ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. # 0002906 & 0008401
STP00-0002-00(906),
CSHPP-0008-00(401)

OFFICE Design Policy & Support

DeKalb County
GDOT District 7 - Metro Atlanta
CR 7938/Rockbridge Road Improvements

DATE June 9, 2014,

FROM for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT **APPROVED CONCEPT REPORT**

Attached is the approved 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
Bobby Hilliard, Program Control Administrator
Cindy VanDyke, State Transportation Planning Administrator
Hiral Patel, State Environmental Administrator
Ben Rabun, State Bridge Engineer
Kathy Zahul, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Mike Bolden, State Utilities Engineer
Jeff Fletcher, Statewide Location Bureau Chief
Rachel Brown, 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
PROJECT CONCEPT REPORT

Project Type:	Roadway Widening	P.I. Number:	0002906 & 0008401
GDOT District:	7	County:	DeKalb
Federal Route Number:	N/A	State Route Number:	N/A

Project Numbers: STP00-0002-00(906) CSHPP-0008-00(401)

Project Description: The proposed project consists of a series of improvements along 4.2 miles of Rockbridge Road located in central DeKalb County, Georgia, from SR 10/SR 154/Memorial Drive to South Stone Mountain Lithonia Road. The proposed improvements will include constructing an urban curb and gutter typical section, consisting of two eleven-foot travel lanes and a fourteen-foot flush median. Bicycle lanes and concrete sidewalks are to be constructed along both sides of the roadway. PI No. 0008401 is proposed to construct the roadway improvements except the sidewalk, and PI No. 0002906 is proposed to construct the sidewalk only within the footprint constructed with PI No. 0008401.

Submitted for approval:

Edward F. Culican, P.E., Jacobs Engineering Group	4-1-14 DATE
David Pelton, P.E., DeKalb County	4/4/14 DATE
Office Head	4/8/14 DATE
GDOT Project Manager	4/7/2014 DATE

Recommendation for approval:

Program Control Administrator	DATE
For State Environmental Administrator	03/05/2014 DATE
State Traffic Engineer	DATE
Project Review Engineer	02/28/2014 DATE
For State Utilities Engineer	03/11/2014 DATE
District Engineer	DATE
State Bridge Design Engineer	05/05/2014 DATE
State Transportation Financial Management Administrator	DATE

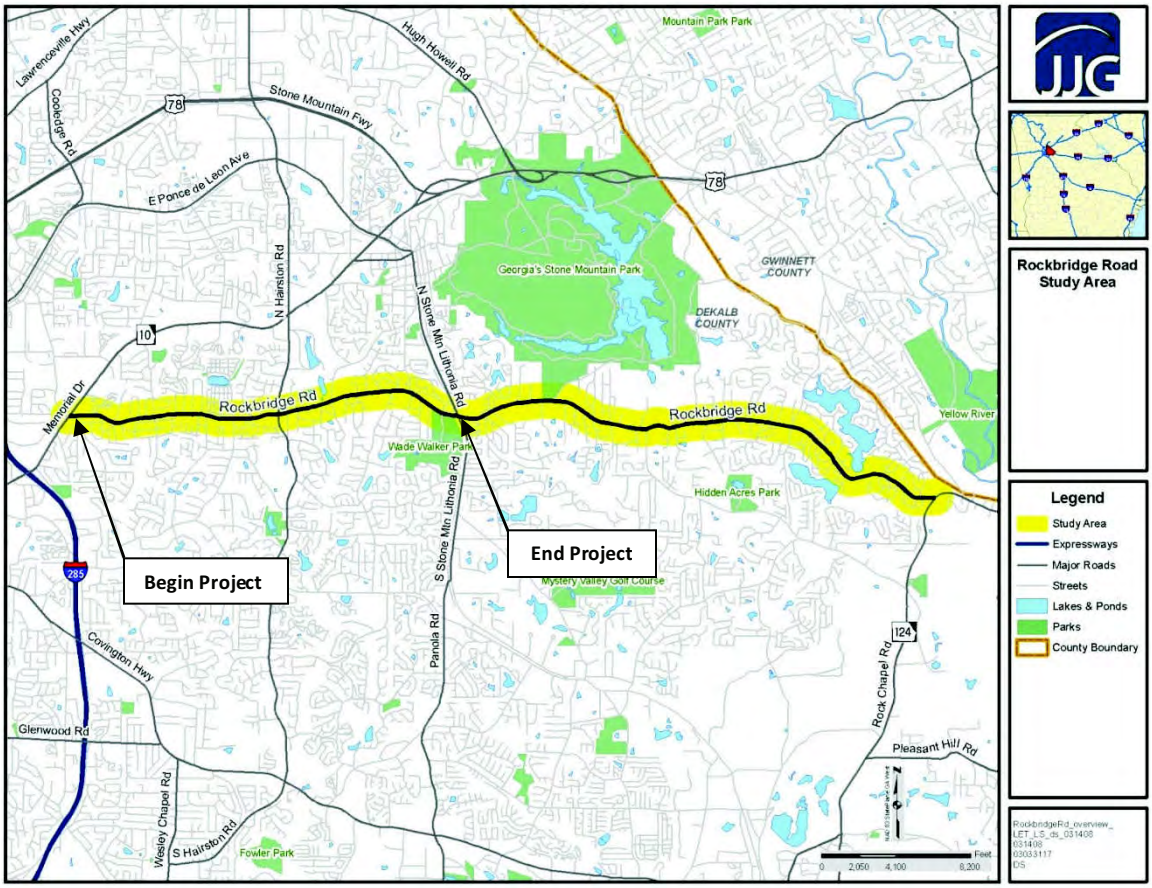
The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and/or the State Transportation Improvement Program (STIP).

State Transportation Planning Administrator	03/07/14 DATE

Recommendations on file dkp

PROJECT LOCATION:

Project Map: Project Numbers: STP00-0002-00(906), CSHPP-0008-00(401)
P.I. Numbers: 0002906 and 0008401



PLANNING & BACKGROUND DATA

Project Justification Statement:

Currently, Rockbridge Road serves as one of the east-west connectors between major thoroughfares such as Memorial Drive (SR 10), South Hairston Road, South Stone MountainLithonia Road, and Rock Chapel Road (SR 124) in DeKalb County. Rockbridge Road is classified as an urban minor arterial roadway. It is currently a two-lane road with mostly suburban residential uses along the corridor with areas of retail and commercial uses at the major intersections. Residential and commercial growth as well as land use changes along Rockbridge Road has reflected an increase in vehicular, pedestrian, and bike traffic. Properties that were once zoned as residential are now commercial businesses such as hair salons, restaurants, and churches. Mobility along Rockbridge Road has been affected with these changes.

One cause of diminished mobility/level of service along the Rockbridge Road corridor is the lack of capability to make protected left turns throughout the corridor except at certain improved intersections. There is evidence of pedestrians utilizing the existing shoulders as a way to travel along the Rockbridge Road corridor. This is due to the fact that concrete sidewalks are not present for a majority of the corridor. Bicyclists are forced to utilize the travel lanes and the grassed shoulders as a means of traveling along Rockbridge Road.

Based on the current year (2012) AADT of 24,600, four of the twelve intersections along the corridor presently operate at a LOS D or LOS F. The one intersection with LOS F represents an unacceptable traffic operations condition. Traffic volumes are projected to increase to a design year (2037) AADT of 27,900. Without improvements, the LOS is forecasted to continue to deteriorate, with six of the twelve intersections expected to operate at a LOS E or LOS F by 2037 based on these traffic projections.

Crash data from 2007-2009 was obtained for the project corridor. The crash data has been analyzed for the segment of Rockbridge Road between Memorial Drive and South Stone Mountain Lithonia Road. For these three years, this segment of Rockbridge Road has an average Crash Rate of 873 per 100 million vehicle-miles traveled and an average Injury Rate of 307 per 100 million vehicle-miles traveled. The statewide average crash rate for an urban minor arterial between 2007-2009 was 483 per 100 million vehicle-miles traveled. The statewide average injury rate for an urban minor arterial between 2007-2009 was 119 per 100 million vehicle-miles traveled. With comparing this data, Rockbridge Road has an average crash rate that is almost double the statewide averageand an injury ratethat is more than double the statewide average. The types of collisions were also analyzed for this segment of Rockbridge Road. Rear-end collisions are the most common type of crash while angle crashes are prevalent as well.

The purpose of this project is to improve the operation of the intersections along Rockbridge Road, reduce the frequency and severity of crashes, and facilitate travel for bicyclists and pedestrians. The recommended project limits are Rockbridge Road between Memorial Drive and South Stone Mountain Lithonia Road. These limits will be confirmed during the development of the NEPA document.

Description of the proposed project:

The proposed project consists of a series of improvements along 4.2 miles of Rockbridge Road located in central DeKalb County, Georgia, from SR 10/Memorial Drive to South Stone Mountain Lithonia Road. The current typical section consists of a rural two-lane roadway with minimal shoulders. Existing sections of the road have been widened at/near the major intersections, and turn lanes have been constructed at the smaller intersections. The proposed improvements will include constructing an urban curb and gutter three-lane typical section, consisting of two eleven-foot travel lanes and a fourteen-foot flush median. Four-foot bicycle lanes and twelve-foot shoulders with six-foot concrete sidewalks will be constructed along both sides of the roadway. Other proposed improvements include constructing turn lanes at several intersections as well as the construction of a closed drainage system. Existing right-of-way varies from 60' to 125' throughout the corridor.Additional right-of-way and construction easements will be needed along the project corridor.For the funding purposes, the Rockbridge Road project is divided into two sections – Memorial Drive (SR 10) to South Stone MountainLithonia Road and South Stone Mountain Lithonia Road to Rock Chapel Road (SR 124). The entire corridor has been identified in the Transportation Investment Act of 2010 (TIA) project list as TIA-DK-048.

Federal Oversight: ☐ Full Oversight ☒ Exempt ☐ State Funded ☐ Other

MPO: Atlanta Transportation Management Area MPO MPO Project ID

Regional Commission: Atlanta Regional Commission RC Project ID:

Congressional District(s): 4

Projected Traffic: ADT
Current Year (2012): 24,600Open Year(2017): 25,200 DesignYear(2037): 27,900
Traffic Projections Performed by: Traffic Data Collection, Inc.

Functional Classification (Mainline): Urban Minor Arterial

Is this a 3R (Resurfacing, Restoration, & Rehabilitation) Project? ☒ No ☐ Yes

Is this project on a designated Bike Route, Pedestrian Plan, or Transit Network?
☐ None ☒ Bike Route ☒ Pedestrian Plan ☒ Transit Network

CONTEXT SENSITIVE SOLUTIONS
Issues of Concern: There are limited pedestrian and bicyclist facilities along the corridor; which creates a less than desirable environment for pedestrian/bike mobility along Rockbridge Road. Due to the elevation difference between the adjacent properties and the roadway, impacts to businesses and homes are anticipated with the proposed improvements. Since the project is within one of Georgia's Municipal NPDES MS4 areas, additional right of way will be needed for storm water treatment.

Context Sensitive Solutions:

To address the pedestrian, bike, and right of way issues within the corridor, the following recommendations will be employed during design:

a. Bicycle lanes will be constructed along the corridor.
b. Construction of concrete sidewalks throughout the corridor to improve pedestrian mobility and safety.
c. Buffers between the sidewalk and roadway will be reduced to avoid property impacts and potential historic resources throughout the project corridor. There are locations where the proposed sidewalk will be constructed directly behind the curb and gutter to lessen impacts to the adjacent properties. Concrete retaining walls will be utilized as another measure to reduce right of way impacts.
d. The location of the storm water treatment ditches and ponds to be located to minimize property impacts where possible.

DESIGN AND STRUCTURAL DATA

Mainline Design Features: Rockbridge Road/CR 7938

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2 to 4	2 to 4	2 to 4
- Lane Width(s)	10'-14'	11'-12'	11'
- Median Width & Type	N/A	14' Flush	14' Flush
- Outside Shoulder	8'	10'-16'	12'
- Outside Shoulder Slope	6:1 to 2:1	4:1 to 2:1	4:1 to 2:1
- Inside Shoulder Width	N/A	N/A	N/A
- Sidewalks	4' to 5'	5'	6'
- Auxiliary Lanes	9'-15'	11-12'	11'
- Bike Lanes	N/A	4'	4'
Posted Speed	35-45	35-45	35-45
Design Speed	N/A	45	45
Min Horizontal Curve Radius	833'	711'	711'
Superelevation Rate	6%	4%	4%
Grade	8%	6%	6%
Access Control	Permitted	Partial	Partial
Right-of-Way Width	50' Typical	50' Typical	50' Typical
Maximum Grade Breakover– Crossroad	N/A	4%	4%
Design Vehicle	WB-40	WB-40	WB-40

*According to current GDOT design policy if applicable

Major Structures:

Structure	Existing	Proposed
089-0137-0 Barbashela Creek SR00857	Existing Bridge Culvert over Barbashela Creek is a triple barrel 9' x 7' reinforced concrete box culvert, 86' in length. The structure sufficiency rating is 88.74	The existing bridge culvert will be retained and extended during construction.
089-5152-0 Snapfinger Creek SR0087	Existing Bridge has a length of 131' with a roadway width of 32.80', and a total deck width of 50.20'. The existing roadway width includes two 11-foot travel lanes, 4-foot bike lanes on each side, and gutters. Also, 6-foot sidewalks are provided on each side on the bridge. The structure sufficiency rating is 69.90	The existing structure is to remain.
Retaining walls	None	Concrete Retaining Walls with Traffic Barrier
Other	Existing Culverts along Barbashela Creek	The existing culverts will be extended during construction.

Major Interchanges/Intersections: Major intersections along project include: Memorial Drive at Rockbridge Road, Rockbridge Road at Hairston Road, and Rockbridge Road at South Stone Mountain Lithonia Road. Memorial Drive is a six-lane facility with left and right turn lanes onto Rockbridge Road in both the eastbound and westbound directions. Hairston Road is a four-lane facility with left turn lanes onto Rockbridge Road in both the eastbound and westbound directions.South Stone Mountain Lithonia Road is a four-lane facility with left turn lanes onto Rockbridge Road in both the eastbound and westbound directions.The proposed improvements will include tying into the existing four-lane typical section along Rockbridge Road at Memorial Drive. A southbound right turn lane is proposed at the intersection of Rockbridge Road and South Indian Creek Drive. At the intersection of Rockbridge Road and Hairston Road, the proposed typical section will be a four-lane typical section with left and right turn lanes in both the northbound and southbound directions. For the intersection of Rockbridge Road and South Stone Mountain Lithonia Road, the proposed typical section will be a four-lane typical section with left and right turn lanes in both the northbound and southbound directions.

Utility Involvements: Georgia Power (Power), DeKalbCounty Watershed Management (water & sewer), Zayo(fiber), AGL (gas), AT&T Southeast (telephone), Comcast (cable)

Public Interest Determination Policy and Procedure recommended (Utilities)? ☒ No ☐ Yes

SUE Required: ☒ No ☐ Yes

Railroad Involvement: There is an existing CSX Transportation (CSXT) R/R crossing at the intersection Rockbridge Road and South Stone Mountain Lithonia Road. The reconstruction of the existing crossing will need to be coordinated with the railroad during the design phases as well as during the construction activities. DeKalb County will be responsible for railroad coordination for this project.

Complete Streets - Bicycle, Pedestrian, and/or Transit Warrants:

Warrants met: ☐ None ☒ Bicycle ☒ Pedestrian ☒ Transit

Right-of-Way:

Required Right-of-Way anticipated: ☐ No ☒ Yes ☐ Undetermined

Easements anticipated: ☐ None ☒ Temporary ☒ Permanent ☐ Utility ☐ Other

Anticipated number of impacted parcels: 199

Displacements anticipated: Total: 2

Businesses: 0

Residences: 2

Other: 0

Location and Design approval: ☐ Not Required ☒ Required

Off-site Detours Anticipated: ☐ No ☐ Undetermined ☒ Yes

Note: A road closure will be needed when CSXT constructs the new railroad crossing surface. DeKalb County will be responsible for railroad coordination for this project.

Transportation Management Plan [TMP] Required: ☐ No ☒ Yes

If Yes: Project classified as: ☒ Non-Significant ☐ Significant

TMP Components Anticipated: ☒ TTC ☐ TO ☐ PI

Design Exceptions to FHWA/AASHTO controllingcriteria anticipated:

FHWA/AASHTO Controlling Criteria	No	Undeter-mined	Yes	Appvl Date (if applicable)
1. Design Speed	☒	☐	☐	
2. Lane Width	☒	☐	☐	
3. Shoulder Width	☒	☐	☐	
4. Bridge Width	☐	☒	☐	
5. Horizontal Alignment	☒	☐	☐	
6. Superelevation	☒	☐	☐	
7. Vertical Alignment	☒	☐	☐	
8. Grade	☒	☐	☐	
9. Stopping Sight Distance	☒	☐	☐	
10. Cross Slope	☒	☐	☐	
11. Vertical Clearance	☒	☐	☐	
12. Lateral Offset to Obstruction	☒	☐	☐	

13. Bridge Structural Capacity	☒	☐	☐	

Note: A design exception for bridge width is anticipated to be required. The current bridge over Snapfinger Creek provides 32.8' curb to curb width. The required bridge width is TW + 4', which in this case with two 11-foot lanes, and two 4-foot bike lanes is 34.0'.

Design Variances to GDOT Standard Criteria anticipated:

GDOT Standard Criteria	Reviewing Office	No	Undeter--mined	Yes	Appvl Date (if applicable)
1. Access Control - *Median Opening Spacing*	DP&S	☒	☐	☐	
2. Median Usage & Width	DP&S	☒	☐	☐	
3. Intersection Skew Angle	DP&S	☒	☐	☐	
4. Lateral Offset to Obstruction	DP&S	☒	☐	☐	
5. Intersection Sight Distance	DP&S	☒	☐	☐	
6. Bike, Pedestrian & Transit Accommodations	DP&S	☒	☐	☐	
7. GDOT Drainage Manual	DP&S	☒	☐	☐	
8. Georgia Standard Drawings	DP&S	☒	☐	☐	
9. GDOT Bridge & Structural Manual	Bridge Design	☒	☐	☐	
10. Roundabout Illumination	DP&S	☒	☐	☐	
11. Rumble Strips	DP&S	☒	☐	☐	
12. Safety Edge	DP&S	☒	☐	☐	

VE Study anticipated: ☒ No ☐ Yes ☐ Completed – Date:

ENVIRONMENTAL DATA

AnticipatedEnvironmentalDocument:
GEPA: ☐ **NEPA:** ☒ CE ☐ EA/FONSI ☐ EIS

Project Air Quality:

Is the project located in a PM 2.5 Non-attainment area?	☐ No	☒ Yes
Is the project located in an Ozone Non-attainment area?	☐ No	☒ Yes
Is a Carbon Monoxide hotspot analysis required?	☐ No	☒ Yes

The proposed project concept matches the conforming plans model description identified in the FY 2008-2013 TIP as ORP-DK-404 and DK-342A for PI 0002906 and PI 0008401, respectively. In the FY 2008-2013 TIP, the service type programmed is roadway operational upgrades consisting of two travel lanes.The project concept describes proposed improvements that will include constructing an urban curb and gutter typical section, consisting of two eleven-foot travel lanes and a fourteen-foot flush median. Bicycle lanes and concrete sidewalks are to be constructed along both sides of the roadway.In the TIP, the proposed project is exempt from Air Quality Analysis (40 CFR 93). In the concept report, the proposed project is not exempt from air quality analysis.

PI 0002906 and PI 0008401 will begin at South Stone Mountain Lithonia Road and end at SR 10/SR 154/Memorial Drive with a project length of approximately 4.2 miles; the proposed total project length is approximately 4.2 miles. The proposed open to traffic year in the plan is 2017.

MS4 Compliance – Is the project located in an MS4 area? ☐ No ☒ Yes

Environmental Permits/Variances/Commitments/Coordination anticipated:

Permit/ Variance/ Commitment/ Coordination Anticipated	No	Yes	Remarks
1. U.S. Coast Guard Permit	☒	☐	
2. Forest Service/Corps Land	☒	☐	
3. CWA Section 404 Permit	☐	☒	Nationwide Permit 14 anticipated
4. Tennessee Valley Authority Permit	☒	☐	
5. Buffer Variance	☐	☒	
6. Coastal Zone Management Coordination	☒	☐	
7. NPDES	☐	☒	
8. FEMA	☐	☒	
9. Cemetery Permit	☒	☐	
10. Other Permits	☒	☐	
11. Other Commitments	☐	☒	Migratory bird nesting under bridges and nests will need to be checked and a Special provision 107.23G for migratory birds may be needed.
12. Other Coordination	☐	☒	FWCA may be required due to culvert extension greater than 100 feet.

Is a PAR required? ☒ No ☐ Yes ☐ Completed – Date:

NEPA/GEPA:

NEPA documentation is ongoing. Section 4f resources are present and will be evaluated.

Ecology:

A survey for jurisdictional features identified a total of three named and two unnamed streams crossing the project corridor. Segment 1 of the project corridor (PI 0008401) crosses Snapfinger Creek, Barbashela Creek and a small unnamed tributary to Barbashela Creek. Segment 2 of the project study corridor (PI 0002906) crosses Stone Mountain Creek and one small unnamed tributary to Stone Mountain Creek near Rock Chapel Road. Several small wetlands, floodplains, and storm drain ditches are located adjacent to the streams and alongside of both segments of Rockbridge Road.

In addition to the windshield surveys to identify potential habitat for threatened and endangered wildlife, the US Fish and Wildlife Database for Region 4 was reviewed for known occurrences of

threatened and endangered species that occur in the project area. The list of federal and state threatened and endangered species for DeKalb County was consulted prior to the field survey. Of the nine state and five federally-listed species known to occur in DeKalb County, suitable habitat was identified for the bay star vine (*Schisandraglabra)* and Indian olive (*Nestroniaumbellula*) in the project study corridor.

Transportation projects impacting Waters of the U.S. would be permitted through a NWP 14, which authorizes temporary structures, fills, and work necessary to construct the linear transportation projects. As part of the Section 404 permit process, it would also be necessary to evaluate avoidance and minimization of impacts to streams and wetlands. Mitigation would be required as part of the environmental permitting process

History:

A historic resources survey report was prepared and approved for the Rockbridge Road corridor. Thehistoric field survey identified historic resources along the corridor, and the site files on the Natural, Archaeological & Historic Resources GIS (NAHRGIS) were also researched during the report preparation. Of the sixty (60) resources which were identified during this survey, twenty-five (25) resources appear to be eligible or potentially eligible for the National Register. An assessment of effects is required to assess project impacts to eligible historic resources in the project area.

Section 4f: The existing land uses within the project study corridor are dominated by low and medium density residential properties, several small commercial districts, two parks, several churches, and numerous, small parcels of undeveloped land. A Section 4f evaluation is anticipated.

Archeology:

The existing land uses within the project study corridor include small parcels of undeveloped land. An archaeological study will be completed as part of the environmental documentation of the project.

Air & Noise:

The project is located in DeKalb County which is considered to be in a Non-attainment area. Therefore, PM2.5 studies will be required. MSAT air studies and noise studies are anticipated.

Public Involvement:

Two citizen's advisory committee meetings were conducted in 2008. A public information open house (PIOH) and Public Hearing Open House (PHOH) are anticipated. Summaries of the Citizen's Advisory Committee Meetings are attached within the Concept Report.

Major stakeholders

The major stakeholders associated with this project are anticipated to be homeowners along the project corridor, business owners, thechurches along the corridor, the traveling public, DeKalb-Chamber of Commerce, City of Pine Lake, and DeKalb County Government.

CONSTRUCTION
Issues potentially affecting constructability/construction schedule:

High traffic volumes during the peak hours in the morning and evening may require off-hour construction periods. Construction activities will need to be coordinated with local citizen's group, schools, and churches so that any impacts will be lessen.

Early Completion Incentives recommended for consideration: ☒ No ☐ Yes

PROJECT RESPONSIBILITIES
Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	Georgia DOT, DeKalb County, Jacobs Engineering Group
Design	DeKalb County
Right-of-Way Acquisition	DeKalb County
Utility Relocation	Utility Owners
Letting to Contract	DeKalb County
Construction Supervision	DeKalb County
Providing Material Pits	Not Yet determined
Providing Detours	N/A
Environmental Studies, Documents, and Permits	DeKalb County
Environmental Mitigation	N/A
Construction Inspection & Materials Testing	DeKalb County

Lighting required: ☒ No ☐ Yes

Initial Concept Meeting:N/A

Concept Meeting: November 21, 2013

Other projects in the area:

GDOT Project No. CSCMQ-0006-00(810): This project proposes traffic signal system upgrades on North and South Hairston Roads from Kenilworth Drive to Mainstreet Park Drive. These upgrades will replace all of the antiquated traffic signal equipment, and install a fiber optic cable throughout the corridor. Provisions will also be made to install ADA ramps and push buttons at all crosswalks (ARC ID: DK-337).

GDOT Project No. CSSTP-0006-00(899): This project is a multi-use facility that includes sidewalks and bike lanes along South Stone Mountain Lithonia Road from Rockbridge Road to Main Street in the City of Lithonia (ARC ID: DK-AR0BP020).

GDOT Project No. CSTEE-0008-00(121): CR7938/Rockbridge Road FromAllgood Road to Roland Road

GDOT Project No. CSSTP-0008-00(902): CR 5190/South Hairston Road From Rockbridge Road to Wesley Chapel Road

GDOT Project No. STP00-9435(001): Rockbridge Road from SR 10/Memorial Drive to Hairston Road

GDOT Project No. STP00-9435(002): Rockbridge Road From Hairston Road to South Stone Mountain Lithonia Road

Other coordination to date:

Public Involvement: Citizen's Advisory Committee Meeting was held on March 18, 2008 (minutes attached. Another Citizen's Advisory Committee Meeting was held on July 8, 2008 (minutes attached). A PIOH was held on August 14, 2008. Also, a project presentation was given to the Deshon-Rockbridge Coalition on September 9, 2008.

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW**	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
By Whom	DeKalb County	DeKalb County	DeKalb County	DeKalb County	DeKalb County	
0002906 $ Amount	$62,500	$0	N/A	$1,797,661.43	N/A	$1,860,161.43
0008401 $ Amount	$875,000	$6,205,000	$850,000	$18,874,538.49	N/A	$26,804,538.49
Total $ Amount	$937,500	$6,205,000	$850,000	$20,672,199.92	N/A	$28,664,699.92
Date of Estimate	11/2007	03/2014	03/2014	03/2014	N/A	03/2014

*CST Cost includes: Construction, Engineering and Inspection (5%), and Liquid AC Cost Adjustment.
**ROW funding is for PI No. 0008401 only.

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative: ***Three-Lane Typical Section with Bike Lanes and Concrete Sidewalks***			
Estimated Property Impacts:	**199**	**Estimated Total Cost*:**	**20,589,128.38**
Estimated ROW Cost:	**$6,205,000.00**	**Estimated CST Time:**	**18 months**
Rationale: This alternative will improve the east-west mobility and safety for the vehicular, pedestrian, and bike traffic			

users. This alternative improves pedestrian and bike safety by providing a concrete sidewalk and a bike lane in each direction. Thus, eliminating the existing condition of bicyclists and pedestrians traveling along/close to the existing roadway. The construction of a continuous two-way left turn lane will significantly improve safety by removing left turning traffic from the through lanes.The 2037 Build scenario analysis reveals that the improvements proposed with this project area expected to allow all intersections to operate at LOS D or better with the exception of the unsignalized intersection of Rockbridge Road at Sheppard Road.

**Estimated Total Cost includes: Construction, Engineering and Inspection, and Liquid AC Cost Adjustment*

No-Build Alternative:*Existing Typical Section without Bike Lanes and Concrete Sidewalks*			
Estimated Property Impacts:	**None**	**Estimated Total Cost:**	**N/A**
Estimated ROW Cost:	**N/A**	**Estimated CST Time:**	**N/A**
Rationale: This alternative does not address the project need and purpose.			

Attachments:

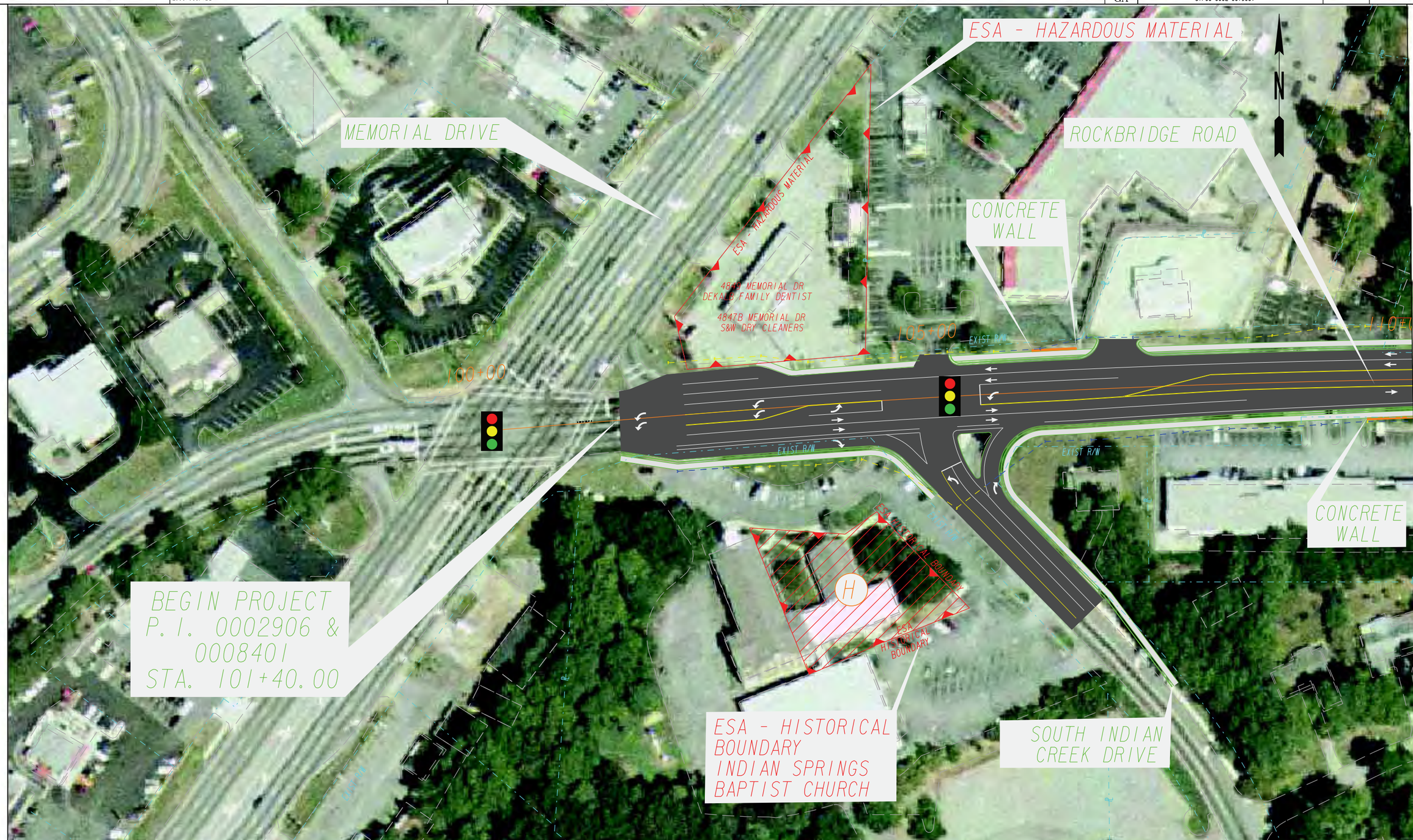
1. Concept Layout
2. Typical Sections
3. Detailed Cost Estimates:
   a. Construction Cost Estimate
   b. Completed Fuel & Asphalt Price Adjustment Forms
   c. Right-of-Way
   d. Utilities
   e. Project Cost Estimate Summary
4. Crash summaries
5. Traffic diagrams
6. CapacityAnalysis Summary
7. Traffic Analysis Summary
8. Bridge Inventory Sheets
9. Summary of the Hydrology Study for MS4 Permit
10. Conforming plan's network schematics showing thru lanes
11. Concept Team Meeting Minutes – November 21, 2013
12. Public Information Open House Summary - August 14, 2008
13. Project Kick-Off Meeting Summary Notes - November 28, 2007 & May 21, 2008
14. Citizen's Advisory Committee Meeting Notes - March 18, 2008 & July 8, 2008
15. Stakeholder Interviews Summary
16. Draft Public Involvement Plan - December 13, 2007
17. Presentation to Deshon-Rockbridge Coalition Minutes - September 09, 2008

APPROVALS

Concur: _____
Director of Engineering

Approve: Russell McMurry _____ 5/30/14
Chief Engineer Date

8/23/2013 1:09:45 PM John. Jenkins	2906road. TBL	Z:\03\03033\117\Concept\Concept_0002906CP01.dgn	STATE GA	PROJECT NUMBER STP00-0002-00(906)	SHEET NO.	TOTAL SHEETS



EXIST. EDGES OF PVMT.

EXIST. PROP. LINES

EXISTING/PROPOSED TRAFFIC SIGNAL

PROPOSED DRAINAGE POND

PROPOSED ENHANCED SWALE

ESA

HISTORIC RESOURCE

HISTORIC RESOURCE SITE

POTENTIAL DISPLACEMENT

PROPOSED ROADWAY

PROPOSED SIDEWALK

PROPOSED RAISED MEDIAN

PROPOSED BIORETENTION AREA

SCALE IN FEET

0 50 100 200

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE: DISTRICT 7

MAINLINE PLAN

ROCKBRIDGE ROAD
MEMORIAL DR. TO SSMLR.

DRAWING No.
13-01

1/5/2009 GPLN

8/23/2013 1:10:53 PM	2906road.TBL	Z:\03\03033\117\Concept\Concept_0002906CP02.dgn	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
John. Jenkins			GA	STP00-0002-00(906)		

EXIST. EDGES OF PVMT.
EXIST. PROP. LINES
EXISTING/PROPOSED TRAFFIC SIGNAL
PROPOSED DRAINAGE POND
PROPOSED ENHANCED SWALE

ESA
HISTORIC RESOURCE
HISTORIC RESOURCE SITE
POTENTIAL DISPLACEMENT

PROPOSED ROADWAY
PROPOSED SIDEWALK
PROPOSED RAISED MEDIAN
PROPOSED BIORETENTION AREA

SCALE IN FEET
0 50 100 200

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: DISTRICT 7

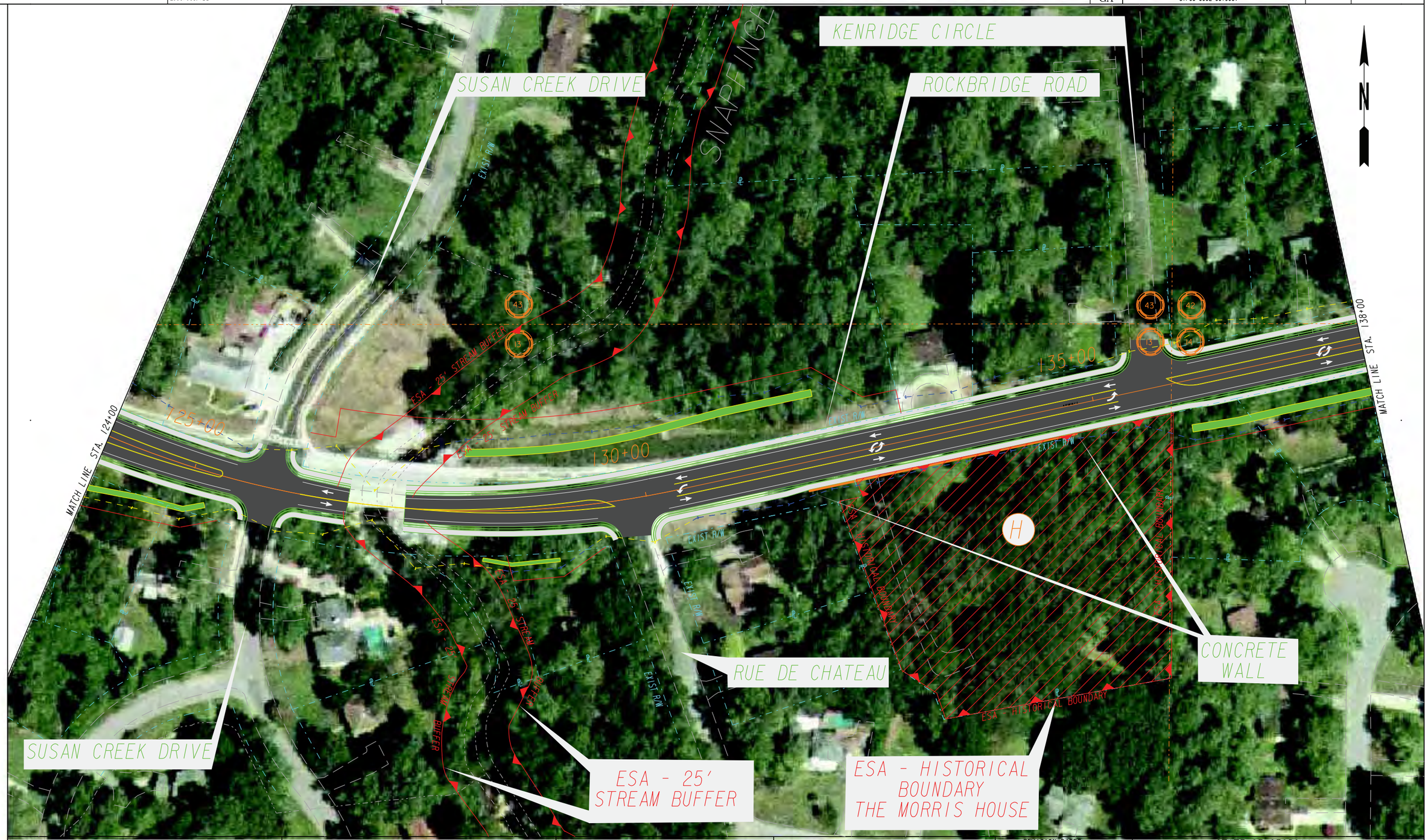
MAINLINE PLAN

ROCKBRIDGE ROAD
MEMORIAL DR. TO SSMLR.

DRAWING No.
13-02

1/5/2009 GPLN

8/23/2013 1:11:46 PM	2906road.TBL	Z:\03\03033\117\Concept\Concept_0002906CP03.dgn	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
John Jenkins			GA	STP00-0002-00(906)		



EXIST. EDGES OF PVMT.

EXIST. PROP. LINES

EXISTING/PROPOSED TRAFFIC SIGNAL

PROPOSED DRAINAGE POND

PROPOSED ENHANCED SWALE

ESA

HISTORIC RESOURCE

HISTORIC RESOURCE SITE

POTENTIAL DISPLACEMENT

PROPOSED ROADWAY

PROPOSED SIDEWALK

PROPOSED RAISED MEDIAN

PROPOSED BIORETENTION AREA

JJG

SCALE IN FEET

0 50 100 200

REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE: DISTRICT 7

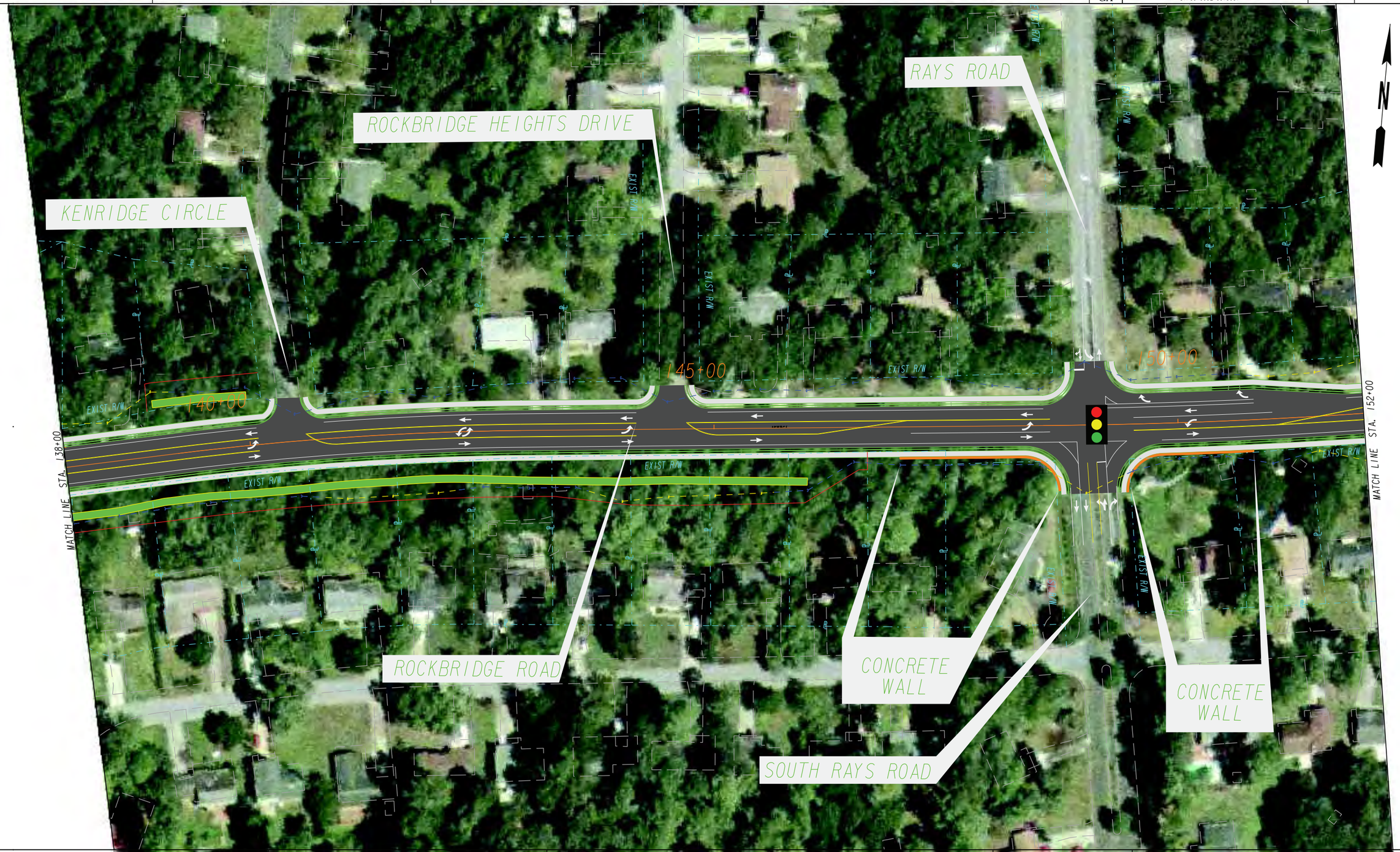
MAINLINE PLAN

ROCKBRIDGE ROAD
MEMORIAL DR. TO SSMLR.

DRAWING No. 13-03

1/5/2009 GPLN

8/23/2013 1:12:33 PM	2906road.TBL	Z:\03\03033\117\Concept\Concept_0002906CP04.dgn	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
John. Jenkins			GA	STP00-0002-00(906)		



EXIST. EDGES OF PVMT.

EXIST. PROP. LINES

EXISTING/PROPOSED TRAFFIC SIGNAL

PROPOSED DRAINAGE POND

PROPOSED ENHANCED SWALE

ESA

HISTORIC RESOURCE

HISTORIC RESOURCE SITE

POTENTIAL DISPLACEMENT

PROPOSED ROADWAY

PROPOSED SIDEWALK

PROPOSED RAISED MEDIAN

PROPOSED BIORETENTION AREA

SCALE IN FEET

0 50 100 200

REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE: DISTRICT 7

MAINLINE PLAN

ROCKBRIDGE ROAD
MEMORIAL DR. TO SSMLR.

DRAWING No. 13-04

1/5/2009 GPLN

8/23/2013 1:14:19 PM	2906road.TBL	Z:\03\03033\117\Concept\Concept_0002906CP05.dgn	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
John Jenkins			GA	STP00-0002-00(906)		

EXIST. EDGES OF PVMT.

EXIST. PROP. LINES

EXISTING/PROPOSED TRAFFIC SIGNAL

PROPOSED DRAINAGE POND

PROPOSED ENHANCED SWALE

ESA

HISTORIC RESOURCE

HISTORIC RESOURCE SITE

POTENTIAL DISPLACEMENT

PROPOSED ROADWAY

PROPOSED SIDEWALK

PROPOSED RAISED MEDIAN

PROPOSED BIORETENTION AREA

SCALE IN FEET

0 50 100 200

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE: DISTRICT 7

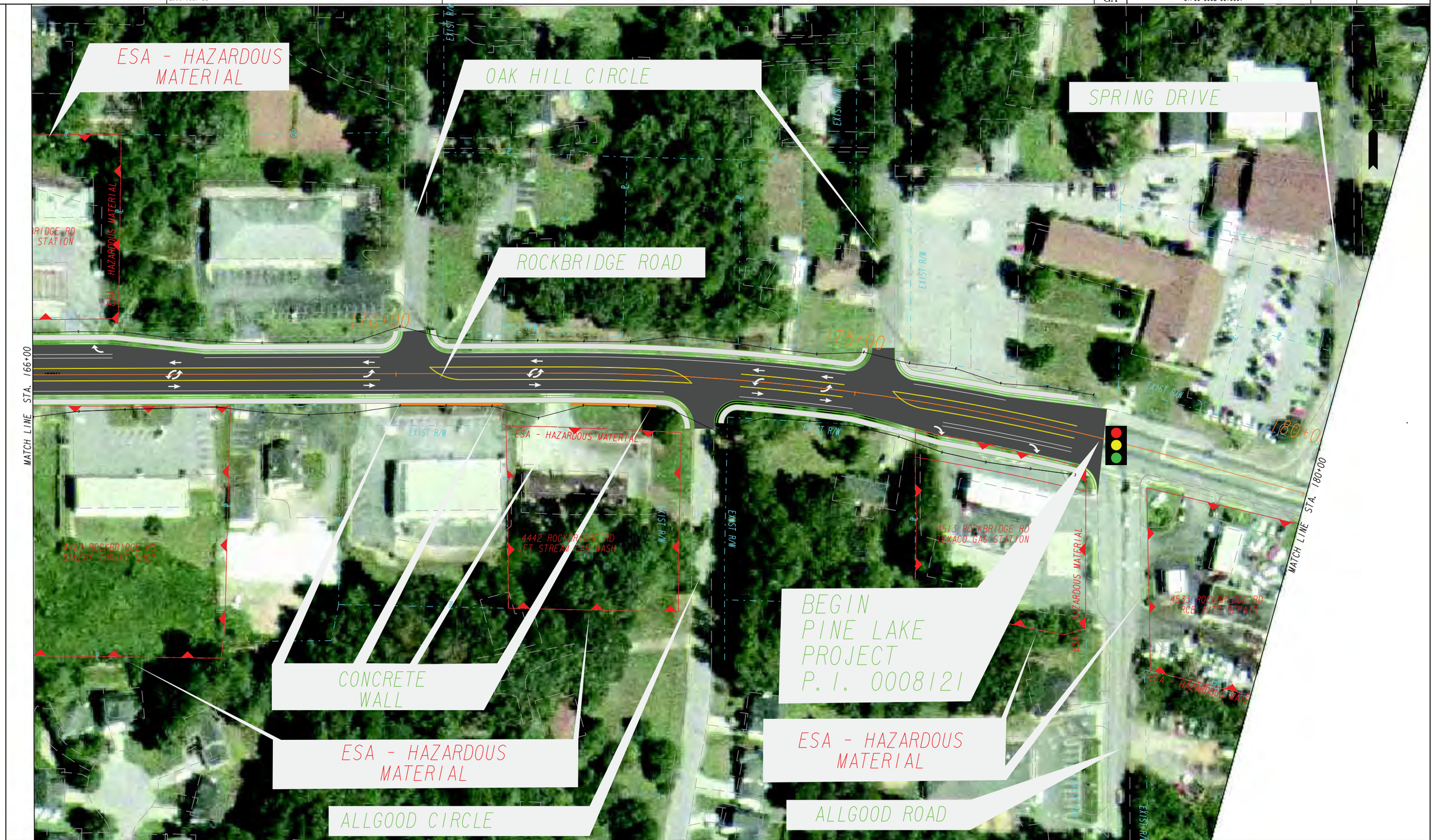
MAINLINE PLAN

ROCKBRIDGE ROAD
MEMORIAL DR. TO SSMLR.

DRAWING No. 13-05

1/5/2009 GPLN

8/23/2013 1:18:32 PM	2906road.TBL	Z:\03\03033\117\Concept\Concept_0002906CP06.dgn	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
John. Jenkins			GA	STP00-0002-00(906)		



EXIST. EDGES OF PVMT.
EXIST. PROP. LINES
EXISTING/PROPOSED TRAFFIC SIGNAL
PROPOSED DRAINAGE POND
PROPOSED ENHANCED SWALE

ESA
HISTORIC RESOURCE
HISTORIC RESOURCE SITE
POTENTIAL DISPLACEMENT

PROPOSED ROADWAY
PROPOSED SIDEWALK
PROPOSED RAISED MEDIAN
PROPOSED BIORETENTION AREA

SCALE IN FEET
0 50 100 200

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: DISTRICT 7
MAINLINE PLAN
ROCKBRIDGE ROAD
MEMORIAL DR. TO SSMLR.
DRAWING No. 13-06

1/5/2009 GPLN

8/23/2013 1:19:01 PM	2906road.TBL	Z:\03\03033\117\Concept\Concept_0002906CP07.dgn	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
John. Jenkins			GA	STP00-0002-00(906)		

EXIST. EDGES OF PVMT.

EXIST. PROP. LINES

EXISTING/PROPOSED TRAFFIC SIGNAL

PROPOSED DRAINAGE POND

PROPOSED ENHANCED SWALE

ESA

HISTORIC RESOURCE

HISTORIC RESOURCE SITE

POTENTIAL DISPLACEMENT

PROPOSED ROADWAY

PROPOSED SIDEWALK

PROPOSED RAISED MEDIAN

PROPOSED BIORETENTION AREA

SCALE IN FEET

0 50 100 200

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE: DISTRICT 7

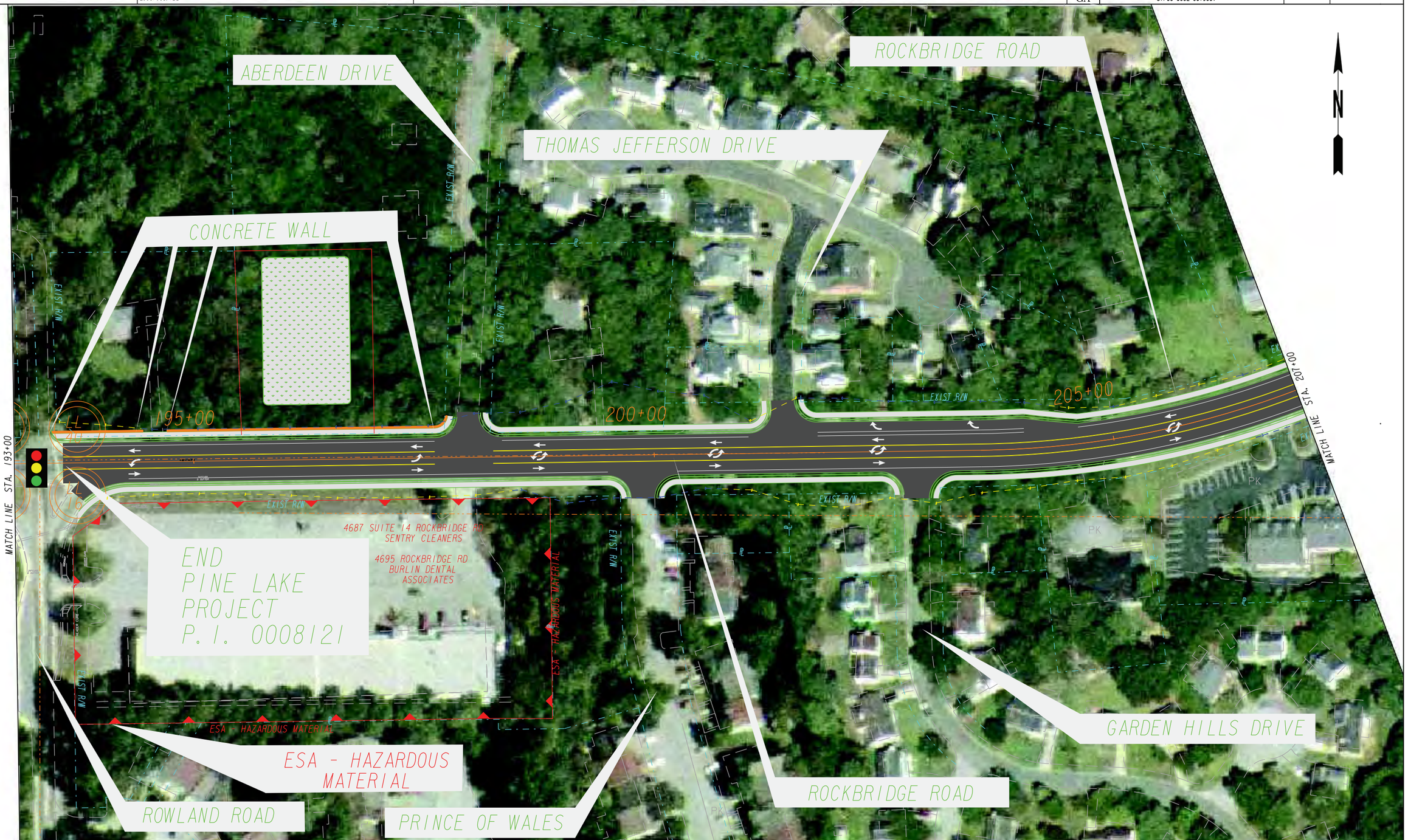
MAINLINE PLAN

ROCKBRIDGE ROAD
MEMORIAL DR. TO SSMLR.

DRAWING No.
13-07

1/5/2009 GPLN

8/23/2013 1:20:25 PM John. Jenkins	2906road.TBL	Z:\03\03033\117\Concept\Concept_0002906CP08.dgn	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
			GA	STP00-0002-00(906)		



EXIST. EDGES OF PVMT.

EXIST. PROP. LINES

EXISTING/PROPOSED TRAFFIC SIGNAL

PROPOSED DRAINAGE POND

PROPOSED ENHANCED SWALE

ESA

HISTORIC RESOURCE

HISTORIC RESOURCE SITE

POTENTIAL DISPLACEMENT

PROPOSED ROADWAY

PROPOSED SIDEWALK

PROPOSED RAISED MEDIAN

PROPOSED BIORETENTION AREA

SCALE IN FEET

0 50 100 200

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE: DISTRICT 7

MAINLINE PLAN

ROCKBRIDGE ROAD
MEMORIAL DR. TO SSMLR.

DRAWING No.
13-08

1/5/2009 GPLN

8/23/2013 1:21:29 PM John. Jenkins	2906road.TBL	Z:\03\03033\117\Concept\Concept_0002906CP09.dgn	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
			GA	STP00-0002-00(906)		

EXIST. EDGES OF PVMT.

EXIST. PROP. LINES

EXISTING/PROPOSED TRAFFIC SIGNAL

PROPOSED DRAINAGE POND

PROPOSED ENHANCED SWALE

ESA

HISTORIC RESOURCE

HISTORIC RESOURCE SITE

POTENTIAL DISPLACEMENT

PROPOSED ROADWAY

PROPOSED SIDEWALK

PROPOSED RAISED MEDIAN

PROPOSED BIORETENTION AREA

SCALE IN FEET

0 50 100 200

REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE: DISTRICT 7

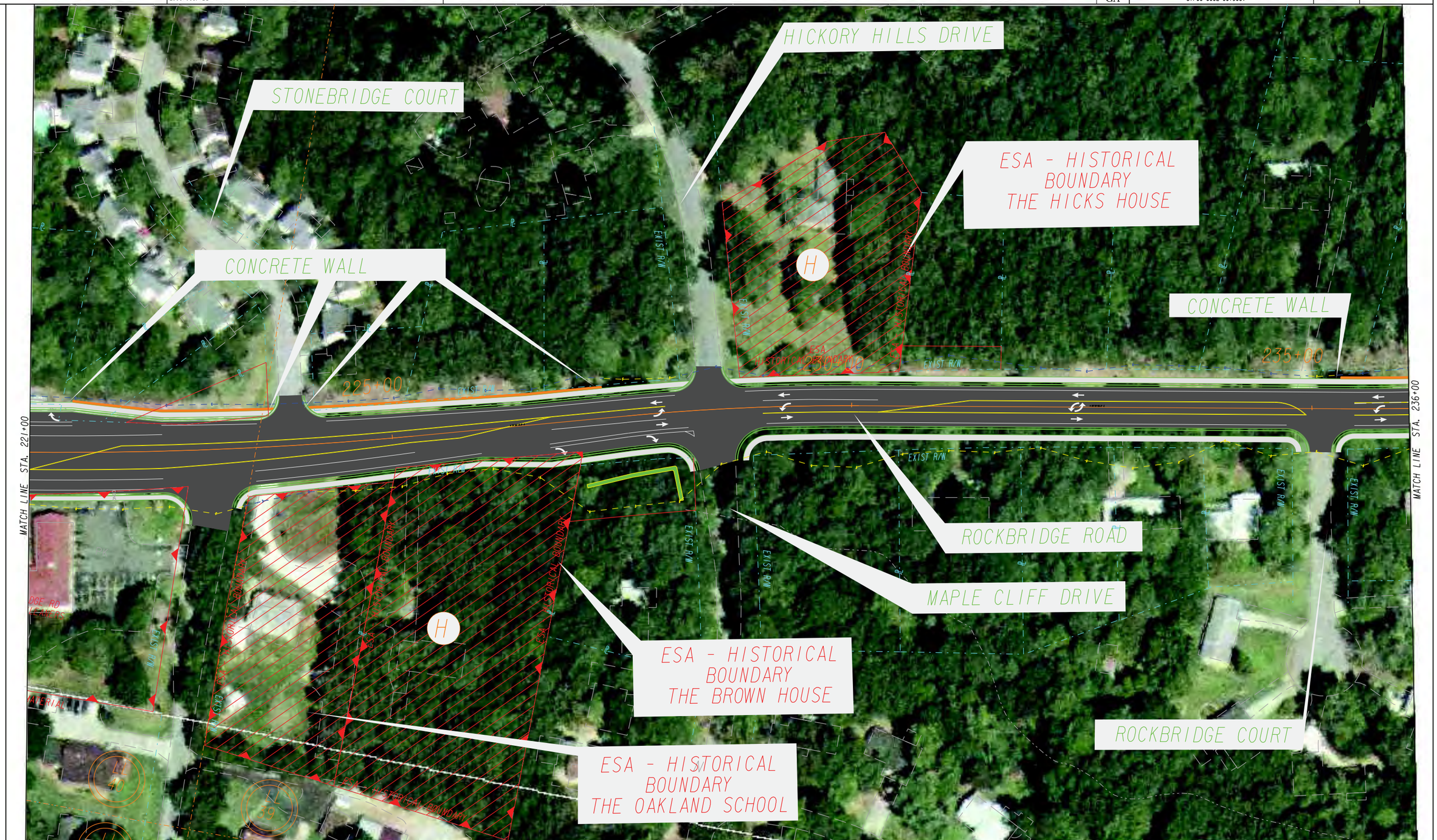
MAINLINE PLAN

ROCKBRIDGE ROAD
MEMORIAL DR. TO SSMLR.

DRAWING No.
13-09

1/5/2009 GPLN

8/23/2013 1:22:01 PM	2906road.TBL	Z:\03\03033\117\Concept\Concept_0002906CP10.dgn	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
John. Jenkins			GA	STP00-0002-00(906)		



EXIST. EDGES OF PVMT.
EXIST. PROP. LINES
EXISTING/PROPOSED TRAFFIC SIGNAL
PROPOSED DRAINAGE POND
PROPOSED ENHANCED SWALE

ESA
HISTORIC RESOURCE
HISTORIC RESOURCE SITE
POTENTIAL DISPLACEMENT

PROPOSED ROADWAY
PROPOSED SIDEWALK
PROPOSED RAISED MEDIAN
PROPOSED BIORETENTION AREA

SCALE IN FEET
0 50 100 200

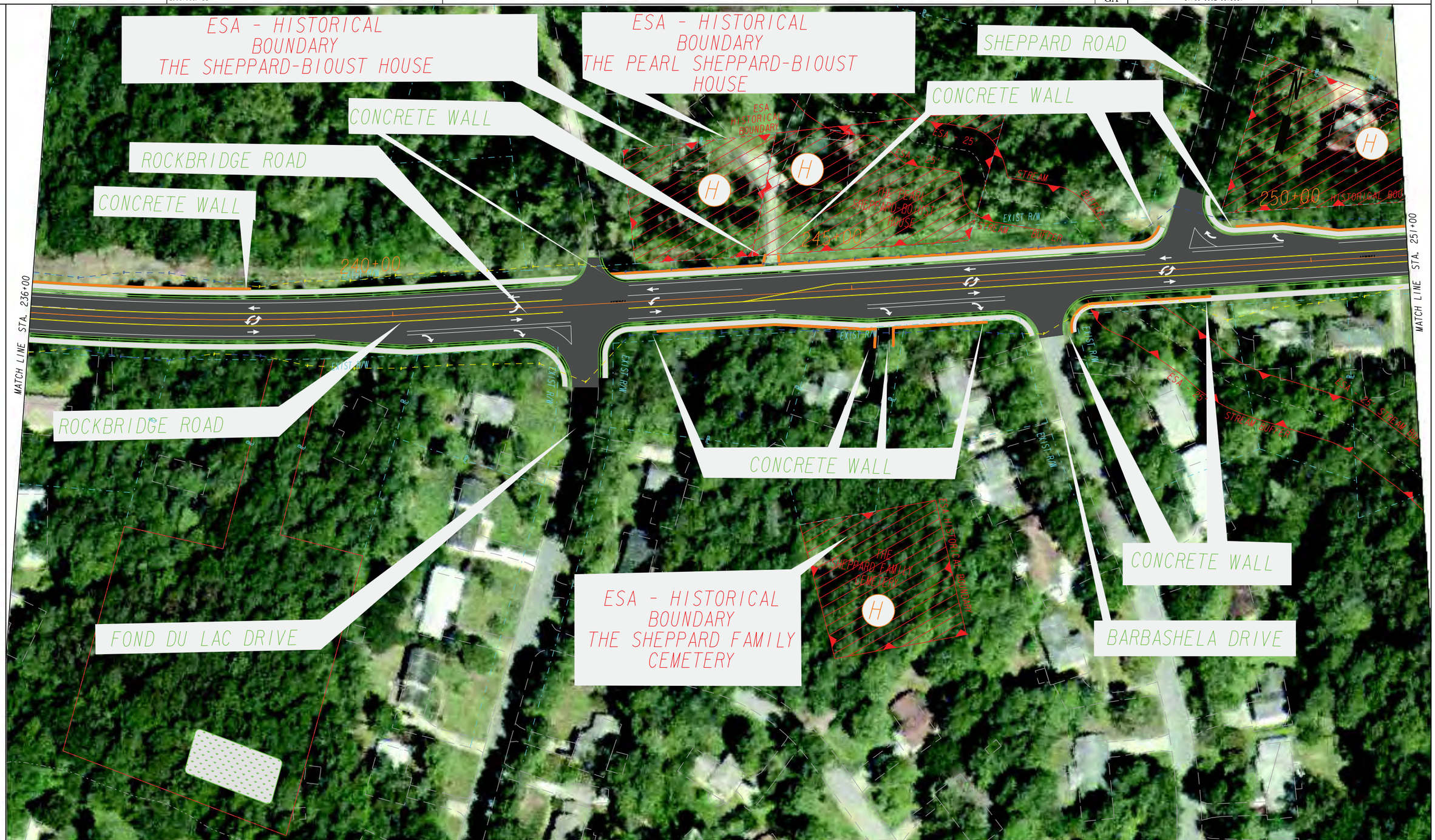
REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: DISTRICT 7
MAINLINE PLAN
ROCKBRIDGE ROAD
MEMORIAL DR. TO SSMLR.

DRAWING No. 13-10

1/5/2009 GPLN

8/23/2013 1:22:45 PM	2906road.TBL	Z:\03\03033\117\Concept\Concept_0002906CP11.dgn	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
John. Jenkins			GA	STP00-0002-00(906)		



EXIST. EDGES OF PVMT.
EXIST. PROP. LINES
EXISTING/PROPOSED TRAFFIC SIGNAL
PROPOSED DRAINAGE POND
PROPOSED ENHANCED SWALE

ESA
HISTORIC RESOURCE
HISTORIC RESOURCE SITE
POTENTIAL DISPLACEMENT

PROPOSED ROADWAY
PROPOSED SIDEWALK
PROPOSED RAISED MEDIAN
PROPOSED BIORETENTION AREA

SCALE IN FEET
0 50 100 200

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: DISTRICT 7
MAINLINE PLAN
ROCKBRIDGE ROAD
MEMORIAL DR. TO SSMLR.
DRAWING No. 13-11

1/5/2009 GPLN

8/23/2013 1:23:16 PM John. Jenkins	2906road. TBL	Z:\03\03033\117\Concept\Concept_0002906CP12.dgn	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
			GA	STP00-0002-00(906)		

EXIST. EDGES OF PVMT.	ESA	PROPOSED ROADWAY	
EXIST. PROP. LINES	HISTORIC RESOURCE	PROPOSED SIDEWALK	
EXISTING/PROPOSED TRAFFIC SIGNAL	HISTORIC RESOURCE SITE	PROPOSED RAISED MEDIAN	
PROPOSED DRAINAGE POND	POTENTIAL DISPLACEMENT	PROPOSED BIORETENTION AREA	
PROPOSED ENHANCED SWALE			

SCALE IN FEET
0 50 100 200

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: DISTRICT 7

MAINLINE PLAN

ROCKBRIDGE ROAD
MEMORIAL DR. TO SSMLR.

DRAWING No. 13-12

1/5/2009 GPLN

8/23/2013	1:23:48 PM	2906road.TBL	Z:\03\03033\117\Concept\Concept_0002906CP13.dgn	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
John. Jenkins				GA	STP00-0002-00(906)		

EXIST. EDGES OF PVMT.

EXIST. PROP. LINES

EXISTING/PROPOSED TRAFFIC SIGNAL

PROPOSED DRAINAGE POND

PROPOSED ENHANCED SWALE

ESA

HISTORIC RESOURCE

HISTORIC RESOURCE SITE

POTENTIAL DISPLACEMENT

PROPOSED ROADWAY

PROPOSED SIDEWALK

PROPOSED RAISED MEDIAN

PROPOSED BIORETENTION AREA

SCALE IN FEET

0 50 100 200

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE: DISTRICT 7

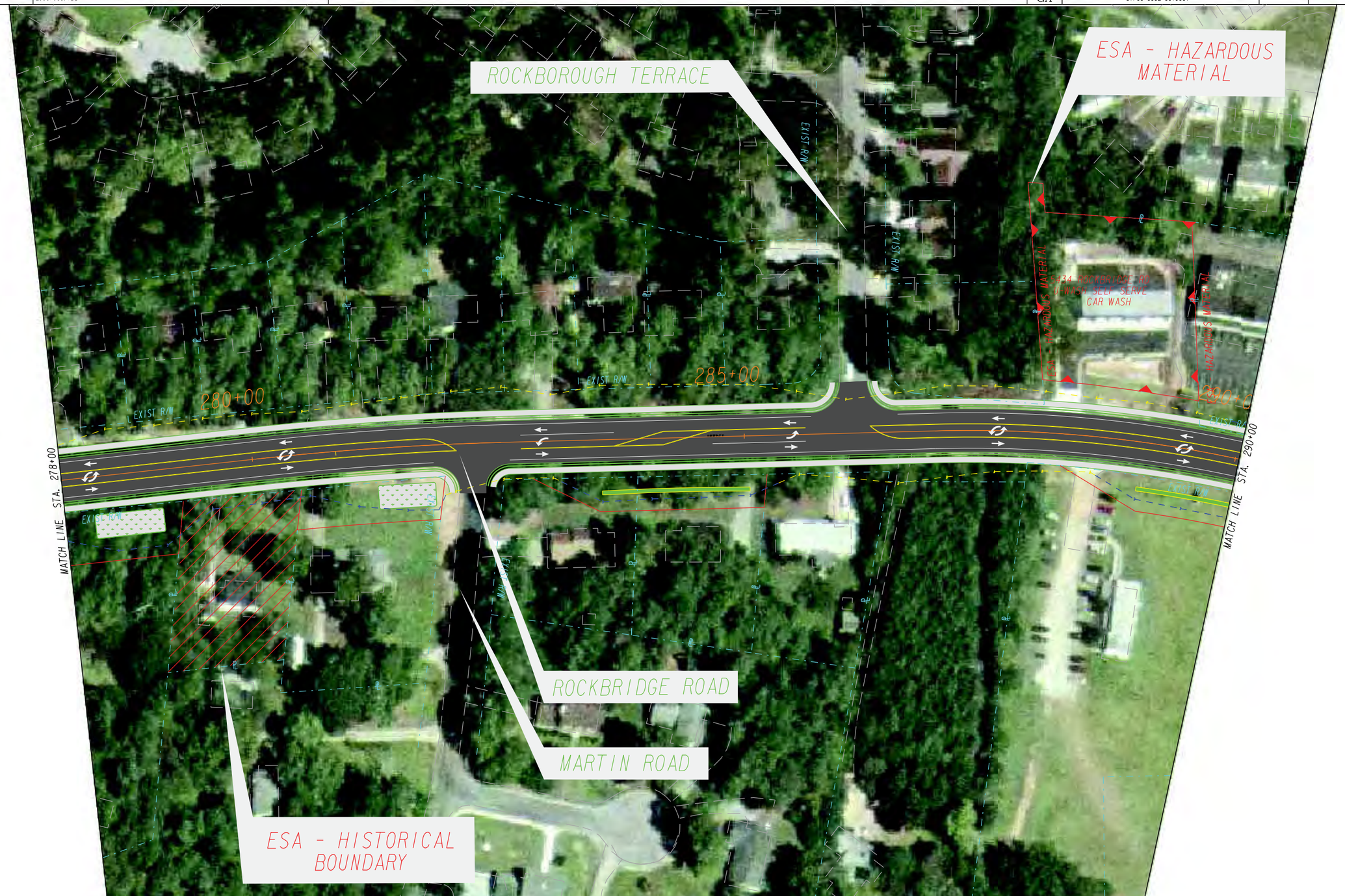
MAINLINE PLAN

ROCKBRIDGE ROAD
MEMORIAL DR. TO SSMLR.

DRAWING No.
13-13

1/5/2009 GPLN

8/23/2013 1:24:25 PM John. Jenkins	2906road. TBL	Z:\03\03033\117\Concept\Concept_0002906CP14. dgn	STATE GA	PROJECT NUMBER STP00-0002-00(906)	SHEET NO.	TOTAL SHEETS



EXIST. EDGES OF PVMT.

EXIST. PROP. LINES

EXISTING/PROPOSED TRAFFIC SIGNAL

PROPOSED DRAINAGE POND

PROPOSED ENHANCED SWALE

ESA

HISTORIC RESOURCE

HISTORIC RESOURCE SITE

POTENTIAL DISPLACEMENT

PROPOSED ROADWAY

PROPOSED SIDEWALK

PROPOSED RAISED MEDIAN

PROPOSED BIORETENTION AREA

SCALE IN FEET

0 50 100 200

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE: DISTRICT 7

MAINLINE PLAN

ROCKBRIDGE ROAD
MEMORIAL DR. TO SSMLR.

DRAWING No.
13-14

1/5/2009 GPLN

8/23/2013 1:25:08 PM John. Jenkins	2906road.TBL	Z:\03\03033\117\Concept\Concept_0002906CP15.dgn	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
			GA	STP00-0002-00(906)		

EXIST. EDGES OF PVMT.
EXIST. PROP. LINES
EXISTING/PROPOSED TRAFFIC SIGNAL
PROPOSED DRAINAGE POND
PROPOSED ENHANCED SWALE

ESA
HISTORIC RESOURCE
HISTORIC RESOURCE SITE
POTENTIAL DISPLACEMENT

PROPOSED ROADWAY
PROPOSED SIDEWALK
PROPOSED RAISED MEDIAN
PROPOSED BIORETENTION AREA

SCALE IN FEET
0 50 100 200

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: DISTRICT 7

MAINLINE PLAN

ROCKBRIDGE ROAD
MEMORIAL DR. TO SSMLR.

DRAWING No.
13-15

1/5/2009 GPLN

8/23/2013 1:25:38 PM	2906road.TBL	Z:\03\03033\117\Concept\Concept_0002906CP16.dgn	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
John. Jenkins			GA	STP00-0002-00(906)		

EXIST. EDGES OF PVMT.	ESA	PROPOSED ROADWAY	
EXIST. PROP. LINES	HISTORIC RESOURCE	PROPOSED SIDEWALK	
EXISTING/PROPOSED TRAFFIC SIGNAL	HISTORIC RESOURCE SITE	PROPOSED RAISED MEDIAN	
PROPOSED DRAINAGE POND	POTENTIAL DISPLACEMENT	PROPOSED BIORETENTION AREA	
PROPOSED ENHANCED SWALE			

SCALE IN FEET
0 50 100 200

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: DISTRICT 7

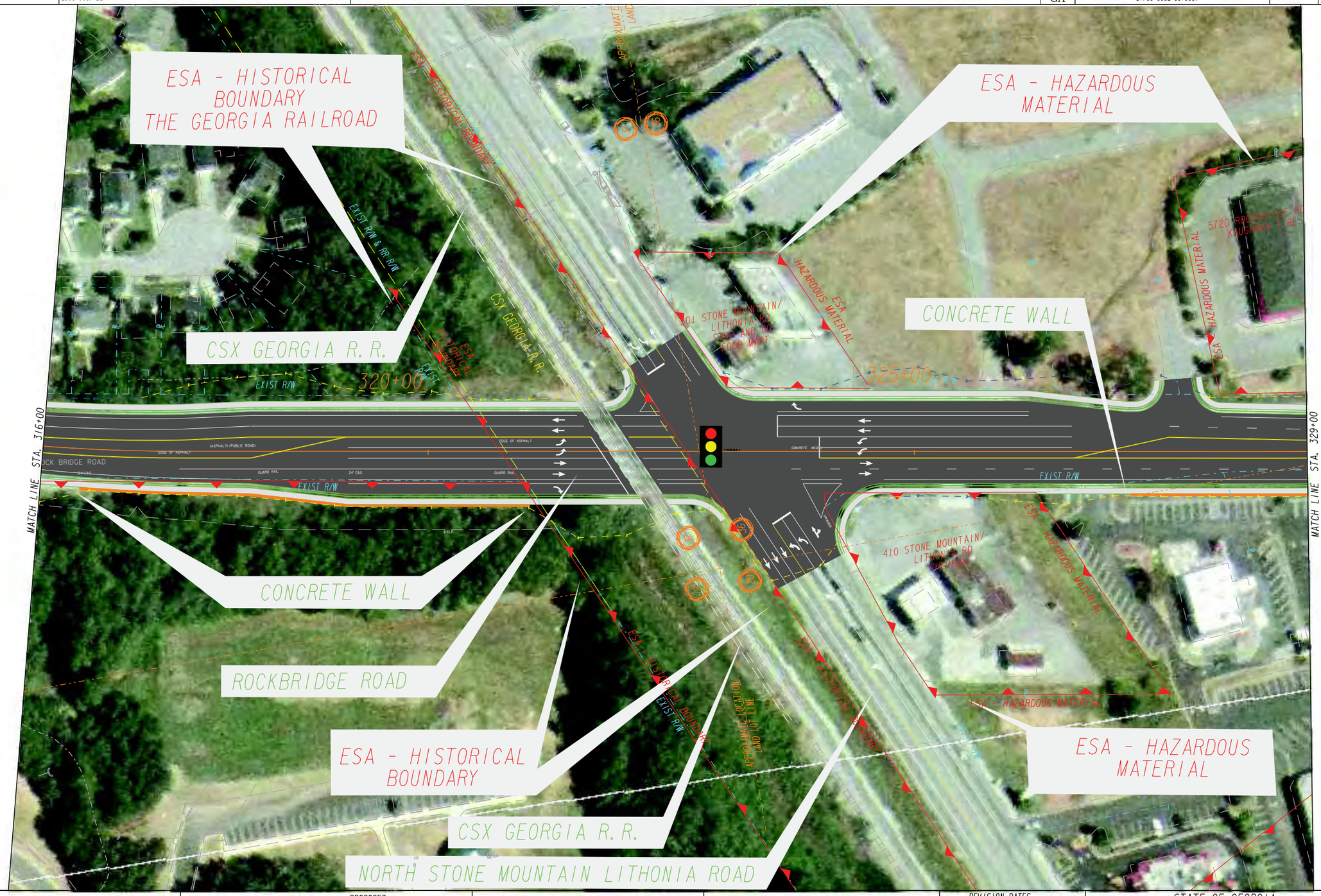
MAINLINE PLAN

ROCKBRIDGE ROAD
MEMORIAL DR. TO SSMLR.

DRAWING No.
13-16

1/5/2009 GPLN

8/23/2013 1:26:09 PM John. Jenkins	2906road.TBL	Z:\03\03033\117\Concept\Concept_0002906CP17.dgn	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
			GA	STP00-0002-00(906)		



EXIST. EDGES OF PVMT.
EXIST. PROP. LINES
EXISTING/PROPOSED TRAFFIC SIGNAL
PROPOSED DRAINAGE POND
PROPOSED ENHANCED SWALE

ESA
HISTORIC RESOURCE
HISTORIC RESOURCE SITE
POTENTIAL DISPLACEMENT

PROPOSED ROADWAY
PROPOSED SIDEWALK
PROPOSED RAISED MEDIAN
PROPOSED BIORETENTION AREA

SCALE IN FEET
0 50 100 200

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: DISTRICT 7

MAINLINE PLAN

ROCKBRIDGE ROAD
MEMORIAL DR. TO SSMLR.

DRAWING No. 13-17

1/5/2009 GPLN

8/23/2013 1:26:38 PM John. Jenkins	2906road.TBL	Z:\03\03033\117\Concept\Concept_0002906CP18.dgn	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
			GA	STP00-0002-00(906)	#CP18	

EXIST. EDGES OF PVMT.
EXIST. PROP. LINES
EXISTING/PROPOSED TRAFFIC SIGNAL
PROPOSED DRAINAGE POND
PROPOSED ENHANCED SWALE

ESA
HISTORIC RESOURCE
HISTORIC RESOURCE SITE
POTENTIAL DISPLACEMENT

PROPOSED ROADWAY
PROPOSED SIDEWALK
PROPOSED RAISED MEDIAN
PROPOSED BIORETENTION AREA

SCALE IN FEET
0 50 100 200

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: DISTRICT 7

MAINLINE PLAN

ROCKBRIDGE ROAD
MEMORIAL DR. TO SSMLR.

DRAWING No.
13-18

1/5/2009 GPLN

8/23/2013 1:27:07 PM	2906road.TBL	Z:\03\03033\117\Concept\Concept_0002906CP19.dgn	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
John. Jenkins			GA	STP00-0002-00(906)	#CP19	

EXIST. EDGES OF PVMT.

EXIST. PROP. LINES

EXISTING/PROPOSED TRAFFIC SIGNAL

PROPOSED DRAINAGE POND

PROPOSED ENHANCED SWALE

ESA

HISTORIC RESOURCE

HISTORIC RESOURCE SITE

POTENTIAL DISPLACEMENT

PROPOSED ROADWAY

PROPOSED SIDEWALK

PROPOSED RAISED MEDIAN

PROPOSED BIORETENTION AREA

SCALE IN FEET

0 50 100 200

REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE: DISTRICT 7

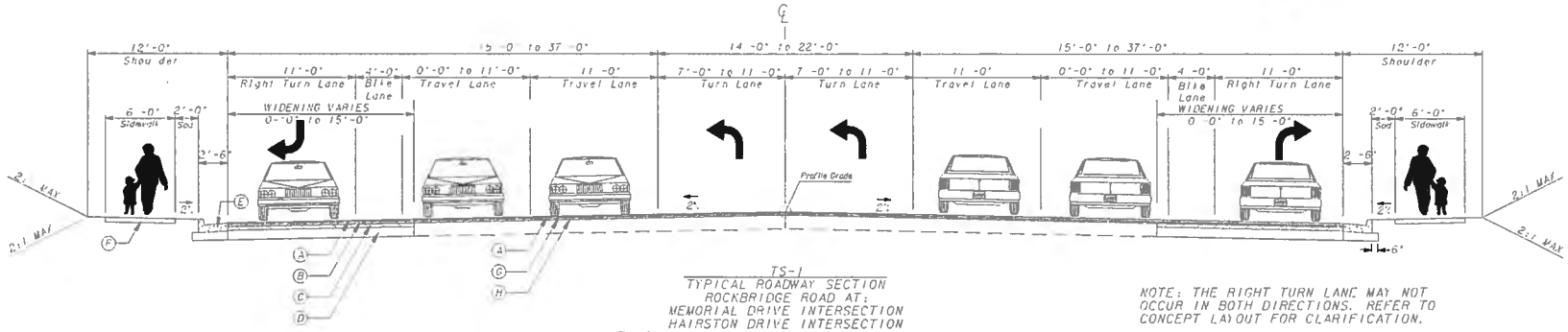
MAINLINE PLAN

ROCKBRIDGE ROAD
MEMORIAL DR. TO SSMLR.

DRAWING No. 13-19

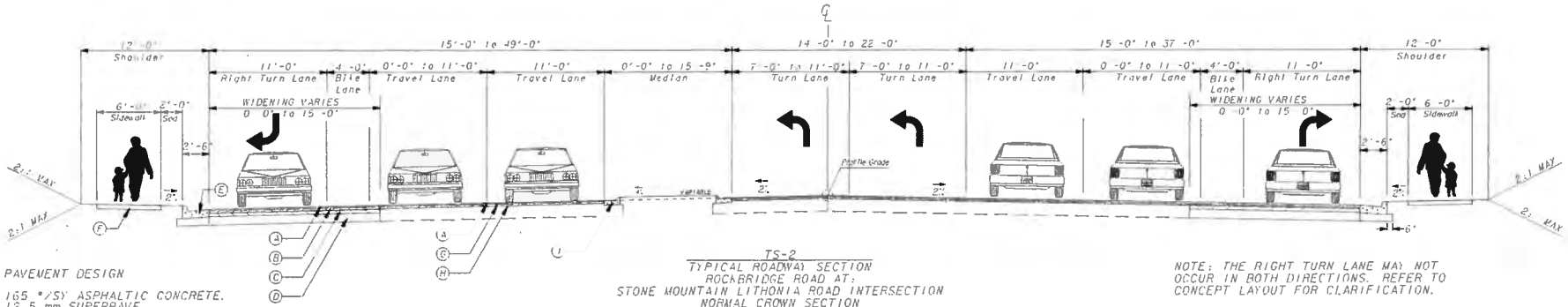
1/5/2009 GPLN

DATE###	TIME###	#PRF#	#DGN#	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
#USER#		#PENTABLE#		GA	#PROJECT	#T101	#TOT



TS-1
TYPICAL ROADWAY SECTION
ROCKBRIDGE ROAD AT:
MEMORIAL DRIVE INTERSECTION
HAIRSTON DRIVE INTERSECTION
STONE MOUNTAIN LITHONIA ROAD INTERSECTION
NORMAL CROWN SECTION
N. T. S.

NOTE: THE RIGHT TURN LANE MAY NOT OCCUR IN BOTH DIRECTIONS. REFER TO CONCEPT LAYOUT FOR CLARIFICATION.



TS-2
TYPICAL ROADWAY SECTION
ROCKBRIDGE ROAD AT:
STONE MOUNTAIN LITHONIA ROAD INTERSECTION
NORMAL CROWN SECTION
N. T. S.

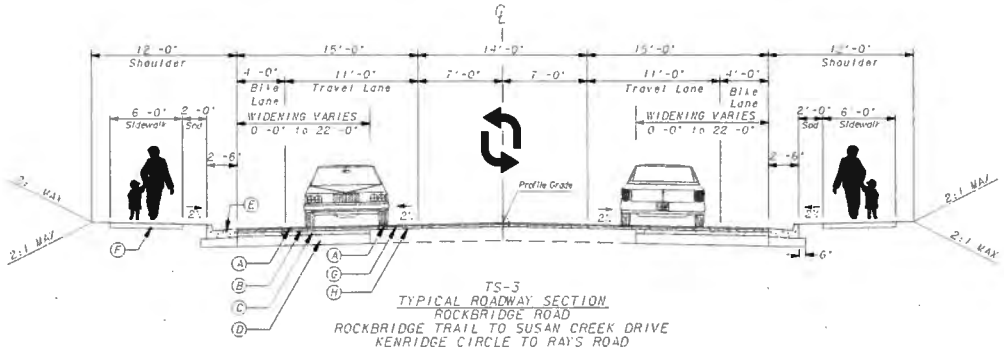
NOTE: THE RIGHT TURN LANE MAY NOT OCCUR IN BOTH DIRECTIONS. REFER TO CONCEPT LAYOUT FOR CLARIFICATION.

PAVEMENT DESIGN

- (A) 165 #/SY ASPHALTIC CONCRETE. 12.5 mm SUPERPAVE
- (B) 220 #/SY ASPHALTIC CONCRETE. 19 mm SUPERPAVE
- (C) 680 #/SY ASPHALTIC CONCRETE BASE. 25 mm SUPERPAVE
- (D) 12" GRADED AGGREGATE BASE
- (E) 6" X 30" TYPE 2 CONCRETE CURB & GUTTER
- (F) 4" CONCRETE SIDEWALK
- (G) RECYCLE ASPHALTIC CONCRETE LEVELING. INCL BITUM MATL AND H LIME
- (H) MILL ASPHALTIC CONCRETE PAVEMENT. VARIABLE DEPTH
- (I) TYPE 7 CONCRETE CURB & GUTTER

REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: $OFFICE
TYPICAL SECTIONS
PROJECT NAME 1
PROJECT NAME 2
DRAWING No. 5-01



TS-3
TYPICAL ROADWAY SECTION
ROCKBRIDGE ROAD
ROCKBRIDGE TRAIL TO SUSAN CREEK DRIVE
KENRIDGE CIRCLE TO RAYS ROAD
RAYS ROAD TO HAMBRICK DRIVE
HAMRICK DRIVE DRIVE TO OAK HILL CIRCLE
ROWLAND ROAD TO THOMAS JEFFERSON DRIVE
THOMAS JEFFERSON DRIVE TO HAIRSTON DRIVE
ROCKBRIDGE COURT TO FOND DU LAC DRIVE
SHELTON WOODS COURT TO EDDINGTON WAY
SAN MARCOS WAY TO RIDGE AVENUE
O'ROARKE DRIVE TO WADE WALKER PARK ENTRANCE
SHERWOOD GREENS TO NAVARRE DRIVE
NORMAL CROWN SECTION
N. T. S.

PAVEMENT DESIGN

(A) 165 #/SY ASPHALTIC CONCRETE. 12.5 mm SUPERPAVE

(B) 220 #/SY ASPHALTIC CONCRETE. 19 mm SUPERPAVE

(C) 880 #/SY ASPHALTIC CONCRETE BASE. 25 mm SUPERPAVE

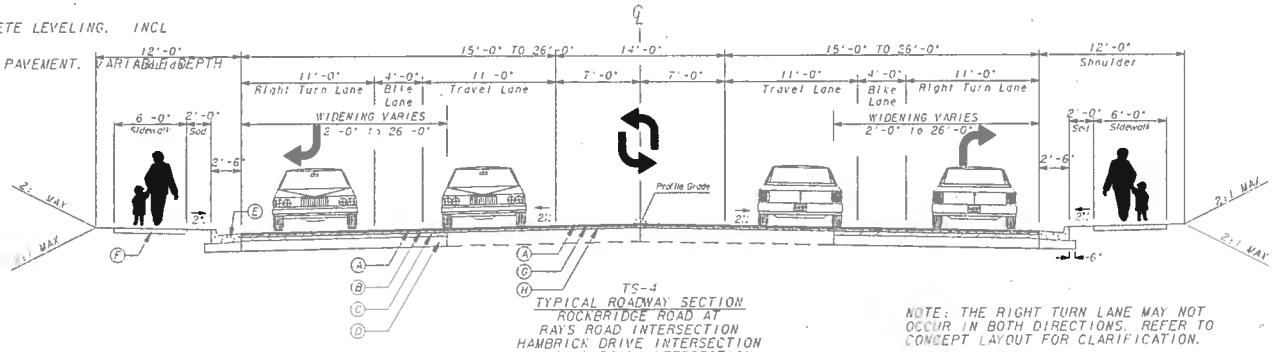
(D) 12" GRADED AGGREGATE BASE

(E) 8" X 30" TYPE 2 CONCRETE CURB & GUTTER

(F) 4" CONCRETE SIDEWALK

(G) RECYCLE ASPHALTIC CONCRETE LEVELING. INCL BITUM MATL AND H LINE

(H) MILL ASPHALTIC CONCRETE PAVEMENT.

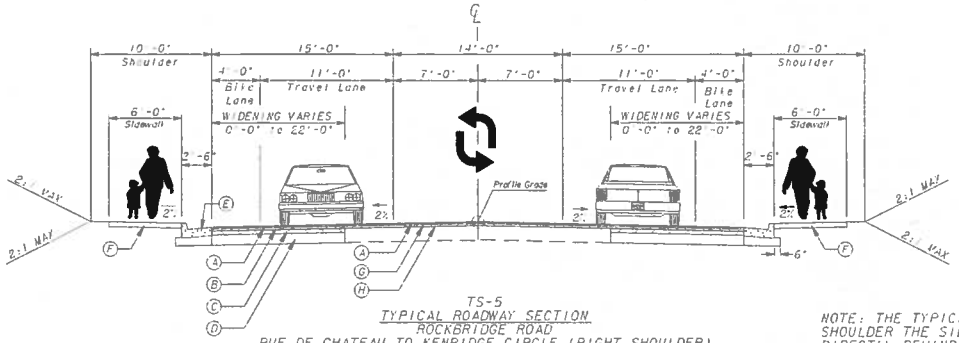


TS-4
TYPICAL ROADWAY SECTION
ROCKBRIDGE ROAD AT
RAYS ROAD INTERSECTION
HAMBRICK DRIVE INTERSECTION
ALLGOOD ROAD INTERSECTION
THOMAS JEFFERSON DRIVE INTERSECTION
MAPLE CLIFF DRIVE INTERSECTION
FOND DU LAC DRIVE INTERSECTION
BARBASHELA DRIVE INTERSECTION
SHEPPARD ROAD INTERSECTION
RIDGE AVENUE INTERSECTION
WADE WALKER PARK ENTRANCE
ORCHARD DRIVE INTERSECTION
NORMAL CROWN SECTION
N. T. S.

NOTE: THE RIGHT TURN LANE MAY NOT OCCUR IN BOTH DIRECTIONS. REFER TO CONCEPT LAYOUT FOR CLARIFICATION.

REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: #OFFICE
TYPICAL SECTIONS
PROJECT NAME 1
PROJECT NAME 2
DRAWING No. 5-02



TS-5
TYPICAL ROADWAY SECTION
ROCKBRIDGE ROAD
RUE DE CHATEAU TO KENRIDGE CIRCLE (RIGHT SHOULDER)
MAPLE CLIFF DRIVE TO ROCKBRIDGE COURT (RIGHT SHOULDER)
FOND DU LAC DRIVE TO SHEPPARD ROAD (LEFT SHOULDER)
SHEPPARD ROAD TO SHELTON WOODS COURT (BOTH SHOULDERS)
EDDINGTON WAY TO SAN MARCOS WAY (BOTH SHOULDERS)
RIDGE AVE TO O'ROARKE DRIVE (LEFT SHOULDER)
NORMAL CROWN SECTION
N. T. S.

NOTE: THE TYPICAL SECTION LIMITS DENOTE WHICH SHOULDER THE SIDEWALK IS TO BE CONSTRUCTED DIRECTLY BEHIND THE CURB AND GUTTER.

PAVEMENT DESIGN

(A) 165 #/SY ASPHALTIC CONCRETE.
12.5 mm SUPERPAVE

(B) 220 #/SY ASPHALTIC CONCRETE.
19 mm SUPERPAVE

(C) 880 #/SY ASPHALTIC CONCRETE BASE.
25 mm SUPERPAVE

(D) 12" GRADED AGGREGATE BASE

(E) 8" \ 30" TYPE 2
CONCRETE CURB & GUTTER

(F) 4" CONCRETE SIDEWALK

(G) RECYCLE ASPHALTIC CONCRETE LEVELING. INCL
BITUM MATL AND H LIME

(H) MILL ASPHALTIC CONCRETE PAVEMENT, VARIABLE DEPTH

REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: #OFFICE
TYPICAL SECTIONS
PROJECT NAME 1
PROJECT NAME 2
DRAWING NO. 5-03

11-5-2009 GPLS

JOB ESTIMATE REPORT

JOB NUMBER : 0002906 SPEC YEAR: 01
DESCRIPTION: ROCKBRIDGE ROAD BETWEEN MEMORIAL DR. & S. STONE MOUNTAIN RD
CONCRETE SIDEWALKS ALONG BOTH SIDES OF ROADWAY

ITEMS FOR JOB 0002906

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - STP00-0002-00(906)	1.000	160000.00	160000.00
0029	210-0100		LS	GRADING COMPLETE - STP00-0002-00(906)	1.000	175000.00	175000.00
0067	441-0016		SY	DRIVEWAY CONCRETE, 6 IN TK	500.000	35.00	17500.00
0068	441-0018		SY	DRIVEWAY CONCRETE, 8 IN TK	200.000	45.00	9000.00
0069	441-0104		SY	CONC SIDEWALK, 4 IN	33000.000	38.00	1254000.00
0079	441-4020		SY	CONC VALLEY GUTTER, 6 IN	25.000	35.00	875.00
0080	441-4030		SY	CONC VALLEY GUTTER, 8 IN	15.000	40.00	600.00
0119	500-3101		CY	CLASS A CONCRETE	80.000	550.00	44000.00
0120	511-1000		LB	BAR REINF STEEL	200.000	1.00	200.00
0125	620-0100		LF	TEMP BARRIER, METHOD NO. 1	420.000	25.00	10500.00
0130	700-6910		AC	PERMANENT GRASSING	2.000	825.00	1650.00
0135	700-9300		SY	SOD	3500.000	3.50	12250.00
0140	700-7000		TN	AGRICULTURAL LIME	1.000	115.00	115.00
0145	700-8000		TN	FERTILIZER MIXED GRADE	2.000	515.00	1030.00
0150	700-8100		LB	FERTILIZER NITROGEN CONTENT	53.000	3.50	185.50
0155	716-2000		SY	EROSION CONTROL MATS, SLOPES	2100.000	1.10	2310.00
0160	163-0232		AC	TEMPORARY GRASSING	0.600	330.00	198.00
0165	163-0240		TN	MULCH	13.000	210.00	2730.00
0170	163-0300		EA	CONSTRUCTION EXIT	2.000	1200.00	2400.00
0175	163-0503		EA	CONSTR AND REMOVE SILT CONTROL GATE,TP 3	2.000	345.00	690.00
0180	163-0529		LF	CNST/REM TEMP SED BAR OR BLD STRW CK DM	150.000	4.00	600.00
0185	163-0550		EA	CONS & REM INLET SEDIMENT TRAP	21.000	145.00	3045.00
0190	165-0030		LF	MAINT OF TEMP SILT FENCE, TP C	1575.000	1.00	1575.00
0195	165-0041		LF	MAINT OF CHECK DAMS - ALL TYPES	25.000	2.00	50.00
0200	165-0087		EA	MAINT OF SILT CONTROL GATE, TP 3	2.000	95.00	190.00
0205	165-0101		EA	MAINT OF CONST EXIT	2.000	485.00	970.00
0210	165-0105		EA	MAINT OF INLET SEDIMENT TRAP	21.000	45.00	945.00
0215	171-0030		LF	TEMPORARY SILT FENCE, TYPE C	3150.000	3.00	9450.00

ITEM TOTAL 1712058.50
INFLATED ITEM TOTAL 1712058.50

TOTALS FOR JOB 0002906

ESTIMATED COST:	1712058.50
CONTINGENCY PERCENT (0.0):	0.00
ESTIMATED TOTAL:	1712058.50

JOB ESTIMATE REPORT

JOB NUMBER : 0008401 SPEC YEAR: 01
DESCRIPTION: ROCKBRIDGE ROAD BETWEEN MEMORIAL DR. & S. STONE MOUNTAIN RD
WIDENING-TWLT, BIKE LANES, INTERSECTION IMP.

ITEMS FOR JOB 0008401

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - CSHPP-0008-00(401)	1.000	940000.00	940000.00
0006	207-0203		CY	FOUND BKFILL MATL, TP II	2500.000	45.00	112500.00
0029	210-0100		LS	GRADING COMPLETE - CSHPP-0008-00(401)	1.000	795000.00	795000.00
0030	310-1101		TN	GR AGGR BASE CRS, INCL MATL	35000.000	25.00	875000.00
0034	318-3000		TN	AGGR SURF CRS	1000.000	20.00	20000.00
0036	402-1812		TN	RECYL AC LEVELING,INC BM&HL	13800.000	75.00	1035000.00
0039	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	23100.000	70.00	1617000.00
0040	402-3130		TN	RECYL AC 12.5MM SP,GP2,BM&HL	13500.000	85.00	1147500.00
0045	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	8700.000	80.00	696000.00
0050	413-1000		GL	BITUM TACK COAT	16000.000	3.00	48000.00
0055	432-5010		SY	MILL ASPH CONC PVMT,VARB DEPTH	30000.000	5.00	150000.00
0067	441-0016		SY	DRIVEWAY CONCRETE, 6 IN TK	4500.000	35.00	157500.00
0068	441-0018		SY	DRIVEWAY CONCRETE, 8 IN TK	1800.000	45.00	81000.00
0070	441-0748		SY	CONC MEDIAN, 6 IN	3100.000	45.00	139500.00
0079	441-4020		SY	CONC VALLEY GUTTER, 6 IN	225.000	35.00	7875.00
0080	441-4030		SY	CONC VALLEY GUTTER, 8 IN	135.000	40.00	5400.00
0085	441-6222		LF	CONC CURB & GUTTER/ 8"X30"TP2	47000.000	17.00	799000.00
0090	441-6740		LF	CONC CURB & GUTTER/ 8"X30" TP7	1500.000	15.00	22500.00
0095	446-1100		LF	PVMT REF FAB STRIPS, TP2,18 INCH WIDTH	2500.000	5.00	12500.00
0100	500-3101		CY	CLASS A CONCRETE	695.000	550.00	382250.00
0105	500-3800		CY	CL A CONC, INCL REINF STEEL	50.000	850.00	42500.00
0110	500-9999		CY	CL B CONC,BASE OR PVMT WIDEN	150.000	165.00	24750.00
0115	511-1000		LB	BAR REINF STEEL	1800.000	1.00	1800.00
0120	620-0100		LF	TEMP BARRIER, METHOD NO. 1	5580.000	25.00	139500.00
0125	621-4021		LF	CONCRETE SIDE BARRIER, TY 2A	2400.000	300.00	720000.00
0130	621-4022		LF	CONCRETE SIDE BARRIER, TY 2B	600.000	450.00	270000.00
0135	621-4023		LF	CONCRETE SIDE BARRIER, TY 2C	900.000	585.00	526500.00
0140	621-4061		LF	CONCRETE SIDE BARRIER, TY 6A	1400.000	335.00	469000.00
0145	621-4062		LF	CONCRETE SIDE BARRIER, TY 6B	500.000	435.00	217500.00
0150	621-4063		LF	CONCRETE SIDE BARRIER, TY 6C	100.000	625.00	62500.00
0155	641-1100		LF	GUARDRAIL, TP T	1000.000	50.00	50000.00
0160	641-1200		LF	GUARDRAIL, TP W	3500.000	20.00	70000.00
0165	641-5001		EA	GUARDRAIL ANCHORAGE, TP 1	6.000	700.00	4200.00
0170	641-5012		EA	GUARDRAIL ANCHORAGE, TP 12	12.000	2500.00	30000.00
0175	550-1180		LF	STM DR PIPE 18",H 1-10	24900.000	36.00	896400.00
0180	550-1240		LF	STM DR PIPE 24",H 1-10	3150.000	41.00	129150.00
0185	550-1300		LF	STM DR PIPE 30",H 1-10	2200.000	50.00	110000.00
0190	550-1360		LF	STM DR PIPE 36",H 1-10	1450.000	65.00	94250.00
0195	550-1420		LF	STM DR PIPE 42",H 1-10	700.000	80.00	56000.00
0200	550-1480		LF	STM DR PIPE 48",H 1-10	700.000	90.00	63000.00
0205	550-2180		LF	SIDE DR PIPE 18",H 1-10	1000.000	30.00	30000.00
0206	550-2240		LF	SIDE DR PIPE 24",H 1-10	250.000	40.00	10000.00

JOB ESTIMATE REPORT

0210	550-4118	EA	FLARED END SECT 18 IN, SIDE DR	50.000	350.00	17500.00
0220	550-4124	EA	FLARED END SECT 24 IN, SIDE DR	12.000	400.00	4800.00
0225	550-4218	EA	FLARED END SECT 18 IN, ST DR	25.000	550.00	13750.00
0230	550-4224	EA	FLARED END SECT 24 IN, ST DR	15.000	625.00	9375.00
0234	550-4230	EA	FLARED END SECT 30 IN, ST DR	10.000	715.00	7150.00
0235	550-4236	EA	FLARED END SECT 36 IN, ST DR	5.000	850.00	4250.00
0239	550-4242	EA	FLARED END SECT 42 IN, ST DR	2.000	1400.00	2800.00
0240	576-1010	LF	SLOPE DRAIN PIPE, 10 IN	200.000	40.00	8000.00
0245	576-1018	LF	SLOPE DRAIN PIPE, 18 IN	200.000	36.00	7200.00
0250	577-1100	EA	METAL DR INLET - CMPLT ASSMBLY	15.000	1200.00	18000.00
0255	668-1100	EA	CATCH BASIN, GP 1	185.000	2200.00	407000.00
0260	668-1110	LF	CATCH BASIN, GP 1, ADDL DEPTH	20.000	195.00	3900.00
0265	668-1200	EA	CATCH BASIN, GP 2	65.000	2620.00	170300.00
0270	668-2100	EA	DROP INLET, GP 1	25.000	1810.00	45250.00
0275	668-2110	LF	DROP INLET, GP 1, ADDL DEPTH	20.000	225.00	4500.00
0280	668-2200	EA	DROP INLET, GP 2	10.000	3300.00	33000.00
0285	668-4300	EA	STORM SEW MANHOLE, TP 1	10.000	1720.00	17200.00
0290	668-4311	LF	ST SEW MANHOLE,TP 1,A DEP,CL 1	5.000	185.00	925.00
0295	668-4400	EA	STORM SEW MANHOLE, TP 2	5.000	2700.00	13500.00
0300	441-0204	SY	PLAIN CONC DITCH PAVING, 4 IN	3000.000	35.00	105000.00
0305	603-2181	SY	STN DUMPED RIP RAP, TP 3, 18"	525.000	46.00	24150.00
0310	603-7000	SY	PLASTIC FILTER FABRIC	525.000	4.00	2100.00
0315	700-6910	AC	PERMANENT GRASSING	8.000	825.00	6600.00
0320	700-9300	SY	SOD	46500.000	3.50	162750.00
0325	700-7000	TN	AGRICULTURAL LIME	14.000	115.00	1610.00
0330	700-8000	TN	FERTILIZER MIXED GRADE	23.000	515.00	11845.00
0335	700-8100	LB	FERTILIZER NITROGEN CONTENT	697.000	3.50	2439.50
0340	716-2000	SY	EROSION CONTROL MATS, SLOPES	27900.000	1.10	30690.00
0345	163-0527	EA	CNST/REM RIP RAP CKDM,STN P RIPRAP/SN BG ROCK CHECK DAM	150.000	275.00	41250.00
0350	163-0232	AC	TEMPORARY GRASSING	7.400	330.00	2442.00
0355	163-0240	TN	MULCH	176.000	210.00	36960.00
0360	163-0300	EA	CONSTRUCTION EXIT	13.000	1200.00	15600.00
0365	163-0503	EA	CONSTR AND REMOVE SILT CONTROL GATE,TP 3	18.000	345.00	6210.00
0370	163-0520	LF	CONSTR AND REMOVE TEMP PIPE SLOPE DRAIN	300.000	15.00	4500.00
0375	163-0529	LF	CNST/REM TEMP SED BAR OR BLD STRW CK DM	1850.000	4.00	7400.00
0380	163-0550	EA	CONS & REM INLET SEDIMENT TRAP	279.000	145.00	40455.00
0385	165-0030	LF	MAINT OF TEMP SILT FENCE, TP C	20925.000	1.00	20925.00
0390	165-0041	LF	MAINT OF CHECK DAMS - ALL TYPES	325.000	2.00	650.00
0395	165-0087	EA	MAINT OF SILT CONTROL GATE, TP 3	18.000	95.00	1710.00
0400	165-0101	EA	MAINT OF CONST EXIT	73.000	485.00	35405.00
0405	165-0105	EA	MAINT OF INLET SEDIMENT TRAP	279.000	45.00	12555.00
0410	171-0030	LF	TEMPORARY SILT FENCE, TYPE C	41850.000	3.00	125550.00
0415	009-3000	LS	MISCELLANEOUS CONSTRUCTION PERM. SIGNING AND MARKING 4.5 MI.	1.000	126000.00	126000.00
0420	009-3000	LS	MISCELLANEOUS CONSTRUCTION TRAFFIC SIGNAL MOD. AND INSTALLATIONS	1.000	650000.00	650000.00
0425	009-3000	LS	MISCELLANEOUS CONSTRUCTION ENHANCED DRY SWALE	1.000	673558.00	673558.00
0430	009-3000	LS	MISCELLANEOUS CONSTRUCTION BIORETENTION AREA	1.000	821438.00	821438.00

JOB ESTIMATE REPORT

0435	009-3000	LS	MISCELLANEOUS CONSTRUCTION DETENTION POND	1.000	184209.00	184209.00

ITEM TOTAL	17002976.50
INFLATED ITEM TOTAL	17002976.50

TOTALS FOR JOB 0008401

ESTIMATED COST:	17002976.50
CONTINGENCY PERCENT (0.0):	0.00
ESTIMATED TOTAL:	17002976.50

PROJ. NO.	STP00-0002-00(906)	CALL NO.
P.I. NO.	0002906	
DATE	3/31/2014	

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Mar-14	$ 3.293
DIESEL		$ 3.909
LIQUID AC		$ 563.00

Link to Fuel and AC Index:
http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt

Price Adjustment (PA)				**0**	**$**	**-**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	900.80		
Monthly Asphalt Cement Price month project let (APL)			$	563.00		
Total Monthly Tonnage of asphalt cement (TMT)				0		

ASPHALT	Tons	%AC	AC ton
Leveling	0	5.0%	0
12.5 OGFC		5.0%	0
12.5 mm	0	5.0%	0
9.5 mm SP		5.0%	0
25 mm SP	0	5.0%	0
19 mm SP	0	5.0%	0
	0		**0**

BITUMINOUS TACK COAT

Price Adjustment (PA)			$	-	$	-
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	900.80		
Monthly Asphalt Cement Price month project let (APL)			$	563.00		
Total Monthly Tonnage of asphalt cement (TMT)				0		

Bitum Tack Gals	gals/ton	tons
0	232.8234	0

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)				**0**	**$**	**-**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	900.80		
Monthly Asphalt Cement Price month project let (APL)			$	563.00		
Total Monthly Tonnage of asphalt cement (TMT)				0		

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0
					0

TOTAL LIQUID AC ADJUSTMENT **$ -**

PROJ. NO.	CSHPP-0008-00(401)	CALL NO.
P.I. NO.	0008401	
DATE	3/31/2014	

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Mar-14	$ 3.293
DIESEL		$ 3.909
LIQUID AC		$ 563.00

Link to Fuel and AC Index:
http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt

Price Adjustment (PA)				**998199**	**$ 998,199.00**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	900.80	
Monthly Asphalt Cement Price month project let (APL)			$	563.00	
Total Monthly Tonnage of asphalt cement (TMT)				2955	

ASPHALT	Tons	%AC	AC ton
Leveling	13800	5.0%	690
12.5 OGFC		5.0%	0
12.5 mm	13500	5.0%	675
9.5 mm SP		5.0%	0
25 mm SP	23100	5.0%	1155
19 mm SP	8700	5.0%	435
	59100		**2955**

BITUMINOUS TACK COAT

Price Adjustment (PA)			**$**	**23,214.16**	**$ 23,214.16**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	900.80	
Monthly Asphalt Cement Price month project let (APL)			$	563.00	
Total Monthly Tonnage of asphalt cement (TMT)				68.72161475	

Bitum Tack Gals	gals/ton	tons
16000	232.8234	68.7216148

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)				**0**	**$ -**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	900.80	
Monthly Asphalt Cement Price month project let (APL)			$	563.00	
Total Monthly Tonnage of asphalt cement (TMT)				0	

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0
					0

TOTAL LIQUID AC ADJUSTMENT **$ 1,021,413.16**

GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 5/6/2013 Project: STP-0002906
Revised: County: DeKalb
PI: 2906

Description: Rockbridge Rd Unit 1
Project Termini: Memorial Drive to Mtn Industrial Road.

Existing ROW: 0
Parcels: 199 Required ROW: 22.24

Land and Improvements	$2,535,750.00
Proximity Damage	*$50,000.00*
Consequential Damage	*$0.00*
Cost to Cures	*$350,000.00*
Trade Fixtures	*$50,000.00*
Improvements	*$50,000.00*
Valuation Services	$273,750.00
Legal Services	$1,259,325.00
Relocation	$438,000.00
Demolition	$30,000.00
Administrative	$1,668,000.00
TOTAL ESTIMATED COSTS	$6,204,825.00
TOTAL ESTIMATED COSTS (ROUNDED)	***$6,205,000.00***

Preparation Credits	Hours	Signature

Prepared By: CG#: 0006416 (inactive) (DATE) 5-7-13
Approved By: CG#: 286999 (DATE) 6/21/2013

NOTE: No Market Appreciation is included in this Preliminary Cost Estimate

allsop

JACOBS

Technical Memorandum

Date: July 19, 2013

Prepared For: File

Prepared By: John D. Jenkins, P.E.

Subject: Concept Utility Cost Estimate

Project: Rockbridge Road From South Stone Mountain Lithonia Road To SR 10 (Memorial Drive) Project No. STP00-0002-00(96),CSHPP-0008-00(401); PI No. 0002906 and 0008401, DeKalb County ARC Project DK-342A

The purpose of this technical memorandum is to summarize the potential utility involvement along the project, potential conflicts and/or necessary relocations, and to summarize the estimated utility relocation costs. The following is the utilities involved and a list of potential conflicts for each facility.

Electric – Existing facilities located along the project include overhead electric service as well as street lighting. A review of the known existing utility features indicate that approximately 80 poles and 11,000 feet of overhead electric lines will need to be relocated. There are approximately 90 existing street lights that will also need to be relocated.

Telecommunications – As part of the Georgia Power pole relocations, approximately 10,750 feet of overhead telecommunication lines will need to be relocated with the Georgia Power Electric lines. There is an existing underground telecommunication manhole and duct system (unknown size) within the project corridor; approximately 7,000 feet of this duct system will need to be either adjusted or relocated during prior to construction. Along with the duct system relocations, approximately 28 manholes will need to be adjusted.

Gas – A conflict with an AGL gas line and proposed drainage structures and pipe may exist as part of this project. If the design cannot be adjusted to avoid these conflicts, approximately 7,300 feet of the gas line will need to be relocated.

Sanitary Sewer – Potential conflicts with an existing sanitary sewer lines and proposed drainage structures and pipes may exist. Potential design changes may avoid these conflicts. However, approximately 12 sanitary sewer manholes will need to be adjusted or relocated as part of the project. Also, approximately 1,225 feet of sanitary sewer lines will need to adjusted or relocated.

Water - Several potential conflicts with an existing water lines and proposed drainage structures and pipes along the proposed concrete walls may exist. Potential design changes may avoid these conflicts. Of the possible conflicts there is approximately 8,900 feet of 6 inch water main,

3,750 feet of 8 inch water main, and 3,275 feet of 16 inch water main in conflict with the proposed drainage structures and pipes as well as the proposed concrete walls.

Summary of Quantities and Costs:
Electric-Georgia Power
Relocated poles – 80 ea @ $1000/pole = $80,000
Relocated overhead lines – 11,000 LF @ $50/LF = $550,000
Relocated street lights, services lines, and conduit – 90 ea @ $750/light = $67,500
Total Electric and Lighting = $697,500.00
This utility cost estimate is based on the relocation work being within the existing right of way and therefore being non-reimbursable work.

Telecommunications- AT&T Southeast
Relocated overhead lines –10,750 LF @ $50/LF = $537,500
Adjust MH to grade – 28 ea @ $875/MH = $24,500
Relocated Duct System-7000 LF @ $100/ft = $700,000
Total Telecommunications = $1,262,000.00
This utility cost estimate is based on the relocation work being within the existing right of way and therefore being non-reimbursable work.

Gas-AGL
Relocated Gas Line – 7300 LF @ $50/LF = $365,000
Total Gas = $365,000.00
This utility cost estimate is based on the relocation work being within the existing right of way and therefore being non-reimbursable work.

Sanitary Sewer-DeKalb County Watershed Management
Relocated Sewer Main-1225 LF @ $75/ft = $91,875
Adjust MH to grade – 12 ea @ $875/MH = $10,500
Total Sanitary Sewer = $102,375.00
This utility cost estimate is based on the relocation work being within the existing right of way and therefore being non-reimbursable work.

Water- DeKalb County Watershed Management
Relocated 6” water main – 8900 LF @ $75/ft = $667,500
Relocated 8” water main – 3750 LF @ $85/ft = $318,750
Relocated 16” water main – 3275 LF @ $125/ft = $409,375
Total Water = $1,395,625.00
This utility cost estimate is based on the relocation work being within the existing right of way and therefore being non-reimbursable work.

FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE
Georgia Power	$ 697,500.00	$ 0.00
AT&T Southeast	$ 1,262,000.00	$ 0.00
AGL	$ 365,000.00	$ 0.00
DeKalb County Watershed Management	$ 1,498,000.00	$ 0.00
Totals	$ 3,822,500.00	$ 0.00

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: **PI #0008401 & 0002906, DeKalb County** **OFFICE: State Utilities Office**

FROM: Jill Franks for: Michael J. Bolden, State Utility Engineer **DATE: March 12, 2014**

TO: Albert Shelby, State Program Delivery Engineer
Attn: Vinesha Pegram, Project Manager

SUBJECT: **PRELIMINARY RAILROAD COST (CONCEPT ESTIMATE)**

A review of railroads located within the project limits on the above referenced project has been conducted based on the proposed concept report provided. Listed below is a breakdown of the estimated railroad costs:

FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE
CSX – PE for at-grade RR crossing	**$0.00**	**$50,000.00**
CSX – CE for at-grade RR crossing	**$0.00**	**$800,000.00**
Total Reimbursement Cost:	**$0.00**	**$850,000.00**

Total railroad surface work reimbursable cost for the above project is estimated to be:

$850,000.00.

Please note that this amount does not include other reimbursable utility costs that may be associated with this project. Please keep the railroad costs separate from other utilities in your designer's cost estimate.

If you have any questions, please contact Jill Franks, (404) 631-1370, jfranks@dot.ga.gov or Marcela Coll, (404)631-1372 mcoll@dot.ga.gov.

MJB:jlf

cc: Jun Birnkammer, State Utilities Preconstruction Engineer
Angela Robinson, State Financial Management Administrator
Patrick Allen, District 7 Utilities Engineer
Stenley Mack, Railroad Crossing Program Manager

Project Numbers:	STP00-0002-00(906) CSHPP-0008-00(401)	P.I. Numbers: 0002906 & 0008401 County: DeKalb
Description: Rockbridge Road between Memorial Drive (SR 10) and Stone Mountain Lithonia Road		

PI No. 0002906 Total Costs	
0002906 Base Construction Cost	$1,712,058.50
5% Engineering and Inspection (E&I)	$85,602.93
0002906 Liquid AC Adjustments	$0.00
Grand Total Construction Costs	$1,797,661.43
Reimbursable Utility Costs	$0.00
ROW Costs	$0.00
0002906 Total Project Cost	$1,797,661.43
PI No. 0008401 Total Costs	
0008401 Base Construction Cost	$17,002,976.50
5% Engineering and Inspection (E&I)	$850,148.83
0008401 Liquid AC Adjustments	$1,021,413.16
Grand Total Construction Costs	$18,874,538.49
Reimbursable Utility Costs	$850,000.00
ROW Costs	$6,205,000.00
0008401 Total Project Cost	$25,929,538.49
Total Project Cost	$27,727,199.91

Crash Summary

Rockbridge Road

From Memorial Drive (SR 10) to
South Stone Mountain Lithonia Road

Project No: STP00-0002-00(906) CSHPP-0008-00(401);

P.I. No. 0002906 & 0008401

DeKalb County

Crash Summary

Tables 1 and 2 present the historical crash and injury rates from 2007 to 2009 along Rockbridge Road from Memorial Drive (SR 10) to Stone Mountain Lithonia Road. These tables compare the crash and injury rates (per 100 million vehicle-miles traveled (MVMT)) to the statewide averages for a similar roadway facility. The statewide average for an urban minor arterial is used for the comparison.

The crash data indicates that an annual average of 222 crashes occurred within the section of Rockbridge Road from Memorial Drive to Stone Mountain Lithonia Road. The average crash rate along this section of Rockbridge Road is almost double the statewide average and that the injury rate is more than double the statewide average. Of the 665 crashes during the three-year period, 367 crashes (55%) were read-end crashes.

The large number of rear-end crashes in this segment of the Rockbridge Road indicates that many accidents are likely caused by turning traffic stopping to turn then being hit from the rear. The construction of a continuous center lane will significantly improve safety by removing left turning traffic from the through lanes. The combination of a continuous center lane and the improved traffic intersection operations will likely reduce the number of crashes along the Rockbridge Road.

Table 1: Average Accident Rates (2007-2009)

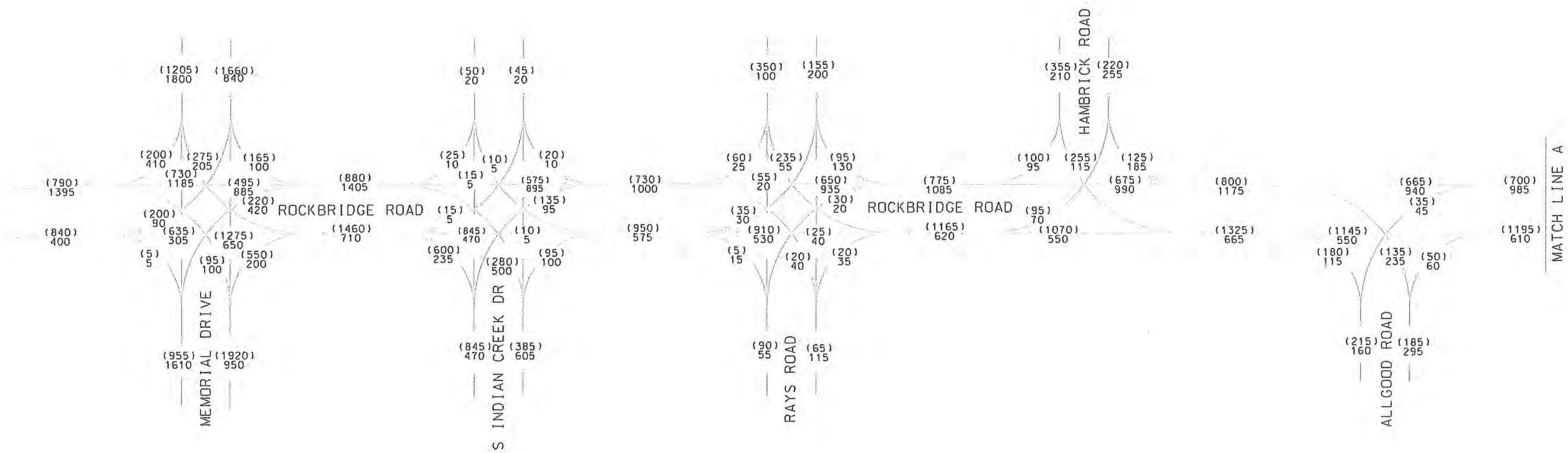
Rockbridge Road - Memorial Drive (SR 10) to Stone Mountain Lithonia Road									
Year	**Annual Crashes**	**Crash Rate (per 100 million vehicle-miles (MVM))**		**Annual Injuries**	**Injury Rate (per 100 million vehicle-miles (MVM))**		**Annual Fatalities**	**Fatality Rate (per 100 million vehicle-miles (MVM))**	
		Road Segment	Statewide Average		Road Segment	Statewide Average		Road Segment	Statewide Average
2007	265	1029	514	95	369	126	0	0.00	1.47
2008	241	951	471	87	343	116	0	0.00	1.46
2009	159	640	463	54	217	114	0	0.00	1.07
Average	**222**	**873**	**483**	**79**	**307**	**119**	**0**	**0.00**	**1.33**

Table 2: Collisions by Crash Type (2007-2009)

Collision Type	2007		2008		2009	
	Number	**Percent**	**Number**	**Percent**	**Number**	**Percent**
Angle	61	23%	44	18%	25	16%
Head On	7	3%	6	2%	8	5%
Rear End	144	54%	133	55%	90	57%
Sideswipe	42	16%	39	16%	28	18%
Other	11	4%	19	8%	8	5%
Total	**265**		**241**		**159**	

SHEET 1 OF 10

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING



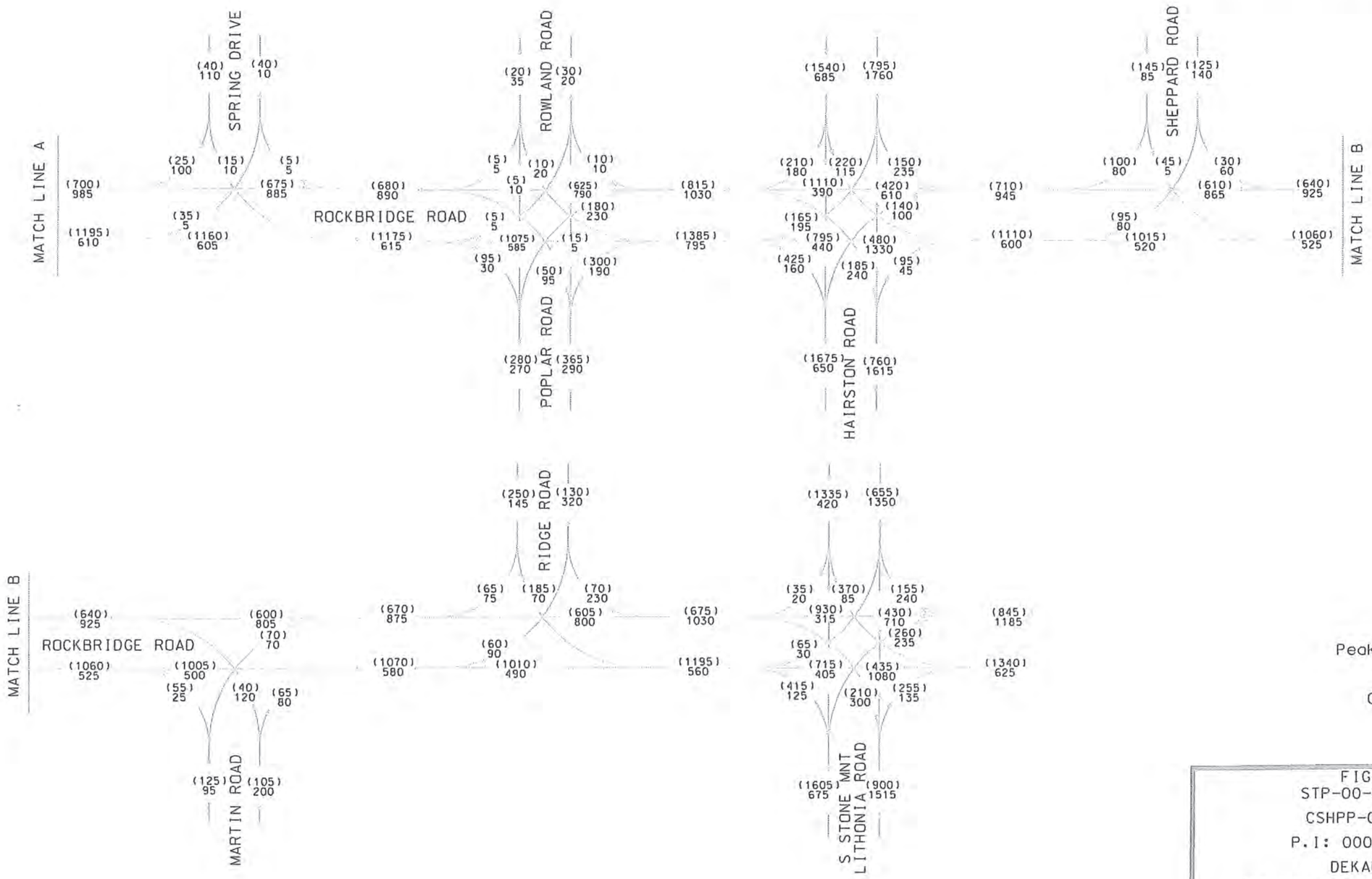
Peak Hour T = 10.2%
S.U = 2.3%
COMB. = 7.9%

N

FIGURE 1
STP-00-0002-00(906)
CSHPP-0008-00(401)
P.I: 0002906, 0008401
DEKALB COUNTY
ROCKBRIGDE ROAD FROM SR 10 TO
STONE MOUNTAIN LITHONIA ROAD
EXISTING (2012) DHV
AM (PM) = 000 (000)

...\Revised DHV Traffic.dgn 5/15/2013 3:02:43 PM

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING



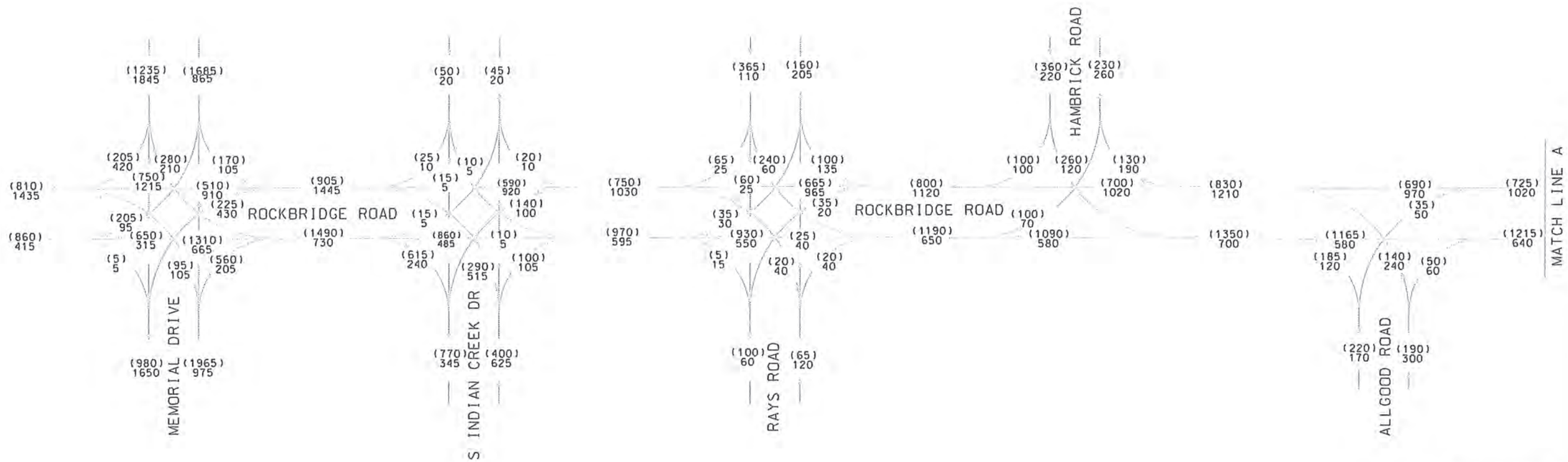
Peak Hour T = 19.0%
S.U = 6.4%
COMB. = 12.6%

FIGURE 2
STP-00-0002-00(906)
CSHPP-0008-00(401)
P.I: 0002906, 0008401
DEKALB COUNTY
ROCKBRIGDE ROAD FROM SR 10 TO
STONE MOUNTAIN LITHONIA ROAD
EXISTING (2012) DHV
AM (PM) = 000 (000)

SHEET 3 OF 10

BUILD = NO-BUILD

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING



Peak Hour T = 10.2%
S.U = 2.3%
COMB. = 7.9%

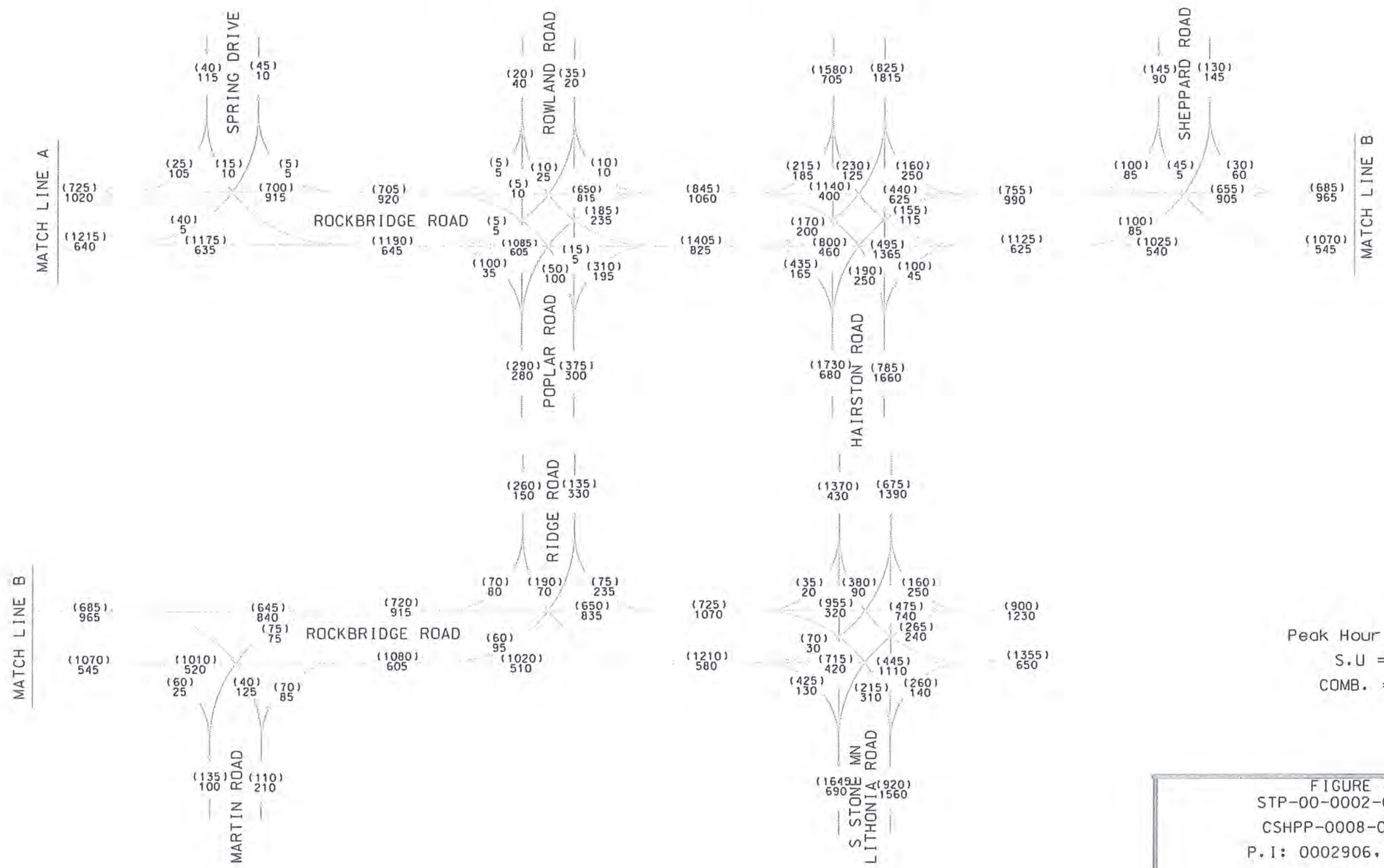
FIGURE 3
STP-00-0002-00(906)
CSHPP-0008-00(401)
P.I: 0002906, 0008401
DEKALB COUNTY
ROCKBRIGDE ROAD FROM SR 10 TO
STONE MOUNTAIN LITHONIA ROAD
FUTURE (2017) DHV
AM (PM) = 000 (000)

...\Revised DHV Traffic.dgn 5/15/2013 3:03:17 PM

SHEET 4 OF 10

BUILD = NO-BUILD

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING



Peak Hour T = 19.0%
S.U = 6.4%
COMB. = 12.6%

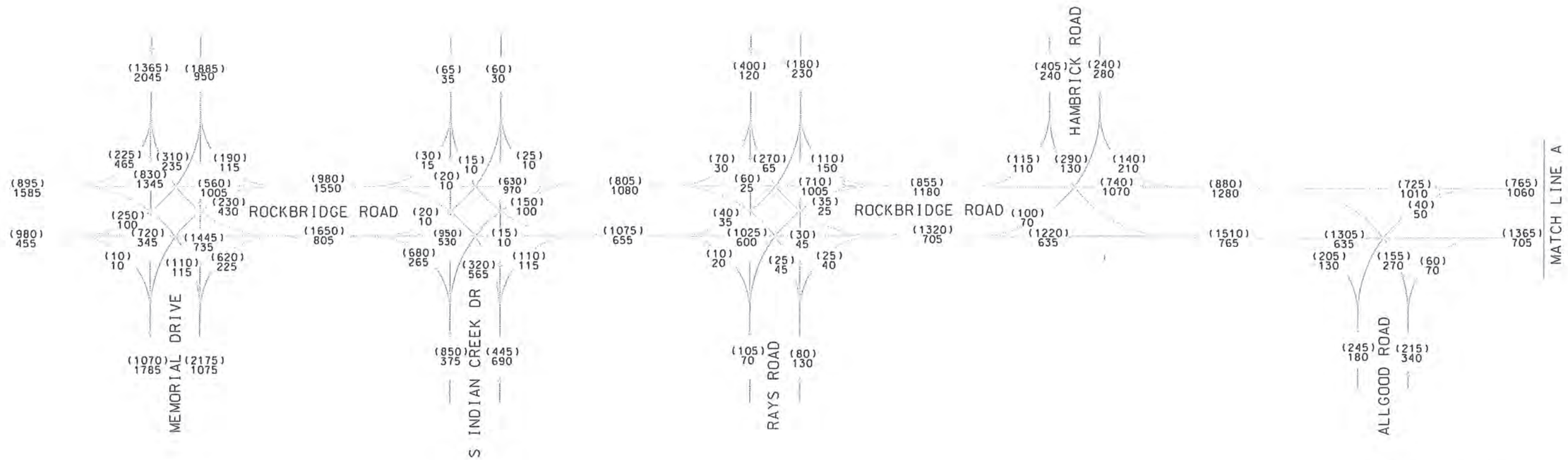
FIGURE 4
STP-00-0002-00(906)
CSHPP-0008-00(401)
P.I: 0002906, 0008401
DEKALB COUNTY
ROCKBRIGDE ROAD FROM SR 10 TO
STONE MOUNTAIN LITHONIA ROAD
FUTURE (2017) DHV
AM (PM) = 000 (000)

...\Revised DHV Traffic.dgn 5/15/2013 3:03:28 PM

SHEET 5 OF 10

BUILD = NO-BUILD

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING



Peak Hour T = 10.2%
S.U = 2.3%
COMB. = 7.9%

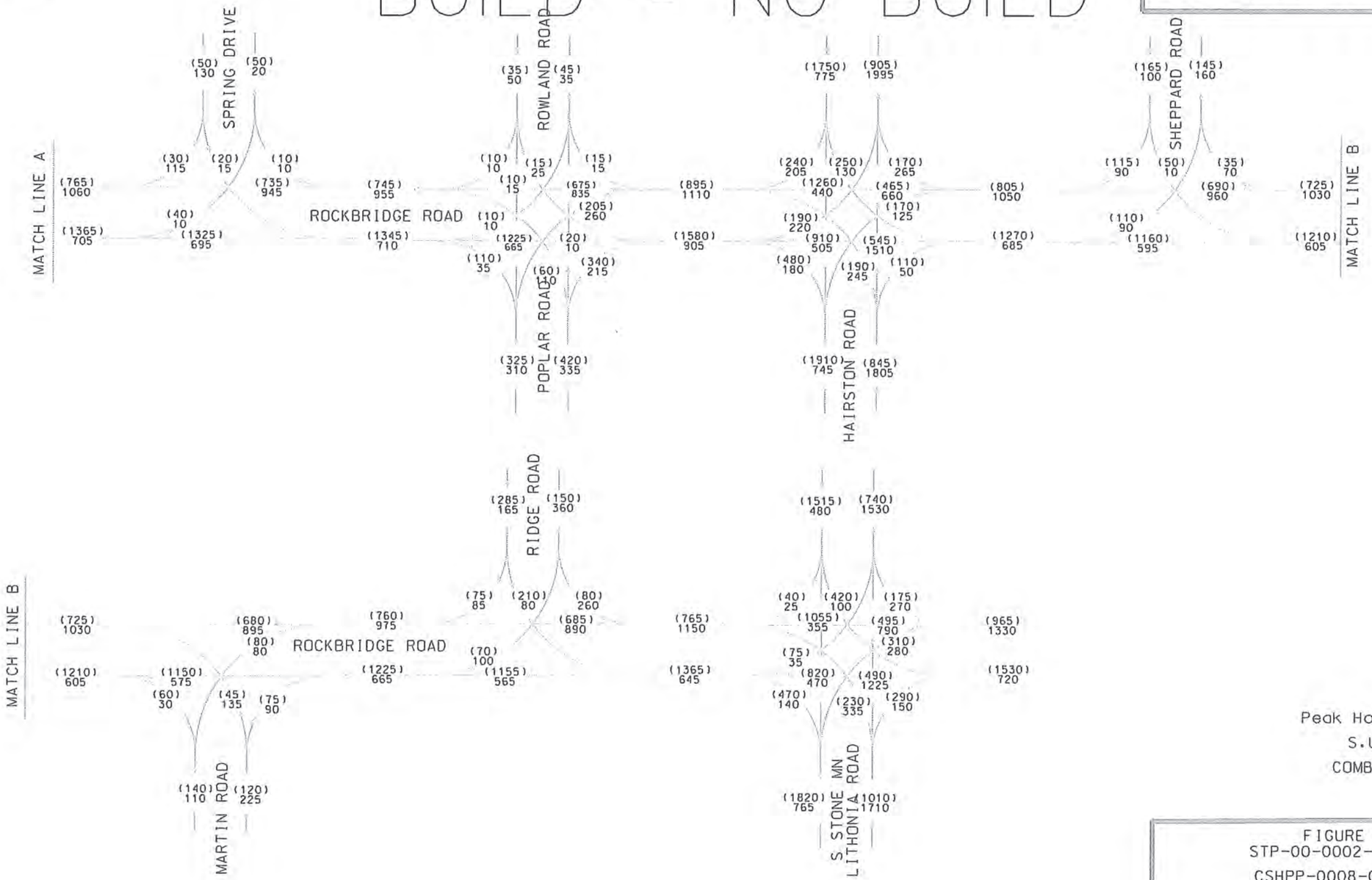
N

FIGURE 5
STP-00-0002-00(906)
CSHPP-0008-00(401)
P.I: 0002906, 0008401
DEKALB COUNTY
ROCKBRIGDE ROAD FROM SR 10 TO
STONE MOUNTAIN LITHONIA ROAD
FUTURE (2037) DHV
AM (PM) = 000 (000)

SHEET 6 OF 10

BUILD = NO-BUILD

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING

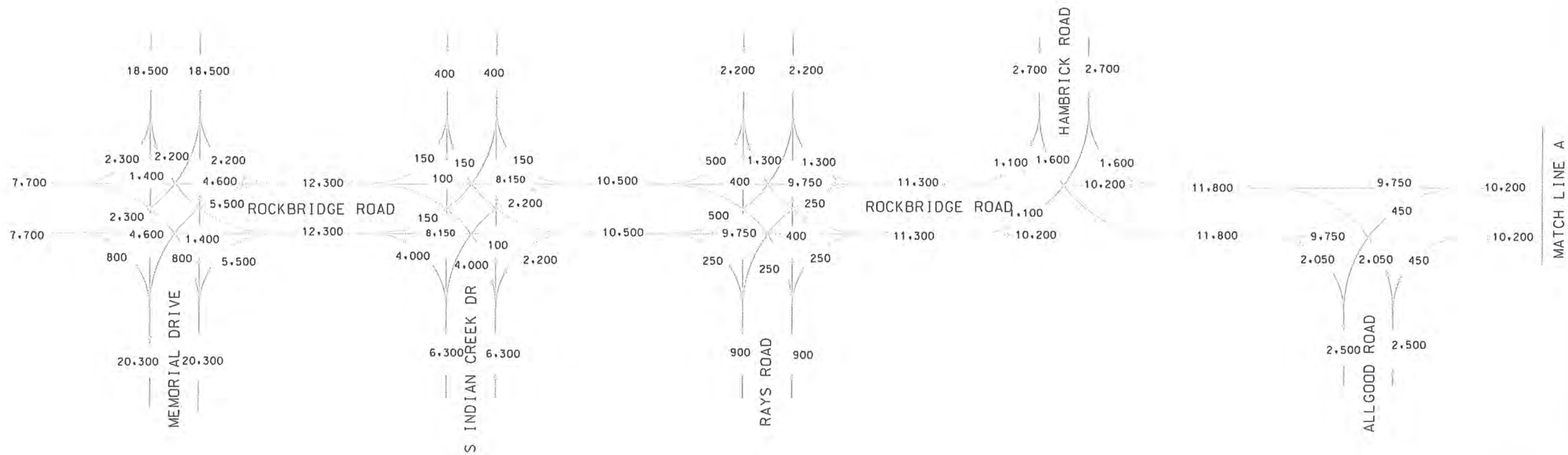


Peak Hour T = 19.0%
S.U = 6.4%
COMB. = 12.6%

FIGURE 6
STP-00-0002-00(906)
CSHPP-0008-00(401)
P.I: 0002906, 0008401
DEKALB COUNTY
ROCKBRIGDE ROAD FROM SR 10 TO
STONE MOUNTAIN LITHONIA ROAD
FUTURE (2037) DHV
AM (PM) = 000 (000)

...\Revised DHV Traffic.dgn 5/15/2013 3:04:02 PM

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING



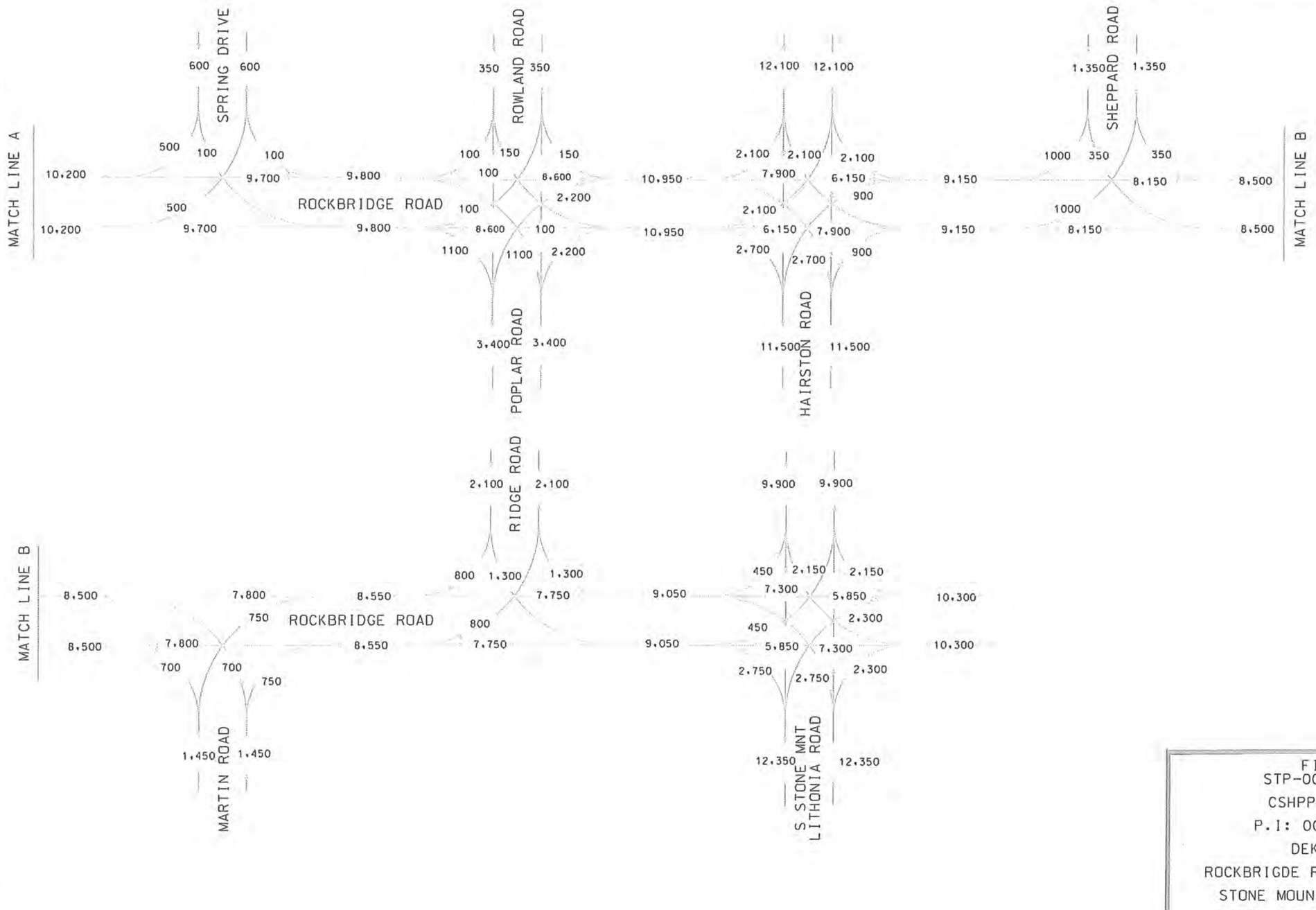
24 HR T = 16.9%
S.U = 8.1%
COMB = 8.8%

N

FIGURE 7
STP-00-0002-00(906)
CSHPP-0008-00(401)
P.I: 0002906, 0008401
DEKALB COUNTY
ROCKBRIGDE ROAD FROM SR 10 TO
STONE MOUNTAIN LITHONIA ROAD
EXISTING (2012) ADT =000

SHEET 8 OF 10

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING



24 HR T = 11.4%
S.U = 3.8%
COMB = 7.6%

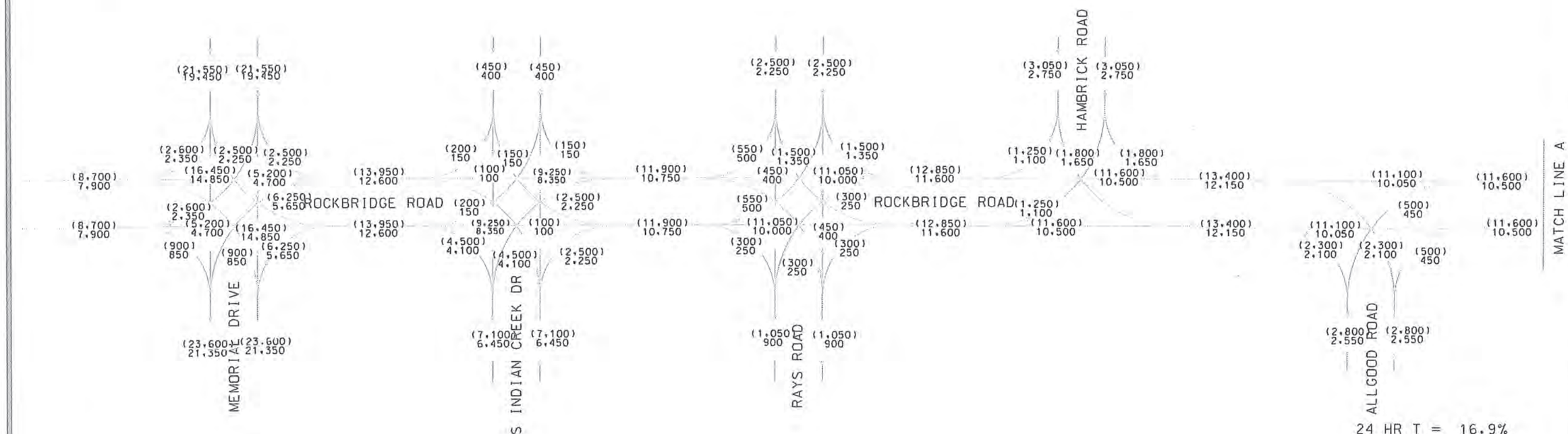
FIGURE 8
STP-00-0002-00(906)
CSHPP-0008-00(401)
P.I: 0002906, 0008401
DEKALB COUNTY
ROCKBRIGDE ROAD FROM SR 10 TO
STONE MOUNTAIN LITHONIA ROAD
EXISTING (2012) ADT = 000

...\Revised ADT Traffic.dgn 5/15/2013 3:04:44 PM

SHEET 9 OF 10

BUILD = NO-BUILD

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING



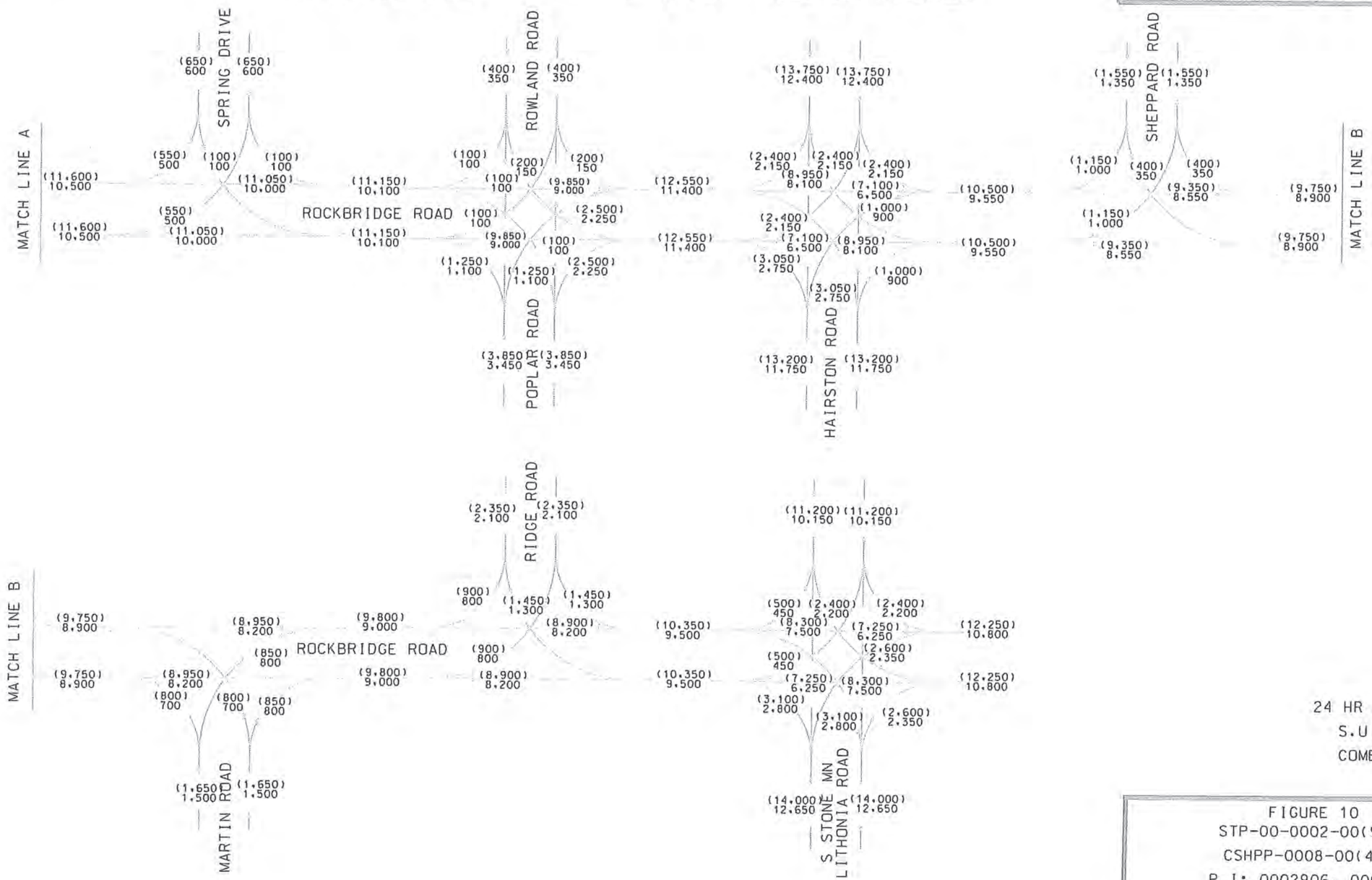
N

FIGURE 9
STP-00-0002-00(906)
CSHPP-0008-00(401)
P.I: 0002906, 0008401
DEKALB COUNTY
ROCKBRIGDE ROAD FROM SR 10 TO
STONE MOUNTAIN LITHONIA ROAD
FUTURE 2017 (2037) ADT = 000

...\Revised ADT Traffic.dgn 5/15/2013 3:05:08 PM

BUILD = NO-BUILD

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING



24 HR T = 11.4%
S.U = 3.8%
COMB = 7.6%

FIGURE 10
STP-00-0002-00(906)
CSHPP-0008-00(401)
P.I: 0002906, 0008401
DEKALB COUNTY
ROCKBRIGDE ROAD FROM SR 10 TO
STONE MOUNTAIN LITHONIA ROAD
FUTURE 2017 (2037) ADT = 000

Capacity Analysis Tables

Rockbridge Road

From Memorial Drive (SR 10) to
South Stone Mountain Lithonia Road

Project No: STP00-0002-00(906) CSHPP-0008-00(401);

P.I. No. 0002906 & 0008401

DeKalb County

May 2013

Table 1: 2012 LOS Analysis Results

Intersections along Rockbridge Road	2012 Condition			
	AM Peak		PM Peak	
	Delay (sec)	LOS	Delay (sec)	LOS
Memorial Drive (SR 10)	27.1	C	35.4	D
S. Indian Creek Drive	26.2	C	20.3	C
Rays Road	18.3	B	32.3	C
Hambrick Road	23.1	C	20.1	C
Allgood Road	15.7	B	13.8	B
Spring Drive	6.4	A	3.3	A
Rowland Road	54.0	D	178.0	F
S. Hairston Road	38.4	D	34.4	C
Sheppard Road*	25.7	D	156.3	F
Martin Road	8.5	A	10.9	B
Ridge Avenue	22.0	C	26.0	C
SSML Road	26.7	C	42.6	D

*indicates unsignalized side street delay

Table 2: 2017 No-Build and Build LOS Analysis Results

Intersections along Rockbridge Road	2017 No-Build Condition				2017 Build Condition			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Memorial Drive (SR 10)	42.5	D	50.4	D	28.5	C	32.1	C
S. Indian Creek Drive	31.0	C	28.3	C	18.4	B	11.4	B
Rays Road	18.5	B	37.5	D	19.9	B	34.8	C
Hambrick Road	32.4	C	23.2	C	15.5	B	17.0	B
Allgood Road	15.8	B	13.9	B	13.9	B	13.9	B
Spring Drive	10.4	B	3.5	A	6.6	A	3.5	A
Rowland Road	74.0	E	129.9	F	11.5	B	37.0	D
S. Hairston Road	40.0	D	35.4	D	35.8	D	35.2	D
Sheppard Road*	28.5*	D*	203.6*	F*	26.9*	D*	203.6*	F*
Martin Road	10.8	B	13.8	B	14.8	B	12.3	B
Ridge Avenue	21.0	C	25.5	C	11.2	B	15.4	B
SSML Road	28.2	C	54.1	D	26.8	C	32.8	C

*indicates unsignalized side street delay

Table 3: Design Year 2037 No-Build and Build LOS Analysis Results

Intersections along Rockbridge Road	2037 No-Build Condition				2037 Build Condition			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Memorial Drive (SR 10)	44.8	D	61.4	E	39.5	D	40.9	D
S. Indian Creek Drive	31.6	C	67.8	E	18.9	B	17.1	B
Rays Road	32.8	C	67.3	E	20.4	C	41.8	D
Hambrick Road	67.2	E	35.4	D	16.4	B	28.7	C
Allgood Road	22.4	C	22.4	C	16.2	B	22.8	C
Spring Drive	11.1	B	6.1	A	6.0	A	5.9	A
Rowland Road	87.3	F	331.4	F	23.6	C	53.7	D
S. Hairston Road	49.7	D	39.4	D	42.1	D	42.0	D
Sheppard Road*	39.5*	E*	445.8*	F*	39.5*	E*	445.8*	F*
Martin Road	15.7	B	26.6	C	13.2	B	22.3	C
Ridge Avenue	39.7	D	42.3	D	12.3	B	22.2	C
SSML Road	36.2	D	54.8	D	30.1	C	39.2	D

*indicates unsignalized side street delay

Traffic Study Summary

Rockbridge Road

From Memorial Drive (SR 10) to
South Stone Mountain Lithonia Road

Project No: STP00-0002-00(906) CSHPP-0008-00(401);

P.I. No. 0002906 & 0008401

DeKalb County

May 2013

Level of Service Analysis

A level of service (LOS) analysis was performed to evaluate the traffic operations of the study intersections using the SYNCHRO, Version 8 software. Tables 1, 2 and 3 present the results of the intersection LOS under the existing and future conditions.

Table 1: Existing LOS Analysis Results

Intersections along Rockbridge Road	2012 Existing Condition			
	AM Peak		PM Peak	
	Delay (sec)	LOS	Delay (sec)	LOS
Memorial Drive (SR 10)	27.1	C	35.4	D
S. Indian Creek Drive	26.2	C	20.3	C
Rays Road	18.3	B	32.3	C
Hambrick Road	23.1	C	20.1	C
Allgood Road	15.7	B	13.8	B
Spring Drive	6.4	A	3.3	A
Rowland Road	54.0	D	178.0	F
S. Hairston Road	38.4	D	34.4	C
Sheppard Road*	25.7	D	156.3	F
Martin Road	8.5	A	10.9	B
Ridge Avenue	22.0	C	26.0	C
SSML Road	26.7	C	42.6	D

*indicates unsignalized side street delay

As indicated by Table 1, with the exceptions of one signalized intersection of Rockbridge Road at Rowland Road, and the unsignalized intersection of Rockbridge Road at Sheppard Road, the remaining intersections currently operate at an acceptable LOS (LOS D or better). It is not uncommon for unsignalized intersections to experience a failing LOS for the stop sign approach in urban and suburban areas. However, the volumes at this intersection are not expected to meet the warrants for a traffic signal.

2017 No-Build and Build Analysis

Table 2 presents the LOS analysis results under the 2017 No-build and Build conditions. The No-build scenario assumes existing roadway and intersection geometry without any improvements along Rockbridge Road. The 2017 Build scenario assumes the addition of a continuous center turn lane and the proposed improvements to the intersections along Rockbridge Road.

Table 2: 2017 No-Build and Build LOS Analysis Results

Intersections along Rockbridge Road	2017 No-Build Condition				2017 Build Condition			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Memorial Drive (SR 10)	42.5	D	50.4	D	28.5	C	32.1	C
S. Indian Creek Drive	31.0	C	28.3	C	18.4	B	11.4	B
Rays Road	18.5	B	37.5	D	19.9	B	34.8	C
Hambrick Road	32.4	C	23.2	C	15.5	B	17.0	B
Allgood Road	15.8	B	13.9	B	13.9	B	13.9	B
Spring Drive	10.4	B	3.5	A	6.6	A	3.5	A
Rowland Road	74.0	E	129.9	F	11.5	B	37.0	D
S. Hairston Road	40.0	D	35.4	D	35.8	D	35.2	D
Sheppard Road*	28.5*	D*	203.6*	F*	26.9*	D*	203.6*	F*
Martin Road	10.8	B	13.8	B	14.8	B	12.3	B
Ridge Avenue	21.0	C	25.5	C	11.2	B	15.4	B
SSML Road	28.2	C	54.1	D	26.8	C	32.8	C

*indicates unsignalized side street delay

In the 2017 No-build Scenario, with the exceptions of one signalized intersection of Rockbridge Road at Rowland Road, and the unsignalized intersection of Rockbridge Road at Sheppard Road, the remaining intersections are expected to operate at an acceptable LOS (LOS D or better).

In the 2017 Build Scenario, with the exceptions of the unsignalized intersection of Rockbridge Road at Sheppard Road, the remaining intersections are expected to operate at an acceptable LOS (LOS D or better).

2037 No-Build and Build Analysis

Table 3 presents the results of the LOS analysis under the 2037 No-build and Build scenarios.

Table 3: Design Year 2037 No-Build and Build LOS Analysis Results

Intersections along Rockbridge Road	2037 No-Build Condition				2037 Build Condition			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Memorial Drive (SR 10)	44.8	D	61.4	E	39.5	D	40.9	D
S. Indian Creek Drive	31.6	C	67.8	E	18.9	B	17.1	B
Rays Road	32.8	C	67.3	E	20.4	C	41.8	D
Hambrick Road	67.2	E	35.4	D	16.4	B	28.7	C
Allgood Road	22.4	C	22.4	C	16.2	B	22.8	C
Spring Drive	11.1	B	6.1	A	6.0	A	5.9	A
Rowland Road	87.3	F	331.4	F	23.6	C	53.7	D
S. Hairston Road	49.7	D	39.4	D	42.1	D	42.0	D
Sheppard Road*	39.5*	E*	445.8*	F*	39.5*	E*	445.8*	F*
Martin Road	15.7	B	26.6	C	13.2	B	22.3	C
Ridge Avenue	39.7	D	42.3	D	12.3	B	22.2	C
SSML Road	36.2	D	54.8	D	30.1	C	39.2	D

*indicates unsignalized side street delay

Under the 2037 No-build scenario, the following signalized intersections are expected to operate at an unacceptable LOS:

- Rockbridge Road at Hambrick Road
- Rockbridge Road at Rowland Road

In addition to the above signalized intersections, the unsignalized intersection of Rockbridge Road at Sheppard Road are expected to operate at an unacceptable LOS.

The 2037 Build scenario analysis reveals that the improvements proposed with this project area expected to allow all intersections to operate at LOS D or better with the exception of the unsignalized intersection of Rockbridge Road at Sheppard Road. The traffic volumes at this unsignalized intersection are not expected to meet warrants for a traffic signal by 2037.

Processed Date:2/12/2013

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:089-5152-0 | **Dekalb** | **SUFF. RATING:** 69.90

Location & Geography

Structure ID:	089-5152-0
200 Brdge Information:	06
*6A Feature Int:	SNAPFINGER CREEK
*6B Critical Bridge:	0
*7A Route No Carried:	SR00857
*7B Facility Carried:	ROCKBRIDGE ROAD
9 Location:	3.4 MI SW OF STONE MTN.
2 Dot District:	7
207 Year Photo:	2012
*91 Inspection Frequency:	24 Date: 06/28/2012
92A Fract Crit Insp Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	0 Date: 02/01/1901
92C Other Spc. Insp Freq:	0 Date: 02/01/1901
* 4 Place Code:	00000
*5 Inventory Route(O/U):	1
Type:	3
Designation:	1
Number:	00857
Direction:	0
*16 Latitude:	33 - 47.1540 HMMS Prefix:0
*17 Longtitude:	84 - 13.4740 HMMS Suffix:0 MP:0.00
98 Border Bridge:	000%Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	0
12 Base Highway Network:	1
13A LRS Inventory Route:	892793800
13B Sub Inventory Route:	0
101 parellel Structure:	N
*102 Direction of Traffic:	2
*264 Road Inventory Mile Post:	008.18
*208 Inspection Area:	7 Initials: EFP
Engineer's Initials:	gmc
* Location ID No:	089-00857D-008.18W

*104 Highway System:	0
*26 Functional Classification:	16
*204 Federal Route Type:	F No: 61-1S
105 Federal Lands Highway:	0
*110 Truck Route:	0
2006 School Bus Route:	1
217 Benchmark Elevation:	0000000
218 Datum:	0
*19 Bypass Length:	03
*20 Toll:	3
*21 Maintanance:	02
*22 Owner:	02
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	04
27 Year Constructed:	2005
106 Year Reconsrtucted:	0000
33 Bridge Medium:	0
34 Skew:	33
35 Structure Flared:	0
38 Navigation Control:	N
213 Special Steel Design:	0
267 Type of Paint:	0
*42 Type of Service On:	5
Type of Service Under:	5
214 Movable Bridge:	0
203 Type Bridge:	Z
259 Pile Encasement	3
*43 Structure Type Main:	1 02
45 No.Spans Main:	001
44 Structure Type Appr:	0 00
46 No Spans Appr:	0000
226 Bridge Curve Horz	0 Vert: 0
111 pier Protection	0
107 Deck Structure Type:	1
108 Wearing Structure Type:	1
Membrane Type:	0
Deck Protection:	8

Signs & Attachments

225 Expansion Joint Type:	15
242 Deck Drains:	0
243 Parapet Location:	0
Height:	0
Width:	0
238 Curb Height:	1
Curb Material:	1
239 Handrail	1 1
*240 Medium Barrier Rail:	0
241 Bridge Median Height:	0
* Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	3
Fwrd:	3
Oppo. Dir. Rear:	0
Oppo. Fwrd:	0
244 Aproach Slab	3
224 Retaining Wall:	0
233Posted Speed Limit:	45
236 Warning Sign:	0.00
234 Delineator:	0.00
235 Hazzard Boards:	0
237 Utilities Gas:	00
Water:	22
Electric:	00
Telephone:	00
Sewer:	22
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	00

"The Information contained in this File/Report is the property of GDOT and may not be released to any other party without the written consent of the Data Custodian. Please dispose of this information by shredding or other confidential method."

Bridge Inventory Data Listing

Structure ID:089-5152-0

Programming Data

201 Project No:	BRFLB-061-1(94)
202 Plans Available:	0
249 Prop Proj No:	00000000000000000000000000
250 Approval Status:	0000
251 PI Number:	0000000
252 Contract Date:	02/01/1901
260 Seismic No:	00000
75 Type Work:	00 0
94 Bridge Imp: Cost:	$0
95 Roadway Imp. Cost:	0
96 Total Imp Cost:	0
76 Imp Length:	000000
97 Imp Year:	0000
114Furure ADT:	031980 Year:3930

Hydralic Data

215Waterway Data:	
High Water Elev:	0000.0 Year:0000
Flood Elev:	0000.0 Freq:000
Avg Streambed Elev:	0000.0
Drainage Area:	00000
Area of Opening:	000000
113 Scour Critical	8
216Water Depth:	04.0 Br.Height:18.0
222Slope Protection:	1
221Slope Protection	0 Fwd:0
219Fender System	0
220Dolphin:	0
223Current Cover:	000
Type:	0
No. Barrels:	0
* Width:	0.00 Height:0.00
* Length:	0 Apron:0
265 U/W Insp. Area	0 Diver:ZZZ
Location ID No:	089-00857D-008.18W

Measurements:

*29ADT	021320 Year:3910
109%Trucks:	0
* 28 Lanes On:	02 Under:00
210 No. Tracks On:	00 Under:00
* 48 Max. Span Length	0131
* 49 Structure Length:	131
51 Br. Rwdy. Width	32.80
52 Deck Width:	50.20
* 47 Tot. Horiz. Cl:	33
50 Curb / Sidewalk Width	6.00 / 6.00
32 Approach Rdwy. Width	032
*229 Shoulder Width:	
Rear Lt:	2.00 Type:1 Rt:2.00
Fwd. Lt:	2.00 Type:1 Rt:2.00
Permanent Width:	
Rear:	28.00 Type:1
	28.00 Type:2
Intersaction Rear:	1 Fwd: 1
36Safety Features Br. Rail:	1
Transition:	1
App. G. Rail:	1
App. Rail End:	1
53 Minimum Cl. Over:	99' 99 "
Under:	
*228 Minimum Vertical Cl	
Act. Odm Dir::	99' 99"
Oppo. Dir:	99' 99"
Posted Odm. Dir:	00' 00"
Oppo. Dir:	00' 00"
55 Lateral Undercl. Rt:	N 0 0
56 Lateral Undercl. Lt:	0.00
*10 Max Min Vert Cl:	99' 99" Dir:0
39 Nav Vert Cl:	000 Horiz:0000
116 Nav Vert Cl Closed:	000
245 Deck Thickness Main	8.00
Deck Thick Approach:	0.00
246 Overlay Thickness:	0.00
212 Year Last Painted:	Sup:0000Sub:0000

65 Inventory Rating Mathod:	1
63 Operating Rating Method:	1
66 Inventory Type:	2 Rating: 19
64 Operating Type:	2 Rating: 19
231Calculated Loads:	
H-Modified:	19 0
HS-Modified:	19 0
Type 3:	18 0
Type 3s2:	23 0
Timber:	21 0
Piggyback:	26 0
261 H Inventory Rating:	11
262 H Operating Rating	51
67 Structural Evaluation:	4
58 Deck Condition:	9
59 Superstructure Condition:	9
* 227 Collision Damage:	0
60A Substructure Condition:	7
60B Scour Condition:	8
60C Underwater Condition	N
71 Waterway Adequacy:	8
61 Channel Protection Cond.:	8
68 Deck Geometry:	4
69 UnderClr. Horz/Vert:	N
72 Appr. Alignment:	6
62 Culvert:	N

Posting Data

70 Bridge Posting Required	5
41 Struct Open, Posted, CL:	A
* 103 Temporary Structure:	0
232 Posted Loads	
H-Modified:	00
HS-Modified:	00
Type 3:	00
Type 3s2:	00
Timber:	00
Piggyback	00
253 Notification Date:	02/01/1901
258 Fed Notify Date:	2/1/1901 12:00:00AM

"The Information contained in this File/Report is the property of GDOT and may not be released to any other party without the written consent of the Data Custodian. Please dispose of this information by shredding or other confidential method."

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 089-0137-0 **DeKalb** SUFF. RATING 88.74

Location & Geography

*		Structure I.D.No:	089-0137-0
	200	Bridge Information	07
*	6A	Feature Int:	BARBESHELA CREEK
*	6B	Critical Bridge:	0
*	7A	Route Number Carried:	SR00857
*	7B	Facility Carried:	ROCKBRIDGE ROAD
*	9	Location:	1 MI SW OF STONE MTN
	2	DOT District:	7
	207	Year Photo:	2012
*	91	Inspection Frequency:	24 Date: 06/19/2012
	92A	Fract Crit Insp Freq:	00 Date: 02/01/1901
	92B	Underwater Insp Freq:	00 Date: 02/01/1901
	92C	Other Spc. Insp Freq:	00 Date: 02/01/1901
*	4	Place Code:	00000
*	5	Inventory Route (O/U):	1
		Type:	3
		Designation:	1
		Number:	00857
		Direction:	0
*	16	Latitude: 33-47.3000	MMS Prefix: SR
*	17	Longitude: 84-10.9	MMS Suffix: 00 MP: 5.77
	98	Border Bridge: 000	%Shared: 00
	99	ID Number: 000000000000000	
*	100	STRAHNET: 0	
	12	Base Highway Network:	1
	13A	LRS Inventory Route:	892793800
	13B	Sub Inventory Route:	0
*	101	Parallel Structure:	N
*	102	Direction of Traffic:	2
*	264	Road Inventory Mile Post:	005.77
*	208	Inspection Area: 07	Initials: JPD
		Engineer's Initial: gmc	

* Location I.D. No.: 089-00857D-005.77W

*	104	Highway System:	0
*	26	Functional Classification:	16
*	204	Federal Route Type:	F No.: 61-1S
	105	Federal Lands Highway:	0
*	110	Truck Route:	0
	206	School Bus Route:	1
	217	Benchmark Elevation:	0000.00
	218	Datum:	0
*	19	Bypass Length:	03
*	20	Toll:	3
*	21	Maintenance:	02
*	22	Owner:	02
*	31	Design Load:	2
	37	Historical Significance:	5
	205	Congressional District:	04
	27	Year Constructed:	1973
	106	Year Reconstructed:	0000
	33	Bridge Median:	0
	34	Skew:	00
	35	Structure Flared:	0
	38	Navigation Control:	0
	213	Special Steel Design:	0
	267	Type of Paint:	0
*	42	Type of Service on:	1
			5
	214	Movable Bridge:	0
	203	Type Bridge:	Q
	259	Pile Encasement:	3
*	43	Structure Type Main:	1 19
	45	No. Spans Main:	003
	44	Structure Type Appr:	0 00
	46	No. Spans Appr:	0000
	226	Bridge Curve Horz:	0 Vert: 0
	111	Pier Protection:	0
	107	Deck Structure Type:	N
	108	Wearing Surface Type:	N
		Me	N
		P	N

Signs & Attachments

	225	Expansion Joint Type:	00
	242	Deck Drains:	0
	243	Parapet Location:	0
		Height:	0.00
		Width:	0.00
	238	Curb:	0.00 0
	239	Handrail:	0 0
*	240	Median Barrier Rail:	0
	241	Bridge Median Height:	0.00
		Width:	0.00
*	230	Guardrail Loc Dir Rear:	6
		Fwrd:	6
		Oppo Dir Rear:	0
		Fwrd:	0
	244	Approach Slab:	0
	224	Retaining Wall:	0
	233	Posted Speed Limit:	45
	236	Warning Sign:	0
	234	Delineator:	0
	235	Hazard Boards:	0
	237	Utilities Gas:	00
		W	00
		Ele	00
		Telephone:	00
		Se	00
	247	Lighting Street:	0
		Naviagtion:	0
		Aerial:	0
*	248	County Continuity No.:	00

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 089-0137-0 **DeKalb** SUFF. RATING 88.74

Programming Data

201 Project No.: UNKNOWN
202 Plans Available: 0
249 Prop. Proj. No. 0000000000000000
250 Approval Status: 0000
251 P.I. No.: 0000000
252 Contract Date: 02/01/1901
260 Seismic No.: 00000
75 Type Work: 00 1
94 Bridge Imp. Cost: $ 113
95 Roadway Imp. Cost: $ 11
96 Total Imp Cost: $ 170
76 Imp. Length: 000000
97 Imp. Year: 2013
114 Future ADT: 022860 Year: 2031

Hydraulic Data

215 Waterway Data
Highwater Elev.: 0000.0 Year: 1900
Avg. Streambed Elev.: 0000.0 Freq.: 00
Drainage Area: 00000
Area Of Opening: 000189
113 Scour Critical: 8
216 Water Depth: 01.6 Br. Height: 06.9
222 Slope Protection: 0
221 Spur Dikes Rear: 0 Fwrd: 0
219 Fender System: 0
220 Dolphin: 0
223 Culvert Cover: 6
Type: 1
No. Barrels: 3
Width: 9.00 Height: 7.00
Length: 86 Apron: 0
* 265 U/W Insp. Area: 0 Diver: ZZZ

* Location I.D. No.: 089-00857D-005.77W

Measurements

* 29 ADT: 015240 Year: 2011
109 % Trucks: 3
* 28 Lanes On: 02 Under: 00
210 No. Tracks On: 00 Under: 00
* 48 Max. Span Length: 0009
* 49 Structure Length: 29
51 Br. Rwdy. Width: 0.00
52 Deck Width: 0.00
* 47 Tot. Horz. Cl: 29.00
50 Curb/Sdewlk Width: 0.00/0.00
32 Approach Rdwy Width: 024
* 229 Shoulder Width:
Rear Lt: 0.00 Type: 9 Rt: 5.00
Fwrd Lt: 0.00 Type: 9 Rt: 5.00
Pavement Width:
Rear: 24.00 Type: 2
Fwrd: 24.00 Type: 2
Intersection Rear: 1 Fwrd: 1
36 Safety Features Br. Rail: 1
Transition: 1
App. G. Rail: 1
App. Rail End: 1
53 Minimum Cl.Over: 99 ' 99 "
Under: N 00 ' 00 "
* 228 Min. Vertical Cl
Act. Odm Dir: 99 ' 99 "
Oppo. Dir: 99 ' 99 "
Posted Odm. Dir: 00 ' 00 "
Oppo. Dir: 00 ' 00 "
55 Lateral Undercl. Rt: N 0.00
56 Lateral Undercl. Lt: 0.00
* 10 Max Min Vert Cl: 99 ' 99 " Dir: 0
39 Nav Vert Cl: 000 Horz: 0000
116 Nav Vert Cl Closed: 000
245 Deck Thickness Main: 0.00
Deck Thick Approach: 0.00
246 Overlay Thickness: 0.00
212 Year Last Painted: Sup: 0000 Sub: 0000

Ratings

65 Inventory Rating Method: 0
63 Inventory Rating Method: 0
66 Inventory Type: 2 Rating: 27
64 Operating Type: 2 Rating: 46
231 Calculated Loads
H-Modified: 00 0
HS-Modified: 00 0
Type 3: 00 0
Type 3s2: 00 0
Timber: 00 0
Piggyback: 00 0
261 H Inventory Rating: 15
262 H Operating Rating: 25
67 Structural Evaluation: 6
58 Deck Condition: N
59 Superstructure Condition: N
* 227 Collision Damage: 0
60A Substructure Condition: N
60B Scour Condition: 6
60C Underwater Condition: N
71 Waterway Adequacy: 8
61 Channel Protection Cond: 7
68 Deck Geometry: N
69 UnderClr. Horz/Vert: N
72 Appr. Alignment: 8
62 Culvert: 7

Posting Data

70 Bridge Posting Required: 5
41 Struct Open, Posted, Cl: A
* 103 Temporary Structure: 0
232 Posted Loads H-Modified: 00
HS-Modified: 00
Type 3: 00
Type3s2: 00
Timber: 00
Piggyback: 00
253 Notification Date 02/01/1901
253 Fed Notify Date: 02/01/1901 0

Summary of
Concept Level Hydrology Report

DeKalb County

Georgia Department of Transportation

Rockbridge Road between Memorial Drive and Stone Mountain Lithonia Road

P.I. Number: 0002906 & 0008401

Project Number: STP00-0002-00(906) CSHPP-0008-00(401)

and

Rockbridge Road between Stone Mountain Lithonia Road and Rock Chapel Road

ARC Project ID: DK-342B

June 2013

Prepared by

JACOBS

6801 Governors Lake Parkway

Norcross, GA 30071

Introduction

The Rockbridge Road Widening Project in central DeKalb County is intended to create a safe environment for motorists, bicyclists and pedestrians and improve traffic flow without major capacity improvements. The proposed improvements include constructing an urban curb and gutter three-lane typical section consisting of two 11-foot travel lanes and a 14-foot flush median. Four-foot bicycle lanes and six-foot concrete sidewalks will be constructed along both sides of the roadway. For funding purposes, the Rockbridge Road project is divided into two sections. Segment 1 is approximately 4.2 miles in length, begins at Memorial Drive (SR 10) and ends at South Stone Mountain Lithonia Road. Segment 2 is approximately 5.4 miles in length, begins at South Stone Mountain Lithonia Road and ends at Rock Chapel Road (SR 124). The entire corridor has been identified in the Transportation Investment Act of 2010 (TIA) project list as TIA-DK-048. This hydrology report includes analysis of the entire corridor.

Storm Water Discharges Associated With Municipal Separate Storm Sewer System (MS4)

In addition to general hydrological analyses, this report proposes a plan for compliance with the General NPDES Stormwater Permit No. GAR041000 (Permit). The Permit applies to counties and cities designated as MS4 Permitted Areas, and regulates new and existing point source discharges of stormwater from roadways and facilities owned and operated by GDOT to waters of the state of Georgia. Rockbridge Road is a county owned road; however, the Rockbridge Road Widening project is administered by GDOT and must meet the requirements of the Permit. The Permit identifies four standard design criteria which must be satisfied at each point discharge location:

1. Stormwater runoff quality and reduction – Demonstrate removal of 80% of the total suspended solids (TSS) from runoff generated by a 1.2 inch rainfall event. Runoff for this event is referred to as the Water Quality volume (WQ_v).
2. Stream channel protection – Detain the 1-year 24-hour rainfall event. Runoff for this event is referred to as the Channel Protection volume (CP_v).
3. Overbank protection –Achieve a calculated post-construction peak discharge rate that is less than or equal to pre-construction rates, for the 25-year 24-hour rainfall event (Q_{25p}).
4. Extreme flood protection – Control the 100-year 24-hour flood such that flooding is not exacerbated (Q_f).

The existing Rockbridge Road project corridor consists of rural shoulder typical sections along the majority of the route with urban curb and gutter sections near the major intersections. The majority of stormwater runoff currently leaves the roadway as sheet flow and is treated through vegetative filtering and infiltration. As stated, the proposed project improvements include constructing an urban curb and gutter typical section along the entire corridor. Runoff that currently leaves the roadway as sheet flow will be collected in curb inlets post-construction and a new drainage system will be required to manage this runoff. At this stage of the concept phase, the drainage system has not been designed and the exact locations of outfalls have not been determined. Proposed outfalls are approximations based on the information available at this time.

This document summarizes the proposed approach to address MS4 requirements at each proposed outfall, and identifies factors affecting infeasibility.

Watershed Information

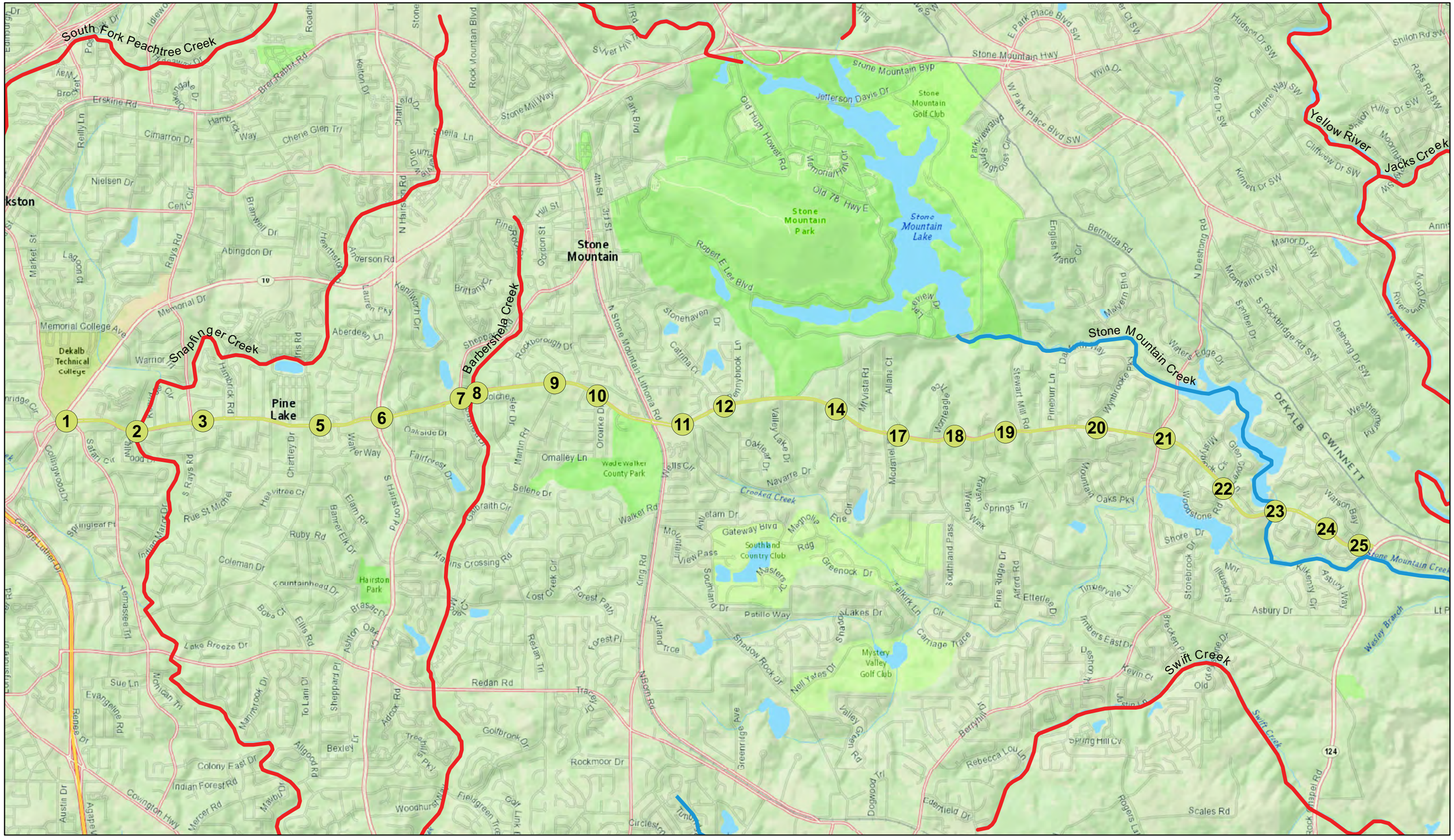
The Rockbridge Road project corridor is located in the Upper Ocmulgee River Basin and crosses a total of three named and two unnamed streams. As shown in Figure 1, the corridor crosses Snapfinger Creek, Barbashela Creek, and Stone Mountain Creek. The corridor also crosses a small unnamed tributary to Barbashela Creek and a small unnamed tributary to Stone Mountain Creek. Drainage areas for the streams at their crossing with Rockbridge Road were delineated using the USGS quadrangle maps for DeKalb County.

The water quality of major streams and water bodies is classified in Georgia's 2010 Integrated 305(b)/303(d) Report. Table 1 summarizes the classifications of the streams crossing the project corridor. Snapfinger Creek and Barbashela Creek are classified as impaired waters, while Stone Mountain Creek is classified as supporting its intended use.

Table 1 - 305b/303d Streams Crossing Rockbridge Road

Stream	Water Use	Evaluation and Criterion
Snapfinger Creek	Fishing	Not Supporting - FC, Bio M
Barbashela Creek	Fishing	Not Supporting - Bio F
Stone Mountain Creek	Fishing	Supporting

Twenty-one low points were identified using the preferred Rockbridge Road alternative roadway profile. Locations of all low points on the project corridor are shown in Figure 1. The associated contributing drainage areas for the pre and post-development conditions were then defined for each low point: the existing impervious roadway, post-development impervious roadway and post-development total drainage areas were delineated in ArcGIS 10 using concept drawings and contours. Total drainage areas include areas outside of the right of way which contribute flows which are infeasible to divert or redirect. Nine of the drainage areas were subdivided into east and west sections resulting in a total of 30 study areas or outfalls. The data show that for each of the outfalls, the widening of Rockbridge Road will result in an increase in net impervious area. Bounding stations, outfall stations, total drainage area and receiving waters for each drainage area are shown in Table 2.



Legend

Georgia 305b/303d Streams

- Not Supporting
- Supporting

- Low Point
- Project Concept

N

0 0.5 1 2 Miles

Source: GIS Data Set (state-wide version) for Georgia's 2010 Integrated 305(b)/303(d), Georgia EPD
Background: National Geographic, Esri, DeLorme, NAVTEQ, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, iPC

Figure 1 - Low Points and Stream Crossings
Rockbridge Road Widening Project
Dekalb County, Georgia

JACOBS

Table 2 - Drainage Area Description

Drainage Area	Start Station	Outfall Station	Drainage Area Size (ac)	Receiving Water	Impaired
1	102+16	102+16	1.4	Snapfinger Creek	Y
2W	108+33	126+50	5.3	Snapfinger Creek	Y
2E	127+00	128+00	5.3	Snapfinger Creek	Y
3	148+03	152+91	9.0	Snapfinger Creek	Y
5	177+35	196+14	6.3	Snapfinger Creek	Y
6	212+09	218+85	3.9	Barbashela Creek	Y
7W	222+92	247+60	5.9	Barbashela Creek	Y
7E	247+60	248+48	0.6	Barbashela Creek	Y
8W	250+80	254+70	1.1	Barbashela Creek	Y
8E	254+70	254+70	3.6	Barbashela Creek	Y
9W	274+65	283+26	1.3	Barbashela Creek	Y
9E	283+26	283+26	1.9	Barbashela Creek	Y
10	295+55	299+93	13.7	Barbashela Creek	Y
11	322+10	333+65	3.7	Stone Mountain Creek	N
12	338+20	352+90	9.0	Stone Mountain Creek	N
14	362+87	392+16	11.4	Stone Mountain Creek	N
17	397+85	417+07	7.7	Stone Mountain Creek	N
18W	425+14	438+16	2.1	Stone Mountain Creek	N
18E	438+16	438+16	1.1	Stone Mountain Creek	N
19W	443+02	457+18	2.3	Stone Mountain Creek	N
19E	457+18	457+18	3.6	Stone Mountain Creek	N
20	478+49	490+78	17.1	Stone Mountain Creek	N
21	504+18	515+50	4.6	Stone Mountain Creek	N
22W	522+77	544+21	8.6	Stone Mountain Creek	N
22E	544+21	544+21	1.6	Stone Mountain Creek	N
23W	553+78	567+00	2.4	Stone Mountain Creek	N
23E	568+50	567+88	6.1	Stone Mountain Creek	N
24	584+16	588+50	4.0	Stone Mountain Creek	N
25W	593+18	603+06	4.8	Stone Mountain Creek	N
25E	603+06	603+06	0.6	Stone Mountain Creek	N

Calculation of Runoff Volumes and Peak Discharge Rates

Runoff volume and peak discharge rates associated with the four standard design criteria defined in the Permit and described in Section 1 were calculated in accordance with the Georgia Stormwater Management Manual (GSMM) for each outfall.

Composite curve numbers are determined for each drainage area using the weighted method. Curve numbers are a function of ground cover and hydrologic soil group. Ground cover is determined from

aerial photography and site visits. The majority of the project area consists of Group B soils, which have a moderate infiltration rate when thoroughly wet.

Water Quality Volume (WQ_v)

The Water Quality volume is associated with runoff from the average 85th percentile rainfall event for the state of Georgia. Water Quality volume is calculated using formulas found in Section 2.1.7.1 of the GSMM.

Channel Protection Volume (CP_v)

The Channel Protection Volume for the 1-yr storm is calculated using equations from TR-55 for a Type II rainfall distribution. The equations are found in Section 2.2.5 of the GSMM.

Overbank Protection (Q_{25p})

Overbank Protection is achieved when post-development peak discharge rates are less than or equal to pre-development peak discharge rates for the 25-yr 24-hour storm event. To estimate the pre-development peak discharge for the 25-yr 24-hour storm event, outfalls and total contributing drainage areas in the pre-development condition are assumed to be the same as those defined for the post-development condition. In the pre-development condition, most runoff leaves the right-of-way as sheet flow; however, it was assumed that pre-development runoff and post-development runoff would accumulate at the same low points since the road elevation and surrounding topography does not change significantly during development. Peak discharge rates for the 25-year 24-hour event are calculated using SCS procedures found in Section 2.1.5.7 of the GSMM. The storage volume required for peak discharge reduction is calculated using equations from TR-55 found in Section 2.2.5 of the GSMM.

For all drainage areas, the Channel Protection volume exceeded the peak discharge reduction volume for the 25-yr 24 hour storm event. This means that by detaining the Channel Protection volume at each outfall, post-development peak discharge will be less than or equal to pre-development peak discharge.

Extreme Flood Protection (Q_f)

For all drainage areas, extreme flood protection criteria are assumed not to be met; controlling the 100-yr 24-hour flood is infeasible considering the site limitations of the project corridor. Extreme flood protection was not required in Drainage Areas 2W, 2E, 23W and 23E where the outfalls discharge directly into a channel with a drainage area larger than 5 square miles.

Selection of MS4 BMPs

Using the calculated runoff volumes and peak discharge rates, each drainage area was analyzed to determine the feasibility of implementing structural BMPs. Evaluation of the BMPs for each drainage area was driven by the following factors:

- Physical specifications – Physical specifications include size, elevation and slope. BMPs must be sized to infiltrate the necessary volume, and the proposed BMP sites must meet the physical specifications defined by the GSMM.

- Existing right of way along Rockbridge Road – Existing right-of-way varies from 50' to 120' throughout the corridor. An attempt was made to incorporate structural BMPs inside of the existing right of way where possible.
- Limits for locating post construction MS4 structures - The project study corridor was defined as a 400-foot wide corridor (200 feet from existing centerline in both directions) along Rockbridge Road. Post construction MS4 structures were considered outside of these limits only in special cases.
- Proximity of residences and businesses –The minimum setback requirement for stormwater ponds is 10 ft from a property line when not specified by local ordinance. While there is no setback requirement for bioretention areas and enhanced swales, consideration is given to proximity of residences and businesses.
- Historical and cultural resources –Structural BMPs are proposed in locations which do not impact contributing historic properties inside of the National Register Boundary of the Rockbridge Road Historic District. Other historic properties along the corridor and cultural resources such as Stone Mountain Park are also considered to be sensitive areas.
- Discharge Point – Locations with a defined path from the structural BMP to an existing live stream were preferred.
- Maintenance access – Existence of a maintenance right-of-way was verified for all proposed BMPs.

As recommended in the GDOT Guidelines for Design of Post-Construction BMPS, dual purpose BMPs were considered to be the preferred option. The use of enhanced swales was considered first for each study area. Enhanced swales require more space than all other structural BMPs and in most drainage areas, space which meets the physical specifications is not available to implement enhanced swales. In some locations, the width of the swales would result in the outside banks impinging on businesses and residences along the route. In other cases, the slope of the ground is too steep to implement a properly designed enhanced swale with a maximum slope of 4%. Finally, in some areas the frequency of driveways along the corridor prevented the use of swales. Stormwater ponds are a second dual purpose BMP which was ruled out for most drainage areas. The smallest stormwater ponds, Micropool Extended Detention Ponds, require a minimum of approximately 10 contributing acres. Most drainage areas were too small to sustain a wet stormwater pond or lacked a suitable location.

A determination of feasibility of MS4 BMP implementation was made for each of the drainage areas. A summary of the determination of feasibility for each outfall is provided in Table 3.

Table 3 - Summary of Infeasibility Determinations

Outfall	Outfall Station	Reason For Infeasibility	Criteria found infeasible
1	102+16	Implementation would result in the displacement of a business.	1,2,3,4
2W	126+00	BMP cost is higher than 10% of the roadway cost. Detention is not required for outfalls discharging into streams with drainage areas of 5 sq. miles or more.	1
2E	128+00	BMP cost is higher than 10% of the roadway cost. Detention is not required for outfalls discharging into streams with drainage areas of 5 sq. miles or more.	1
3	152+91	There is no space for a pond with capacity to detain the 100-yr storm. Only the CPv is diverted to the pond.	4
5	196+14	BMP cost is higher than 10% of the roadway cost.	1,2,3,4
6	218+85	BMP cost is higher than 10% of the roadway cost.	1,2,3,4
7W	248+48	BMP cost is higher than 10% of the roadway cost.	1,2,3,4
7E	248+48	There is no space for BMPs.	1,2,3,4
8W	254+70	There is no space for BMPs.	1,2,3,4
8E	254+70	BMP cost is higher than 10% of the roadway cost.	1,2,3,4
9W	283+26	BMP cost is higher than 10% of the roadway cost.	1,2,3,4
9E	283+26	BMP cost is higher than 10% of the roadway cost.	1,2,3,4
10	300+17	There is no space for a pond with capacity to detain the 100-yr storm. Only the CPv is diverted to the BMP.	4
11	333+65	Implementation would result in the displacement of a business.	1,2,3,4
12	346+74	There is no space for a pond with capacity to detain the 100-yr storm. Only the CPv is diverted to the BMP.	4
14	392+16	There is no space for a pond with capacity to detain the 100-yr storm. Only the CPv is diverted to the BMP.	4
17	417+07	BMP cost is higher than 10% of the roadway cost.	1,2,3,4
18W	438+16	BMP cost is higher than 10% of the roadway cost.	1,2,3,4
18E	438+16	BMP cost is higher than 10% of the roadway cost.	1,2,3,4
19W	457+18	BMP cost is higher than 10% of the roadway cost.	1,2,3,4
19E	457+18	BMP cost is higher than 10% of the roadway cost.	1,2,3,4
20	490+78	There is no space for a pond with capacity to detain the 100-yr storm. Only the CPv is diverted to the BMP.	4
21	515+50	BMP cost is higher than 10% of the roadway cost.	1,2,3,4
22W	544+21	BMP cost is higher than 10% of the roadway cost.	1,2,3,4
22E	544+21	BMP cost is higher than 10% of the roadway cost.	1,2,3,4
23W	567+88	BMP cost is higher than 10% of the roadway cost. Detention is not required for outfalls discharging into streams with drainage areas of 5 sq. miles or more.	1
23E	567+88	BMP cost is higher than 10% of the roadway cost. Detention is not required for outfalls discharging into streams with drainage areas of 5 sq. miles or more.	1
24	588+55	BMP cost is higher than 10% of the roadway cost.	1,2,3,4
25W	603+06	BMP cost is higher than 10% of the roadway cost.	1,2,3,4
25E	603+06	Implementation would result in the displacement of a business.	1,2,3,4

Preliminary Cost Estimates

The cost of MS4 structural BMPs relative to the cost of the roadway widening was considered in the feasibility determinations summarized in Table 3. The estimated cost of the roadway widening includes the combined cost for right-of-way, clearing and grubbing, grading, construction, drainage, signing and marking and utilities for each drainage area in question. The estimated cost of the structural BMPs includes right of way and a comprehensive construction cost which is assumed to include clearing and grubbing, grading, construction and drainage for the BMPs in the drainage area in question.

A review of land sales near the project corridor was conducted to estimate right-of-way costs. The average cost of land sold in the past two years was $50,000 per acre or approximately $1.15 per square foot. Right-of-way costs for the roadway and for structural BMPs were estimated at $1.15 per square foot.

The roadway costs were estimated using standard cost estimating methods for GDOT projects. Earthwork volumes for grading costs were calculated in CAiCE. Unit costs for construction, drainage, signing and marking and utilities are from the GDOT cost estimate system which bases cost on the amount of work required for the entire project. Unit costs for Segment 1 and Segment 2 are estimated separately. Drainage Areas 1 to 11 are located in Segment 1 and Drainage Areas 12 to 25 are located in Segment 2. Cost estimates for all drainage areas are based on unit costs for their respective segments.

Construction costs for stormwater BMPs vary greatly depending on site conditions. First, a distinction is made between new stormwater BMPs and retrofit BMPs. Construction cost estimates for new stormwater BMPs assume: sufficient land is available to allow for flexibility in BMP layout and design; relocation of utilities will not be necessary; and, additional drainage infrastructure (e.g. flow diverters, weirs) will not be required. In the project corridor, the existing land use and drainage constraints due to the roadway profile do not allow for flexibility in BMP layout and design. With limited flexibility, it may be impossible to avoid major utilities. Additional drainage structures will be required. The Channel Protection volume must be diverted to the BMPs; therefore, at a minimum, flow diversion structures will be required. For these reasons, stormwater BMPs in the project corridor are estimated using retrofit costs.

Construction costs for stormwater BMPs are estimated using various unit costs. In most of the literature, the cost is given per impervious acre or per cubic foot of stormwater treated. Estimated construction costs for the proposed BMPs in the project corridor are based on unit costs from the *Urban Subwatershed Restoration Manual 3.* The estimated unit costs in the manual are the product of an analysis of nine existing cost studies. All estimated costs for stormwater BMPs in the project corridor are based on the median cost of the stormwater retrofit. All costs were adjusted to 2013 dollars. The estimated unit costs are supported by the relative costs put forth in the GSWMM as shown in Table 4.

The cost per linear foot of dry swale as found in GDOT's Item Mean Summary is shown in Table 4. A review of projects in GDOT's cost estimating system reports the cost of dry swales as $50-$68/foot. The GDOT dry swale cost was not used in the calculation of estimated costs for this project because insufficient information is available regarding width of the swale, site conditions, and whether or not

checkdams, flow diversion structures, underdrains and media replacement were included in the cost. Also, the GDOT cost for dry swales is reported in linear feet and the costs for stormwater ponds and bioretention areas are not measurable in units of linear feet. For purposes of comparison and consistency, it is preferable to estimate costs of all stormwater BMPs using the same unit. For these reasons, all costs are based on a unit cost per cubic foot of stormwater treated.

Table 4 - Preliminary Cost Estimates for Retrofit Stormwater BMPs

Structural Control	Capital Cost[1]	GDOT Item Mean Cost (per linear ft)	2006 $ Range of Retrofit Costs (per cubic ft of stormwater)[2]	2006 $ Median Retrofit Costs (per cubic ft of stormwater)[2]	2013 $ Estimated Retrofit Cost for Rockbridge Road (per cubic ft of stormwater)
Stormwater Pond	Low		$1.00 – $10.00	$3.00	$3.50
Bioretention Area	Moderate		$7.50 – $17.25	$10.50	$12.00
Enhanced Dry Swale	Moderate	$50 - $68	$7.00 – $22.00	$12.50	$14.50

1. Adapted from Table 3.1.2-1 of the GSMM Volume 2
2. Adapted from Urban Subwatershed Restoration Manual 3

The total cost of stormwater BMPs in each drainage area includes right-of-way cost plus construction cost. Design and engineering and maintenance costs are not included in the estimated costs of the BMPs. Design and engineering costs are estimated to be between 32% and 45% of the construction costs for the proposed BMPs. Annual maintenance of the proposed BMPs is estimated to range from 1% to 11% of the construction cost. Maintenance is typically more expensive for the first few years as vegetation is established, and decreases thereafter.

Table 5 shows the total roadway cost and total BMP cost for each drainage area. BMP cost is shown as a percentage of roadway cost for feasibility determination. Implementation of post-construction BMPs is considered infeasible when BMP costs exceed 10% of the total roadway costs for a given drainage area.

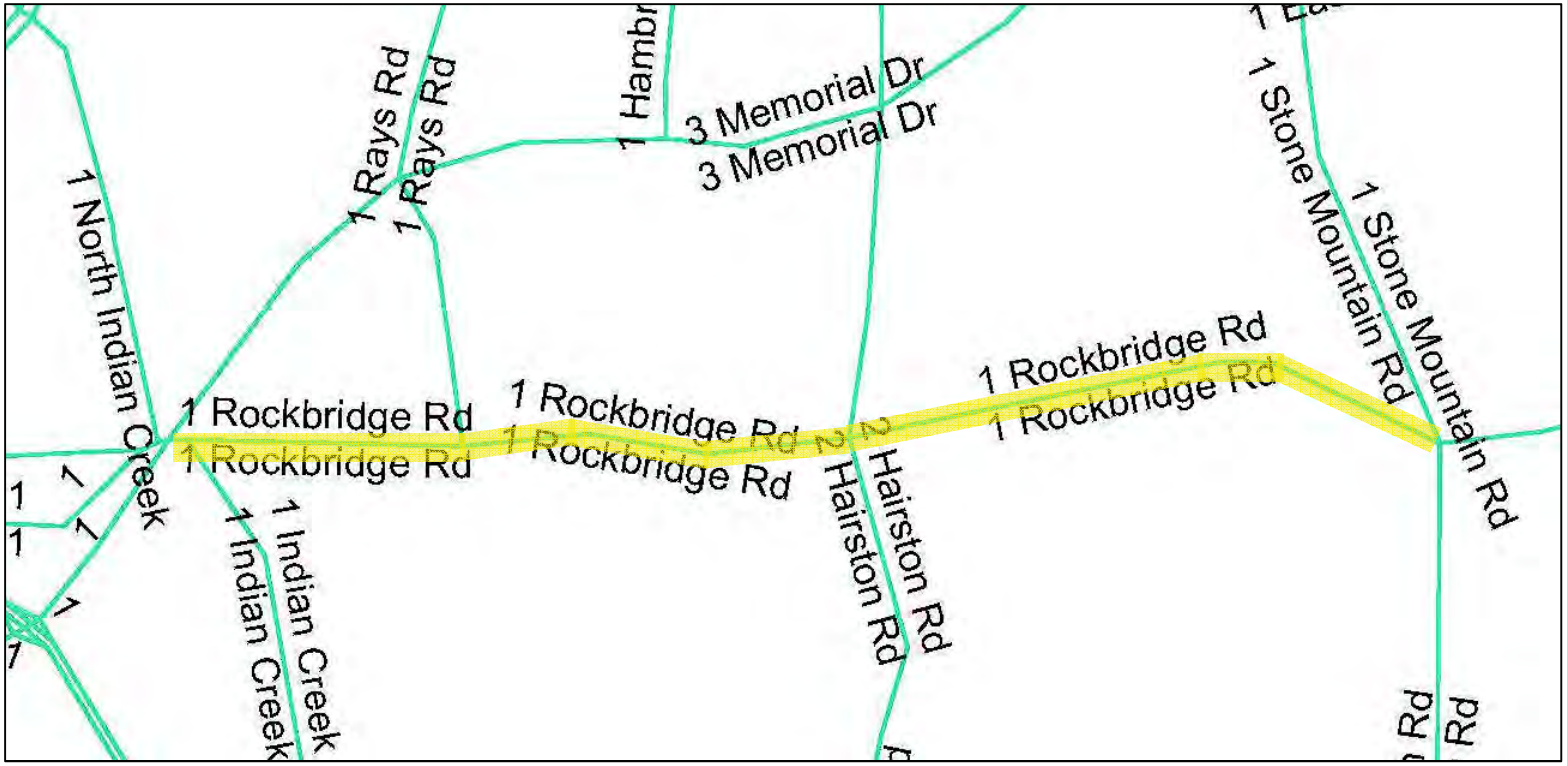
Table 5 - Summary of BMP Cost as Percentage of Roadway Cost

Outfall	Roadway Cost ($)	BMP Cost ($)	% BMP Cost of Roadway Cost
1	411846	0	
2W	1186881	239806	20.2%
2E	1375910	300646	21.9%
3	1920208	130247	6.8%
5	2197287	334417	15.2%
6	724013	180850	25.0%
7W	1596429	245173	15.4%
7E	268738	0	
8W	245577	0	
8E	1261979	199916	15.8%
9W	613046	79119	12.9%
9E	806957	133280	16.5%
10	1722170	103182	6.0%
11	1164045	0	
12	1801687	107162	5.9%
14	2597081	119469	4.6%
17	2131665	293156	13.8%
18W	1100493	177228	16.1%
18E	382925	58174	15.2%
19W	1013721	121074	11.9%
19E	1541892	190986	12.4%
20	1872235	145621	7.8%
21	1430616	241343	16.9%
22W	1543400	304307	19.7%
22E	695426	87850	12.6%
23W	994398	122485	12.3%
23E	1169457	221606	18.9%
24	697983	128302	18.4%
25W	766607	166725	21.7%
25E	279869	0	

Rockbridge Road

From Memorial Drive (SR 10) to South Stone Mountain Lithonia Road
Project No: STP00-0002-00(906) & CSHPP-0008-00(401);
P.I. No. 0002906 & 0008401, DeKalb County

Conforming plan's network schematics showing thru lanes



Source: ARC Plan 2040 Travel Demand Model

JACOBS

Meeting Minutes

Date: November 25, 2013

Location: GDOT District 7 Conference Room

Meeting Date: November 21, 2013

Time: 1:00 pm – 2:00 pm

Prepared By: John D. Jenkins

Subject: Concept Team Meeting Minutes

Project: Rockbridge Road Between Memorial Drive and S. Stone Mountain Lithonia Road

---

The purpose of these meeting minutes is to document the Concept Team Meeting discussion held for the referenced project and identify action items required from the discussion. The following are the meeting minutes for the Concept Team Meeting:

Vinesha Pegram opened the meeting and passed around a sign-in sheet (attached). The attendees went around the room for introductions with name and office/firm representing.

Ms. Pegram continued the meeting with providing a description of the project. The proposed project consists of a series of improvements along 4.2 miles of Rockbridge Road located in central DeKalb County, Georgia, from SR 10/SR 154/ Memorial Drive to South Stone Mountain Lithonia Road. The proposed improvements will consist of two 11-foot travel lanes with a 14-foot flush median. Bicycle lanes and concrete sidewalks are to be constructed along both sides of the roadway. Ms. Pegram stated that DeKalb County's intent for this project is to complete the Concept Phase and place the project on hold due to construction and right of way funding. With placing the project on hold, the Concept Report may need to be updated based on future design considerations and environmental/ history re-evaluation. Ms. Pegram then passed the discussion to John Jenkins for further description of the project.

Mr. Jenkins continued with providing project information.

The existing typical section consists of a rural two-lane roadway with minimal shoulders. The roadway has been widened at the major intersections, and turn lanes have been constructed at the smaller intersections. There are locations along the corridor that currently have sidewalks. There is an existing bridge over Snapfinger Creek, this structure will remain due to the fact that it has a sufficiency rating of 69.9. Improvements will include constructing an urban curb and gutter typical section, consisting of two eleven-foot travel lanes and a fourteen-foot flush median. Four-foot bicycle lanes and six-foot concrete sidewalks will be constructed along both

sides of the roadway. Other proposed improvements will include the constructing a closed drainage system with enhanced swales and bio-retention areas along the corridor.

Mr. Jenkins continued with providing the traffic data for the project; Current Year (2012) AADT of 24,600, Opening Year (2017) AADT of 25,200, and Design Year (2037) AADT of 27,900. Presently, four of the twelve intersections along the corridor operate at a LOS D or LOS F. Without improvements, the LOS will continue to deteriorate, with six of the twelve intersections expected to operate at a LOS E or LOS F by the design year.

This segment of Rockbridge Road has an average crash rate that is almost double the statewide average and an injury rate that is more than double the statewide average.

Environmental and historical resource information was provided. There are numerous locations along the corridor that have potential hazardous material on site. Twenty-five of the sixty historical resources identified appear to be eligible or potentially eligible for the National Register. Regarding the historical resources along Rockbridge Road, the proposed improvements will include the construction of walls to lessen the impacts to these historical resources.

Ms. Pegram then opened up the discussion for comments and questions.

Mike Lobdell commented on the growth rate used to determine the design year AADT. He stated that there is not very much growth expected along the corridor. He also stated that the proposed improvements may not provide for additional capacity.

Matt Sanders requested that a typical section be provided for the locations in which the 6-foot sidewalk is placed directly behind the curb and gutter. Jacobs will provide the additional typical section as requested. He asked why a 6-foot sidewalk is being proposed rather than a 5-foot sidewalk. He also stated that a VE study will not be need since the projected construction estimate is below the $50 million threshold. Jacobs will revise the Concept Report to note that a VE study is not needed.

Nikki Reutlinger stated the 6-foot sidewalk is a DeKalb County preference and could possibly be reduced to a 5-foot width in the future if necessary. She mentioned that there is another project within the City of Pine Lake (PI # 0008121 and 0012789) and this project will be constructed. It will have the same typical section as the remainder of Rockbridge Road as shown in this concept report.

Matt Sanders requested that an updated cost estimate be done with the concept report submittal. Vinesha Pegram will submit the request for cost estimate update.

Mike Lobdell stated that there is justification for the two way left turn lane due to number of rear end collisions. He questioned the pedestrian traffic along the corridor. Mr. Jenkins stated there is significant evidence of pedestrians utilizing the shoulders due to worn path along the roadway. Mr. Lobdell also asked if there is evidence of middle block crossings along the corridor. Mr. Jenkins stated that middle block crossings are occurring near the subdivision entrances. Mr. Lobdell proposed to possibly consolidate the bus stops to lessen these

crossings. Once the project proceeds into design, DeKalb County will coordinate with MARTA regarding this issue.

Keith Posey stated that the Concept Report overall looks good. He did question that on page 8 the report states that the project concept does not match the conforming plan model. This paragraph will be reworded to clarify that the concept matches the conforming plan model. Jacobs will follow up concerning project concept description and the conforming plan model.

Vinesha Pegram requested that right of way funding be separated into the two respected projects. Nikki Reutlinger indicated that right of way funding will not be needed for P.I. 0002906. This project will encompass the sidewalk construction within the existing right of way. Nikki Reutlinger will work with DeKalb to ensure this is shown correctly in the TIP. Once the TIP has been updated the preliminary ROW estimate will be revised to show just the P.I. 0008401 number.

Nikki Reutlinger requested that TPRO information be updated for both projects. Vinesha Pegram will request the updates.

Keith Posey asked if there are existing left turn lanes at the subdivision entrances. Mr. Jenkins stated not for the majority of the subdivisions. Mr. Posey acknowledged that the proposed two way left turn lane will address this need. He also noted that he does not consider this project as a widening project. Mr. Posey requested that generic limits be added to the typical section sheets. For example, street to street limits applicable to each typical section. Mr. Posey commented on the history section of the report. He asked if a *de minimis* finding is expected for the project. Also, the concept report should be revised to mention to expected determination. Jacobs will provide the additional typical section along with the generic limits. Jacobs will also revisit the expected determination.

Bobby Dollar questioned the need for an EA. He stated that a CE may be applicable. Also, a Section 4f Evaluation may not be needed. Jacobs will follow up regarding the need for a Section 4f Evaluation.

Action Items:

- Revise the Concept Report based on the CTM comments regarding the project description and the conforming plans model.
- Revisit the history section of the Concept Report pertaining to the expected determination.
- Revise the Concept Report to note that a VE Study is not necessary.
- Revise the Concept Report to note the CTM date.
- Provide a typical section depicting the areas where the sidewalk is placed directly behind the curb and gutter. Provide generic limits (street to street) for the typical sections.
- Updated TPRO information for each project.
- Right of Way funding to be placed into P.I. 0008401.

This is my understanding of the items discussed at the meeting. If there are any questions, please contact John Jenkins for clarification.

Attachments

Sign In Sheet

Concept Meeting 11/21/13
Rockbridge Road

Name	Company / Firm	Ph. #	Email
ED CULICAN	JACOBS	678.333.0174	ED.CULICAN@JACOBS.COM
VINESHA C. PIGIRAM	OPD	404-631-1587	VPIGIRAM@dot.ga.gov
KATRINA LAWERANCE	PLANNING		
KEITH POSEY	POLICY & SUPPORT		
MATT SANDERS	ENGINEERING SERVICES	404) 631-1752	MSANDERS@dot.ga.gov
NIKKI Reutlinger	Atkins / DeKalb Co.	7)933-0280	nicole.reutlinger@atkinsglobal.com
Mike Lobdell	GDOT	7/986-1765	mlobdell@dot.ga.gov
Bobby Dollar	GDOT	404-631-1920	rdollar@dot.
John Jenkins	JEG	678.333.0419	john.jenkins2@jacobs.com

Meeting Details
August 14, 2008
Pine Lake Baptist Church
Stone Mountain, GA
5:00 – 7:00 pm

Meeting Objectives
The main objectives of this first PIOH were to:

- Inform the public about the project
- Educate the public on the planning process and justification for the study
- Provide an opportunity for the public to react and provide input

Notification
The public was notified about the PIOH by several means. A flyer advertising the meeting was mailed to each individual included in the project database, which included residences, businesses, churches and other stakeholders along Rockbridge Road. The DeKalb DOT posted informational signs along the project study corridor in advance of the meetings. A display ad was placed in the DeKalb Champion newspaper, and the Citizens Advisory Committee established for this project assisted by distributing flyers about the meeting.

Attendance & Participation
Meeting attendees were asked to sign in if they wanted to be included in the project mailing list; 118 people signed in. Meeting attendees were also counted as they entered the meeting; 137 people were counted.

Meeting Format
The meeting was a public information open house – there was no formal presentation given. Each person entering the meeting received a meeting handout that included a welcome letter, project area map, a meeting evaluation form, and a comment form. Attendees were encouraged to review the display boards, ask questions of staff, and to complete a comment form and meeting evaluation form during the open house. There was also an option to mail or fax completed comment forms back to the public involvement team.

Summary
Attendees (stakeholders) were given the opportunity to comment on the project study corridor and to evaluate the meeting. A total of 93 meeting evaluation forms were returned, and 93 project specific comment forms were returned.

<u>Project Specific Feedback</u>
A large majority of stakeholders who submitted comments (95%) travel the Rockbridge Road corridor on both **weekdays and weekends**.

Respondents primarily travel the corridor for **shopping**, closely followed by travel to work and church.
Some respondents who chose “Other” indicated that they live on the corridor or use it to get to/from home.

Travel Purpose	% of Responses	# of Responses
Work	20%	51
Shopping	25%	65
Restaurants	14%	37
Church	17%	44
School	7%	18
Other	17%	43

Stakeholders were asked to **rank the project objectives** in order of priority. This information will be used to assess how the study team might better balance community desires and needs against the impacts associated with those desires and needs. The result of this ranking is shown below in order of highest to lowest priority.

Rank	Objective	Rank Score
1	Reducing congestion	155
2	Safety for drivers	172
3	Safety for pedestrians and bicyclists	190
4	Minimizing impacts to residential property	221
5	Providing features to support transit	292
6	Minimizing impacts to commercial property	338

There was also an option in this exercise for respondents to rank "other" objectives, which they were asked to identify. Four percent of respondents chose "other" and suggested the following objectives (note: the number in parentheses indicates the frequency of the response):

- Meet federal standards
- Adding lights/arrows at intersections
- Reduce speed limit to 35 mph
- [Add] sidewalks
- Exiting subdivisions safely (2)
- Clean up (2)
- Encourage quality development

The next question asked whether or not stakeholders would be in favor of **sidewalks** on both sides or on just one side of Rockbridge Road. Of the 86 responses received, the majority **(60%) would be in favor of sidewalks on both sides** of the street to make is safer for pedestrians, reduce accidents, and to encourage walking.

The remaining **40% would be in favor of sidewalks on one side** of the street. These respondents felt that reducing the sidewalks to only one side would reduce impacts to residential property (taking right-of-way), reduce costs, and would be enough to accommodate pedestrian traffic.

The response to the idea of a **continuous center turn-lane** was similar. Of the 86 who responded, **61% are in favor** of such a lane, while **39% are opposed**. Those in favor believe that a center turn-lane would reduce congestion/improve traffic flow and improve safety. Those opposed felt that a center turn-lane would increase traffic, would essential widen the road and thus require the taking of property. Some stated that a center turn-lane is not needed, and that turn lanes at intersections would be sufficient.

When asked about the addition of **bike lanes** on the corridor, **57% are in favor** while **43% are opposed** (there were 92 responses to the question). Those in favor felt that bike lanes would encourage biking, would enhance the quality of life in the area, and would provide a safer place for bikers. On the other hand, those opposed felt that there is not enough interest in biking to justify the addition of bike lanes, that bikers on the roadway would be unsafe, and that bikes would get in the way of vehicular traffic.

Stakeholders were asked to offer some **short term solutions** they would like to see implemented in the interim. The responses were varied; however there were some common themes:

- Repave and stripe Rockbridge Road
- Begin sidewalk construction
- Fix potholes
- Coordinate traffic lights
- Enforce speed limit

Meeting Evaluation Feedback
The majority of meeting attendees was pleased with the meeting overall and rated it as a **good meeting**.

Meeting Rating	**% of Responses**	**# of Responses**
Very good	20%	17
Good	49%	45
Average	24%	20
Poor	6%	5
Very poor	1%	1

A large majority (90% of 72 respondents) felt that the presentations and display board were **informative and easy to understand** and 91% (out 76 total responses) felt that the **staff was helpful** in answering questions about the project.

When asked what they **liked most** about the meeting, stakeholders provided many responses but the most common were:

- Graphics/displays/information provided
- Staff/Consultant team
- Opportunity to provide input
- Meeting style/time

When asked **how the meeting can be improved**, stakeholders most expressed that they would have liked to hear an actual presentation.

To assess the effectiveness of **public outreach tools** used for this round of meetings, stakeholders were asked how they were informed to the PIOH. Most people checked "other" and wrote in that the **DOT notification signs** placed on the corridor were helpful. Reactions to all options are as follows:

Meeting Rating	**% of Responses**	**# of Responses**
Flyer/Mail	21%	22
Newspaper	1%	1
Word of Mouth	12%	12
Other (signs)	52%	54
Other (misc)	14%	15

On both comment forms, stakeholders were asked to provide any **additional comments** about the project. Again, these responses were varied but some of the more common themes are as follows:

- Concerns with impacts to property (right-of-way) and property values
- Concerns with project funding and impacts to property taxes
- Widen the road to 4 lanes
- Show more options
- Concerns with MARTA (increase length of route; do not increase length of route)
- Address dangerous curves and blind spots along corridor
- The project is over due
- Please implement quickly

ROCKBRIDGE ROAD
KICK-OFF MEETING SUMMARY NOTES

SUBJECT: Rockbridge Road, DeKalb County
Memorial Drive to South Stone Mountain Lithonia Road
South Stone Mountain Lithonia Road to SR 124/ Rock Chapel Road

DATE & TIME: Wednesday, November 28, 2007; 1:00 PM

LOCATION: DeKalb County Transportation
1950 West Exchange Place
Northlake Quorum No. 1, Tucker, GA 30084

ATTENDING: DeKalb – John Gurbal, Dave Pelton
PBS&J – Steve Lindsey
JJG – Ken Anderson, Beth Ferland, Lynette Baker, Pat Smeeton, Jenny Lee
Fox Environmental – Catherine Fox
Sycamore Consulting – Leah Vaughan

PREPARED BY: Ken Anderson

DISCUSSION:

1. Self introductions were made.

2. There were no adjustments or revisions to the agenda. Handouts included the agenda, a Project Management Plan, and drafts of potential make-up of the CAC and CAC meetings objectives.

3. Ken Anderson overviewed the project:
   - The purpose of the project is to improve traffic flow, provide safety and pedestrian improvements, and improve operations without capacity improvements. Bike lanes, planter/paved strips, and sidewalks are to be included. A 3-lane section is envisioned. Concept layout and environmental screening will be developed in order to request additional design funds for the project from state and local sources.
   - The contract and project are broken into two segments: Rockbridge Road from Memorial Drive to South Stone Mountain Lithonia Road, and from South Stone Mountain Lithonia Road to SR 124/Rock Chapel Road. Separate work orders were executed by DeKalb County for each segment.
   - The basic scope of work includes:
     - Traffic studies
     - Environmental screening
     - Conceptual layouts

- Public involvement
- Coordinate with GDOT
- Project cost estimates

4. Pat Smeeton provided an overview of the traffic studies process. Due to the holidays, the traffic counts will be scheduled for January 2008. Counts will be taken at the major intersections, and the need for counts at other locations will be determined after input from the public involvement process.

5. Lynette Baker provided an overview of the environmental screening process. Emphasis will be on streams and wetlands, and history. Files reviews will be conducted for USTs and archaeology.

6. The Project Management Plan was reviewed, and administrative items were confirmed. The contact address for Sycamore Consulting has changed. All other contact information is correct. Elements of the PMP were overviewed, including:
   - Communication protocols
   - Health and safety
   - Invoicing and reporting – format, timing (Lindsey will confirm who at PBS&J the progress reports and invoices are to be sent to)

7. Leah Vaughan overviewed the Public Involvement process. Discussion included possible CAC candidates and/or contacts for candidates to the CAC, and timing of the CAC meetings and the PIOH. There was discussion on providing a second PIOH meeting and eliminating a CAC meeting and possibly other meetings to compensate for the additional PIOH.

8. The project schedule was reviewed. Discussion items included the timing of the PIOH with respect to the CAC meetings, traffic count collection timing, and number and timing of the CAC meetings.

ACTION ITEMS:	**RESPONSIBLE:**
1. Revise the PMP, make adjustments to the schedule, and redistribute.	Anderson
2. Prepare summary notes and distribute.	Anderson
3. Develop potential CAC membership list and provide to County for review and approval.	Vaughan
4. Provide Right of Entry letter for field work.	Lindsey

ROCKBRIDGE ROAD
KICK-OFF MEETING SUMMARY NOTES

SUBJECT: Rockbridge Road, DeKalb County
Memorial Drive to South Stone Mountain Lithonia Road
South Stone Mountain Lithonia Road to SR 124/ Rock Chapel Road

DATE & TIME: Friday, May 21, 2010; 9:30 AM

LOCATION: DeKalb County Transportation
1950 West Exchange Place
Northlake Quorum No. 1, Tucker, GA 30084

ATTENDING: DeKalb – Dave Pelton
PBS&J – Steve Lindsey, Nikki Reutlinger
JJG – Ken Anderson, Beth Ferland

PREPARED BY: Beth Ferland

DISCUSSION:

1. Discussed future construction by the City of Pine Lake. North side of Rockbridge Road does not allow for bike lanes per electronic files supplied to JJG on Oct 2009 prepared for the City of Pine Lakes. There is a bike lane provided in the plans on the South side of Rockbridge. Cannot drop bike lane completely North side of Rockbridge thru Pine Lake , considered possible use of shared bike lanes or replacing existing sidewalk along North side of Rockbridge Road in order to add bike lane. JJG will contact Dave Russell to check status of city plans & to push to incorporate bike lane on the North side of Rockbridge Road.
2. Request was made to differentiate Historical ESA's from Hazardous Material ESA's.
3. Look at road alignment in order to get off of historical property on the Southside of Rockbridge just East of Hairston.
4. Determine if Wade Walker Park is a 6f property.
5. Sidewalk is intruding onto the Stone Mountain Park. Determine which is highest precedence, Stone Mountain Park or taking 3 houses in Historic District.
6. From Sta 530+00 to Sta 535+00 left, use fill slopes instead of walls? Will go into the properties, but will level out backyards. Determine what is existing landscape in this area.
7. Check 100 year flood elevations at Stone Mountain Creek & on all regulatory streams to verify if vertical profile will need to be raised.
8. Discussed County bike lane project along SSMLR. County was required to get design variance for intersection angle at SSMR & Rockbridge Road Intersection. Possible to use design variance from bike lane project for Rockbridge Road project.

ADDITIONAL ITEMS OBTAINED AFTER THE MEETING:

1. Information on the regulatory streams along Rockbridge:
   - Snapfinger Creek (at approx Sta 127+00): 100 year flood elevation = 889.5'; finished ground elevation at 127+00 = 897.0; low point outside of creek elevation = 894.93; we are matching existing ground
   - Barbashela Creek (at approx Sta 254+65): 100 year flood elevation = 886.6' (map is showing a lot of backwater on this one); Looks like there is an existing culvert about 8' height i.e. approximate 875; finished ground elevation = 888.89; we are not meeting existing grade but have raised a foot or so.
   - Stone Mountain Creek(at approx Sta 567+40): 100 year flood elevation = 757.5'; low point at creek finished ground elevation = 767.30'; we are matching existing grade.

ACTION ITEMS:	**RESPONSIBLE:**
1. Walk project in sections June/July	PBS&J
2. Post HRS on FTP site	JJG
3. Post electronic design files of Rockbridge Rd Concept	JJG
4. Request electronic files from consultants for following projects along Rockbridge:	PBS&J

   - Snapfinger Creek bridge/road plans
   - Rockbridge at N. Hairston Signal plans
   - Rockbridge at Wynbrook
   - Rockbridge at Stewart Mill
   - Rockbridge at Rowland/Poplar
   - DeKalb Trails project along Rockbridge Road area

March 18, 2008
Sue Kellogg Library
Stone Mountain, GA

Attendees:
Joe Arrington, LeChateaux Neighborhood; South Deshon-Rockbridge Coalition
Marvin Billups, DeKalb County Parks and Recreation
Chief Joe Burge, DeKalb County Fire & Rescue
Melissa Davis, DeKalb County School System
Arthur Duncan, DeKalb County Planning
Chief Brad Gray, DeKalb County Fire & Rescue
Georgia Katsegianes, Rockborough Neighborhood (appt. by Mayor of Stone Mountan)
Mike Tarnower, Pine Lake Downtown Development Authority
Jim Tavenner, City of Stone Mountain
Sean White, MARTA
H. Omar Wiley, City of Stone Mountain Council
Marcus Wilson, South Deshon-Rockbridge Coalition; Wynbrooke Neighborhood HOA
Tom Wolfrom, Monteagle Homeowner's Association

Project Team Attendees:
John Gurbal, DeKalb County Public Works
Ken Anderson, Jordan, Jones & Goulding
Lynette Baker, Jordan, Jones & Goulding
Beth Ferland, Jordan, Jones & Goulding
Jenny Lee, Jordan, Jones & Goulding
Steve Lindsey, PBS&J (DeKalb Co. Program Managers)
Pat Smeeton, Jordan, Jones & Goulding
Taylor Wright, PBS&J (DeKalb Co. Program Managers)
Catherine Fox, Fox Environmental
Leah Vaughan, Sycamore Consulting, Inc.
Jen Price, Sycamore Consulting, Inc.
Roger Henderson, Kimley-Horn Associates (DeKalb Co. representatives for Context Sensitive Design)

Handouts:
- Agenda
- Initial Project Goals & Objectives Summary
- Rockbridge Road Fact Sheets
- Corridor Map

Welcome
The Citizens Advisory Committee (CAC) meeting began at 5:25 pm with a welcome by Ken Anderson, Project Manager from Jordan, Jones and Goulding. Mr. Anderson led the attendees into self-introductions and provided an overview of the meeting agenda. He also described the study area limits and the overall objectives of the study.

Traffic & Safety
Pat Smeeton provided an overview of traffic and safety on the corridor. He stated that traffic volumes tapers off along the corridor to the west of Stone-Mountain Lithonia Road with some congestion near Deshon. The corridor has many signalized intersections and high accident rates. Mr. Smeeton expressed the need for the committee to let the study team know where congestion exists along the corridor.

John Gurbal, DeKalb County Acting Associate Director of Transportation, provided some background history to the group about the proposed project. He explained that studies have been completed in the past, but that this

study will differ in that it's public involvement process will engage community stakeholders early on and throughout the process. He also stated that Kimley-Horn has been hired to consider how context sensitive design principles can be applied to projects throughout the county. This will feed into the concepts considered for the 10 mile long corridor.

Topographic Constraints
Ken Anderson used the large area plots to discuss the topography of the study corridor. The area is very hilly with steep side slopes and over 500 driveways.

Environmental Considerations
Lynette Baker described the environmental features of the study area. She explained that historic resources are described as those over 50 years old and that this study will make special efforts to avoid or minimize impacts to historic resources, streams, and potential habitat for endangered or threatened species. Ms. Baker also stated that since the area has a high minority concentration, environmental justice principles will be incorporated into the study's public involvement plan. A few sites classified as potentially hazardous were identified in the literature research. Special considerations will be made to preserve natural resources.

Anticipated Schedule
Mr. Anderson gave an overview of the anticipated schedule for the project and outlined opportunities for public involvement including up to two additional CAC meetings and two public open house meetings.

Initial Goals & Objectives
Leah Vaughan lead the group in a discussion regarding the study's goals and objectives. She presented a list that the project team had developed and solicited input from the CAC on the goals and objectives, as well as any additions to the list. These were listed as:

- Improve safety for pedestrians and cyclists by adding sidewalks and/or bikelanes or multiuse path
- Improve safety for motorists by adding turn lanes
- Minimize impacts to residents and businesses
- Minimize environmental impacts
- Relieve traffic
- Meet GDOT criteria so that existing funding can be utilized and additional funds can be obtained

The following feedback was received:

- Improve /provide for alternative transportation modes
- Turning lanes would be helpful to Fire Department personnel
- Sidewalks need to be aesthetically appealing
- Improve sidewalks from Stone Mountain Lithonia Road to Deshon
- Would want to induce more quality development on the corridor
- There is a need for better/more appealing lighting
- There are traffic issues at Wynbrooke Elementary; buses are destroying landscaping by running over the curbs
- There are parking issues at Wynbrooke Elementary
- It would be helpful to provide a pull-out lane(s) for MARTA buses to prevent traffic from backing up when the bus stops to pick up passengers
- Sidewalks need to be ADA compliant and easier for those in wheelchairs to navigate
- Rockbridge Road has the potential to connect to the Memorial Drive BRT plans; there may be an opportunity for a multi-modal focus for the corridor
- MARTA service ends at Stone Mountain Lithonia Road (going west) because residents have expressed opposition until sidewalks can be provided to make the area safer for pedestrians and bus patrons.
- MARTA is working on potential fixed routes for the area and wants to be able to provide residents with alternative transit services.
- If MARTA could work out the traffic signaling to alleviate back up due to bus stopping some congestion would be reduced

- MARTA should install shelters and re-design the standing bus stations to accommodate a wide variety of users who may have physical limitations

The City of Pine Lake is working on mixed-use development and planning so growth is done well.
Context Sensitive Design should be at the top of the list for improvements

- It is too dangerous to bike to Stone Mountain park; this should be made much easier
- There are many cyclists that travel from Ridge Road to Stone Mountain Lithonia Road and onto Main Street
- Options to reach the MARTA rail station should be considered.
- There is a need to have adequate bike lanes/paths on Rockbridge Road since this will not be included in the Memorial Drive improvements; there may be an opportunity to connect bike lanes on Rockbridge to the PATH trails from Clarkston and into Stone Mountain Park.

Leah then asked for the CAC to share any specific issues along Rockbridge Corridor. The following feedback was received:

- The area from Pennybrook to Stephenson is very neglected (pot holes, no sidewalks, poor lighting, heavy foot traffic).
- Rockbridge Road is a major alternative route for cross-county traffic due to poor traffic signal timing on Memorial Drive.
- Need to consider north/south streets that cross Rockbridge Road and signal timing for these streets. The signals need to “communicate”, ie be interconnected, especially ones that are closely spaced.
- The City of Stone Mountain is mostly concerned with increasing cut-through traffic off of Rockbridge and down Stone Mountain Lithonia Road/Main Street. Pedestrian safety also a key issue.
- A bike lane through the City of Stone Mountain would be a welcome improvement, not necessarily a bike path
- DeKalb County Fire is concerned with the speeds on Rockbridge road and the safety of emergency personnel when attending to accidents on the roadway.
- Left turns result in a large number of accidents.
- On Pennybrook, pedestrian safety and lighting are important
- Pedestrian safety as well as lighting around and on the way to bus stops is a priority for DeKalb County Schools. The size and capacity of road affects school buses.
- Stone Mountain Park needs to participate in this study
- There are large parcels of undeveloped land between Wynbrooke and Stephenson that will probably be developed; the dangerous “S” curve on Rockbridge approaching Stephenson needs to be corrected before this development occurs.
- Upgrades are needed west of Stone Mountain Lithonia Road to make the area safer and to extend MARTA service
- Re: the study goals, it should also consider how these improvements will benefit the youth in the community
- There is a plan for the DeKalb County Parks and Recreation department to make improvements to Wade Walker Park, including indoor pools, tracks, etc. This plan should also make it easy to access the park.
- Traffic is heavy in/out of Wade Walker Park on weekends and during special events. Off-duty police is used to direct traffic
- More signage is needed to direct traffic off of Hwy 78 and from I-20 to Stone Mountain Park
- Rockbridge Road needs to serve as a multi-functional roadway to accommodate residential and through traffic.
- The streetscape of the corridor is important
- We don’t want what happened on South Hairston Road/Panola Road area – no cutting corners to get the traffic moving and should consider the residents and aesthetics
- Allow areas to keep their own identity rather than corridor consistency.
- Safe roads with lights and turn lanes are needed. The area has not kept pace with development.

- Don't force more traffic into Stone Mountain – protect Main Street.
- Travel times are severely impacted by traffic.
- Make all of the proposed improvements – residents don't want to hear excuses.
- Rockbridge Road is a major connector
- Way-finding signage will create a sense of space.

Next Steps
Pat Smeeton discussed the next steps of the traffic elements of the study which will include an analysis of intersections and different improvement scenarios. At the next CAC, the team will bring these scenarios to get feedback. Leah Vaughan stated that an open house meeting will be held to introduce the study to the community at large, and that the study team will need the CAC's help in getting the word out. It was suggested by the CAC that 8 weeks lead time be given in order to give the local papers appropriate time to publish notices and generate interest about the study.

The meeting was adjourned at 7:15 pm.

July 8, 2008
Sue Kellogg Library
Stone Mountain, GA

Attendees:
Marvin Billups, DeKalb County Parks and Recreation
Nina Hall, DeKalb County Commissioner Burrell Ellis' Office
Georgia Katsegianes, Rockborough Neighborhood
Fire Marshall Joe McKinnon, DeKalb County Fire & Rescue
Dave Russell, City of Pine Lake
Jim Tavenner, City of Stone Mountain
Tom Wolfrom, Monteagle Homeowner's Association

Project Team Attendees:
John Gurbal, DeKalb County Public Works
Ken Anderson, Jordan, Jones & Goulding
Lynette Baker, Jordan, Jones & Goulding
Beth Ferland, Jordan, Jones & Goulding
Jenny Lee, Jordan, Jones & Goulding
Steve Lindsey, PBS&J (DeKalb Co. Program Managers)
Pat Smeeton, Jordan, Jones & Goulding
Catherine Fox, Fox Environmental
Leah Vaughan, Sycamore Consulting, Inc.
Jen Price, Sycamore Consulting, Inc.

Handouts:
- Agenda
- Project Goals & Objectives Summary
- Features/Impacts Ranking Worksheet

Sign-in sheet attached

Welcome & Introductions
The Citizens Advisory Committee (CAC) meeting began at 5:33 pm with a welcome by Ken Anderson, Project Manager from Jordan, Jones and Goulding. Mr. Anderson led the attendees through self-introductions and introduced John Gurbal from DeKalb County Transportation. Mr. Gurbal stressed the importance of community and stakeholder input. Leah Vaughan from Sycamore Consulting, Inc. provided an overview of the meeting agenda and the initial objectives presented at CAC #1.

Traffic Studies
Pat Smeeton provided an overview of traffic and safety on the corridor. He presented existing and future (year 2034) daily traffic volumes. He stated that a great increase is expected for the horizon year 2034 and that approximately 20,000 cars is the limit of what a 2-lane road can handle. Projected traffic volumes either come close to or exceed this limit.

Next, Mr. Smeeton explained the concept of Level of Service (LOS) as a method for quantifying the efficiency of a road; a LOS rating of D or better is the goal for roadways. Traffic counts conducted to assess LOS for Rockbridge Road were completed during the school year at approximately 20 intersections. According to Mr. Smeeton, all intersections assessed presented a future LOS of E or F under a future no-build condition (i.e., no improvements are made). If improvements are made, year 2034 projections show improved LOS at all intersections with the exception of Hairston Road. He explained that the Hairston Road intersection is at capacity and that to achieve a LOS D would require multiple additional laneage and would have significant impacts.

The majority of accidents on the corridor are rear-end accidents (52%) which are a usual indication of a congested roadway. Mr. Smeeton stated that a part of the recommendation may be to implement a continuous center turn lane which would minimize rear-end collisions.

Environmental Update
Lynette Baker described the environmental features of the study area. She explained that historic resources are described as those greater than 50 years old. She stated that of the 60 properties identified for further analysis, 25 of are eligible or potentially eligible for historic status. These findings will be compiled into a report that will be submitted to the State Historic Preservation Office. Additionally, four neighborhoods may be eligible for listing on the historic register, as well as a railroad corridor and a road corridor. The two parks along the corridor (Wade Walker Park and Stone Mountain Park) are Section 4(f) protected resources.

Ms. Baker also discussed natural resources and identified five streams, among other significant features. A total of 36 businesses classified as having the potential to release wastes that are regulated by the Georgia EPD were also identified in the study area.

Break
Ms. Vaughan led the group to a break and asked them to participate in an issues identification exercise by noting key areas on the corridor with specific issues in the following categories:

- Bike/Pedestrian safety
- Vehicle safety
- Speed
- Traffic congestion/queuing
- Other

Participants placed dots along the corridor map. Dots were color coded to correspond to the above categories. Information gathered from this exercise will assist the study team in confirming locations with issues, and to identify areas not known to the team.

Issues locations identified by the CAC members in attendance included:

- Rays Road intersection – bike and pedestrian safety, traffic congestion
- Allgood Rd to Rowland Rd – bike and pedestrian safety, vehicle safety, traffic congestion
- Hairston Rd intersection – bike and pedestrian safety, traffic congestion including lane reductions
- Ridge Ave intersection – speed, bike and pedestrian safety, traffic congestion
- Entrance to Wade Walker Park – bike and pedestrian safety, vehicle safety, traffic congestion
- West approach to South Stone Mountain Lithonia Road – bike and pedestrian safety, traffic congestion including lane reductions
- Pennybrook Ave to Stonewycke Lane – bike and pedestrian safety, vehicle safety
- Monteagle Trace/ Stephenson Road – speed, traffic congestion, vehicle safety

Initial Layouts
Mr. Anderson discussed the displays showing the vertical profile of the existing roadway. He then showed the group a rendering of the existing 2-lane roadway followed by a preliminary rendering of the roadway with improvements. The preliminary rendering showed a 3-lane section with bikelanes and sidewalks on both sides of the corridor. He explained that this was a very early conceptual depiction of what the team heard from the committee at CAC #1 and that this scenario may apply throughout the corridor at different locations. Context sensitivity will always be considered.

Group Discussion
Mr. Anderson asked for initial reaction from the CAC on the preliminary concept and whether or not the team is heading in the right direction based on the previous input on goals and objectives. The overall consensus of the group was that the concept would address the needs of the corridor in the future but that some interim

solutions should be considered for implementation to improve safety and capacity issues in the short term. The group also indicated concern that the wider footprint of a 3-lane section with bikelanes and sidewalks would cause impacts to the residential areas.

Other concerns expressed include:

- The length of time until actual construction.
- The possibility of placing trees in the grassy area between the bikelanes and sidewalks.
- Impacts to homes and the need to purchase right-of-way.
- The concern with how construction might change or exacerbate already-steep gradients on residential driveways and a desire to not create a situation similar to that on South Hairston Road.
- There may be a need to minimize/eliminate grassy areas in the design for maintenance purposes.
- To enhance the community, the team should consider softening landscaping if a low maintenance (hardscape) approach to landscaping is implemented, especially in residential areas.
- Be sure to present other options to the public and to provide potentially effected parties with ample notice and opportunity to become involved.
- This project will have to be completed in phases due to funding; a minimum 6 – 7 year timeframe from concept to construction can be anticipated.
- Interim/short term improvements need to be completed in such a way that they can be implemented into the overall design easily.

At the conclusion of this discussion, the group was asked to participate in a Features/Impacts ranking exercise. Participants received a worksheet which asked them to rank potential improvement objectives in order of priority. Five responses were properly completed and submitted. The results are summarized in rank order (from the highest priority to the lowest priority):

Ranking	***Objective***
1	Safety for drivers
2	Safety for pedestrians and bicyclists
3	Reducing congestion
4	Minimizing impacts to residential property
5	Providing features to support transit
6	Minimizing impacts to commercial property
7	Other (please identify): Meet GDOT criteria

Upcoming Activities

Ms. Vaughan announced that a Public Information Open House meeting will be held on August 14 from 5 – 7 pm at Pine Lake Baptist Church. This will be a drop in meeting and no formal presentation will be given. Letters and flyers will be sent to the CAC to confirm the meeting logistics and to enlist support in reaching out to the community.

The meeting was adjourned at 7:03 pm.

AGENDA
CAC Meeting # 2
Stone Mountain - Sue Kellogg Library
July 8, 2008
5:30 pm to 7:30 pm

1. **Orientation and Review of Maps**

2. **Welcome and Introductions**
   Ground Rules/Expectations for Meeting

3. **Review of CAC #1**

4. **Traffic Studies**

5. **Environmental Update**

BREAK

6. **Initial Layouts**

7. **Facilitated Group Discussion**

8. **Upcoming Activities and Closure**

PROJECT GOALS & OBJECTIVES from CAC #1

Baseline Objectives

- Improve safety for pedestrians and cyclists by adding sidewalks and/or bikelanes or multiuse path
- Improve safety for motorists by adding turn lanes
- Minimize impacts to residents and businesses
- Minimize environmental impacts
- Relieve traffic
- Meet GDOT criteria so that existing funding can be utilized and additional funds can be obtained

Expansion on Objectives

- Incorporate context sensitive design, and support and enhance community cohesion and accessibility to community facilities, while allowing community subareas to maintain their own identity
- Make improvements aesthetically appealing, including landscaping, better/more appealing lighting, way finding signage, etc.
- Provide interconnection of signals to improve traffic flow
- Improve /provide for alternative transportation modes
- Support more quality development on the corridor
- Improve access to parking
- Seek to provide continuity with other pedestrian/bike features in the area

Features / Impacts Ranking

The following list identifies objectives and features related to potential improvements in the corridor. Please rank these in order of priority (1 being Highest Priority, 2 being Next Highest Priority, and so on) to assist us in assessing how to balance community desires and needs against the impacts associated with those desires and needs (principally property impacts).

Your Ranking	***Objective***	***Primary Feature***
_____	Reducing congestion	Adding and/or lengthening turn lanes at intersections
_____	Minimizing impacts to commercial property	N/A
_____	Minimizing impacts to residential property	N/A
_____	Safety for pedestrians and bicyclists	Sidewalks, bike lanes
_____	Safety for drivers	Adding turn lanes
_____	Providing features to support transit	Pullouts for buses
_____	Other (please identify):	

7/8/2008	Last Name	First Name	Organization	Title	Mailing Address	City	State	Zip	Phone	Email
	Allen	Amy	DLC Management Corporation (Rockbridge Place)		1720 Peachtree Street NE, Suite 220	Atlanta	GA	30309	404-817-3772	
	Arrington	Joe	LeChateaux Neighborhood; South Deshon-Rockbridge Coalition		466 South Rays Road	Stone Mountain	GA	30083	404-292-0541	joeba@earthlink.net
X	Billups	Marvin	DeKalb County Parks and Recreation		1300 Commerce Drive, Suite 200	Decatur	GA	30030	404-371-4925	mfbillups@co.dekalb.ga.us
	Branscome	G. Curtis	Stone Mountain Park	CEO	P.O. Box 689	Stone Mountain	GA	30086	770-498-5611	g.durham@stonemountainpark.org
	Burge	Joe	DeKalb County Fire & Rescue	Inspections Supervisor	330 West Ponce de Leon Avenue	Decatur	GA	30030	404-371-2209	
	Cho	Jasper	Southland Country Club	Manager	5726 Southland Dr	Stone Mountain	GA	30087	770-469-2717	
	Davis	Melissa	DeKalb County School System		1780 Montreal Road	Tucker	GA	30084	678-676-1479	david_guillory@fc.dekalb.k12.ga.us
	Duncan	Arthur	DeKalb County Planning		330 West Ponce de Leon Avenue, Suite 500	Decatur	GA	30030		afduncan@co.dekalb.ga.us
	Dunning	Johnny	MARTA		2424 Piedmont Road	Atlanta	GA	30324		
	Ellis	Burrell	DeKalb County Commission	Commissioner, District 4	1300 Commerce Drive, 6th Floor	Decatur	GA	30030	404-371-4907	
	Gray	Brad	DeKalb County Fire & Rescue	Arson Supervisor	330 West Ponce de Leon Avenue	Decatur	GA	30030	404-371-2209	
	Guillory	David	DeKalb County School System Transportation	Executive Director: Transportation	1780 Montreal Road	Tucker	GA	30084	678-676-1566	david_guillory@fc.dekalb.k12.ga.us
	Henson	Michele	PRISM (Pride Rings in Stone Mountain)	Representative - District 87	4140 Creek Stone Court	Stone Mountain	GA	30083	404.296.1442	michelehenson@earthlink.net
	Howland	Phil	City of Pine Lake	Director of Administration	P.O. Box 1325	Pine Lake	GA	30072	404-292-4250	plboss@bellsouth.net
	Hudson	Cedric	DeKalb County Planning		1300 Commerce Drive, Suite 200	Decatur	GA	30030	404-371-2155	
X	Katsegianes	Georgia	Rockborough Neighborhood		617 E. Rockborough Court	Stone Mountain	GA	30083	770-498-3469	usjagc59@bellsouth.net
	McClendon	Ryland	MARTA	Director of Transit System Planning	2424 Piedmont Road	Atlanta	GA	30324		rmcclendon@itsmarta.com
X	McKinnon	Joe	DeKalb County Fire & Rescue	Fire Marshall	1950 W. Exchange Place	Tucker	GA	30084	678-406-7734	
	Melton	James	Indian Creek Baptist Church	Properties Manager	3901 Rockbridge Road	Stone Mountain	GA	30083	404-292-6500 404-292-7579	
	Pete	Gary	City of Stone Mountain	Mayor	922 Main Street	Stone Mountain	GA	30083	770-498-8984	mayor@stonemountaincity.org
X	Russell	Dave	Russell Engineering/City of Pine Lake		730 Crab Orchard Drive	Roswell	GA	30076	(770) 587-3476	russellengineering@msn.com
	Stokes	Connie	DeKalb County Commission	Commissioner, Super District 7	1300 Commerce Drive, 6th Floor	Decatur	GA	30030	404-371-3053	conniestokes@co.dekalb.ga.us
	Sudduth	Elaine	DDR Management (Deshon Plaza)		3500 Piedmont Road, Suite 325	Atlanta	GA	30305	404-504-6727	
	Swain	Michael	Mountain Oaks HOA		679 Mountain Oaks Pkwy	Stone Mountain	GA	30087	404-463-5994	michaelbswain@bellsouth.net
	Tarnower	Mike	Pine Lake Downtown Development Authority	Director	PO Box 1058	Pine Lake	GA	30072	404-292-4250	tarnower@pldda.org
	Tavenner	Jim	City of Stone Mountain	Director of Public Works	922 Main Street	Stone Mountain	GA	30083	770-498-8994	publicworks@stonemountaincity.org
X	Thompkins	Karen R.	DeKalb County Board of Health	Community Administrator - South	30 Warren Street Kirkwood Health Center - Rm 2057	Atlanta	GA	30317	404-370-7376	krthompkins@gdph.state.ga.us
	Vickers	Yolanda	Water's Edge Neighborhood HOA	Property Manager	7115 Waters Edge Drive,	Stone	GA	30087	770-413-1144	yvickers@gwmgt.com

7/8/2008	Last Name	First Name	Organization	Title	Mailing Address	City	State	Zip	Phone	Email
					Suite B	Mountain				
	White	Sean	MARTA		2424 Piedmont Road	Atlanta	GA	30324		
	Wiley	H. Omar			P.O. Box 450528	Atlanta	GA	31145	404-966-3448	owali9@yahoo.com
	Wilson	Marcus	South Deshon-Rockbridge Coalition; Wynbrooke Neighborhood HOA	President	6881 Almont Cove	Stone Mountain	GA	30087	678-873-5864	marcuskw@hotmail.com; Marcus.Wilson@pretechservices.com
X	Wolfrom	Tom	Monteagle Homeowner's Association	President	465 Monteagle Trace	Stone Mountain	GA	30087	770-498-4183	tbwolfrom@bellsouth.net
X	Hall	Nina	DeKalb County Government	Office of Commissioner Burrell Ellis	1300 Commerce Drive, 6th Floor	Decatur	GA	30030	404-371-4907	

Rockbridge Road Corridor Improvements Study

Summary of Stakeholder Interviews

Overview: In accordance with the Public Involvement Plan for the Rockbridge Road Corridor Improvements Study, interviews have been conducted with key stakeholders to help the team define issues, identify areas of concern, obtain data, and to share project progress with key stakeholders. These interviews with key stakeholders will be conducted throughout all phases of the public involvement approach to ensure open and ongoing communication with key stakeholders.

Key Stakeholders: A variety of key stakeholders was sought to participate in the interview process. Key stakeholders include municipalities, governmental offices, resident and homeowners' associations and neighborhood coalitions. These stakeholders are as follows:

Organization
City of Pine Lake
City of Stone Mountain
DeKalb County Commissioners Burrell Ellis & Connie Stokes
DeKalb County Economic Development Department
DeKalb County Planning
DeKalb County School System Transportation
Georgia House of Representatives (Districts 86, 88 & 94)
Georgia Senate (Districts 41 & 55)
Monteagle Homeowners' Association
Mountain Oaks Homeowners' Association
PRISM (Pride Rings in Stone Mountain)
South Deshon-Rockbridge Coalition
Stone Mountain Memorial Association

Key stakeholders were selected in close consultation with the DeKalb County Transportation Division. To date a total of five (5) interviews have been completed, which include the City of Pine Lake, the City of Stone Mountain, DeKalb County Commissioner Burrell Ellis' office, the DeKalb County Planning Department, and the Mountain Oaks HOA. While these interviews represent a variety of key stakeholders, additional key stakeholder interviews may be completed throughout the planning process.

Interview Process: The format for the stakeholder interviews has varied and includes face-to-face meetings, email surveys and telephone interviews. All potential interviewees received a copy of the study fact sheet and interview questions by email and were asked to either complete and return the survey to the public involvement team, or to arrange a time for an in-person interview.

Interview Content: The interviews were designed to gather input from key stakeholders regarding their use of the corridor, key issues and challenges encountered along Rockbridge Road, potential solutions to address the issues and challenges, and effective public involvement strategies.

Summary of Responses: The first two questions of the interview are stakeholder identification questions, which ask respondents about frequency of use and primary destinations on Rockbridge Road. All of the respondents stated that they drive the Rockbridge Road corridor on a daily basis. Most people use the corridor to go to work (32%), to run errands (21%), to go home (21%), and to go to church (16%).

The next set of questions was related to study area characteristics. People were asked to express the three most significant **issues/concerns** on the Rockbridge Road corridor. This question generated a wide range of responses. The most common responses are summarized as follows:

- Traffic congestion and bottlenecks
- Maintenance of roadway
- Safety for pedestrians (sidewalks) and cyclists
- High traffic speeds

When asked about **potential solutions** for the issues/concerns expressed, responses were also varied. The most common solutions are summarized as follows:

- Widening Rockbridge road to add a center turn lane
- Resurface streets with paved shoulders on both sides
- Sidewalks installed
- Coordinated signal timing

Interviewees were asked to share their **vision** for the Rockbridge Road corridor. Responses varied greatly for this question, but common among several responses was a "pedestrian friendly" corridor. When asked about the type of **improvements that would not be supported** for the corridor, the most common response was widening the roadway followed by increased commercial development.

The last section of the key stakeholder interviews asked questions about successful public involvement techniques, key civic organizations and potential meeting locations. Community meetings were expressed as the most successful public involvement technique used within the study area. The Rockbridge Road study area is home to several neighborhoods and subdivisions with organized community groups and homeowners' associations. These groups were noted as the key civic organizations in the area as well as key groups the study team should meet or coordinate with to educate and inform them of the project. Lastly, key stakeholders were asked to identify potential meeting locations in the study area. DeKalb County schools were the most common choice for hosting community meetings followed by community club houses and recreation centers, and the DeKalb County public libraries in the study area.

How Input will be used: The information gathered from the interviews is being provided to the study team to validate preliminary data and findings about the study corridor. The study team will use the information as input as guidance in the development of any infrastructure or policy improvements necessary to ensure efficient operation of the corridor into the future. The Public Involvement Team will use key stakeholder input to tailor the Public Involvement Plan and to aid in planning public involvement opportunities for the study.

JORDAN
JONES &
GOULDING

Public Involvement Plan

For

Rockbridge Road

WO #4 Memorial Drive to South Stone Mountain Lithonia Road
WO #5 South Stone Mountain Lithonia Road to SR 124/Rock Chapel Road

Draft
December 13, 2007

Jordan, Jones and Goulding, Inc.
Sycamore Consulting, Inc.

Table of Contents

Table of Contents 1

I. Project Background 2

STUDY AREA OVERVIEW 2

II. Regulatory Requirements 3

FEDERAL 3

STATE 3

REGIONAL 4

III. Public Involvement Objectives 4

TARGET AUDIENCES 5

IV. Public Involvement Techniques 5

CITIZENS ADVISORY COMMITTEE 5

LOCAL GOVERNMENT BRIEFINGS 6

STAKEHOLDER MEETINGS/INTERVIEWS 6

NEIGHBORHOOD MEETINGS 6

PUBLIC INFORMATION OPEN HOUSES 7

COMMENT ANALYSIS AND ACKNOWLEDGEMENT 7

STAKEHOLDER DATABASE 7

INFORMATION DOCUMENTATION 8

ANTICIPATED SCHEDULE 8

V. Public Involvement Plan Evaluation 9

I. Project Background

The DeKalb County Department of Transportation is proposing improvements to the Rockbridge Road corridor – a major east/west road providing connections from Memorial Drive to State Route 124 (Rock Chapel Road) in central DeKalb County. This public involvement plan is intended to provide an overview of the regulatory requirements, goals, and timeline associated with public involvement for the traffic studies, environmental screening, concept development, and coordination with the Georgia Department of Transportation (GDOT).

Public involvement is a key component during the initial phases of the project. The project will begin with concept development, which will include data collection efforts, the development of concept layouts and costs, and a presentation of preliminary concepts to the public. Potential impacts to the environment will be identified during the environmental screening process. This public involvement plan (PIP) will outline mechanisms for keeping the public up to date on the project's progress during the term of the current contract.

Study Area Overview

The Rockbridge Road corridor provides an important link between the busy Memorial Drive corridor to the east and the growing activity center of South Deshon Road and SR 124/Rock Chapel Road to the west. The corridor includes several key destinations, including the City of Pine Lake, Stone Mountain Park, and many neighborhoods and community schools.

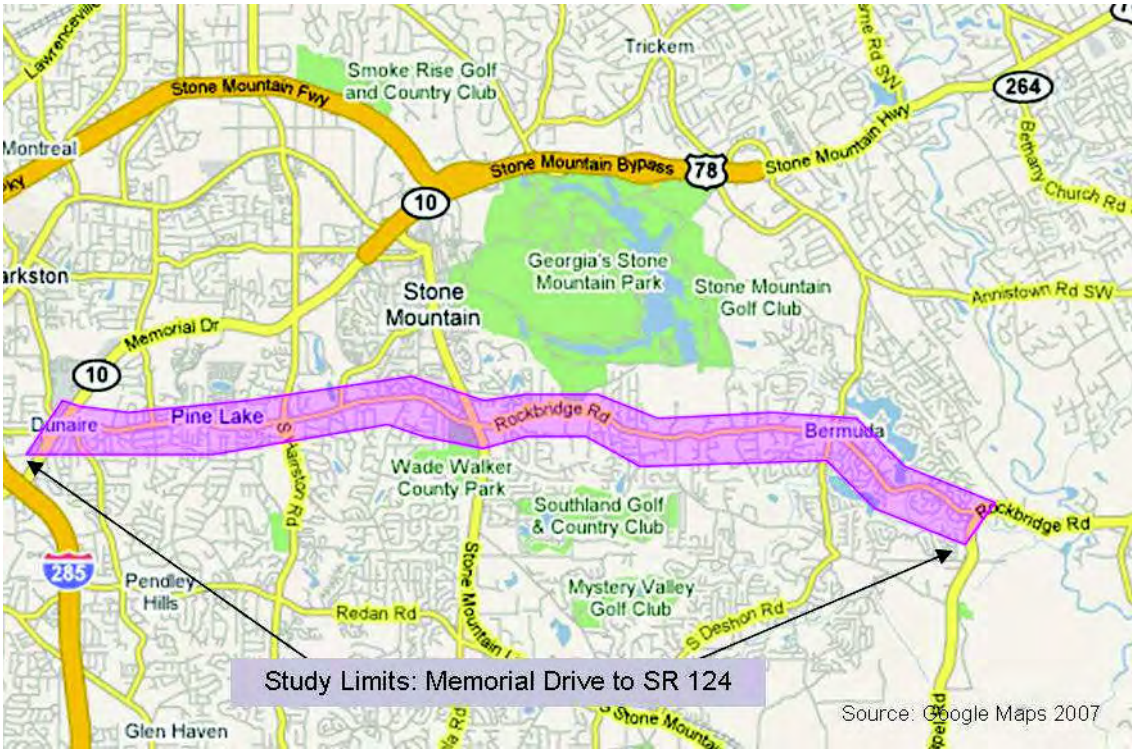


Figure 1. Rockbridge Road Project Area

The corridor is viewed in two segments. The first segment is defined as Rockbridge Road from Memorial Drive to Stone Mountain-Lithonia Road, while the second segment is defined as Rockbridge Road from Stone Mountain-Lithonia Road to SR 124/Rock Chapel Road. However, for the purposes of public involvement, this project will be considered as one project.

II. Regulatory Requirements

Public involvement is an important part of any planning effort and as such, is mandated on the federal, state, and regional levels. This project, while locally funded, may be continued using federal and state funds, and as such, public involvement activities undertaken will be within the regulatory requirements identified herein.

Federal

The FHWA and FTA regulations provide guidance on metropolitan planning processes in 23 CFR 450. Specific reference to public involvement is made in Section 450.322(c). It states that there must be adequate opportunity for public officials, elected officials, agency representatives, citizens and other interested parties to be involved in the development of the transportation plan. The procedures stipulate that involvement take place in the early stages of the plan development process. The procedures also require publication and availability of the plan for public review and comment.

The 23 CFR 450 regulations also provide guidance on statewide transportation planning processes. For statewide projects, which include metropolitan and rural areas, public involvement should be proactive. It should be initiated in the early stages of the project with reasonable and full public access to information, key decisions, and opportunities for involvement throughout the life of the project. The public involvement for statewide transportation processes must also identify methods for considering the needs of populations traditionally underserved by transportation systems. Reasonable notification of published draft and final documents must be given to ensure ample opportunity to respond and provide input.

U.S. Executive Order 12898 defines environmental justice as the fair treatment and meaningful involvement of all people—regardless of race, ethnicity, income or education level—in transportation decision making. Environmental justice programs promote the protection of human health and the environment, empowerment via public participation, and the dissemination of relevant information to inform and educate affected communities.

State

Planning activities in the State of Georgia are regulated by The Georgia Planning Act of 1989. The statewide policies promote a planning framework for local government, coordination between adjacent jurisdictions, and strong initiatives on the local level.

Local governments in the state must work closely with individuals, special interest groups, the private sector, and the general public at all stages of the planning process.

The Georgia Department of Transportation has adopted a comprehensive Public Involvement Plan and a Public Involvement Policy. These documents represent a conscious effort to create more proactive programs and initiatives that form additional partnerships and provide greater opportunities to involve residents and other stakeholders in transportation planning and project development.

Regional

The Atlanta Regional Commission (ARC) defines its commitment to public engagement in the transportation planning process in its Transportation Public Involvement Plan. ARC has several policy goals and aims for public involvement including opportunities for citizens to engage in early, open and accessible decision-making and for the commission to seek advice and guidance from low-income and ethnic communities. Specifically, the ARC strives to enhance the impact of participation on transportation decision-making and to increase the coordination of participation activities between ARC, local jurisdictions, and transportation agencies in the Atlanta Region to more effectively provide outreach mechanisms for sharing activities and results implementing shared agendas.

III. Public Involvement Objectives

Public involvement is an essential component of the Rockbridge Road Project and will occur throughout the study. This Public Involvement Plan (PIP) is designed to involve agencies and the public as participants and to enable them to provide meaningful input to the process and outcomes of the Project. The plan strives to establish new forums for information exchange while also taking advantage of existing groups and organizations. Outreach efforts will educate, inform and involve the public as to the purpose and progress of the study by highlighting local issues, technical considerations, and potential impacts. Outreach techniques are designed to encourage participation in the public process and to generate meaningful feedback. The PIP provides tools for both disseminating study-related information and gathering public input that reflects community concerns and interests.

The public involvement process includes educating stakeholders to ensure full understanding of the study. Generating public awareness and creating partnerships with residents, elected officials, local agencies, businesses, educational organizations and civic associations is critical to the success of the Rockbridge Road Project.

The goals of the public involvement for this project are:

- **To consult with community stakeholders and gather their ideas for solutions to transportation problems.** *This process is an opportunity for the community to voice their concerns and opinions about current and future travel*

activity along Rockbridge Road between Memorial Drive and SR 124. Coordination with the users of this corridor will provide insight into existing travel conditions and patterns and will serve as a foundation for the project.

- **To inform and involve the public throughout the process.** *This plan intends to: 1) educate, 2) listen to, and 3) learn from the public early and throughout the study schedule. The success of this study depends on the cooperation and support of the public. It is our goal to ensure that those potentially impacted, influenced, inconvenienced or enhanced by this study are well aware of the goals, timelines and available information throughout the duration of the study.*

Target Audiences

A working relationship will be established with community leadership through the identification of key stakeholders in the project area, including government officials, agency representatives, representatives of major employers in the business community, key civic and advocacy groups, the general public and identified environmental justice populations.

The levels of experience and interest in transportation planning vary greatly across key stakeholder groups. The techniques identified and outlined as part of the public involvement process address the needs of all stakeholders interested in the Rockbridge Road Project, taking into account their varying interest and experience levels.

IV. Public Involvement Techniques

The Rockbridge Road Project's PIP approach will provide ongoing information dissemination to the public by way of a variety of meetings, both large and small public meetings and individual meetings/interviews. This focus on face-to-face distribution of information allows for public comment to be incorporated into the technical process in a meaningful way. The Rockbridge Road Project's PIP includes a range of public meetings that meet the needs of each stakeholder group and allow for a real time exchange of information about the project.

Planned pubic involvement techniques are described as follows.

Citizens Advisory Committee

A Citizen's Advisory Committee (CAC) will serve as a core group responsible for overall direction and guidance in the Rockbridge Road Project. This committee will include representatives from local jurisdictions, community organizations, churches, and business interests. The committee will meet at up to three (3) key milestones in the study process. Potential participants are summarized in Table 1.

Organization	Contact Name
DeKalb County Transportation Division	
DeKalb County Planning	Cedric Hudson
City of Pine Lake	Phil Howland
DeKalb County School System Transportation	David Guillory
Stone Mountain Memorial Association	G. Curtis Branscome
Wynbrooke Neighborhood	Marcus Wilson
Creekside Neighborhood	
Watersedge Neighborhood (HOA)	
DeKalb County Parks and Recreation	Marvin Billups
City of Stone Mountain	Gary Pete
DeKalb County Board of Health	Carla Jeffries
DeKalb County Commission	Burrell Ellis
Indian Creek Baptist Church	Bill Owens
DLC Management Corporation (Rockbridge Place)	Amy Allen
DDR Management (Deshon Plaza)	Elaine Sudduth
DeKalb County Fire Station #25	Chief Joe McKinnon
Deshon/Rockbridge Coalition	Joe Arrington
Southland Country Club	
MARTA	Ms. Ryland McClendon

Table 1. Known Stakeholder List

Local Government Briefings

There are a variety of elected officials representing different areas of the project corridor. To ensure that these officials, including but not limited to those officials from DeKalb County, City of Pine Lake, City of Stone Mountain, and Georgia State Representatives and Senators, the consultant team will conduct up to four briefings specifically for elected officials and staff. The briefings will be held as needed but will coincide with key study milestones.

Stakeholder Meetings/Interviews

Up to 8 meetings or interviews will be conducted with key stakeholders to help the team define issues, identify areas of concern, obtain data, and to share project progress with key stakeholders. Stakeholders will be selected in close consultation with the client. Meetings and interviews may include county and municipal staff, business leaders, neighborhood leaders, and/or civic organization representatives. The format for these meetings will vary, depending on the availability of interviewees. Where face-to-face meetings are not feasible, other interview methods may include an email/fax back survey or telephone interviews. These meetings with key stakeholders will be conducted throughout all phases of the PI approach to ensure open and ongoing communication with key stakeholders.

Neighborhood Meetings

The public involvement program for the Rockbridge Road Project will utilize a series of up to four (4) neighborhood or small group meetings as a central feature for information

sharing and discussion about the project. Community groups will have the opportunity to request these meetings at any time throughout the project timeline. The consultant team may also suggest neighborhood or small group meetings at key milestones, or to supplement the information sharing process.

These meetings will serve as opportunities for the consultant team to meet with groups in a more intimate setting where information shared can be more focused, thus ensuring that issues expressed by groups with very specific concerns are addressed. The focus of neighborhood meetings will be to share information with and solicit input from stakeholders throughout the project study area. The meetings will be designed to foster consensus among DeKalb County and a variety of stakeholders.

Public Information Open Houses

A Public Information Open House is an informal gathering, generally with no formal presentation, that allows an exchange of information between the public, the Department and the project team. Up to 2 Public Information Open Houses will be held at technical milestones during the project duration to update the community on the project status and findings. Flyers will be developed to advertise these meetings. Comment forms will be provided at the open houses to generate feedback on specific project related issues.

Comment Analysis and Acknowledgement

The project team will catalog comments received throughout the public involvement process and analyze the content for trends that will help DeKalb County to draw conclusions regarding public sentiment towards the Rockbridge Road project. In addition to providing project-related feedback for inclusion in the environmental documentation, public comments can be invaluable in directing or re-directing the public involvement approach and determining effective methods of communication with the public. Each public comment received will be acknowledged. Acknowledgements will include responses to public comments developed in consultation with and approved by DeKalb County officials. A database of all comments and responses will be maintained.

Stakeholder Database

A stakeholder database is a collection of names of residents, businesses and property owners, elected officials, neighborhood organizations and others that are potentially affected by or interested in Rockbridge Road project. A database of names, addresses, affiliations, phone numbers, and email addresses for all interested parties will be developed and maintained throughout the project. This list will assist DeKalb County in readily contacting people with announcements of upcoming events, meeting invitations, and other important project information, and will demonstrate that the County is attempting to reach, involve and communicate with many people impacted by the Rockbridge Road project. During the course of the project, the list will be updated with contact information provided by sign-in sheets from public information open houses, comment forms, phone calls, emails and other correspondence. The project team will

gather all contact information, design and maintain the database, and sort this list as required.

Information Documentation

Documentation of the public involvement activities is a key component to the public involvement plan. All meetings, comments, issues, impacts, and commitments made to the public during the course of the project will be documented. This information will be beneficial in development of the Environmental Assessment and will also serve as an accurate and comprehensive project review document for DeKalb County. Items to be included are:

- Study Database/Mailing List
- Public Meeting Minutes
- Public Comments and Responses
- Presentation Materials

Anticipated Schedule

A schedule of public involvement activities relative to the technical tasks of the project is included in Figure XX (all dates are tentative and subject to change).

INSERT SCHEDULE HERE

V. Public Involvement Plan Evaluation

Evaluation of the effectiveness of public involvement efforts is a key aspect of developing a public involvement plan. Spurred by federal interest, regional planning organizations and other agencies have started evaluating all public involvement efforts in order to determine which public involvement tools are effective for specific uses and under what circumstances they are not. Evaluation measures are also important in documenting the level of public involvement achieved. Key performance measures are indicated on Table2

Technique	Performance Measures
Public Involvement Plan	Successful implementation of strategies and techniques Participant feedback
Identify stakeholders for Citizens Advisory Committee	Number of Participants
Citizens Advisory Committee Meetings	Number of meetings Number of Committee members attending
Inclusion of information/guidance provided	
Neighborhood Meetings	Number of attendees Number of comments received
Types of comments received	
Stakeholder Meetings	Number of meetings Types of comments received
Elected Officials Briefings	Number of attendees Types of comments received
Meeting Flyers	Number of meeting flyers Timeliness of distribution Location of distribution
Timeliness of distribution	
Meeting Flyers	Number of meeting flyers Timeliness of distribution Location of distribution

Table 2. Public Involvement Plan Performance Measures

Based on plan performance, existing communication and outreach techniques will be modified and new techniques added to ensure plan success. In order to evaluate the effectiveness of our outreach efforts, a debriefing will be held with the team after each meeting and input will be solicited from appropriate Project Team staff regarding the

meeting outcomes. A brief synopsis of each meeting will also be developed. An overview of the success of the public involvement program will be presented in the final public involvement report, in addition to supporting documentation.

Meeting Minutes

Subject:	Rockbridge Road – presentation to Deshong-Rockbridge Coalition
Project No.:	JJG 03033118/01
Meeting Date:	September 9, 2008 at 7:30 PM
Location:	Wynbrooke subdivision clubhouse
Attendees:	Anderson
Prepared By:	Ken Anderson

Presentation was made to the group at the request of CAC member Marcus Wilson, who is also president of the Deshong-Rockbridge Coalition and president of the Wynbrooke HOA.

18 persons attended the meeting. Two indicated they had attended the PIOH on August 14. Also in attendance was Dekalb Dist 4 Commissioner-elect Sharon Barnes-Sutton.

Anderson gave an approx 25-min presentation on the project using the same displays as were presented at the PIOH. Presentation discussion included (in this order):

- Brief background history on previous study by GDOT and current study by Dekalb Transportation.
- Project objectives and role of CAC to date
- Overview of natural features
- Overview of historic resources
- Existing traffic and accidents; future traffic
- Existing and proposed typical sections
- Overview of results of the PIOH comments received
- Overview of possible timeline for design, ROW acquisition, construction
- Order-of-magnitude for construction costs ($1.5-2 M per mile guesstimate)

Comments by attendees:

- Attendee asked why recent Rowland Rd project had not been striped yet
- Wanted to know why it would take so long to get to construction, why there was no funding currently allocated for construction
- Suggested that CAC prepare recommendations of interim improvements
- Want more input/discussion on funding sources
- Fix existing potholes, add striping to existing road
- Reduce speed limit on existing road, enforce current speed limit
- Emergency services response times are limited by traffic backups on Rockbridge; identify alternate routes including looping and interconnecting existing streets to create bypasses

Anderson left 50 copies of the PIOH comment form (but with header identifying the Deshong-Rockbridge Coalition and the meeting date) with Marcus Wilson, and invited attendees to make comments and get their names in the contact list, and return comments to address indicated on form (Sycamore Consulting).

E nd of notes