

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

**FILE** P. I. No. 0006880, DeKalb County **OFFICE** Preconstruction  
STP-0006-00(880)  
Panola Road Widening - SR 155/Snapfinger Road  
To SR 212/Browns Mill Road **DATE** December 19, 2005

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

**TO** *MBP* SEE DISTRIBUTION

**SUBJECT APPROVED PROJECT CONCEPT REPORT**

Attached for your files is the approval for subject project.

MBP/cj

Attachment

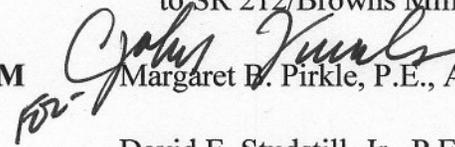
DISTRIBUTION:

Brian Summers  
Harvey Keepler  
Ken Thompson  
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Joe Palladi (file copy)  
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Babs Abubakari  
Bryant Poole  
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** P.I. No. 0006880, DeKalb County **OFFICE** Preconstruction  
 STP-0006-00(880)  
 Panola Road Widening-SR 155/Snapfinger Road  
 to SR 212/Browns Mill Road **DATE** December 5, 2005

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

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

**SUBJECT** PROJECT CONCEPT REPORT

This project is the widening and reconstruction of Panola Road from SR 155/Snapfinger Road to SR 212/Browns Mill Road for a total of 1.40 miles. The existing Panola Road consists of two, 12' wide travel lanes (one in each direction) with no shoulders. Panola Road, within the project limits, is an urban collector which provides access to both residential and some commercial properties. Traffic is projected to be 10,360 VPD and 18,460 VPD in the years 2010 and 2030 respectively. The traffic volumes indicate that the project corridor is experiencing traffic volume increases that will result in reduction in vehicular safety and increased congestion. Intersection analyses indicate that two through lanes in each direction are needed to handle the traffic. The posted speed and the design speed are 45 MPH.

The proposed construction will provide (for the entire project length) four, 12' travel lanes with 4' bike lanes, 5' sidewalks, and a 20' flush two-way left turn lane. This project will include a new traffic signal at Snapfinger Road and improvements to the existing signal. All crossroad intersections will be improved based on design year traffic data with improvements to approach lane configurations and turn lane lengths. Roadway widening will normally be symmetrical about existing centerline, though asymmetrical widening will be performed where factors such as utility impacts, right-of-way restrictions, or geometric restrictions dictate. Traffic will be maintained during construction utilizing stage construction and detours as necessary.

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)	\$11,241,000	\$4,815,000	L230	LR
Right-of-Way & Utilities*	Local	Local	Local	

\* PMA needed.

David Studstill

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P. I. No. 0006880, DeKalb

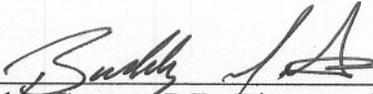
December 5, 2005

This project will meet the future needs of the corridor. This project is identified in the current Regional Transportation Plan (RTP) of the Atlanta Regional Commission (ARC). I recommend this project concept be approved.

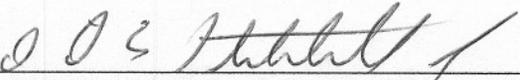
MBP:JDQ/cj

Attachment

CONCUR

  
Buddy Gratton, P.E., Director of Preconstruction

APPROVE

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

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE:** P.I. No. 0006880

**OFFICE:** Environment/Location

**DATE:** November 29, 2005

**FROM:**

  
Harvey D. Keepler, State Environmental/Location Engineer

**TO:**

Margaret B. Pirkle, Assistant Director of Preconstruction

**SUBJECT:**

**PROJECT CONCEPT REPORT  
STP-0006-00(880) / Dekalb County  
Panola Rd. Corridor Improvements – SR 155 (Snapfinger Rd.)  
To SR 212 (Browns Mill Rd.)**

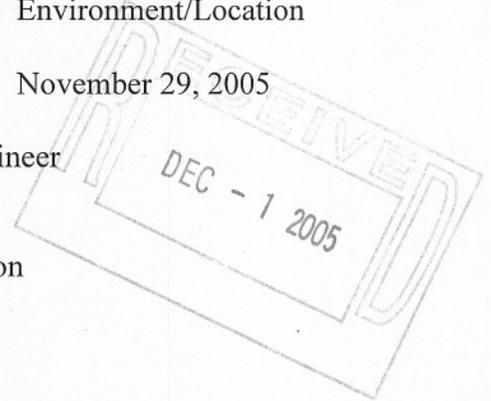
The above subject concept report has been reviewed. Due to project scope and potential impacts, at least one (1) PIOH should be held in addition to the PHOH to be held after draft environmental document.

If you have any questions, please contact me at (404) 699-4401.

HDK/lc

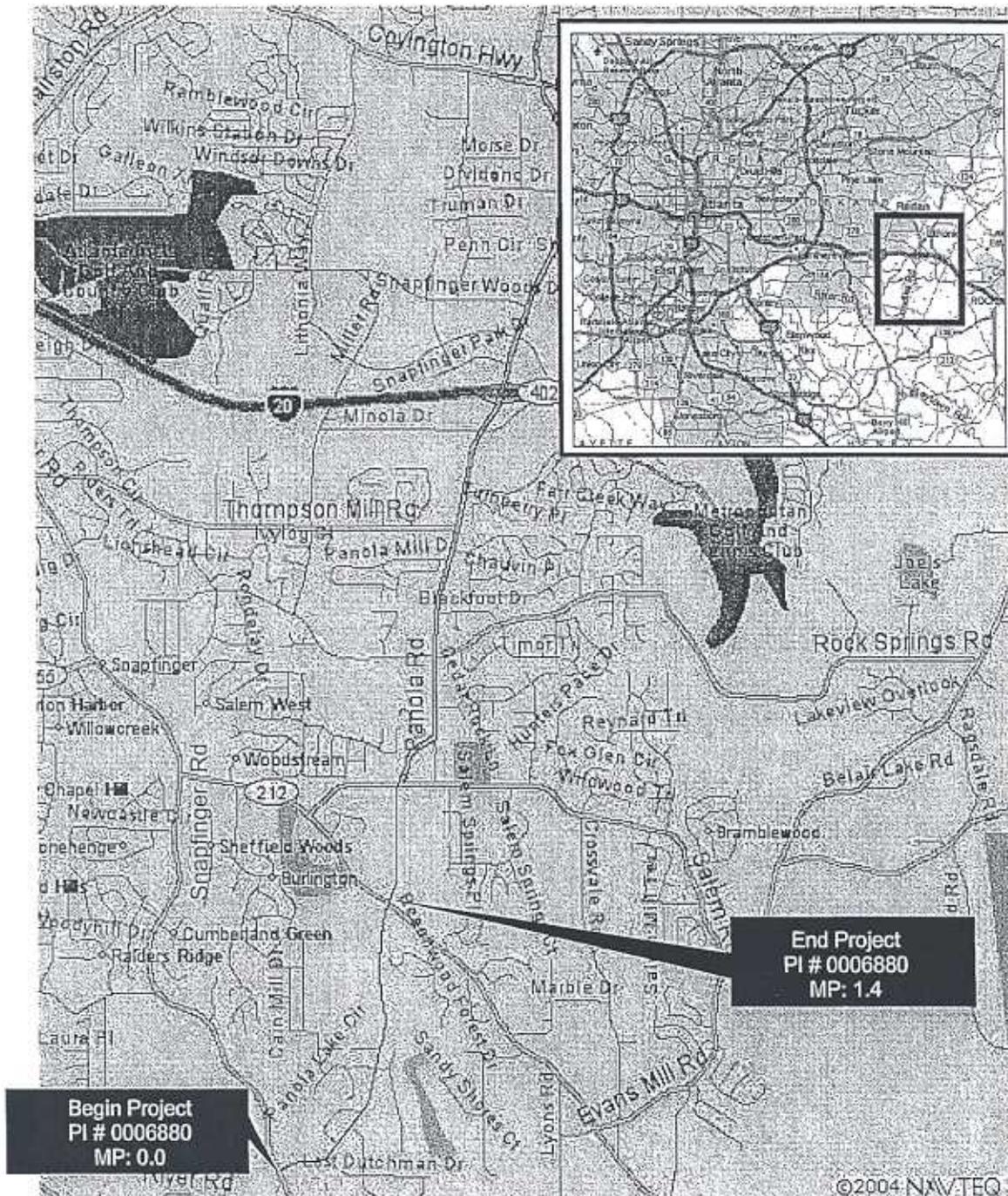
Attachment

cc: Brian Summers  
Bryant Poole  
Keith Golden  
Joe Palladi  
Jamie Simpson  
Paul Liles



## Project Location Map

Not to Scale



**Need and Purpose:**

The Panola Road Corridor Improvement project area is located in DeKalb County between Covington Highway and Snapfinger Road. The whole corridor is divided into five project segments. Segment 1 includes Panola Road from SR 155 (Snapfinger Road) to SR 212 (Browns Mill Road); Segment 2 includes Panola Road from SR 212 (Browns Mill Road) to Thompson Mill Road; Segment 3 includes Panola Road from Thompson Mill Road to Fairington Road; Segment 4 includes Panola Road from Fairington Road to Snapfinger Woods Drive; Segment 5 includes Panola Road from Snapfinger Woods Drive to SR 12 (Covington Highway). This concept report is prepared for segment 1: Panola Road from SR 155 (Snapfinger Road) to SR 212 (Browns Mill Road).

Panola Road from SR 155 (Snapfinger Road) to SR 212 (Browns Mill Road) is an urban collector, which provides access to both residential and some commercial properties. Along Panola Road from SR 155 (Snapfinger Road) to SR 212 (Browns Mill Road), the projected 2010 average daily traffic (ADT) is 10,360 vpd and the projected 2030 ADT is 18,460 vpd.

The traffic volumes above indicate that the project corridor is experiencing traffic volume increases that will result in a reduction in vehicular safety and increased congestion. Along this segment from SR 155 (Snapfinger Road) to SR 212 (Browns Mill Road), there is one major unsignalized intersection located at Panola Road of SR 155 (Snapfinger Road). This unsignalized intersection is operating at LOS F in the 2005 AM and PM peak hours and is projected to generate significantly high delay (LOS F) in the 2010 and 2030 no-build scenarios. Table 1 provides the historical accident data for Panola Road from SR 155 (Snapfinger Road) to SR 212 (Browns Mill Road).

Table 1. Historical Accident Summary

PI # 0006880 (From SR 155 (Snapfinger Road) to SR 212 (Browns Mill Road))				
Compared to Statewide Urban Collector				
Year	2000 <sup>1</sup>	2001 <sup>2</sup>	2002 <sup>3</sup>	2003 <sup>4</sup>
Total Accidents	12	29	27	17
Total Injuries	0	17	4	19
Total Fatalities	0	0	0	0
Accident Rate (per 100 mvm)	365	832	706	415
Statewide Accident Rate (per 100 mvm)	515	540	534	534
Percentage of Statewide Average	71%	154%	132%	78%
Injury Rate (per 100 mvm)	0	488	105	464
Statewide Injury Rate (per 100 mvm)	191	200	199	199
Fatality Rate (per 100 mvm)	0	0	0	0
Statewide Fatality Rate (per 100 mvm)	1.48	1.58	1.22	1.22

Note:

2000<sup>1</sup> Accident Data is available only from January to May in 2000. Data were interpolated to December.

2001<sup>2</sup> Accident Data is available from January to December in 2001.

2002<sup>3</sup> Accident Data is available only from January to April in 2002. Data were interpolated to December

2003<sup>4</sup> Accident Data is available only from January to May in 2003. Data were interpolated to December. Statewide rates were used for 2003.

Panola Road from SR 155 (Snapfinger Road) to SR 212 (Browns Mill Road) currently consists of two 12-foot-wide travel lanes (one in either direction) with no shoulder. The proposed typical section for this segment along Panola Road is four 12-foot-wide travel lanes (two in each direction) with a 20-foot flush center median. This typical section would allow the proposed signalized intersection of Panola Road at SR 155 (Snapfinger Road) to function at LOS of B in the 2010 build year and at LOS C in the 2030 design year for peak hour travel times. (The no-build scenarios would operate at LOS F.) All the other unsignalized intersection will operate at LOS B or above in the 2010 build year and at LOS C or above in 2030 design year.

INTERSECTIONS		2005		2010				2030			
		No Build		Build		No Build		Build		No Build	
		LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Panola Road @ SR 155 (Snapfinger Road)	AM	F*	293*	B	15.2	F*	621.5*	C	23.6	F*	12996*
	PM	F*	188.9*	B	11.5	F*	443.7*	B	15.4	F*	5830*
Panola Road @ Browns Mill Road	AM	C	24.3	C	23.6	C	30.3	E	71.9	F	280.2
	PM	B	17.4	C	22	C	22	F	97.4	F	397.1

\* The no build condition of this intersection is unsignalized

**Description of the proposed project:** The Panola Road project (PI # 0006880) begins at the intersection of SR 155 (Snapfinger Road) and Panola Road and ends at the intersection of SR 212 (Browns Mill Road) and Panola Road. The project length along Panola Road for this segment is 1.4 miles.

The Panola Corridor improvement project (PI # 0006880) consists of widening existing Panola Road from two 12' lanes to four 12' travel lanes with 4' bike lanes, 5' sidewalks, and a 20' flush two way left turn lane. All crossroad intersections will be improved based on design year traffic data with improvements to approach lane configurations and turn lane lengths. Roadway widening will normally be symmetrical about existing centerlines, though asymmetrical widening will be performed where factors such as utility impacts, right of way restrictions, or geometric restrictions dictate.

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

STP-0006-00(880) proposed concept of widening Panola Road from two lanes to four lanes from SR 155 (Snapfinger Road) to SR 212 (Browns Mill Road) is consistent with the regional transportation model. It is anticipated that this project will be open to traffic in 2010.

**PDP Classification:** Major, Existing

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

**Functional Classification:** Urban Collector

**U. S. Route Number(s):** N/A **State Route Number(s):** 155, 212

**Traffic (AADT):**

Current Year (2010): 10,360 vpd Design Year (2030): 18,460 vpd

**Existing design features:**

- Typical Section: 2 – 12' lanes, no median, 24" curb and gutter or graded shoulder, no sidewalk (most locations)
- Posted speed: 45 mph
- Minimum radius: 700 ft.
- Maximum grade: 15%
- Width of right of way: 60 -90 ft.
- Major structures: None
- Major interchanges or intersections along the project: Panola Road @ SR 155 (Snapfinger Road).
- Existing length of roadway segment:
  - Mainline: 1.4 miles
  - Side Street: 0.5 miles

**Proposed Design Features:**

- Proposed typical section(s):
  - 4 – 12' Lane Urban Section
  - 20' flush median, 4' bike lanes, 24" curb and gutter, 5' sidewalk with 2' grass strip. Left and right auxiliary turn lanes at major intersections.
- Proposed Design Speed Mainline: 45 mph
- Proposed Maximum Grade Mainline: 9.00%      Maximum Grade Allowable: 9.00%
- Proposed Maximum Grade Side Street: 15%      Maximum Grade Allowable: 9.00%.
- Proposed Maximum Grade Driveway:
  - Residential: 27% if Fill, 28% in cut (w/10' vertical curve)
  - Commercial: 11% Fill and Cut
- Proposed Minimum Radius: 700 ft. (@ 6% superelevation)
- Right of Way
  - Width: Varies 80 feet to 115 feet
  - Easements: Temporary ( X ), Permanent ( ), Utility ( ), Other ( ).
  - Type of access control: Full ( ), Partial (X), By Permit ( ), Other ( ).

**Project responsibilities:**

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

**Coordination**

- Initial concept meeting date: N/A
- Concept meeting date: Sept. 20, 2005
- PAR meetings, dates and results: TBD
- FEMA, USCG, and/or TVA: TBD
- Public involvement: PHOH to be held.
- Local government comments: None to date
- Other projects in the area:
  - STP-0006-00(879) (PI #0006879) Panola Road Segment 2
  - STP-0005-00(905) (PI #0005905) Panola Road Segment 3
  - NHS-0002-00(868) (PI #0002868) Panola Road Segment 4
  - STP-0006-00(890) (PI #0006890) Panola Road Segment 5
  - NHS-0000-00(715) (PI #0000715) I-20 HOV
- Other coordination to date: None to date
- Railroads: None

**Scheduling – Responsible Parties' Estimate**

- Time to complete the environmental process: 18 Months.
- Time to complete preliminary construction plans: 6 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: 18 Months.
- List other major items that will affect the project schedule: Utilities: 8-12 Months.

**Other alternates considered:**

1. No build. – The purpose of this project is to improve traffic capacity and to meet future volume demands. This option would not accomplish this purpose.
2. Improvements to intersections – Improve selected intersections to facilitate operation. This option would require addition of lanes within the areas of intersections to operate at a reasonable LOS, which negates efforts to minimize corridor impacts and presents problems with adding/dropping lanes between intersections.

**Comments:**

- Number of parcels: 58      Number of displacements:
  - Business: 0
  - Residences: 0
  - Mobile homes: 0
  - Other: 0

- Structures:
  - Bridges: None
  - Retaining walls: various locations, all below 20' tall
- Major intersections and interchanges: Panola Road @ SR 155 (Snapfinger Road).
- Traffic control during construction: Staged construction; 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)

As the vertical profile of side streets is developed during the design effort and as the project moves through the NEPA process, a more accurate assessment of the need for design exceptions for vertical grades and stopping sight distance will be evaluated.

- Design variances: None
- Environmental concerns: Wetland/flood plain encroachment
- 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:

### SCORING RESULTS AS PER TOPPS 2440-2

<b>Project Number:</b> STP-0006-00(880)		<b>County:</b> DeKalb		<b>PI No.:</b> 0006880	
<b>Report Date:</b> 9/30/05		<b>Concept By:</b>			
		DOT Office: District 7			
<input checked="" type="checkbox"/> CONCEPT		Consultant: ARCADIS			
<b>Project Type:</b> 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 <input type="checkbox"/> Building <input type="checkbox"/> Interchange <input type="checkbox"/> Intersection <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input checked="" type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
<b>FOCUS AREAS</b>	<b>SCORE</b>	<b>RESULTS</b>			
<b>Presentation</b>					
<b>Judgement</b>					
<b>Environmental</b>					
<b>Right of Way</b>					
<b>Utility</b>					
<b>Constructability</b>					
<b>Schedule</b>					

Project Concept Report Page 8

Project Numbers: STP-0006-00(880)

P. I. Numbers: 0006880

County: DeKalb

- Atlanta Gas Light Company
- BellSouth Telecommunications
- Georgia Power
- M.E.A.G.
- DeKalb County Public Works Water and Sewer Division
- Comcast
- (Others to be determined)

Project Concept Report Page 10  
Project Numbers: STP-0006-00(880)  
P. I. Numbers: 0006880  
County: DeKalb

**Attachments:**

1. Cost Estimates:
  - a. Right of way
  - b. Utilities
  - c. Construction including E&C and Inflation
2. Typical sections
3. Concept Team Meeting Minutes

# PRELIMINARY COST ESTIMATE

PROJECT: PANOLA ROAD CORRIDOR – SEGMENT 1  
 STP-0006-00(880)  
 SR 155 (Snapfinger Road) to SR 212 (Browns Mill Road)

COUNTY: DeKALB

DATE: September 30, 2005

ESTIMATED LETTING DATE:

PREPARED BY: ARCADIS  
 PROJECT LENGTH: 1.4 mi mainline, 0.5 mi side road

PROGRAMMING PROCESS       CONCEPT DEVELOPMENT       DURING PROJECT DEV.

PROJECT COST		
<b>A. RIGHT-OF-WAY:</b>		
1. PROPERTY (Req'd R/W); 206,646 sf @ \$10/sf		\$ 2,066,460
2. DISPLACEMENTS		\$ 0
3. OTHER COST (ADM./COST, INFLATION)		\$ 0
	SUBTOTAL: A	\$ 2,066,460
<b>B. REIMBURSABLE UTILITIES:</b>		
1. RAILROAD		\$ 0
2. TRANSMISSION LINES 38 minor struct. @ \$10,000/ea, 1 major struct. @ \$100,000/ea, 9550 lf power line @ \$5/lf		\$ 527,750
3. SERVICES EST.		\$ 100,000
	SUBTOTAL: B	\$ 627,750
<b>C. CONSTRUCTION:</b>		
<b>1. MAJOR STRUCTURES</b>		
a. RETAINING WALLS 3500 sf @ \$50/sf		\$ 175,000
b. BRIDGES 0 sf @ \$100/sf		\$ 0
c. DETOUR BRIDGES 0 sf @ \$75/sf		\$ 0
d. BOX CULVERTS 150 lf @ \$420/lf		\$ 63,000
	SUBTOTAL: C-1	\$ 238,000

PROJECT COST			
<b>2. GRADING AND DRAINAGE:</b>			
a. EARTHWORK	grading complete, EST		\$ 1,650,000
<b>b. DRAINAGE:</b>			
1) Cross Drain Pipe	15 ea @ \$3200/ea (1 per 700', 4 In section)		\$ 48,000
2) Curb and Gutter	19804 lf @ \$10.50/sf		\$ 207,942
3) Longitudinal System	1.43 mi @ \$200,000/mi		\$ 286,000
SUBTOTAL: C-2			\$ 2,191,942
<b>3. BASE AND PAVING:</b>			
a. AGGREGATE BASE	57,630 Tons x \$12.65/Ton		\$ 729,020
b. ASPHALT PAVING: Surface	7204 Tons x	\$ 90	\$ 648,360
Binder	19,210 Tons x	\$ 82	\$ 1,575,220
Base	19,210 Tons x	\$ 75	\$ 1,440,750
c. CONCRETE MEDIAN	0 sy @ 38.00/sy		\$ 0
d. SIDEWALK	11,002 sy @ \$25.00/sy		\$ 275,056
e. OTHER: TACK	(20,956 x \$.85/gal)		\$ 17,813
SUBTOTAL: C-3			\$ 4,686,219
<b>4. LUMP ITEMS:</b>			
a. TRAFFIC CONTROL	\$500,000/mi x 1.42 mi		\$ 710,000
b. CLEARING AND GRUBBING	\$6,000/ac x 8.84 ac		\$ 53,040
c. LANDSCAPING	N/A		\$ 0
d. EROSION CONTROL	\$80,000/mi x 1.42 mi		\$ 113,600
e. DETOURS	N/A		\$ 0
SUBTOTAL: C-4			\$ 876,640
<b>5. MISCELLANEOUS:</b>			
a. LIGHTING	\$100,000/mi x 1.42 mi		\$ 142,000

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

District 7

PROJECT CONCEPT REPORT

Project Number: STP-0006-00(880)

County: DeKalb

P. I. Number: 0006880

Federal Route Number: N/A

State Route Number: N/A

**Panola Road Corridor Improvements –  
SR 155 (Snapfinger Road) to SR 212 (Browns Mill Road)**

Description: Corridor improvement of Panola Road.

Recommendation for approval:

DATE 10/28/05

Mike L. Ladd  
Project Manager

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 Plan (STIP).

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Planning Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
Office of Financial Management Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
State Environmental/Location Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Safety & Design Engineer

DATE 11/4/05

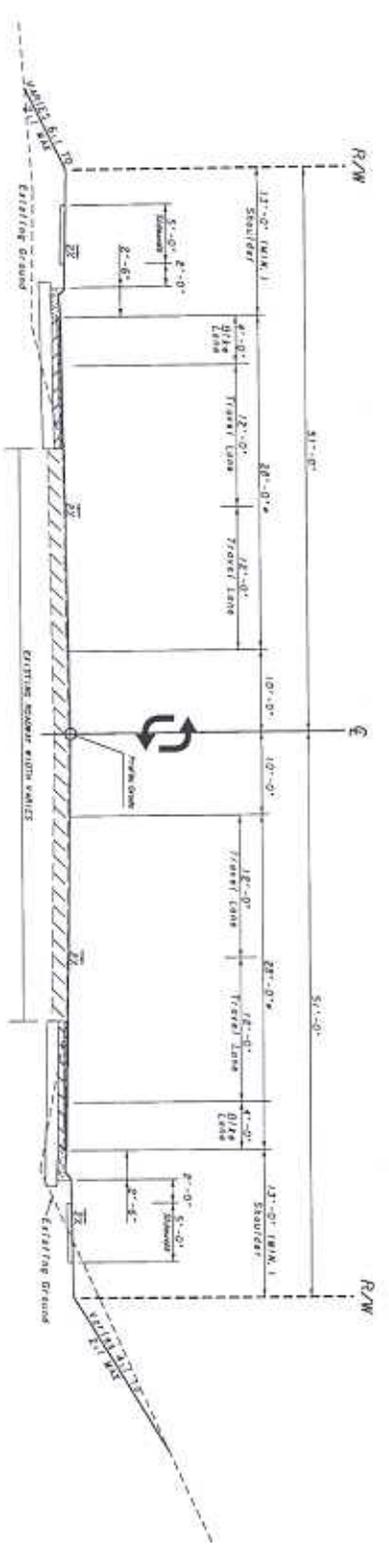
Bryan K. Kools  
District Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
Project Review Engineer

PROJECT COST		
b. SIGNING – STRIPING	\$40,000/mi x 1.42 mi	\$ 56,800
c. GUARDRAIL	(2,000 lf x \$11/lf)	\$ 22,000
d. MEDIAN BARRIER	N/A	\$ 0
		SUBTOTAL: C-5 \$ 220,800
6. SIGNAL MODIFICATION: 2 New Signals @ \$110,000 ea Fiberoptic - \$150,000 x 1.42 mi		SUBTOTAL: C-6 \$ 433,000

ESTIMATE SUMMARY		
A. RIGHT-OF-WAY		\$ 2,066,460
B. REIMBURSABLE UTILITIES <i>(No Reimbursements)</i>		\$ 627,750
C. CONSTRUCTION		
1. MAJOR STRUCTURES	\$ 238,000	
2. GRADING AND DRAINAGE	\$ 2,191,942	
3. BASE AND PAVING	\$ 4,686,219	
4. LUMP ITEMS	\$ 876,640	
5. MISCELLANEOUS	\$ 220,800	
6. SIGNAL MODIFICATION	\$ 433,000	
SUBTOTAL CONSTRUCTION COST	\$ 8,646,601	
INFLATION (4 YRS @ 5% PER YEAR)	\$ 1,729,320	
E. & C. (10%)	\$ 864,660	
NUMBER OF YEARS	2	
TOTAL CONSTRUCTION COST	\$	11,240,581
GRAND TOTAL PROJECT COST	\$	13,934,791



4 Lane Typical Section  
 With 20' Flush Median and  
 Bike Lanes (D.S. 45mph)  
 NORMAL CROWN



NOT TO SCALE

REVISION DATES	OFFICE	DETAILS

DETAILED COUNTY  
 DEPARTMENT OF PUBLIC WORKS  
 PANOLA ROAD CORRIDOR  
 IMPROVEMENTS

DATE: 10/20/23

# Concept Team Meeting Summary

Panola Road Corridor Improvement Segments 1, 2, 3, & 5  
STP-0005-00(905), STP-0006-00(879), STP-0006-00(880), STP-0006-00(890)  
P.I. Nos. 0005905, 0006879, 0006880, 0006890  
DeKalb County

Date: September 20, 2005

Location: GDOT District 7 Preconstruction Conference Room

## Attendees:

Mike Lobdell	GDOT – D7 Preconstruction	404-463-4947
Chris Woods	GDOT – D7 Preconstruction	404-463-4947
Sam Woods	GDOT – D7 Preconstruction	404-463-4947
Edlin Regis	GDOT – D7 Preconstruction	404-463-4947
Zanda Montgomery	GDOT – D7 Environmental	404-463-4947
Ray McEachern	GDOT – D7 Traffic Operations	404-463-4964
Sharon Witherspoon	GDOT – D7 Utilities	404-463-4953
Nabil Raad	GDOT – TS&D	404-635-8126
Steve Walker	GDOT – Planning	404-656-5427
Taylor Wright	PBS&J	770-933-0280
David Pelton	Dekalb County	770-492-5223
Patrece Keeter	Dekalb County	770-492-5281
Doug Tilt	Arcadis	770-431-8666
Tyler Denning	Arcadis	770-431-8666

## Meeting Notes:

- Sam Woods opened the meeting and introductions were given.
- Tyler Denning and Doug Tilt gave an overview of the project layout.
- Arcadis noted that the median in the southern section of Panola is flush because the AADT does not warrant a raised median. The flush median is 20 feet wide to accommodate a future raised median if necessary.
- Doug Tilt mentioned that traffic counts have been approved by OEL.
- Due to the number of potential environmental impacts, business and residential displacements, and additional capacity being added to Panola Road, we will anticipate an environmental assessment instead of a categorical exclusion. It was decided to include all segments of Panola Road in the same environmental document.
- Nabil Raad mentioned that if left turn volumes are greater than 300 vph dual left turn lanes should be considered. Doug Tilt stated that there are more than 300 vehicles turning left from Panola Road onto Rock Springs, however this intersection has recently been reconstructed and does not have receiving lanes for dual lefts. Dual lefts are not feasible at this intersection.

- Ray McEachern stated that if a future traffic signal is being considered at the intersection of Panola Road and Cedar Rock Dr. the required Right-of-Way should be acquired through this project.
- Chris Woods asked if the projects would be let at the same time. Taylor Wright stated they should be let as they are ready, but this may bring up issues with temporary tie-ins between the phases.
- Steve Walker noted that the programmed funding for these projects is significantly less than the cost estimates. Dekalb County stated that they will find additional funding.
- Taylor Wright suggested that SUE may be useful for this project. Mike Lobdell said that SUE would be paid for by the County if it is used; GDOT has no PE funds in the projects.
- Taylor Wright asked if the County can proceed with Public Hearings. Zanda Montgomery said they may proceed if the limits are clearly defined. Mike Lobdell added that certain design elements should be “finalized” before the meeting is held as to not mislead the public about a signal placement or median opening. It was decided that the stretch of Panola Road from Snapfinger Woods Drive to Covington Highway (Segment 5) should show a continuous median with no breaks or signals in the first public hearing. Median openings and signals in this stretch can be discussed at the first public hearing. At least 2 Public Hearings should be held.
- Doug Tilt asked about signal permit applications. Ray McEachern stated that permitting will be done by the County.
- Sam Woods closed the meeting.

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

District 7

PROJECT CONCEPT REPORT

Project Number: STP-0006-00(880)

County: DeKalb

P. I. Number: 0006880

Federal Route Number: N/A

State Route Number: N/A

Panola Road Corridor Improvements –  
SR 155 (Snapfinger Road) to SR 212 (Browns Mill Road)  
Description: Corridor improvement of Panola Road.

Recommendation for approval:

DATE 10/28/05

  
Project Manager

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 Plan (STIP).

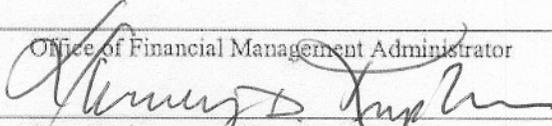
DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Planning Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
Office of Financial Management Administrator

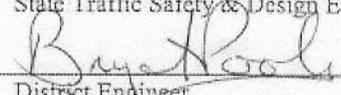
DATE 11.28.05

  
State Environmental/Location Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Safety & Design Engineer

DATE 11/4/05

  
District Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
Project Review Engineer