2006

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Executive Summary

The Lithonia Industrial Boulevard Extension improvement project in DeKalb County (Project #CSSTP-006-00(889)) consists of a proposed new roadway to provide direct access from Evans Mill Road to the I-20 ramps. It would also provide an additional north-south connector across I-20. The proposed roadway is approximately 1.07 miles long. Traffic studies for this project included traffic projections for open year (2010) and design year (2030), accident history analysis, signal warrant analysis, intersection capacity analysis, and traffic simulations.

Project Location

The project will consist of three intersections:

- Lithonia Industrial Boulevard at the I-20 eastbound ramp – This intersection is currently signalized as a T-intersection. A fourth leg will be installed under this project.
- Lithonia Industrial Boulevard at Woodrow Road – This new intersection will require a signal warrant analysis.
- Lithonia Industrial Boulevard at Rock Springs Road – This intersection is currently stop controlled.

The project location map is shown on Figure 1.

Traffic Projection

This study projected the a.m. and p.m. design hour volumes (DHVs) and the open year (2010) and design year (2030) average daily traffic counts (ADTs) for the proposed project. ARCADIS collected the original traffic counts used in the study in February, March, and April 2006. Georgia Department of Transportation (DOT) average annual daily traffic volumes (AADTs) were obtained for the time period from 1994 to 2004 at several count stations within the study limits in order to develop an annual growth rate. The growth rate from the Atlanta Regional Commission (ARC) long-range models for Lithonia Industrial Boulevard Extension was also researched. The AADTs along this corridor for the past 10 years have shown an upward trend in traffic volumes. As a result, a growth rate of 3.5 percent was used in this project. Using the data from both

ARCADIS traffic counts and the volume data from the ARC model, ARCADIS developed volumes for the Lithonia Industrial Boulevard Extension.

No-build volumes (ADTs and DHVs) for the current year (2006), the open year (2010), and the design year (2030), as well as the build volumes (ADTs and DHVs) for the open year and design year, are shown on the following figures.

Table 7. Level of Service Criteria for Unsignalized Intersections

Level of Service	Control Delay Per Vehicle (Sec)
A	≤10
B	>10 and ≤15
C	>15 and ≤25
D	>25 and ≤35
E	>35 and ≤50
F	>50

Signalized Intersection Capacity Analysis

The *Highway Capacity Manual* defines LOS for a signalized intersection in terms of average total vehicle delay experienced by motorists as they drive through the intersection. LOS A represents little or no delay, while LOS F is very congested, with average total vehicle delay exceeding 80 seconds. LOS D is considered acceptable. LOS F is typically unacceptable. Level of service criteria for signalized intersections are shown in Table 8.

Table 8. Level of Service Criteria for Signalized Intersections

Level of Service	Control Delay Per Vehicle (Sec)
A	≤10
B	>10 and ≤20
C	>20 and ≤35
D	>35 and ≤55
E	>55 and ≤80
F	>80

Analysis and Recommendations

No-Build Analysis

The open year (2010) and design year (2030) a.m. and p.m. peak-hour volumes were analyzed under the current geometric conditions. The intersection delays and LOS for the 2010 and 2030 no-build conditions are summarized in Table 9 and Table 10. The capacity analyses for the open year and design year are provided in Appendix D.

Table 9. Summary of No-Build Condition (2010)

Intersection	2010 LOS (a.m./p.m.)					2010 Control Delay(s) (a.m./p.m.)				
	EB	WB	NB	SB	TOTAL	EB	WB	NB	SB	TOTAL
Lithonia Industrial Boulevard at I-20 EB ramp	B/B	-	-	A/A	B/B	18.5/16.1	-	-	0.2/0.6	13.9/10.6
Evans Mill Road at Rock Springs Road	E/E	-	A/A	-	-	38.6/36.9	-	2.1/0.6	-	-

Table 10. Summary of No-Build Condition (2030)

Intersection	2030 LOS (a.m./p.m.)					2030 Control Delay(s) (a.m./p.m.)				
	EB	WB	NB	SB	TOTAL	EB	WB	NB	SB	TOTAL
Lithonia Industrial Boulevard at I-20 EB ramp	C/C	-	-	D/B	C/C	26.6/27.1	-	-	41.6/10.6	30.4/21.2
Evans Mill Road at Rock Springs Road	F/F	-	A/A	-	-	1,000+/ 1,000+	-	2.4/1.6	-	-

For the no-build conditions, the LOS for 2010 and 2030 are acceptable for each intersection.

Build Analysis

The open year (2010) and design year (2030) a.m. and p.m. peak-hour volumes were analyzed under the proposed geometric conditions. The recommended changes were based on safety concerns and heavier turning movements onto the interstate ramps than other intersections in the study corridor. The proposed geometric changes to the corridor are as follows:

Lithonia Industrial Boulevard at I-20 Eastbound Ramp

- Add a left-turn lane on the eastbound approach with 450 feet of storage and a minimum of 250 feet of deceleration.
- Add a right-turn lane on the eastbound approach with 325 feet of storage and a minimum of 250 feet of deceleration.
- Add a right-turn lane on the northbound approach with 300 feet of storage and a minimum of 250 feet of deceleration.
- Add two left-turn lanes on the northbound approach with 240 feet of storage. This approach actually requires 325 feet based on queuing; however, this approach is shared with the northbound left-turn lane of Lithonia Industrial Boulevard at the I-20 westbound ramp. The turn lanes for these two approaches were divided equally.

Lithonia Industrial Boulevard at Woodrow Road

- Add a left-turn lane on the eastbound approach with 300 feet of storage.
- Add a left-turn lane on the westbound approach with 200 feet of storage.
- Add a left-turn lane on the northbound approach with 300 feet of storage and a minimum of 250 feet of deceleration.
- Add a right-turn lane on the northbound approach with 325 feet of storage and a minimum of 250 feet of deceleration.
- Add a left-turn lane on the southbound approach with 300 feet storage and a minimum of 250 feet of deceleration.
- Add a right-turn lane on the southbound approach with 300 feet of storage and a minimum of 250 feet of deceleration.

The intersection delays and LOS for the 2010 and 2030 build conditions are summarized in Table 11 and Table 12. The capacity analyses for the open year and design year are provided in Appendix D.

**Lithonia Industrial
Boulevard Extension**

Traffic Concept Report
Project #CSSTP-006-00(889)

Table 11. Summary of Build Condition (2010)

Intersection	2010 LOS (a.m./p.m.)					2010 Control Delay(s) (a.m./p.m.)				
	EB	WB	NB	SB	TOTAL	EB	WB	NB	SB	TOTAL
Lithonia Industrial Boulevard at I-20 EB ramp (signalized)	D/C	-	A/B	B/B	C/C	36.5/33.9	-	8.5/13.1	19.1/19.5	23.0/24.7
Lithonia Industrial Boulevard at Woodrow Road (signalized)	C/C	C/B	A/A	B/B	B/B	21.2/21.5	22.4/19.3	9.2/9.8	10.4/10.3	13.6/14.2
Evans Mill Road at Rock Springs Road (unsignalized)	C/C	-	A/A (left)	-	-	22.3/21.7	-	8.5/8.6	-	-

Table 12. Summary of Build Condition (2030)

Intersection	2030 LOS (a.m./p.m.)					2030 Control Delay(s) (a.m./p.m.)				
	EB	WB	NB	SB	TOTAL	EB	WB	NB	SB	TOTAL
Lithonia Industrial Boulevard at I-20 EB ramp	C/C	-	B/D	A/A	C/C	30.9/34.0	-	18.7/36.3	9.4/6.5	20.8/24.2
Lithonia Industrial Boulevard at Woodrow Road	B/C	C/C	B/B	B/B	B/B	19.4/22.4	25.9/20.5	14.0/17.3	15.8/19.2	17.4/19.4
Evans Mill Road at Rock Springs Road	F/F	-	B/B	-	-	799.6/764.9	-	10.6/10.9	-	-