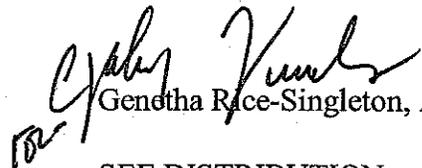


**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0006889, DeKalb County **OFFICE** Preconstruction
CSSTP-0006-00(889)
Lithonia Industrial Blvd Extension- Phase III
DATE January 30, 2008

FROM  Genetha Rice-Singleton, Assistant Director of Preconstruction
TO SEE DISTRIBUTION

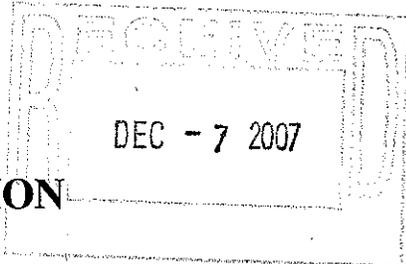
SUBJECT APPROVED REVISED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Brian Summers
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Angela Alexander
Paul Liles
Bryant Poole
Mike Lobdell
BOARD MEMBER



**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: CSSTP-0006-00(889), DeKalb County
Lithonia Industrial Blvd Extension – Phase III
P. I. NO. 0006889

OFFICE: District Seven
Chamblee

DATE: November 6, 2007

BLP

FROM: Bryant Poole, District Engineer

TO: Genetha Rice-Singleton., Assistant Director of Preconstruction

SUBJECT: Revised Project Concept Report

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

A connection 660' north of Rock Springs Road between the proposed Lithonia Industrial Blvd Extension and existing Evans Mill Road has been added to the project along with 400 lf of new location roadway. In the initial concept, Evans Mill Road would be cul-de-saced, but after receiving public comments, the connection is proposed.

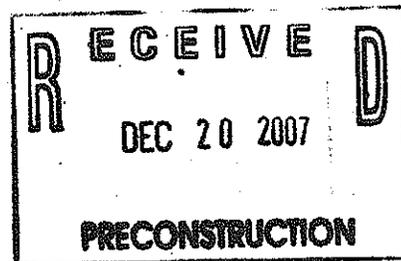
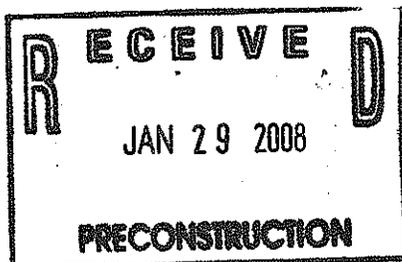
The revised concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Program (RTP) and/or the State Transportation Improvement Program (STIP).

DATE: *12/17/07*

Angela T. Alexander
State Transportation Planning Administrator

Distribution:

- Brian Summers, P.E.
- Glenn S. Bowman, P.E.
- Keith Golden, P.E.
- Angela T. Alexander
- Jamie Simpson



REVISED PROJECT CONCEPT REPORT

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).

Table 2. Projected Future Build Daily Traffic on Evans Mill Road and the Proposed Lithonia Industrial Boulevard Extension

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.

Table 3. Existing and Projected LOS for Intersections Along the Project Corridor under the No-Build and Build Conditions

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

* 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.

** 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).

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.]

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 location:

The Lithonia Industrial Blvd – Phase III project (PI # 0006889) begins at the intersection of Rock Springs Road and Evans Mill road and extends north on new location to existing Lithonia Industrial Blvd at I-20. The project length along the proposed new alignment is 1.1 miles.

Description of the approved concept:

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.

PDP Classification: Major

Federal Oversight: Full Oversight (), Exempt(X), SF(), Other ()

Functional Classification: Urban Minor Collector

U. S. Route Number(s): None **State Route Number(s):** None

Traffic (AADT) as shown in the approved concept:

Current Year: (2010) 9,930

Design Year: (2030) 19,620

Proposed features to be revised:

Revised Alignment and Change in Right of Way Limits – In the approved concept, Evans Mill Road was proposed to be cul-de-saced just north of Rock Springs Road. After public concerns, Evans Mill Road will now be tied into the proposed Lithonia Industrial Blvd 660' north of Rock Springs Road, resulting in a new T-intersection.

Describe the revised feature(s) to be approved:

Revised Alignment and Change in Right of Way Limits – A connection between the proposed Lithonia Industrial Blvd – Phase III extension and Evans Mill Road. This will be accomplished by an unsignalized intersection located 660' north of Rock Springs Road. 400 lf of new urban roadway. The typical section will be 2 – 12' travel lanes, 12' turn lane, 30" curb and gutter and 5' sidewalk. Additional right of way and easement will be required due to the new connection.

Updated traffic data (AADT): Same as Approved Concept

Current Year: (2010) 9,930

Design Year: (2030) 19,620

Programmed/Schedule:

P.E. 2006

R/W: 2008 (LOCAL)
~~2008~~ 1/3/08

Construction: 2010

VE Study Required:

Yes() No(X)

Revised cost estimates:

1. Construction cost including E&C
2. Right of Way, and
3. Utilities

\$ 6,508,000
\$ 4,038,000
\$ 250,000

total 1/3/08

Is the project located in a Non-attainment area? X Yes No. Concept is consistent with the model which proposes a connection between existing Lithonia Industrial Blvd and Evans Mill Road

Recommendation: It is recommended that the proposed revisions to the concept be approved for implementation.

Attachments:

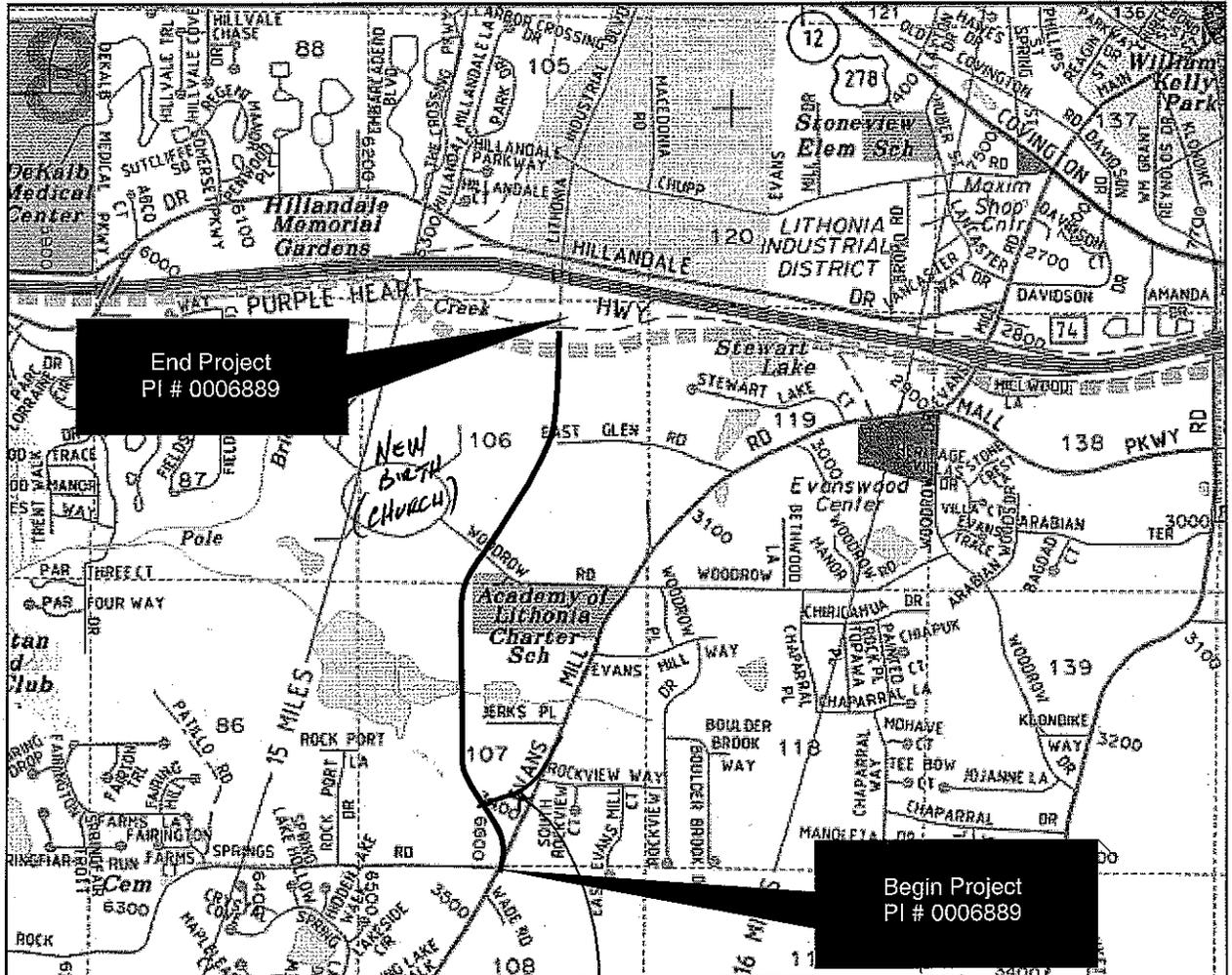
1. Sketch Map,
2. Cost Estimate,
3. Typical Section
4. Traffic Analysis

- Exempt projects

Concur: 
Director of Preconstruction

Approve: 
Chief Engineer

Project Location Map



End Project
PI # 0006889

NEW SOUTH CHURCH

Begin Project
PI # 0006889

New Connection

PRELIMINARY COST ESTIMATE

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

DATE: November 6, 2007

PREPARED BY: ARCADIS

PROJECT LENGTH: 1.11 mi mainline, 0.32 mi side road

ESTIMATED LETTING DATE:

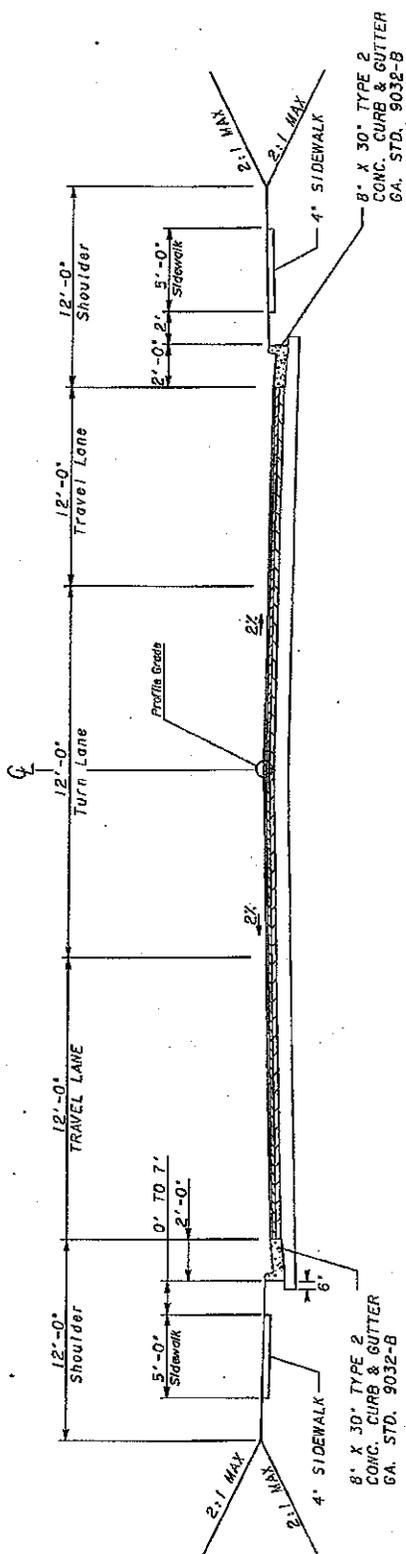
() PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT () DURING PROJECT

PROJECT COST	
A. RIGHT-OF-WAY:	
1. PROPERTY (LAND & EASEMENT)	\$362,125
2. DISPLACEMENTS; RES: 1 @ \$150,000/ea, BUS: 0, M.H.: 0	\$50,000
3. OTHER COST (DAMAGES, ADM. / COURT, INFL., ETC.)	\$31,300
SUBTOTAL: A	\$443,425
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	\$26,000
b. DRAINAGE	
1) Cross Drain Pipe	\$68
2) Curb and Gutter 31,000lf @ \$20.00/lf	\$620,000
2) Longitudinal System 1.58 mi @ \$250,000/mi	\$395,000
SUBTOTAL: C-2	\$1,061,337
3. BASE AND PAVING:	
a. 12" GR AGGR BASE CRS - (\$20 / TON)	\$30,000
b. ASPHALT PAVING:	
1. Superpave Base Course - 25mm, 4" depth (\$90/ton)	\$98,907
2. Superpave Intermed Course - 19mm, 2" depth (\$90 / ton)	\$117,430
3. Superpave Surface Course - 12.5mm, 1.5" depth (\$90 / ton)	\$210,300

c. MILL EXISTING PAVEMENT (\$4 / SY)	
d. BITUM TACK COAT (\$1.20 / GL)	
SUBTOTAL: C-3	
4. LUMP ITEMS:	
a. TRAFFIC CONTROL	
b. CLEARING AND GRUBBING	
c. GRASSING	
d. EROSION CONTROL	
SUBTOTAL: C-4	
5. MISCELLANEOUS:	
a. SIGNING & STRIPING	
c. CONCRETE SIDEWALK - (\$35 / SY)	
d. CONCRETE ISLANDS - (\$350 / CY)	
e. MEDIAN LANDSCAPING	
f. TRAFFIC SIGNAL INSTALLATION- (SIGNAL/FIBEROPTIC)	
SUBTOTAL: C-5	823,167
6. SPECIAL FEATURES :	
SUBTOTAL: C-6	0
	0

ESTIMATE SUMMARY		
A. RIGHT-OF-WAY:	4,038,262	
B. REIMBURSABLE UTILITIES:	250,000	
C. CONSTRUCTION:		
1. MAJOR STRUCTURES		352,000
2. GRADING AND DRAINAGE		1,928,832
3. BASE AND PAVING		2,140,098
4. LUMP ITEMS		671,500
5. MISCELLANEOUS		823,167
6. SPECIAL FEATURES		0
SUBTOTAL CONSTRUCTION COST		5,915,597
E. & C. (10%)		591,560
INFLATION (5% PER YEAR, 3 YEARS)		630,299
TOTAL CONSTRUCTION COST		6,507,157
TOTAL PROJECT COST	10,795,419	

STATE	PROJECT NUMBER	SHEET TOTAL
GA.	CS31P-0035-SUBERS	101
	REVISION DATES	



EVANS MILL ROAD CONNECTION
TYPICAL SECTION

DRAWING NO.

LITHONIA INDUSTRIAL BLVD - PHASE 3
TYPICAL SECTION

ARCADIS G&M

DATE: 02/22/2007