

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. # 0006889 **OFFICE** Design Policy & Support
CSSTP-0006-00(889)
DeKalb County
GDOT District 7 - Metro Atlanta **DATE** 7/9/2015
Lithonia Industrial Boulevard: I-20 to
Evans Mill Road - Phase III

FROM  for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED REVISED CONCEPT REPORT

Attached is the approved Revised Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Glenn Bowman, Director of Engineering
Joe Carpenter, Director of P3/Program Delivery
Genetha Rice-Singleton, Assistant Director of P3/Program Delivery
Albert Shelby, State Program Delivery Engineer
Darryl VanMeter, State Innovative Delivery Engineer
Bobby Hilliard, Program Control Administrator
Cindy VanDyke, State Transportation Planning Administrator
Hiral Patel, State Environmental Administrator
Ben Rabun, State Bridge Engineer
Andrew Heath, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Lee Upkins, State Utilities Engineer
Paul Tanner, State Transportation Data Administrator
Attn: Systems & Classification Branch
Richard Cobb, Statewide Location Bureau Chief
Kathy Zahul, District Engineer
Scott Lee, District Preconstruction Engineer
Patrick Allen, District Utilities Engineer
Vinesha Pegram, Project Manager
BOARD MEMBER - 4th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

REVISED PROJECT CONCEPT REPORT

Project Type: New Location P.I. Number: 0006889
GDOT District: Metro (7) County: Dekalb
Federal Route Number: N/A State Route Number: N/A
Project Number: CSSTP-0006-00(889)

It is proposed to shorten the project limits by beginning the project at the intersection of Lithonia Industrial Boulevard (LIB) with Woodrow Road. The revised length of project would be 0.636 miles. The limits have been shortened to the intersection with Woodrow Road to keep the project cost in line with the available local funding. Beginning the project at Woodrow Road provides a logical terminus.

Submitted for approval:

Matthew McDow 3/31/15
Matthew McDow, PE, ARCADIS Consultant Project Manager Date
David Pelton 4/6/15
David Pelton, DeKalb County, Local Government Sponsor Date
Albert Shuff 4/22/15
State Program Delivery Engineer Date
Vinesha Pegram 4/16/2015
Vinesha Pegram, GDOT Project Manager Date

Recommendation for approval:

* HIRAL PATEL 5/11/2015
State Environmental Administrator Date
* ANDREW HEATH 4/24/2015
State Traffic Engineer Date

- MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).
- Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

* CYNTHIA L VANDYKE 5/21/2015
State Transportation Planning Administrator Date

* RECOMMENDATION(S) ON FILE - [Signature]

PLANNING, APPROVED CONCEPT, AND BACKGROUND

Project Justification Statement from Approved Concept Report:

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 provide north-south connectivity though 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) and the design year (2030). 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 are listed in this later in this document.

* These two projects (Project HPP-9347(1), P.I. 753230 & Project STP-0001-00(791), P.I. 0001791) have been built since the original concept report approval.

Existing conditions: Existing LIB currently ends at its interchange with I-20 on the south side of I-20. LIB ends at the common intersection with the eastbound exit ramp and the eastbound CD road between LIB and Evans Mill road. Woodrow Road at the beginning of this revised concept is a four lane with raised median local roadway.

Reason(s) for change: The above described change to the beginning limit of this project is proposed in order to shorten the length project to bring the cost of the project in line with the local funds available. The intersection of Woodrow Road provides a logical terminus due to the fact that it provides access to Evan Mill Road and other surrounding roadways. The end limit of the project remains the same, ending at where LIB presently intersects with the I-20 ramps.

Design Variances and/or Exceptions needed: N/A

ENVIRONMENTAL AND PERMITS

Potential environmental impacts of proposed revision: This revision does not change any environmental impacts addressed in the environmental document since the original project limits are still being covered by the document. When the phase covered by this revised concept report is re-evaluated for construction, the revised phasing will be included in the document. It is planned to construct the remainder of LIB to the original project limits in the future.

Have proposed revisions been reviewed by environmental staff? No Yes

Environmental responsibilities (Studies/Documents/Permits): All environmental studies, documents and permits are being prepared by a consultant to DeKalb County.

Air Quality:

Is the project located in a PM 2.5 Non-attainment area?	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes
Is the project located in an Ozone Non-attainment area?	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes
Is a Carbon Monoxide hotspot analysis required?	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes

This project is programmed as two phases in the Atlanta Regional Commission's Plan 2040 Update. The first phase, Hillendale Drive to Woodrow Road, is programmed at DK-328A. This project calls for a four-lane (two lanes in each direction) facility with a raised median. The project is expected to open by 2020. The second phase, Woodrow Road to Evans Mill Road, is expected to open by 2030. This project, programmed as DK-328B, is also programmed to be a four-lane facility with two-lanes in each direction.

These descriptions are consistent with the proposed improvement described in this Concept Report. The travel demand model coding for these projects based on the current ARC demand model is attached to this report.

Environmental Comments and Information:

No additional environmental comments or information

PROJECT COST AND ADDITIONAL INFORMATION

PI 0006889, CSSTP-0006-00(889) From Hillandale Dr to Woodrow Rd

Item	Estimated Cost	Date of Estimate	Funded By
Base Construction Cost:	\$3,760,170	3/9/2015	
Engineering and Inspection:	\$188,010	3/9/2015	
Contingencies:	\$188,010		
Liquid AC Adjustment:	\$209,980	3/9/2015	
<u>Total Construction Cost:</u>	<u>\$4,346,170</u>		Federal/Local (80/20)
Right-of-Way:	\$2,280,000	3/3/2015	Local/ FEDS
Utilities (reimbursable costs):	\$86,923	3/5/2015	Local
Environmental Mitigation:	N/A		Local
TOTAL PROJECT COST:	\$6,713,093		

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01-08-12 R.K. G. Johnson

New Project From Woodrow Rd to Evans Mill Rd

Item	Estimated Cost	Date of Estimate	Funded By
Base Construction Cost:	\$3,395,152	3/27/2015	
Engineering and Inspection:	\$178,363	3/27/2015	
Contingencies:	\$178,363		
Liquid AC Adjustment:	\$172,100	3/27/2015	
<u>Total Construction Cost:</u>	<u>\$3,923,978</u>		Local
Right-of-Way:	\$1,980,000	3/27/2015	Local/ FEDS
Utilities (reimbursable costs):	\$169,768	3/27/2015	Local
Environmental Mitigation:	N/A		Local
TOTAL PROJECT COST:	\$6,073,746		

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County: Dekalb

Recommendation: It is recommended that this proposed revision to the concept be approved for implementation and a second PI number be established for the portion of the project from Evans Mill Road to Woodrow Road to match the TIP.

Comments:

No additional comments

Attachments:

1. Sketch map with revised project limits
2. Cost Estimates: Revised Construction; Revised Right-of-Way, and Revised Utility
3. VE Implementation Letter
4. Conforming plan's network schematics showing through lanes

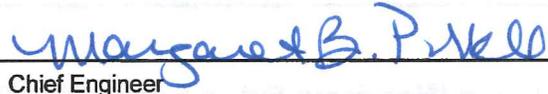
APPROVALS

Concur:



Director of Engineering

Approve:



Chief Engineer

10.30.15

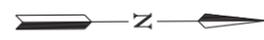
Date

LITHONIA INDUSTRIAL BLVD - PH III

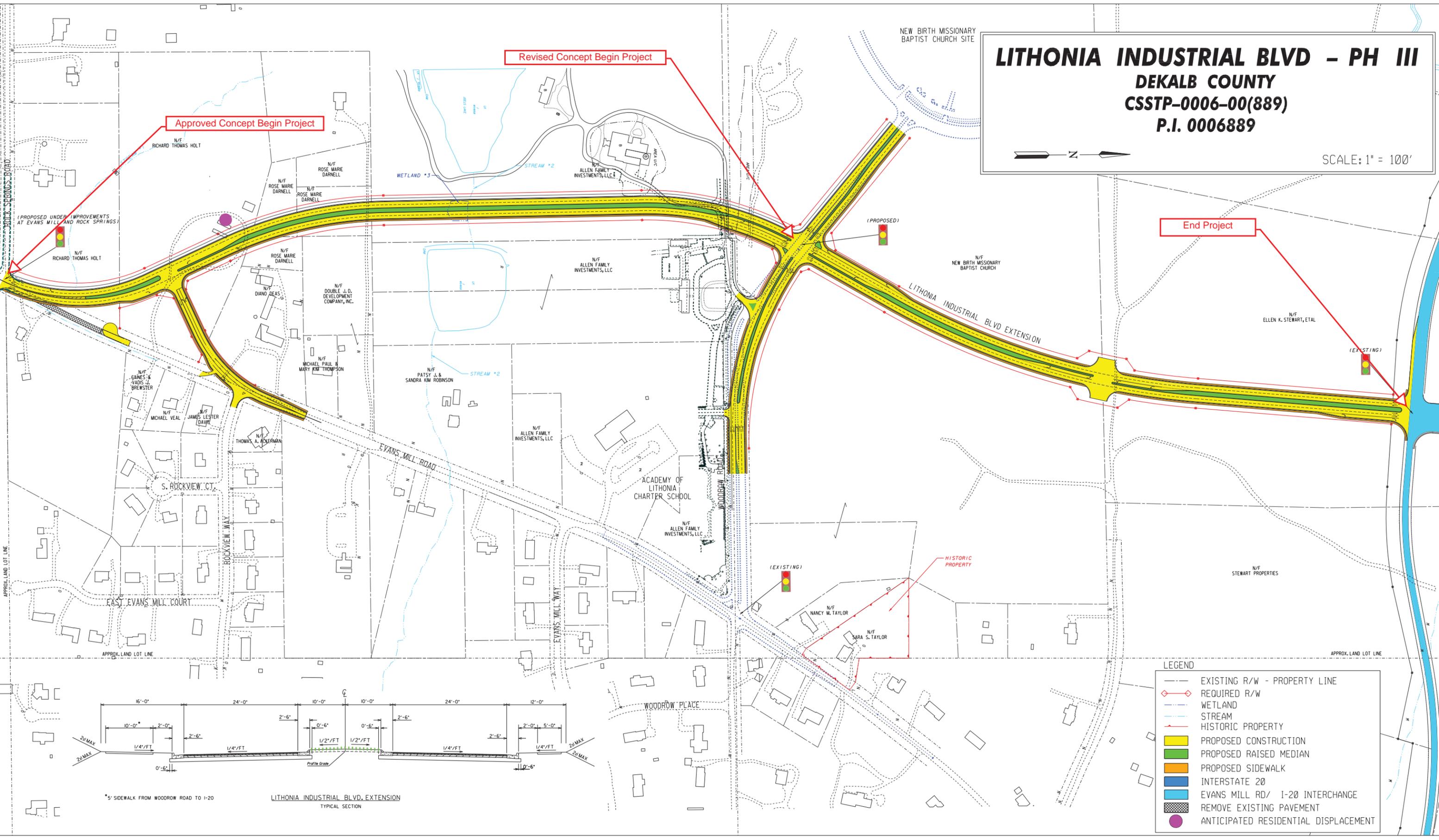
DEKALB COUNTY

CSSTP-0006-00(889)

P.I. 0006889



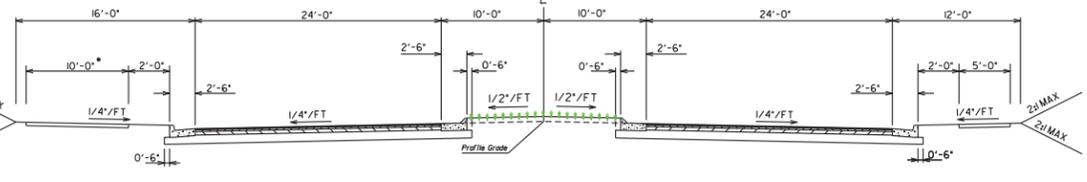
SCALE: 1" = 100'



Approved Concept Begin Project

Revised Concept Begin Project

End Project



*5' SIDEWALK FROM WOODROW ROAD TO I-20
LITHONIA INDUSTRIAL BLVD. EXTENSION
TYPICAL SECTION

LEGEND

- EXISTING R/W - PROPERTY LINE
- ◊ REQUIRED R/W
- WETLAND
- STREAM
- HISTORIC PROPERTY
- PROPOSED CONSTRUCTION
- PROPOSED RAISED MEDIAN
- PROPOSED SIDEWALK
- INTERSTATE 20
- EVANS MILL RD/ I-20 INTERCHANGE
- REMOVE EXISTING PAVEMENT
- ANTICIPATED RESIDENTIAL DISPLACEMENT

STATE HIGHWAY AGENCY

DATE : 03/09/2015

PAGE : 1

JOB ESTIMATE REPORT

JOB NUMBER : 0006889 SPEC YEAR: 01
 DESCRIPTION: LITHONIA INDUSTRIAL BLVD EXTENSION - PHASE III

ITEMS FOR JOB 0006889

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - TRAFFIC CONTROL - CSSTP-0006-00(889)	1.000	200000.00	200000.00
0010	153-1300		EA	FIELD ENGINEERS OFFICE TP 3	1.000	74287.95	74287.95
0020	210-0100		LS	GRADING COMPLETE - GRADING COMPLETE - CSSTP-0006-00(889)	1.000	800000.00	800000.00
0025	310-1101		TN	GR AGGR BASE CRS, INCL MATL	28600.000	15.08	431299.44
0030	318-3000		TN	AGGR SURF CRS	500.000	14.73	7369.83
0035	402-1812		TN	RECYL AC LEVELING, INC BM&HL	490.000	67.50	33077.37
0040	402-3121		TN	RECYL AC 25MM SP, GP1/2, BM&HL	6200.000	63.98	396721.82
0045	402-3130		TN	RECYL AC 12.5MM SP, GP2, BM&HL	3000.000	67.43	202315.92
0050	402-3190		TN	RECYL AC 19 MM SP, GP 1 OR 2 , INC BM&HL	3500.000	66.45	232605.03
0059	402-4510		TN	RECYL AC 12.5 MM SP, GP2ONLY, INC P-MBM&HL	190.000	87.34	16595.85
0060	413-1000		GL	BITUM TACK COAT	4000.000	2.62	10507.68
0065	432-0206		SY	MILL ASPH CONC PVMT/ 1.50" DEP	3800.000	3.11	11843.38
0070	432-5010		SY	MILL ASPH CONC PVMT, VARB DEPTH	820.000	4.83	3968.51
0075	441-0104		SY	CONC SIDEWALK, 4 IN	4400.000	30.36	133613.00
0080	441-0108		SY	CONC SIDEWALK, 8 IN	560.000	46.72	26166.79
0085	441-0740		SY	CONC MEDIAN, 4 IN	490.000	21.67	10620.65
0090	441-0748		SY	CONC MEDIAN, 6 IN	510.000	37.92	19340.95
0095	441-3999		LF	CONCRETE V GUTTER	290.000	17.93	5202.57
0100	441-4020		SY	CONC VALLEY GUTTER, 6 IN	37.000	36.72	1358.96
0114	441-6216		LF	CONC CURB & GUTTER/ 8"X24"TP2	84.000	12.59	1058.23
0115	441-6222		LF	CONC CURB & GUTTER/ 8"X30"TP2	8300.000	11.59	96264.31
0120	441-6740		LF	CONC CURB & GUTTER/ 8"X30" TP7	6200.000	9.55	59231.45
0125	446-1100		LF	PVMT REF FAB STRIPS, TP2, 18 INCH WIDTH	750.000	5.66	4249.46
0130	500-3101		CY	CLASS A CONCRETE	1.000	510.17	510.18
0140	500-9999		CY	CL B CONC, BASE OR PVMT WIDEN	17.000	150.89	2565.20
0145	550-1180		LF	STM DR PIPE 18", H 1-10	2300.000	31.53	72519.67

DATE : 03/09/2015
 PAGE : 2

JOB ESTIMATE REPORT

0155	550-1240	LF	STM DR PIPE 24",H 1-10	820.000	35.74	29309.19
0160	550-1241	LF	STM DR PIPE 24",H 10-15	350.000	39.66	13883.89
0165	550-1300	LF	STM DR PIPE 30",H 1-10	120.000	51.49	6179.51
0170	550-1302	LF	STM DR PIPE 30",H 15-20	51.000	60.19	3070.16
0175	550-1361	LF	STM DR PIPE 36",H 10-15	200.000	64.83	12966.51
0180	550-1420	LF	STM DR PIPE 42",H 1-10	210.000	78.29	16442.23
0195	550-4218	EA	FLARED END SECT 18 IN, ST DR	2.000	460.75	921.52
0200	550-4224	EA	FLARED END SECT 24 IN, ST DR	2.000	568.46	1136.94
0205	550-4230	EA	FLARED END SECT 30 IN, ST DR	2.000	728.30	1456.60
0210	550-4236	EA	FLARED END SECT 36 IN, ST DR	2.000	929.29	1858.59
0215	550-4242	EA	FLARED END SECT 42 IN, ST DR	2.000	1527.46	3054.94
0220	550-4418	EA	FLARED END SECT 18 IN, SLP DR	1.000	321.01	321.02
0225	576-1018	LF	SLOPE DRAIN PIPE, 18 IN	42.000	33.81	1420.34
0230	603-2024	SY	STN DUMPED RIP RAP, TP 1, 24"	130.000	35.94	4672.30
0235	603-7000	SY	PLASTIC FILTER FABRIC	130.000	3.54	460.51
0240	611-3010	EA	RECONSTR DROP INLET, GROUP 1	1.000	1004.73	1004.73
0245	611-3030	EA	REC STORM SEW MANHOLE, TYPE 1	1.000	1551.92	1551.92
0250	611-8000	EA	ADJUST CATCH BASIN TO GRADE	4.000	1381.68	5526.72
0255	620-0100	LF	TEMP BARRIER, METHOD NO. 1	900.000	26.73	24062.40
0260	634-1200	EA	RIGHT OF WAY MARKERS	79.000	99.89	7891.33
0265	635-1000	LF	BARRICADES	1100.000	46.35	50991.24
0270	641-1200	LF	GUARDRAIL, TP W	4629.000	15.75	72924.94
0275	641-5001	EA	GUARDRAIL ANCHORAGE, TP 1	6.000	662.10	3972.63
0280	641-5012	EA	GUARDRAIL ANCHORAGE, TP 12	6.000	1845.98	11075.93
0285	643-1152	LF	CH LK FEN,ZC COAT, 6', 9 GA	240.000	36.62	8789.68
0290	668-1100	EA	CATCH BASIN, GP 1	30.000	2179.44	65383.25
0310	668-2100	EA	DROP INLET, GP 1	10.000	1847.59	18475.98
0315	668-2110	LF	DROP INLET, GP 1, ADDL DEPTH	25.000	161.43	4035.84
0320	668-4300	EA	STORM SEW MANHOLE, TP 1	1.000	1775.82	1775.82
0325	668-4311	LF	ST SEW MANHOLE,TP 1,A DEP,CL 1	2.000	154.57	309.14
0330	700-9300	SY	SOD	20500.000	3.38	69395.17
0335	163-0232	AC	TEMPORARY GRASSING	3.000	74.51	223.53
0340	163-0240	TN	MULCH	209.000	181.44	37921.14
0345	163-0300	EA	CONSTRUCTION EXIT	8.000	1108.57	8868.59
0350	163-0502	EA	CONSTR AND REMOVE SILT CONTROL GATE,TP 2	1.000	537.41	537.41
0355	163-0503	EA	CONSTR AND REMOVE SILT CONTROL GATE,TP 3	4.000	397.00	1588.02
0360	163-0527	EA	CNST/REM RIP RAP CKDM,STN P RIPRAP/SN BG	26.000	229.47	5966.40
0370	163-0550	EA	CONS & REM INLET SEDIMENT TRAP	75.000	138.73	10405.34
0375	165-0030	LF	MAINT OF TEMP SILT FENCE, TP C	6800.000	0.66	4517.44
0380	165-0041	LF	MAINT OF CHECK DAMS - ALL TYPES	300.000	2.09	627.73
0390	165-0086	EA	MAINT OF SILT CONTROL GATE, TP 2	1.000	122.57	122.57

STATE HIGHWAY AGENCY

DATE : 03/09/2015
 PAGE : 3

JOB ESTIMATE REPORT

0395	165-0087	EA	MAINT OF SILT CONTROL GATE, TP 3	4.000	101.55	406.21
0400	165-0101	EA	MAINT OF CONST EXIT	8.000	471.46	3771.76
0405	165-0105	EA	MAINT OF INLET SEDIMENT TRAP	75.000	44.38	3329.15
0410	167-1000	EA	WATER QUALITY MONITORING AND SAMPLING	2.000	236.18	472.37
0415	167-1500	MO	WATER QUALITY INSPECTIONS	18.000	492.91	8872.50
0420	171-0030	LF	TEMPORARY SILT FENCE, TYPE C	13600.000	2.54	34556.24
0425	643-8200	LF	BARRIER FENCE (ORANGE), 4 FT	500.000	1.64	824.99
0430	700-6910	AC	PERMANENT GRASSING	1.000	480.87	480.88
0435	700-7000	TN	AGRICULTURAL LIME	9.000	23.39	210.53
0445	700-8000	TN	FERTILIZER MIXED GRADE	5.000	431.04	2155.23
0450	700-8100	LB	FERTILIZER NITROGEN CONTENT	216.000	2.10	453.82
0455	716-2000	SY	EROSION CONTROL MATS, SLOPES	14000.000	0.84	11847.36
0460	615-1200	LF	DIRECTIONAL BORE - CSSTP-0006-00(889)	1480.000	10.10	14962.56
0465	636-1020	SF	HWY SGN,TP1MAT,REFL SH TP3	111.000	13.51	1500.39
0470	636-1033	SF	HWY SIGNS, TP1MAT,REFL SH TP 9	262.000	17.51	4588.89
0475	636-1041	SF	HWY SIGNS,TP 2MAT,REFL SH TP 9	101.000	30.51	3082.19
0480	636-2070	LF	GALV STEEL POSTS, TP 7	799.000	7.04	5630.86
0490	639-3004	EA	STEEL STRAIN POLE, TP IV STEEL STRAIN POLE, TP IV, WITH 65' MAST	1.000	16200.00	16200.00
0495	639-3004	EA	STEEL STRAIN POLE, TP IV STEEL STRAIN POLE, TP IV, WITH 55' MAST	1.000	15200.00	15200.00
0510	639-3014	EA	STEEL STR POLE,TP 4,LUMIN ARM STEEL STRAIN POLE, TP IV, INCL LUMINAIRE	1.000	15200.00	15200.00
0515	639-3014	EA	STEEL STR POLE,TP 4,LUMIN ARM STEEL STRAIN POLE, TP IV, INCL LUMINAIRE	1.000	14700.00	14700.00
0520	639-4004	EA	STRAIN POLE, TP IV	4.000	8250.00	33000.00
0535	647-1000	LS	TRAF SIGNAL INSTALLATION NO - TRAFFIC SIGNAL INSTALLATION NO -2	1.000	60682.00	60682.00
0540	647-1000	LS	TRAF SIGNAL INSTALLATION NO - TRAFFIC SIGNAL INSTALLATION NO -3	1.000	41228.00	41228.00
0545	647-2160	EA	PULL BOX, PB-6	7.000	1039.82	7278.80
0550	647-2170	EA	PULL BOX, PB-7	1.000	1221.84	1221.85
0555	653-0110	EA	THERM PVMT MARK, ARROW, TP 1	6.000	69.59	417.58
0560	653-0120	EA	THERM PVMT MARK, ARROW, TP 2	63.000	70.78	4459.36
0564	653-0170	EA	THERM PVMT MARK, ARROW, TP 7	7.000	86.32	604.24
0565	653-0210	EA	THERM PVMT MARK, WORD , TP 1	8.000	101.52	812.19
0570	653-1501	LF	THERMO SOLID TRAF ST 5 IN, WHI	12500.000	0.47	5936.75
0575	653-1502	LF	THERMO SOLID TRAF ST, 5 IN YEL	9300.000	0.50	4723.66
0580	653-1704	LF	THERM SOLID TRAF STRIPE,24",WH	460.000	4.50	2074.36
0585	653-1804	LF	THERM SOLID TRAF STRIPE, 8",WH	5000.000	1.80	9048.20

DATE : 03/09/2015
 PAGE : 3

JOB ESTIMATE REPORT

0590	653-3501	GLF	THERMO SKIP TRAF ST, 5 IN, WHI	10600.000	0.28	3040.61
0600	653-6004	SY	THERM TRAF STRIPING, WHITE	230.000	3.21	739.99
0605	653-6006	SY	THERM TRAF STRIPING, YELLOW	275.000	3.24	892.53
0610	654-1001	EA	RAISED PVMT MARKERS TP 1	18.000	4.61	83.09
0615	654-1003	EA	RAISED PVMT MARKERS TP 3	380.000	3.14	1193.61
0620	682-6222	LF	CONDUIT, NONMETL, TP 2, 2 IN	80.000	6.40	512.31
0625	682-6233	LF	CONDUIT, NONMETL, TP 3, 2 IN	7500.000	2.89	21692.55
0630	935-1116	LF	OUT PLNT FBR OPT CBL, LOOSE TB, SM, 72 FBR	4000.000	1.84	7380.72
0635	935-1512	LF	OUT PLNT FBR OPT CBL, DROP, SM, 12 FBR	150.000	2.69	403.56
0640	935-3103	EA	FIBER OPTIC CLOSURE, UNDRGRD, 24 FBR	1.000	598.54	598.55
0645	935-3603	EA	FBR. OP.CLOS., FDC PRE-TERM., TYP. A, 12	1.000	754.60	754.60
0650	935-4010	EA	FIBER OPTIC SPLICE, FUSION	32.000	46.66	1493.42
0655	935-8000	LS	TESTING	1.000	4300.00	4300.00
0660	937-6050	EA	INT VIDEO DET SYS ASMBLY, TP A	2.000	6300.00	12600.00
0665	937-6051	EA	INT VIDEO DET SYS ASMBLY, TP B	2.000	580.51	1161.02
0695	937-8000	LS	TESTING	1.000	5000.00	5000.00

ITEM TOTAL						3,760,170.00
INFLATED ITEM TOTAL: NONE ADDED						
PRICE ADJ - ASPHALT CEMENT						209,980.00
ENGR & INSPECTION (5%)						188,010.00

CONTINGENCY PERCENT (5.0):						188,010.00
TOTAL CONSTRUCTION COST:						4,346,170.00

GEORGIA DEPARTMENT OF TRANSPORTATION
 DETAILED ROW COST ESTIMATE SUMMARY

Date (MM/YYYY):

Project: LIB extension

Revised:

County: Dekalb

PI: no.0006880

Description: Lithonia Industrial Boulevard Extension - Phase III

Parcels: 4

R/W Plan Date: 3-Mar-15

CONTRACT

Land and Improvements _____ \$2,167,192.50

Valuation Services _____ \$10,500.00

Legal Services _____ \$40,200.00

Relocation _____ \$15,000.00

Demolition _____ \$0.00

TOTAL CONTRACT _____ **\$2,232,892.50**

INHOUSE

TOTAL INHOUSE _____ **\$43,750.00**

TOTAL ESTIMATED COSTS _____ \$2,276,642.50

TOTAL ESTIMATED COSTS (ROUNDED) _____ **\$2,280,000.00**

Preparation Credits	Hours	Signature



CG#: _____ (DATE)

CG#: _____ (DATE)

Attachment(s): **Project Location Map; Subject/Comp Location Map; Comparable Sales Data**

Preliminary Utility Cost Estimate

Date: March 5, 2015

P.I. Number: 0006889

Net Project Length: 0.50 miles

Hillandale Drive to Woodrow Road

Project Description: Lithonia Industrial Boulevard Extension – Phase III

The following companies have facilities that occupy the public Right-of-way and prior rights have not been determined at this time:

Atlanta Gas Light
AT&T
Georgia Power Company
AGL Networks
DeKalb County Water and Sewer
Comcast of Georgia
Verizon
DeKalb County Transportation
Snapping Shoals EMC

The estimated reimbursable utility cost for the project is:

\$ 86,923

The local government is responsible for this cost.

Prepared By: ARCADIS

STATE HIGHWAY AGENCY

DATE : 03/27/2015

PAGE : 1

JOB ESTIMATE REPORT

JOB NUMBER : 0006889_REMOVE SPEC YEAR: 01
 DESCRIPTION: LITHONIA INDUSTRIAL BLVD EXTENSION - REMOVE SECTION

ITEMS FOR JOB 0006889_REMOVE

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	109-0300		*\$*	PRICE ADJ - ASPHALT CEMENT	1.000	172100.00	172100.00
0010	150-1000		LS	TRAFFIC CONTROL - CSSTP-0006-00(889)	1.000	140000.00	140000.00
0015	153-1300		EA	FIELD ENGINEERS OFFICE TP 3	1.000	83619.18	83619.18
0020	207-0203		CY	FOUND BKFILL MATL, TP II	67.000	49.54	3319.77
0025	210-0100		LS	GRADING COMPLETE - CSSTP-0006-00(889)	1.000	570000.00	570000.00
0030	310-1101		TN	GR AGGR BASE CRS, INCL MATL	24100.000	19.80	477370.15
0035	318-3000		TN	AGGR SURF CRS	500.000	19.71	9858.54
0040	402-1812		TN	RECYL AC LEVELING, INC BM&HL	1100.000	78.34	86180.91
0045	402-3121		TN	RECYL AC 25MM SP, GP1/2, BM&HL	5000.000	69.29	346490.25
0050	402-3130		TN	RECYL AC 12.5MM SP, GP2, BM&HL	2300.000	85.14	195843.00
0055	402-3190		TN	RECYL AC 19 MM SP, GP 1 OR 2 , INC BM&HL	2700.000	73.24	197770.87
0060	413-1000		GL	BITUM TACK COAT	3000.000	3.22	9678.30
0065	432-5010		SY	MILL ASPH CONC PVMT, VARB DEPTH	410.000	7.82	3208.64
0070	441-0104		SY	CONC SIDEWALK, 4 IN	6400.000	26.53	169812.54
0075	441-0106		SY	CONC SIDEWALK, 6 IN	510.000	34.15	17417.12
0080	441-0740		SY	CONC MEDIAN, 4 IN	390.000	27.30	10647.89
0085	441-0748		SY	CONC MEDIAN, 6 IN	27.000	54.69	1476.68
0090	441-4020		SY	CONC VALLEY GUTTER, 6 IN	260.000	37.44	9736.31
0095	441-4030		SY	CONC VALLEY GUTTER, 8 IN	58.000	44.32	2570.80
0100	441-5002		LF	CONC HEADER CURB, 6", TP 2	100.000	16.97	1697.23
0105	441-6216		LF	CONC CURB & GUTTER/ 8"X24"TP2	340.000	12.85	4370.48
0110	441-6222		LF	CONC CURB & GUTTER/ 8"X30"TP2	9200.000	13.74	126426.68
0115	441-6740		LF	CONC CURB & GUTTER/ 8"X30" TP7	6500.000	13.08	85046.13
0120	446-1100		LF	PVMT REF FAB STRIPS, TP2, 18 INCH WIDTH	1100.000	6.35	6990.53
0125	500-3101		CY	CLASS A CONCRETE	1.000	406.58	406.59
0130	500-3800		CY	CL A CONC, INCL REINF STEEL	17.000	926.42	15749.28
0135	500-9999		CY	CL B CONC, BASE OR PVMT WIDEN	10.000	192.51	1925.19
0140	550-1180		LF	STM DR PIPE 18", H 1-10	2800.000	38.73	108462.28
0145	550-1181		LF	STM DR PIPE 18", H 10-15	84.000	39.74	3338.94
0150	550-1240		LF	STM DR PIPE 24", H 1-10	1200.000	46.54	55849.10
0160	550-1300		LF	STM DR PIPE 30", H 1-10	80.000	66.25	5300.13

STATE HIGHWAY AGENCY

DATE : 03/27/2015

PAGE : 2

JOB ESTIMATE REPORT

0180	550-1660	LF	STM DR PIPE 66",H 1-10	120.000	90.00	10800.00
0185	550-3000	LF	ELLIPTICAL PIPE - 66 IN EQUIV, H1-10	120.000	103.81	12457.20
0190	550-4224	EA	FLARED END SECT 24 IN, ST DR	2.000	641.34	1282.69
0195	550-4230	EA	FLARED END SECT 30 IN, ST DR	1.000	730.84	730.84
0200	603-2024	SY	STN DUMPED RIP RAP, TP 1, 24"	180.000	46.77	8420.35
0205	603-7000	SY	PLASTIC FILTER FABRIC	180.000	3.75	675.50
0210	611-3030	EA	REC STORM SEW MANHOLE, TYPE 1	1.000	1512.77	1512.78
0215	620-0100	LF	TEMP BARRIER, METHOD NO. 1	900.000	31.64	28482.31
0220	634-1200	EA	RIGHT OF WAY MARKERS	69.000	107.80	7438.53
0225	635-1000	LF	BARRICADES	200.000	65.77	13154.93
0230	641-1200	LF	GUARDRAIL, TP W	445.000	19.36	8617.14
0235	641-5001	EA	GUARDRAIL ANCHORAGE, TP 1	2.000	803.11	1606.22
0240	641-5012	EA	GUARDRAIL ANCHORAGE, TP 12	2.000	2025.96	4051.93
0245	668-1100	EA	CATCH BASIN, GP 1	33.000	2230.39	73603.15
0250	668-1110	LF	CATCH BASIN, GP 1, ADDL DEPTH	4.000	191.72	766.91
0255	668-1200	EA	CATCH BASIN, GP 2	2.000	2629.33	5258.67
0260	668-1210	LF	CATCH BASIN, GP 2, ADDL DEPTH	12.000	232.02	2784.34
0265	668-2100	EA	DROP INLET, GP 1	5.000	1903.95	9519.78
0270	668-2110	LF	DROP INLET, GP 1, ADDL DEPTH	3.000	171.36	514.09
0275	668-4300	EA	STORM SEW MANHOLE, TP 1	1.000	1868.59	1868.59
0280	668-4311	LF	ST SEW MANHOLE,TP 1,A DEP,CL 1	1.000	203.74	203.74
0285	700-9300	SY	SOD	22200.000	4.71	104748.92
0290	163-0232	AC	TEMPORARY GRASSING	3.000	294.97	884.92
0295	163-0240	TN	MULCH	197.000	192.41	37906.42
0300	163-0300	EA	CONSTRUCTION EXIT	5.000	1264.68	6323.41
0310	163-0503	EA	CONSTR AND REMOVE SILT CONTROL GATE,TP 3	4.000	414.34	1657.39
0315	163-0527	EA	CNST/REM RIP RAP CKDM,STN P RIPRAP/SN BG	16.000	280.00	4480.13
0320	163-0550	EA	CONS & REM INLET SEDIMENT TRAP	50.000	130.16	6508.30
0325	165-0030	LF	MAINT OF TEMP SILT FENCE, TP C	8000.000	0.52	4231.92
0330	165-0041	LF	MAINT OF CHECK DAMS - ALL TYPES	16.000	3.63	58.11
0335	165-0087	EA	MAINT OF SILT CONTROL GATE, TP 3	4.000	112.99	451.98
0340	165-0101	EA	MAINT OF CONST EXIT	5.000	569.89	2849.45
0345	165-0105	EA	MAINT OF INLET SEDIMENT TRAP	50.000	35.62	1781.04
0350	167-1000	EA	WATER QUALITY MONITORING AND SAMPLING	2.000	223.90	447.81
0355	167-1500	MO	WATER QUALITY INSPECTIONS	18.000	493.47	8882.52
0360	171-0030	LF	TEMPORARY SILT FENCE, TYPE C	15900.000	2.89	45983.91
0365	643-8200	LF	BARRIER FENCE (ORANGE), 4 FT	300.000	1.48	444.56
0370	700-6910	AC	PERMANENT GRASSING	1.000	988.41	988.42
0375	700-7000	TN	AGRICULTURAL LIME	9.000	96.91	872.24
0380	700-8000	TN	FERTILIZER MIXED GRADE	5.000	566.81	2834.07
0385	700-8100	LB	FERTILIZER NITROGEN CONTENT	223.000	2.79	623.47

STATE HIGHWAY AGENCY

DATE : 03/27/2015

PAGE : 3

JOB ESTIMATE REPORT

Item No	Description	Unit	Quantity	Unit Price	Total Price
0390	716-2000 SY EROSION CONTROL MATS, SLOPES		11000.000	0.99	10893.52
0395	615-1200 LF DIRECTIONAL BORE - 5 IN		520.000	13.21	6872.26
0400	636-1020 SF HWY SGN, TP1MAT, REFL SH TP3		55.000	14.63	805.16
0405	636-1033 SF HWY SIGNS, TP1MAT, REFL SH TP 9		100.000	18.34	1834.20
0410	636-1041 SF HWY SIGNS, TP 2MAT, REFL SH TP 9		232.000	34.39	7980.14
0415	636-2070 LF GALV STEEL POSTS, TP 7		412.000	6.52	2688.94
0420	639-3014 EA STEEL STR POLE, TP 4, LUMIN ARM STEEL STRAIN POLE, TP IV, INCL LUMINAIRE		1.000	10183.13	10183.14
0425	639-3014 EA STEEL STR POLE, TP 4, LUMIN ARM STEEL STRAIN POLE, TP IV, INCL LUMINAIRE		1.000	10183.13	10183.14
0430	639-4004 EA STRAIN POLE, TP IV		2.000	7246.37	14492.75
0435	647-1000 LS TRAF SIGNAL INSTALLATION NO - CSSTP-0006-00(889)		1.000	56500.00	56500.00
0440	647-2170 EA PULL BOX, PB-7		2.000	1628.55	3257.11
0445	653-0120 EA THERM PVMT MARK, ARROW, TP 2		27.000	77.02	2079.79
0450	653-0210 EA THERM PVMT MARK, WORD, TP 1		6.000	107.66	645.98
0455	653-1501 LF THERMO SOLID TRAF ST 5 IN, WHI		10690.000	0.47	5094.85
0460	653-1502 LF THERMO SOLID TRAF ST, 5 IN YEL		12800.000	0.45	5762.94
0465	653-1704 LF THERM SOLID TRAF STRIPE, 24", WH		185.000	6.18	1144.19
0470	653-1804 LF THERM SOLID TRAF STRIPE, 8", WH		2200.000	2.09	4616.35
0475	653-3501 GLF THERMO SKIP TRAF ST, 5 IN, WHI		6300.000	0.28	1810.24
0480	653-3502 GLF THERMO SKIP TRAF ST, 5 IN, YEL		540.000	0.28	154.73
0485	653-6004 SY THERM TRAF STRIPING, WHITE		245.000	3.92	960.53
0490	653-6006 SY THERM TRAF STRIPING, YELLOW		90.000	4.04	364.17
0495	654-1001 EA RAISED PVMT MARKERS TP 1		38.000	4.78	181.96
0500	654-1003 EA RAISED PVMT MARKERS TP 3		75.000	3.62	271.90
0505	682-6222 LF CONDUIT, NONMETL, TP 2, 2 IN		40.000	6.88	275.36
0510	682-6233 LF CONDUIT, NONMETL, TP 3, 2 IN		6460.000	4.56	29457.60
0515	935-1116 LF OUT PLNT FBR OPT CBL, LOOSE TB, SM, 72 FBR		4070.000	1.67	6796.90
0520	935-1512 LF OUT PLNT FBR OPT CBL, DROP, SM, 12 FBR		150.000	0.90	135.00
0525	935-3102 EA FIBER OPTIC CLOSURE, UNDRGRD, 12 FIBER		2.000	566.00	1132.00
0530	935-3603 EA FBR. OP. CLOS., FDC PRE-TERM., TYP. A, 12		2.000	728.00	1456.00
0535	935-4010 EA FIBER OPTIC SPLICE, FUSION		8.000	50.35	402.88
0540	935-8000 LS TESTING		1.000	4820.00	4820.00
0545	937-6050 EA INT VIDEO DET SYS ASMBLY, TP A		4.000	4779.51	19118.05

STATE HIGHWAY AGENCY

DATE : 03/27/2015

PAGE : 4

JOB ESTIMATE REPORT

0550	937-6150	EA	PROGRAMMING MONITOR, TP A	1.000	508.47	508.47
0555	937-8000	LS	TESTING	1.000	5000.00	5000.00

ITEM TOTAL						3567252.44
INFLATED ITEM TOTAL						3567252.44

TOTALS FOR JOB 0006889_REMOVE						

ESTIMATED COST:						3567252.44
CONTINGENCY PERCENT (5.0):						178362.62
ESTIMATED TOTAL:						3745615.06

**GEORGIA DEPARTMENT OF TRANSPORTATION
DETAILED ROW COST ESTIMATE SUMMARY**

Date (MM/YYYY):

Project: LIB extension

Revised:

County: Dekalb

PI: ???????

Description: Evans-Woodrow

Parcels: 4

R/W Plan Date:

CONTRACT

Land and Improvements _____ \$1,565,107.50

Valuation Services _____ \$43,750.00

Legal Services _____ \$121,950.00

Relocation _____ \$89,000.00

Demolition _____ \$0.00

TOTAL CONTRACT _____ \$1,819,807.50

INHOUSE

TOTAL INHOUSE _____ \$151,250.00

TOTAL ESTIMATED COSTS _____ \$1,971,057.50

TOTAL ESTIMATED COSTS (ROUNDED) _____ \$1,980,000.00

Preparation Credits	Hours	Signature



CG#: _____ (DATE)

CG#: _____ (DATE)

Attachment(s): **Project Location Map; Subject/Comp Location Map; Comparable Sales Data**

Preliminary Utility Cost Estimate

Date: March 27, 2015

P.I. Number: TBD

Net Project Length: 0.72 miles

Woodrow Road to Evans Mill Road

Project Description: Lithonia Industrial Boulevard Extension – Phase III

The following companies have facilities that occupy the public Right-of-way and prior rights have not been determined at this time:

Atlanta Gas Light
AT&T
Georgia Power Company
AGL Networks
DeKalb County Water and Sewer
Comcast of Georgia
Verizon
DeKalb County Transportation
Snapping Shoals EMC

The estimated reimbursable utility cost for the project is:

\$ 169,758

The local government is responsible for this cost.

Prepared By: ARCADIS

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: CSHPP-0006-00(889) DeKalb **OFFICE:** Engineering Services
P.I. No.: 0006889
Lithonia Industrial Boulevard **DATE:** June 1, 2009

FROM: Ronald E. Wishon, Project Review Engineer *REW*

TO: Mike Lobdell, PE, District Preconstruction Engineer, Chamblee

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above project was held February 23-27, 2009. Responses were received on May 29, 2009. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT #	Description	Potential Savings/LCC	Implement	Comments
B-4	Remove 20 ft. raised median/ROW	\$367,514	No	This road will serve as a north-south connection for this portion of DeKalb and provide a shorter, more direct route to I-20. The area near the interstate is expected to be developed in the future. Providing a median in this section would allow for future median openings and left turns. The median would also provide a refuge for pedestrians.
H-5	Eliminate Sidewalks through corridor	\$104,725	No	There is a school and a church within the project limits. It is anticipated that both will generate significant pedestrian traffic. DeKalb is committed to providing pedestrian access in urban settings.
E-3	Revise signal support configuration	\$32,000	No	DeKalb County standard is black steel strain poles with mast arms as proposed. This standard is being constructed throughout the county as part of local and federal aid projects. Maintenance costs of mast arm signals are considerably less than those of span wire signals.

ALT #	Description	Potential Savings/LCC	Implement	Comments
E-4	Removal of Fiber Optic Interconnect	\$34,730	No	It is DeKalb County's intent to connect all the signals in the County and adding fiber now will help ensure these signals will be properly timed in the future. The County wishes to tie these signals to the existing system at the interchange so that they will be properly timed with this existing signal system. The County is committed to providing efficient signal systems as part of an overall "green" effort. Fiber optic interconnect is a valuable part of this system.
F-2	Remove Curb & Gutter	\$115,659	No	This roadway's functional classification is an urban minor collector. In addition, the area around it is an urban area. It is anticipated the development along this roadway will be commercial due to its close proximity to the interstate.
A-5	Reduce pavement thickness	\$773,737	Yes	This will be done.
B-5	Reduce lane width to 11 ft lanes on mainline	\$807,769	No	It appears a mistake was made in the calculations. Reducing the lane width from 12' to 11' should have reduced the construction cost at roughly the same ratio (8.33%). It is anticipated that if 11' lanes are used the actual savings would be approximately \$226,500. It is anticipated that the development in this area will be commercial and thus truck traffic will increase for which 12' lanes are more appropriate. In addition the plans are ready for PFPR so the cost to redesign (approximately \$35,000) and time to redesign the project (1 month for design variance, 2-3 months for redesign) would cause significant delays to the overall schedule of the project.

ALT #	Description	Potential Savings/LCC	Implement	Comments
A-1	Use concrete on mainline instead of asphalt	\$1,051,923	No	This recommendation actually costs more initially with anticipated maintenance savings for the County during the lifecycle of the roadway. DeKalb County does not have experience maintaining concrete roadways and thus the cost to perform maintenance would be much higher than originally anticipated.
E-4a	Use loop detection vs. video detection	\$68,800	No	The VE teams cost calculations for loop detection appear to be very low. The unit price for loops is approximately \$750. There are 28 detection zones on this project. Including boring and conduit, the total for loop detection would be approximately \$45,000, compared to \$10,763 the VE team calculated. This would reduce the anticipated savings to \$34,600. Even though the initial costs are lower the cost of maintenance to the County far outweighs these initial savings. Video detection requires less ROW as the detection zone can be on private property. If loops are used, then additional right of way will be required.
I-1	Eliminate guardrail	\$148,215	Yes	This will be done where feasible. The areas of guardrail near the interchange and ESAs will remain.

ALT #	Description	Potential Savings/LCC	Implement	Comments
E-2	Round About	\$158,907	No	The savings calculated only considered additional ROW costs and did not include additional pavement, curb and gutter and drainage. DeKalb County believes these costs would outweigh the savings. Providing pedestrian access through a 2-lane roundabout is not desirable, especially since the County anticipates significant pedestrian travel between a school and a church which are on opposite sides of the proposed road. In addition, the time and costs to redesign this area would outweigh any significant savings and result in delaying the project.

The Office of Engineering Services concurs with the Project Manager's responses.

Approved:  Date: 6/13/07
 Gerald M. Ross, PE, Chief Engineer

REW/LLM
 Attachments

- c: Genetha Rice Singleton
- Melvin Waldrop
- Mickey McGee
- Ken Werho
- Steve Carter
- Terry Rogers
- Walt Taylor
- Butch Welch
- Tim Matthews
- Lisa Myers
- Matt Sanders

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: CSSTP-0006-00(889), DeKalb County
P.I. No.0006889
Lithonia Industrial Blvd. Phase 3

OFFICE: District 7

DATE: May 28, 2009

FROM: Mike Lobdell, PE, District Preconstruction Engineer

TO: Ronald E. Wishon, Acting Project Review Engineer

SUBJECT: **Value Engineering Study-Responses**

Reference is made to the recommendations that were contained in the Value Engineering Mod 1 Training Report dated March 11, 2009 for the above referenced project.

The main purpose of this project 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 Evans Mill Road and the roadway capacity for current and future planned developments in the area.

A typical cross section for both mainline and cross road consists of 4-12 ft lanes, 20 ft raised landscaped median and variable width sidewalks, 5 -10 ft, and a 2 ft grass strip.. The total project length is 1.10 miles.

Our responses and recommendations to the VE Recommendations are as follows:

<i>VE Recommendation No. & Description w/ Projected Initial Cost Savings</i>		<i>Recommendation Response</i>	<i>Comments</i>
<i>Idea No.</i>			
B-4	Remove raised median/ROW \$367,514	Approval Not Recommended	<ul style="list-style-type: none"> • This road will serve as a north-south connection for this portion of DeKalb and provide a shorter, more direct rout to I-20. In addition the area near the interstate is expected to be developed in the future. Providing a median in this section would allow for future median openings or at least the space for a left turn. • The GDOT Design Policy Manual calls for a 5 lane section minimum. DeKalb County feels that removing the median and having a four lane section would produce a safety issue increasing threat for head on collisions. • Not providing space for separate left turn lanes (no median) would greatly affect the LOS of this project. Since left turns would “shut down” a thru lane during high volume periods. • The proposed median would provide a refuge for pedestrians crossing the 4 lane facility. • In addition, an Access Management Plan is required by ARC for this project. The median is necessary in order to accomplish the goals of the Access Management Plan including encouraging inter-parcel access and limiting the number of access points. • Growth in the area is expected to be commercial in nature with traffic generating destinations increasing the need for a median. • Approximately 1/8 of the required right of way will be donated reducing the anticipated savings by approximately \$10,000. • Eliminating the median would result in a redesign fee of approximately \$35,000 and a schedule delay of 2-3 months. The Final EA is currently at FHWA for approval.
H-5	Eliminate sidewalks throughout the corridor \$104,725	Approval Not Recommended	<ul style="list-style-type: none"> • This road is designated as an urban minor collector. Sidewalk is a feature that is included in the design of roads designated as urban. • There are an existing school and church within the project limits on opposite sides of the proposed road. It is anticipated that both will generate significant pedestrian traffic both to/from offsite locations as well as to/from each other. • DeKalb is committed to providing pedestrian access in urban settings.

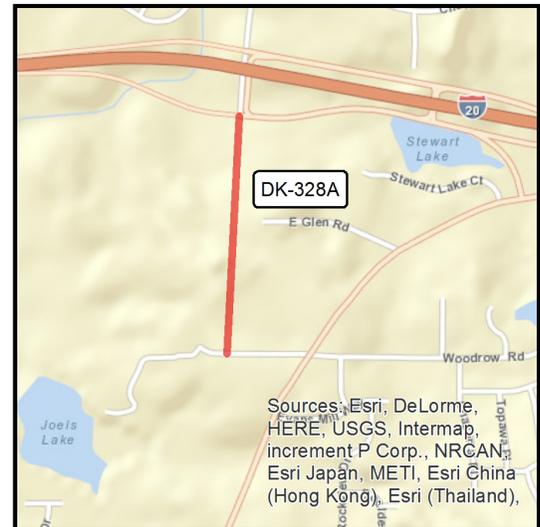
<i>VE Recommendation No. & Description w/ Projected Initial Cost Savings</i>		<i>Recommendation Response</i>	<i>Comments</i>
E-3	Revise Signal Support Configurations \$32,000	Approval Not Recommended	<ul style="list-style-type: none"> DeKalb County standard is black steel strain poles with mast arms as proposed. This standard is being constructed throughout the county as part of local and federal aid projects. Maintenance costs of mast arm signals are considerably less than those of span wire signals. In just a few years the cost of maintaining the span wire signals would overcome the up front construction savings.
E-4	Removal of Fiber Optic Interconnect \$34,730	Approval Not Recommended	<ul style="list-style-type: none"> It is DeKalb County's intent to connect all the signals in the County and adding this now will help ensure these signals will be properly timed in the future. In addition, DeKalb County wishes to tie these signals to the existing system at the interchange so that they will be properly timed with this existing signal system. DeKalb County is committed to providing efficient signal systems as part of an overall "green" effort. Fiber optic interconnect is a valuable part of this system. Inclusion of the interconnect as part of the project comes at a relatively low cost. If it were not installed with the project and had to be done at a later date, it would come at a considerably higher expense.
F-2	Remove curb & gutter \$115,659	Approval Not Recommended	<ul style="list-style-type: none"> This roadway's functional classification is an urban minor collector. In addition, the area around it is an urban area. As stated above the County is committed to providing multimodal transportation options with the sidewalk behind curb and gutter. In addition it is anticipated the development along this roadway will be commercial not residential due to its close proximity to the interstate.
A-5	Reduce Pavement Structure \$773,737	Approval Recommended	<ul style="list-style-type: none"> OMR will have the final approval of the pavement design but DeKalb County will move forward with suggested pavement structure.

<i>VE Recommendation No. & Description w/ Projected Initial Cost Savings</i>		<i>Recommendation Response</i>	<i>Comments</i>
B-5	Reduce lane width \$807,769	Approval Not Recommended	<ul style="list-style-type: none"> • It appears a mistake was made in the calculations. Reducing the lane width from 12' to 11' should have reduced the construction cost at roughly the same ratio (8.33%). The estimated savings the VE Team calculated are 29.72%. It is anticipated that if 11' lanes are used that the actual savings would be approximately \$226,500. • It is anticipated that the development in this area will be commercial and thus truck traffic will increase for which 12' lanes are more appropriate. • In addition the plans are ready for PFPR pending environmental approval so the cost (approximately \$35,000) and time to redesign the project (1 month for design variance, 2-3 months for redesign) would cause significant delays to the overall schedule of the project. In addition, approval of a design variance would be questionable because the only legitimate reason for the variance would be project cost which is not typically a reason that is considered.
A-1	Use concrete on mainline \$137,203 (additional cost to do concrete) \$1,051,923 (future savings)	Approval Not Recommended	<ul style="list-style-type: none"> • This recommendation actually costs more initially with anticipated maintenance savings for the County during the lifecycle of the road. By not recommending this recommendation the County and State would save \$137,203 up front. • DeKalb County does not have experience maintaining concrete roadways and thus the cost to perform maintenance would be much higher than originally anticipated.
E-4a	Use loop detection vs. video detection \$68,800	Approval Not Recommended	<ul style="list-style-type: none"> • The VE teams cost calculations for loop detection appear to be very low. The unit price for loops is approximately \$750. There are 28 detection zones on this project. When you add in boring and conduit, the total for loop detection would be approximately \$45,000, compared to \$10,763 the VE team calculated. This would reduce the anticipated savings to \$34,600. • Even though the initial costs are lower the cost of maintenance to the County far outweighs these initial savings. Loops go out frequently and at any given time hundreds are not operational around the county. It would only take each loop to go out 1 time for the savings to disappear and over the life cycle of the road we would expect each loop to have to be replaced more than once. • Video detection requires less right of way as the detection zone can be on private property. If loops are used, then additional right of way will need to be purchased.
I-1	Eliminate guardrail \$148,215	Approval Recommended	<ul style="list-style-type: none"> • DeKalb County will remove the guardrail where it is feasible to do so. The areas of guardrail near the interchange and ESAs will remain. Preliminary calculations of guardrail to be removed appear to be similar to what the VE team recommended.

<i>VE Recommendation No. & Description w/ Projected Initial Cost Savings</i>		<i>Recommendation Response</i>	<i>Comments</i>
E-2	Roundabout \$158,907	Approval Not Recommended	<ul style="list-style-type: none"> • The savings calculated only took into account additional ROW costs associated with this option. However additional pavement, curb and gutter and drainage will need to be added since this would be a 2 lane roundabout. DeKalb County believes these costs would outweigh the savings by simply removing the signal. • Providing pedestrian access through a 2-lane roundabout is not desirable, especially since the County anticipates significant pedestrian travel between a school and a church which are on opposite sides of the proposed road. • 2-lane roundabouts are not widely used in the southeast United States. • According to FHWA guidance on Roundabouts the minimum inscribed circle diameter for a double lane roundabout is 150'. Additional curb and gutter, shoulder and easement would be necessary. The areas provided in this report don't appear to be this large and thus the cost for ROW may be more costly than shown. • In addition the time and costs to redesign this area would outweigh any significant savings and result in delaying the project.

-End of Responses-

Short Title	LITHONIA INDUSTRIAL BOULEVARD EXTENSION: PHASE III - NEW ALIGNMENT FROM HILLDALE DRIVE TO WOODROW ROAD
GDOT Project No.	0006889
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / General Purpose Capacity
Sponsor	DeKalb County
Jurisdiction	DeKalb County
Analysis Level	In the Region's Air Quality Conformity Analysis



Existing Thru Lane	0
Planned Thru Lane	4

Network Year	2020
Corridor Length	0.5 miles

Detailed Description and Justification

The proposed roadway would consist of four 12-foot-wide lanes divided by a 20-foot raised grassed median. The eastern side of the proposed roadway would have a 5-foot-wide sidewalk, while the western side would have a 10-foot-wide trail from Rock Springs Road to Woodrow Road with a 5-foot-wide sidewalk from Woodrow Road to the end of the project. The proposed 10-foot-wide trail from Rock Springs Road to Woodrow Road would tie into a proposed future Arabia Mountain PATH (multi-use) trail in the area, which would connect Turner Hill Road and Stonecrest Mall to the east with the New Birth Missionary Baptist Church to the west and would use several existing roads in the project area. Exclusive left- and right-turn lanes would be constructed along the proposed Lithonia Industrial Boulevard extension at its intersections with the I-20 eastbound off-ramp/frontage road (right-turn only) and Woodrow Road. A median opening would be provided along the proposed Lithonia Industrial Boulevard extension between Woodrow Road and I-20 to allow service to future developments on undeveloped parcels in this area. As part of the proposed project, Evans Mill Road would be realigned from just south of its existing intersection with Rockview Way approximately 600 feet westward to a new T-intersection with the proposed Lithonia Industrial Boulevard extension. This realigned section of Evans Mill Road would consist of two travel lanes, one in each direction, and an exclusive left-turn lane onto the Lithonia Industrial Boulevard extension and 12-foot-wide shoulders, including 5-foot sidewalks and 30-inch curb and gutter on both sides of the roadway. All existing driveway access along Evans Mill Road would be maintained. See also DK-328B.

Phase Status & Funding Information	Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/PRIVATE
CST STP - Urban (>200K) (ARC)		2016	\$9,599,000	\$7,679,200	\$0,000	\$0,000	\$1,919,800
			\$9,599,000	\$7,679,200	\$0,000	\$0,000	\$1,919,800

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

Short Title	LITHONIA INDUSTRIAL BOULEVARD EXTENSION: PHASE IV - NEW ALIGNMENT FROM WOODROW ROAD TO EVANS MILL ROAD
GDOT Project No.	0006889
Federal ID No.	N/A
Status	Long Range
Service Type	Roadway / General Purpose Capacity
Sponsor	DeKalb County
Jurisdiction	DeKalb County
Analysis Level	In the Region's Air Quality Conformity Analysis



Existing Thru Lane	0
Planned Thru Lane	4

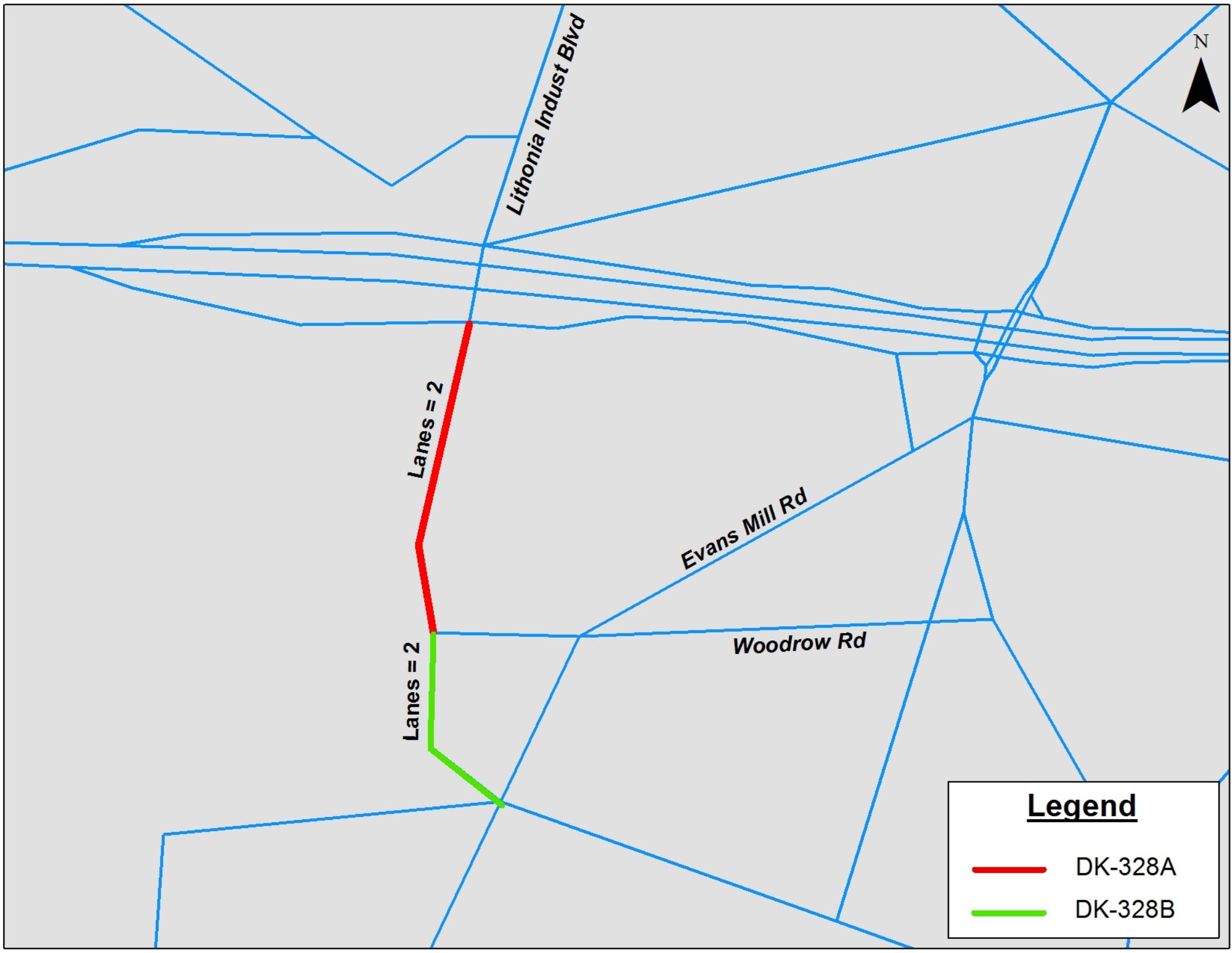
Network Year	2030
Corridor Length	0.6 miles

Detailed Description and Justification

The proposed roadway would consist of four 12-foot-wide lanes divided by a 20-foot raised grassed median. The eastern side of the proposed roadway would have a 5-foot-wide sidewalk, while the western side would have a 10-foot-wide trail from Rock Springs Road to Woodrow Road with a 5-foot-wide sidewalk from Woodrow Road to the end of the project. The proposed 10-foot-wide trail from Rock Springs Road to Woodrow Road would tie into to a proposed future Arabia Mountain PATH (multi-use) trail in the area, which would connect Turner Hill Road and Stonecrest Mall to the east with the New Birth Missionary Baptist Church to the west and would use several existing roads in the project area. Exclusive left- and right-turn lanes would be constructed along the proposed Lithonia Industrial Boulevard extension at its intersections with the I-20 eastbound off-ramp/frontage road (right-turn only) and Woodrow Road. A median opening would be provided along the proposed Lithonia Industrial Boulevard extension between Woodrow Road and I-20 to allow service to future developments on undeveloped parcels in this area. As part of the proposed project, Evans Mill Road would be realigned from just south of its existing intersection with Rockview Way approximately 600 feet westward to a new T-intersection with the proposed Lithonia Industrial Boulevard extension. This realigned section of Evans Mill Road would consist of two travel lanes, one in each direction, and an exclusive left-turn lane onto the Lithonia Industrial Boulevard extension and 12-foot-wide shoulders, including 5-foot sidewalks and 30-inch curb and gutter on both sides of the roadway. All existing driveway access along Evans Mill Road would be maintained. See also DK-328A.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
CST	Local Jurisdiction/Municipality Funds		LR 2020-2030	\$5,000,000	\$0,000	\$0,000	\$0,000	\$5,000,000
				\$5,000,000	\$0,000	\$0,000	\$0,000	\$5,000,000

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



N

Lithonia Indust Blvd

Evans Mill Rd

Woodrow Rd

Lanes = 2

Lanes = 2

Legend

- DK-328A
- DK-328B