

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0006890, DeKalb County **OFFICE** Preconstruction
STP-0006-00(890)
Panola Road Widening - Snapfinger Woods Drive
To SR 12/Covington Highway **DATE** December 19, 2005

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

TO SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

MBP/cj

Attachment

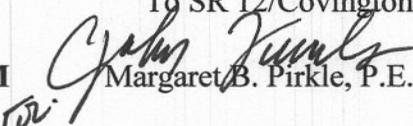
DISTRIBUTION:

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Bryant Poole
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 0006890, DeKalb County **OFFICE** Preconstruction
STP-0006-00(890)
Panola Road Widening-Snapfinger Woods Drive
To SR 12/Covington Highway **DATE** December 6, 2005

FROM *for*  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 Snapfinger Woods Drive to SR 12/Covington Highway for a total of 1.0 mile. The existing Panola Road consists of a four lane section with a flush median. Panola Road, within the project limits, is an urban minor arterial which provides access to both residential and commercial properties. Traffic is projected to be 34,630 VPD and 52,020 VPD in the years 2010 and 2030 respectively.

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. The 2005 LOS between the two existing signalized intersections within the project corridor are operating at LOS C in the a.m. peak hour and from LOS C to LOS E in the p.m. peak hour. The 2010 no-build LOS is projected to be from LOS E to LOS D in the a.m. peak hour and LOS E to LOS F in the p.m. peak hour. The 2030 no-build scenario would operate at LOS F for both the a.m. and p.m. peak hours at these two signalized intersections.

The proposed construction will provide six, 12' travel lanes with 4' bike lanes, 5' sidewalks, and a variable 20' to 32' raised median. This typical section will allow the intersections along Panola Road to function from LOS C to LOS D in the 2010 build year and LOS D to LOS E in the 2030 design year for peak hour travel times. All cross road intersections will be improved based on design year 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.

David Studstill

Page 2

P. I. No. 0006890, DeKalb

December 6, 2005

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)	\$16,499,000	\$3,030,000	L230	2009
Right-of-Way & Utilities*	Local	Local	Local	

*PMA needed.

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.

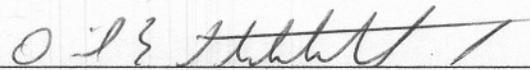
MBP:JDQ/cj

Attachment

CONCUR


Buddy Gratton, P.E., Director of Preconstruction

APPROVE


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

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

District 7

PROJECT CONCEPT REPORT

Project Number: STP-0006-00(890)

County: DeKalb
P. I. Number: 0006890

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

Panola Road Corridor Improvements –
Snapfinger Woods Drive to SR 12 (Covington Highway)
Description: Corridor improvement of Panola Road.



Recommendation for approval:

DATE 10/28/05

Mike Laddell
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 Environment/Location Engineer

DATE 11-21-05

Keith Scott
State Traffic Safety & Design Engineer

DATE 11/4/05

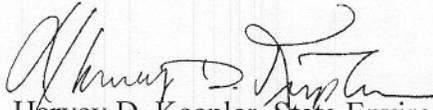
Bay Hook
District Engineer

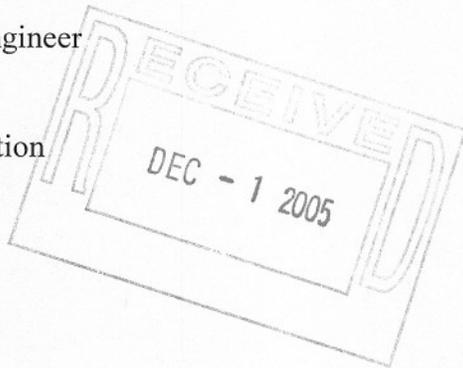
DATE _____

Project Review Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. No. 0006890 **OFFICE:** Environment/Location
DATE: November 29, 2005
FROM: 
Harvey D. Keeper, State Environmental/Location Engineer
TO: Margaret B. Pirkle, Assistant Director of Preconstruction
SUBJECT: **PROJECT CONCEPT REPORT**
STP-0006-00(890) / Dekalb County
Panola Rd. Corridor Improvements – Snapfinger
Woods Drive to SR 12 (Covington Highway)



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

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

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

District 7

PROJECT CONCEPT REPORT

Project Number: STP-0006-00(890)

County: DeKalb
P. I. Number: 0006890

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

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Snapfinger Woods Drive to SR 12 (Covington Highway)**
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DATE 10/28/05

Mike Laddell
Project Manager

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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

Bay Hook
District Engineer

DATE _____

Project Review Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

District 7

PROJECT CONCEPT REPORT

Project Number: STP-0006-00(890)

County: DeKalb
P. I. Number: 0006890

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

**Panola Road Corridor Improvements –
Snapfinger Woods Drive to SR 12 (Covington Highway)**
Description: Corridor improvement of Panola Road.

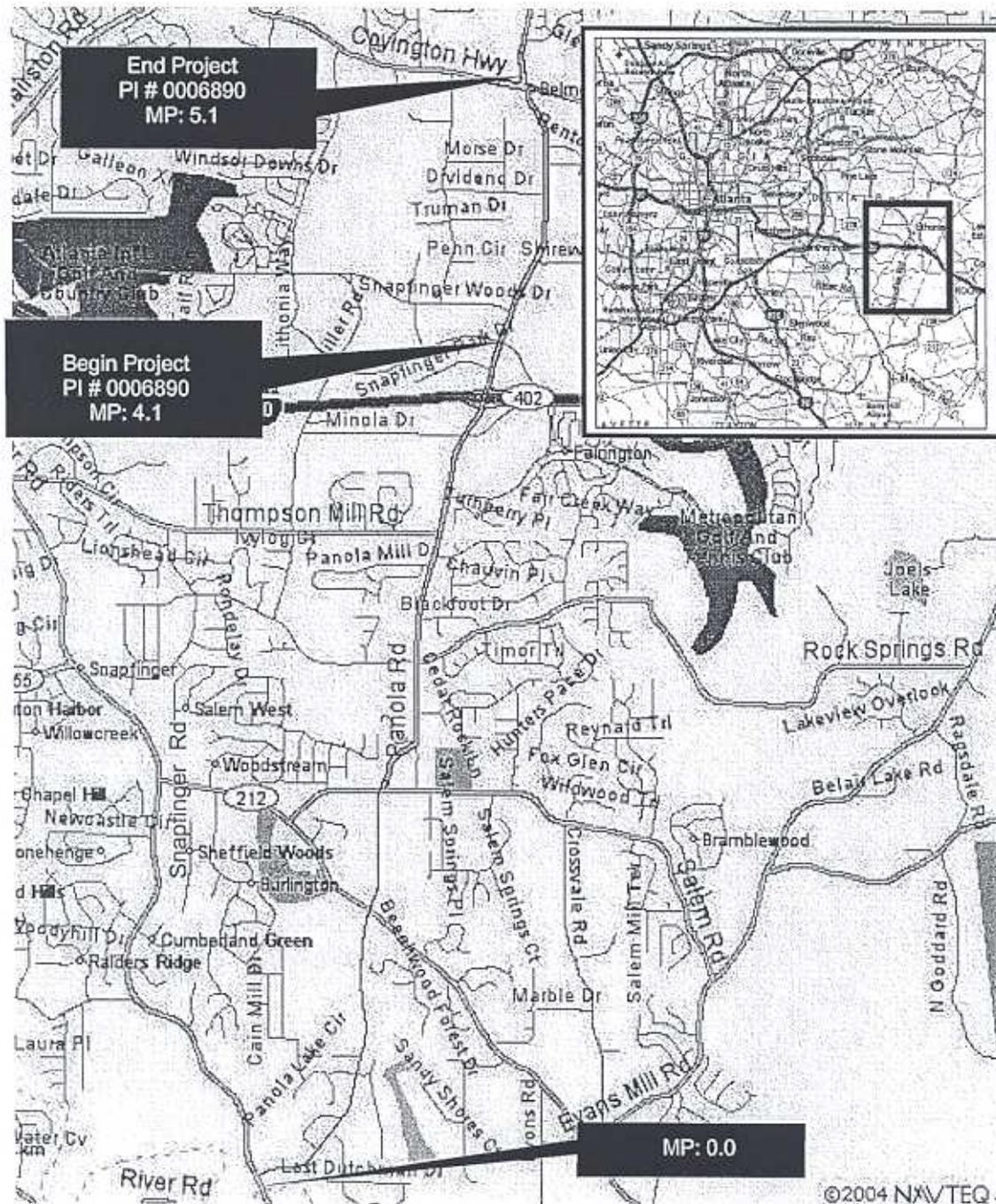
Recommendation for approval:

DATE 10/28/05 Mike Laddell
Project Manager

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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 Bay Hook
District Engineer
DATE _____ Project Review Engineer

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 SR 155 (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 5: Panola Road from Snapfinger Woods Drive to SR 12 (Covington Highway).

Panola Road is an urban minor arterial, which provides access to both residential and commercial properties and access to I-20. Along Panola Road from Snapfinger Woods Drive to SR 12 (Covington Highway), the projected 2010 average daily traffic (ADT) is 34,640 vpd and the projected 2030 ADT is 52,020 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. The 2005 LOS between the two existing signalized intersections within the project corridor are operating at LOS C in the a.m. peak hour from LOS C to LOS E in the p.m. peak hour. The 2010 no-build LOS is projected to be from LOS E to LOS D in the a.m. peak hour and LOS E to LOS F in the p.m. peak hour. The 2030 no-build scenario would operate at LOS F for both the a.m. and p.m. peak hours at these two signalized intersections.

Table 1 provides the historical accident data for Panola Road from Snapfinger Woods Drive to SR 12 (Covington Highway). As the table shows, the number of accidents and injuries reported along Panola Road for this segment greatly exceed the average rates shown for similar statewide facilities.

Table 1. Historical Accident Summary

PI # 0006890 (From Snapfinger Woods Road to Covington Highway) Compared to Statewide Urban Minor Arterial				
Year	2000 ¹	2001 ²	2002 ³	2003 ⁴
Total Accidents	96	131	108	145
Total Injuries	21	45	36	42
Total Fatalities	0	0	0	0
Accident Rate (per 100 mvm)	905	1196	954	1247
Statewide Accident Rate (per 100 mvm)	660	564	568	568
Percentage of Statewide Average	137%	212%	168%	220%
Injury Rate (per 100 mvm)	198	411	318	361
Statewide Injury Rate (per 100 mvm)	258	218	218	218
Fatality Rate (per 100 mvm)	0	0	0	0
Statewide Fatality Rate (per 100 mvm)	1.44	1.35	1.22	1.22

Note:

2000¹: Accident Data is available only from January to May in 2000. Data were interpolated to December.

2001²: Accident Data is available from January to December in 2001.

2002³: Accident Data is available only from January to April in 2002. Data were interpolated to December.

2003⁴: 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 Snapfinger Woods Drive to SR 12 (Covington Highway) currently is a four-lane section consisting of four 12-foot-wide travel lanes (two in each direction) with a center turn lane. The proposed typical section for this segment along Panola Road is a six-lane section (three in each direction) separated by a variable width flush/raised center median. This typical section would allow the intersections along Panola Road to function from LOS of C to D in the 2010 build year and LOS D to E in the 2030 design year for peak hour travel times. (The no-build scenarios would operate at LOS F.)

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 @ Snapfinger Woods Dr.	AM	C	31.7	C	31.8	E	68.2	D	38.3	F	251.6
	PM	C	30.3	D	39.3	E	64.9	E	65.1	F	317.6
Panola Road @ SR 12 (Covington Road)	AM	C	35.6	C	32.7	D	49.7	D	52.7	F	190.9
	PM	E	62.3	D	36.4	F	111.3	E	68.5	F	303.1

Description of the proposed project: The Panola Road project (PI # 0006890) begins at the intersection of Snapfinger Woods Drive and Panola Road and ends at the intersection of Covington Highway (SR 12) and Panola Road. The project length along Panola Road for this segment is 1.0 miles.

The Panola Corridor improvement project (PI # 0006890) consists of widening Panola Road from its existing four 12' lane section to a six 12' lane section with 4' bike lanes, 5' sidewalks, and a variable 20' to 32' raised median. 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 otherwise.

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

STP-0006-00(890) proposed concept of widening Panola Road from four lanes to six lanes from Snapfinger Woods Drive to SR 12 (Covington Highway) 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 Minor Arterial

U. S. Route Number(s): 278 **State Route Number(s):** 12

Traffic (AADT):

Current Year (2010): 34,640 vpd Design Year (2030): 52,020 vpd

Existing design features:

- Typical Section: 4 – 12' lanes, 12' to 24' flush median, grade shoulder

- Posted speed: 45 mph
- Minimum radius: 800 ft.
- Maximum grade: 15%
- Width of right of way: 80 -100 ft.
- Major structures: None
- Major interchanges or intersections along the project: Panola Road @ Snapfinger Woods Drive, Panola Road @ Covington Highway.
- Existing length of roadway segment:
 - Mainline: 1.0 miles
 - Side Street: 1.0 miles

Proposed Design Features:

- Proposed typical section(s):
 - 4 to 6 – 12' Lane Urban Section
 - 20' to 32' raised 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: 1864 ft.
- Right of Way
 - Width: Varies 125 feet to 170 feet
 - Easements: Temporary (X), Permanent (), Utility (), Other ().
 - Type of access control: Full (), Partial (X), By Permit (), Other ().
 - Number of parcels: 79 Number of displacements:
 - Business: 2
 - Residences: 1
 - Mobile homes: 0
 - Other: 0

- Structures:
 - Bridges: None
 - Retaining walls: various locations, all below 20' tall
- Major intersections and interchanges: Panola Road @ Snapfinger Woods Drive, Panola Road @ Covington Highway.
- 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)	()	()

- Comcast
- (Others to be determined)

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(880) (PI #0006880) Panola Road Segment 1
 - 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
 - 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: 18 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

Project Concept Report Page 9
Project Numbers: STP-0006-00(890)
P. I. Numbers: 0006890
County: DeKalb

intersections.

Comments:

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

SCORING RESULTS AS PER TOPPS 2440-2

Project Number: STP-0006-00(890)		County: DeKalb		PI No.: 0006890		
Report Date: 9/30/05		Concept By:				
		DOT Office: District 7				
<input checked="" type="checkbox"/> CONCEPT						
		Consultant: ARCADIS				
Project Type: Choose One From Each Column		<input checked="" type="checkbox"/> Major <input type="checkbox"/> Minor	<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge <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		
FOCUS AREAS	SCORE	RESULTS				
Presentation						
Judgement						
Environmental						
Right of Way						
Utility						
Constructability						
Schedule						

PRELIMINARY COST ESTIMATE

PROJECT: PANOLA ROAD CORRIDOR – SEGMENT 5
 STP-006-00(890)
 Snapfinger Woods Drive to SR 12 (Covington Highway)

COUNTY: DeKALB

DATE: September 30, 2005

ESTIMATED LETTING DATE:

PREPARED BY: ARCADIS
 PROJECT LENGTH: 1.0 mi mainline, 0.8 mi Covington Hwy, 0.20 mi side road

PROGRAMMING PROCESS
 DEV.

CONCEPT DEVELOPMENT

DURING PROJECT

PROJECT COST	
A. RIGHT-OF-WAY:	
1. PROPERTY (Req'd R/W); 380,875 sf @ \$10/sf	\$ 3,808,750
2. DISPLACEMENTS 1 residential @ \$150,000/ea, 2 business @ \$300,000 ea	\$ 750,000
3. OTHER COST (ADM./COST, INFLATION)	\$ 0
SUBTOTAL: A	\$ 4,558,750
B. REIMBURSABLE UTILITIES:	
1. RAILROAD	\$ 0
2. TRANSMISSION LINES 67 minor struct. @ \$10,000/ea, 0 major struct. @ \$100,000/ea, 12,431 lf power line @ \$5/lf	\$ 732,155
3. SERVICES EST.	\$ 200,000
SUBTOTAL: B	\$ 932,155
C. CONSTRUCTION:	
1. MAJOR STRUCTURES	
a. RETAINING WALLS 8906 sf @ \$50/sf	\$ 445,300
b. BRIDGES 0 sf @ \$100/sf	\$ 0
c. DETOUR BRIDGES 0 sf @ \$75/sf	\$ 0
d. BOX CULVERTS 397 lf @ \$420/lf	\$ 166,740
SUBTOTAL: C-1	\$ 612,040

PROJECT COST			
2. GRADING AND DRAINAGE:			
a. EARTHWORK	grading complete, EST		\$ 1,400,000
b. DRAINAGE:			
1) Cross Drain Pipe	2 ea @ \$3200/ea (1 per 700', 4 In section) 7 ea @ \$4100/ea (1 per 700', 6 In section)		\$ 35,100
2) Curb and Gutter	22,296 lf @ \$10.50/sf		\$ 234,108
3) Longitudinal System	2.11 mi @ \$200,000/mi		\$ 422,000
SUBTOTAL: C-2			\$ 2,091,208
3. BASE AND PAVING:			
a. AGGREGATE BASE	109,853 Tons x \$12.65/Ton		\$ 1,389,640
b. ASPHALT PAVING: Surface	10,070 Tons x	\$ 90	\$ 906,300
Binder	26,853 Tons x	\$ 82	\$ 2,201,946
Base	33,566 Tons x	\$ 75	\$ 2,517,450
c. CONCRETE MEDIAN	11,410 sy @ 38.00/sy		\$ 433,580
d. SIDEWALK	12,387 sy @ \$25.00/sy		\$ 309,675
e. OTHER: TACK	(29,294 x \$.85\gal)		\$ 24,900
SUBTOTAL: C-3			\$ 7,783,491
4. LUMP ITEMS:			
a. TRAFFIC CONTROL	\$500,000/mi x 1.91 mi		\$ 955,000
b. CLEARING AND GRUBBING	\$6,000/ac x 12.32 ac		\$ 73,920
c. LANDSCAPING	N/A		\$ 0
d. EROSION CONTROL	\$80,000/mi x 2.11 mi		\$ 168,800
e. DETOURS	N/A		\$ 0
SUBTOTAL: C-4			\$ 1,197,720
5. MISCELLANEOUS:			

PROJECT COST		
a. LIGHTING	\$100,000/mi x 1.91 mi	\$ 191,000
b. SIGNING – STRIPING	\$40,000/mi x 2.11 mi	\$ 84,400
c. GUARDRAIL	(8903 lf x \$11/lf)	\$ 97,933
d. MEDIAN BARRIER	N/A	\$ 0
		SUBTOTAL: C-5
		\$ 373,333
6. SIGNAL MODIFICATION: 4 New Signals @ \$110,000 ea Fiberoptic - \$150,000 x 1.29 mi		SUBTOTAL: C-6
		\$ 633,500

ESTIMATE SUMMARY		
A. RIGHT-OF-WAY		
		\$ 4,558,750
B. REIMBURSABLE UTILITIES (No Reimbursements)		
		\$ 932,155
C. CONSTRUCTION		
1. MAJOR STRUCTURES	\$ 612,040	
2. GRADING AND DRAINAGE	\$ 2,091,208	
3. BASE AND PAVING	\$ 7,783,491	
4. LUMP ITEMS	\$ 1,197,720	
5. MISCELLANEOUS	\$ 373,333	
6. SIGNAL MODIFICATION	\$ 633,500	
SUBTOTAL CONSTRUCTION COST		\$ 12,691,292
INFLATION (4 YRS @ 5% PER YEAR = 25%)		\$ 2,538,258
E. & C. (10%)		\$ 1,269,129
NUMBER OF YEARS	4	
TOTAL CONSTRUCTION COST		\$ 16,498,679
GRAND TOTAL PROJECT COST		
		\$ 21,989,584

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:

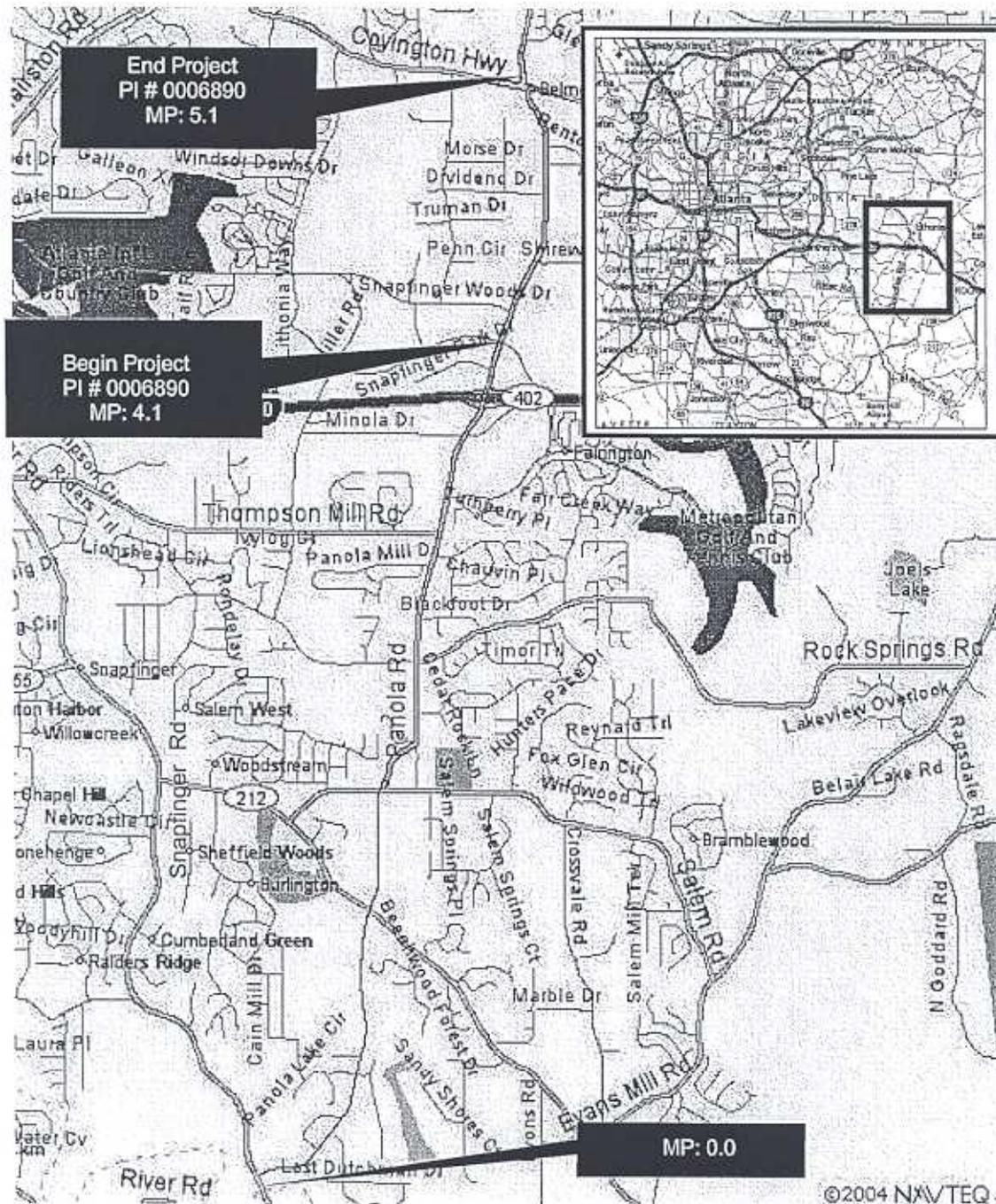
Mike Lobdell	GDOT – D7 Preconstruction	404-463-4947
Chris Woods	GDOT – D7 Preconstruction	404-463-4947
Sam Woods	GDOT – D7 Preconstruction	404-463-4947
Edlin Regis	GDOT – D7 Preconstruction	404-463-4947
Zanda Montgomery	GDOT – D7 Environmental	404-463-4947
Ray McEachern	GDOT – D7 Traffic Operations	404-463-4964
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.

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 SR 155 (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 5: Panola Road from Snapfinger Woods Drive to SR 12 (Covington Highway).

Panola Road is an urban minor arterial, which provides access to both residential and commercial properties and access to I-20. Along Panola Road from Snapfinger Woods Drive to SR 12 (Covington Highway), the projected 2010 average daily traffic (ADT) is 34,640 vpd and the projected 2030 ADT is 52,020 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. The 2005 LOS between the two existing signalized intersections within the project corridor are operating at LOS C in the a.m. peak hour from LOS C to LOS E in the p.m. peak hour. The 2010 no-build LOS is projected to be from LOS E to LOS D in the a.m. peak hour and LOS E to LOS F in the p.m. peak hour. The 2030 no-build scenario would operate at LOS F for both the a.m. and p.m. peak hours at these two signalized intersections.

Table 1 provides the historical accident data for Panola Road from Snapfinger Woods Drive to SR 12 (Covington Highway). As the table shows, the number of accidents and injuries reported along Panola Road for this segment greatly exceed the average rates shown for similar statewide facilities.

Table 1. Historical Accident Summary

PI # 0006890 (From Snapfinger Woods Road to Covington Highway) Compared to Statewide Urban Minor Arterial				
Year	2000 ¹	2001 ²	2002 ³	2003 ⁴
Total Accidents	96	131	108	145
Total Injuries	21	45	36	42
Total Fatalities	0	0	0	0
Accident Rate (per 100 mvm)	905	1196	954	1247
Statewide Accident Rate (per 100 mvm)	660	564	568	568
Percentage of Statewide Average	137%	212%	168%	220%
Injury Rate (per 100 mvm)	198	411	318	361
Statewide Injury Rate (per 100 mvm)	258	218	218	218
Fatality Rate (per 100 mvm)	0	0	0	0
Statewide Fatality Rate (per 100 mvm)	1.44	1.35	1.22	1.22

Note:

2000¹: Accident Data is available only from January to May in 2000. Data were interpolated to December.

2001²: Accident Data is available from January to December in 2001.

2002³: Accident Data is available only from January to April in 2002. Data were interpolated to December.

2003⁴: 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 Snapfinger Woods Drive to SR 12 (Covington Highway) currently is a four-lane section consisting of four 12-foot-wide travel lanes (two in each direction) with a center turn lane. The proposed typical section for this segment along Panola Road is a six-lane section (three in each direction) separated by a variable width flush/raised center median. This typical section would allow the intersections along Panola Road to function from LOS of C to D in the 2010 build year and LOS D to E in the 2030 design year for peak hour travel times. (The no-build scenarios would operate at LOS F.)

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 @ Snapfinger Woods Dr.	AM	C	31.7	C	31.8	E	68.2	D	38.3	F	251.6
	PM	C	30.3	D	39.3	E	64.9	E	65.1	F	317.6
Panola Road @ SR 12 (Covington Road)	AM	C	35.6	C	32.7	D	49.7	D	52.7	F	190.9
	PM	E	62.3	D	36.4	F	111.3	E	68.5	F	303.1

Description of the proposed project: The Panola Road project (PI # 0006890) begins at the intersection of Snapfinger Woods Drive and Panola Road and ends at the intersection of Covington Highway (SR 12) and Panola Road. The project length along Panola Road for this segment is 1.0 miles.

The Panola Corridor improvement project (PI # 0006890) consists of widening Panola Road from its existing four 12' lane section to a six 12' lane section with 4' bike lanes, 5' sidewalks, and a variable 20' to 32' raised median. 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 otherwise.

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

STP-0006-00(890) proposed concept of widening Panola Road from four lanes to six lanes from Snapfinger Woods Drive to SR 12 (Covington Highway) 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 Minor Arterial

U. S. Route Number(s): 278 **State Route Number(s):** 12

Traffic (AADT):

Current Year (2010): 34,640 vpd Design Year (2030): 52,020 vpd

Existing design features:

- Typical Section: 4 – 12' lanes, 12' to 24' flush median, grade shoulder

- Posted speed: 45 mph
- Minimum radius: 800 ft.
- Maximum grade: 15%
- Width of right of way: 80 -100 ft.
- Major structures: None
- Major interchanges or intersections along the project: Panola Road @ Snapfinger Woods Drive, Panola Road @ Covington Highway.
- Existing length of roadway segment:
 - Mainline: 1.0 miles
 - Side Street: 1.0 miles

Proposed Design Features:

- Proposed typical section(s):
 - 4 to 6 – 12' Lane Urban Section
 - 20' to 32' raised 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: 1864 ft.
- Right of Way
 - Width: Varies 125 feet to 170 feet
 - Easements: Temporary (X), Permanent (), Utility (), Other ().
 - Type of access control: Full (), Partial (X), By Permit (), Other ().
 - Number of parcels: 79 Number of displacements:
 - Business: 2
 - Residences: 1
 - Mobile homes: 0
 - Other: 0

- Structures:
 - Bridges: None
 - Retaining walls: various locations, all below 20' tall
- Major intersections and interchanges: Panola Road @ Snapfinger Woods Drive, Panola Road @ Covington Highway.
- 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)	()	()

- Comcast
- (Others to be determined)

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(880) (PI #0006880) Panola Road Segment 1
 - 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
 - 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: 18 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

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Project Numbers: STP-0006-00(890)
P. I. Numbers: 0006890
County: DeKalb

intersections.

Comments:

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

SCORING RESULTS AS PER TOPPS 2440-2

Project Number: STP-0006-00(890)		County: DeKalb		PI No.: 0006890	
Report Date: 9/30/05		Concept By:			
		DOT Office: District 7			
<input checked="" type="checkbox"/> CONCEPT					
		Consultant: ARCADIS			
Project Type: Choose One From Each Column		<input checked="" type="checkbox"/> Major <input type="checkbox"/> Minor	<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge <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	
FOCUS AREAS	SCORE	RESULTS			
Presentation					
Judgement					
Environmental					
Right of Way					
Utility					
Constructability					
Schedule					

PRELIMINARY COST ESTIMATE

PROJECT: PANOLA ROAD CORRIDOR – SEGMENT 5
 STP-006-00(890)
 Snapfinger Woods Drive to SR 12 (Covington Highway)

COUNTY: DeKALB

DATE: September 30, 2005

ESTIMATED LETTING DATE:

PREPARED BY: ARCADIS
 PROJECT LENGTH: 1.0 mi mainline, 0.8 mi Covington Hwy, 0.20 mi side road

PROGRAMMING PROCESS
 DEV.

CONCEPT DEVELOPMENT

DURING PROJECT

PROJECT COST	
A. RIGHT-OF-WAY:	
1. PROPERTY (Req'd R/W); 380,875 sf @ \$10/sf	\$ 3,808,750
2. DISPLACEMENTS 1 residential @ \$150,000/ea, 2 business @ \$300,000 ea	\$ 750,000
3. OTHER COST (ADM./COST, INFLATION)	\$ 0
SUBTOTAL: A	\$ 4,558,750
B. REIMBURSABLE UTILITIES:	
1. RAILROAD	\$ 0
2. TRANSMISSION LINES 67 minor struct. @ \$10,000/ea, 0 major struct. @ \$100,000/ea, 12,431 lf power line @ \$5/lf	\$ 732,155
3. SERVICES EST.	\$ 200,000
SUBTOTAL: B	\$ 932,155
C. CONSTRUCTION:	
1. MAJOR STRUCTURES	
a. RETAINING WALLS 8906 sf @ \$50/sf	\$ 445,300
b. BRIDGES 0 sf @ \$100/sf	\$ 0
c. DETOUR BRIDGES 0 sf @ \$75/sf	\$ 0
d. BOX CULVERTS 397 lf @ \$420/lf	\$ 166,740
SUBTOTAL: C-1	\$ 612,040

PROJECT COST			
2. GRADING AND DRAINAGE:			
a. EARTHWORK	grading complete, EST		\$ 1,400,000
b. DRAINAGE:			
1) Cross Drain Pipe	2 ea @ \$3200/ea (1 per 700', 4 In section) 7 ea @ \$4100/ea (1 per 700', 6 In section)		\$ 35,100
2) Curb and Gutter	22,296 lf @ \$10.50/sf		\$ 234,108
3) Longitudinal System	2.11 mi @ \$200,000/mi		\$ 422,000
SUBTOTAL: C-2			\$ 2,091,208
3. BASE AND PAVING:			
a. AGGREGATE BASE	109,853 Tons x \$12.65/Ton		\$ 1,389,640
b. ASPHALT PAVING: Surface	10,070 Tons x	\$ 90	\$ 906,300
Binder	26,853 Tons x	\$ 82	\$ 2,201,946
Base	33,566 Tons x	\$ 75	\$ 2,517,450
c. CONCRETE MEDIAN	11,410 sy @ 38.00/sy		\$ 433,580
d. SIDEWALK	12,387 sy @ \$25.00/sy		\$ 309,675
e. OTHER: TACK	(29,294 x \$.85\gal)		\$ 24,900
SUBTOTAL: C-3			\$ 7,783,491
4. LUMP ITEMS:			
a. TRAFFIC CONTROL	\$500,000/mi x 1.91 mi		\$ 955,000
b. CLEARING AND GRUBBING	\$6,000/ac x 12.32 ac		\$ 73,920
c. LANDSCAPING	N/A		\$ 0
d. EROSION CONTROL	\$80,000/mi x 2.11 mi		\$ 168,800
e. DETOURS	N/A		\$ 0
SUBTOTAL: C-4			\$ 1,197,720
5. MISCELLANEOUS:			

PROJECT COST		
a. LIGHTING	\$100,000/mi x 1.91 mi	\$ 191,000
b. SIGNING – STRIPING	\$40,000/mi x 2.11 mi	\$ 84,400
c. GUARDRAIL	(8903 lf x \$11/lf)	\$ 97,933
d. MEDIAN BARRIER	N/A	\$ 0
		SUBTOTAL: C-5
		\$ 373,333
6. SIGNAL MODIFICATION: 4 New Signals @ \$110,000 ea Fiberoptic - \$150,000 x 1.29 mi		SUBTOTAL: C-6
		\$ 633,500

ESTIMATE SUMMARY		
A. RIGHT-OF-WAY		
		\$ 4,558,750
B. REIMBURSABLE UTILITIES (No Reimbursements)		
		\$ 932,155
C. CONSTRUCTION		
1. MAJOR STRUCTURES	\$ 612,040	
2. GRADING AND DRAINAGE	\$ 2,091,208	
3. BASE AND PAVING	\$ 7,783,491	
4. LUMP ITEMS	\$ 1,197,720	
5. MISCELLANEOUS	\$ 373,333	
6. SIGNAL MODIFICATION	\$ 633,500	
SUBTOTAL CONSTRUCTION COST		\$ 12,691,292
INFLATION (4 YRS @ 5% PER YEAR = 25%)		\$ 2,538,258
E. & C. (10%)		\$ 1,269,129
NUMBER OF YEARS	4	
TOTAL CONSTRUCTION COST		\$ 16,498,679
GRAND TOTAL PROJECT COST		
		\$ 21,989,584

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.