ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. M003309, DeKalb County
CSNHS-M003-00(309)
I-20 at Panola Road Interchange Improvements

OFFICE Preconstruction

DATE October 26, 2005

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

TO SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

MBP/cj

Attachment

DISTRIBUTION:

Brian Summers
Harvey Keepler
Ken Thompson
Jamie Simpson
Michael Henry
Keith Golden
Joe Palladi (file copy)
Paul Liles
Babs Abubakari
Bryant Poole
BOARD MEMBER
FHWA

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. M003309, DeKalb County
CSNHS-M003-00(309)
I-20 at Panola Road Interchange Improvements

OFFICE Preconstruction

DATE July 18, 2005

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

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

SUBJECT PROJECT CONCEPT REPORT

This project consists of improvements to the interchange of I-20 at Panola Road. These improvements extend along I-20 a distance of 0.47 miles west of the interchange and 0.09 miles east of the interchange. The purpose of this project is to provide interim improvements to the operational efficiency of the I-20 at Panola Road interchange and thereby improving access to and from the interstate. This interchange will be completely reconstructed by a future I-20 widening project (NHS-0002-00(868)), P.I. No. 0002868), with an expected construction date of 2013. Within the project area, I-20 is experiencing accident and injury rates higher than the statewide average for urban interstates. Panola Road is also currently experiencing high accident rates within the project corridor. The accident rates currently exceed the statewide average for urban arterials throughout the length of the project, with rates over 6 times the statewide average in some locations. These high accident rates can be attributed to the highly developed nature of the corridor. Without the proposed improvements, access to and from the interstate will be severely limited due to the unacceptable levels of service at the ramp intersections with Panola Road.

Proposed improvements on Panola Road include adding a left turn lane northbound on the bridge and extending the northbound right turn lane from Farington Road to the interchange. The addition of the left turn lane on the bridge will be accomplished through restriping and by removing the sidewalk on the east side of the bridge and removing one foot of the sidewalk on the west side of the bridge. The I-20 westbound off ramp will be widened to include a 250' right turn lane. In addition, the I-20 westbound on ramp will be widened to allow the northbound traffic to make the left turn movement onto the ramp without conflicting with the southbound traffic exiting onto the ramp. This ramp will also be lengthened 950' to allow for the merge of additional traffic generated by the dual left without impacting the interstate. In addition, the right turn lane bay on the I-20 exit ramp will be lengthened 700'. The I-20 eastbound entrance ramp will also be widened to allow for two lanes at the intersection with Panola Road and then taper down to one lane before the merge with I-20. Signal optimization will be included with this project; signal timing will be designed so that the northbound double, left turn lane queue will be flushed before the left turn lanes from the eastbound exit lane are given the green arrow.

Environmental concerns include requiring a Categorical Exclusion be prepared; a public hearing open house is not required; time saving procedures are appropriate.

The estimated costs for this project are:

	PROPOSED	APPROVED	FUNDING	PROG DATE
Construction (includes E&C and inflation)	$1,427,000	$1,427,000	Q01	Lumo
Right-of-Way & Utilities	Local	Local		

This project is in the STIP. I recommend this project concept be approved.

MBP:JDQ/cj

Attachment

CONCUR _____
Buddy Gratton, P.E., Director of Preconstruction

APPROVE _____
For: Robert M. Callan, Administrator, FHWA

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

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: CSNHS-M003-00(309) DeKalb **OFFICE:** Engineering Services
P.I. No. M003309
Panola Road Interchange

DATE: June 28, 2005

FROM: Brian K. Summers, P.E., Project Review Engineer

TO: Meg Pirkle, Assistant P.E., Director of Preconstruction

SUBJECT: CONCEPT REPORT

We have reviewed the Concept Report submitted June 24, 2005 from Bryant Poole, and have no comments.

The costs for this project are:

Construction	$1,176,922
Inflation	$120,635
E & C	$129,756
Reimbursable Utilities	$0.00
Right of Way	$25,200

REW

c: Bryant Poole, Attn.: Sam Woods

NOTICE OF LOCATION AND DESIGN APPROVAL

Project No. CSNHS-M003-00(309) – DeKalb County
P.I. No. M003309

Notice is herby given in compliance with Georgia code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of this project.

The date of location approval is OCTOBER 26, 2005.

The project is located on Panola Road at the Interstate 20 Interchange in DeKalb County, land district 16, land lots 41 and 42.

The proposed project consists of improvements to the interchange of Interstate 20 at Panola Road. These improvements extend along I-20 a distance of approximately 0.47 miles west of the interchange to 0.09 miles east of the interchange. The project is located entirely in DeKalb County beginning at mile log 70.80 and ending at mile log 71.36.

Proposed improvements on Panola Road include adding a left turn lane northbound on the bridge and extending the northbound right turn lane from Farington Road to the interchange. In addition, improvements to the I-20 ramps will be made and signal optimization will be included with this project.

Drawings or maps or plats of the proposed project, as approved, are on file and are available for public inspection at the Georgia Department of Transportation:

Thomas C. Parker
District 7 – Area 1 Engineer
thom.parker@dot.state.ga.us
805 George Luther Drive
Decatur, Georgia 30032
(404) 299-4386

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

Mike Lobdell, P.E.
District 7 Pre-Construction Engineer
mike.lobdell@dot.state.ga.us
5025 New Peachtree Road
Chamblee, Georgia 30341
(770) 986-1050

Any written requests or communication in reference to this project or notice SHOULD include Project and P.I. Numbers as noted at the top of this notice.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: CSNHS-M003-00(309), Dekalb County
I-20 @ CR 5150/Panola Road
Interchange Improvement
P.I. # M003309

OFFICE: Chamblee\Metro

DATE: June 23, 2005

BMP

FROM: Bryant Poole, District Engineer

TO: Meg Pirkle, P.E., Assistant Director of Preconstruction

SUBJECT: ***PROJECT CONCEPT REPORT***

Attached is the original copy of the concept report for your further handling for approval in accordance with the PDP.

If you have any questions in regards to this concept, please contact Sam Woods at (404) 463-4947.

BP\WSL\saw

cc: Keith Golden
Brian Summers
Harvey Keepler
Joe Palladi
Jamie Simpson
Paul Liles
File

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
District 7

Project Concept Report

Project Number: CSNHS-M003-00(309)
County: DeKalb
P. I. Number: M003309

Federal Route Number: I-20
State Route Number: 417
County Route Number: 5150 (Panola Road)

Panola Road Interchange

Recommended for approval:

DATE: 6/23/05 _____
Project Manager

DATE: 6/23/05 _____
~~Office Head/District Engineer~~

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

DATE: _____
State Transportation Planning Administrator

DATE: _____
State Transportation Financial Management Administrator

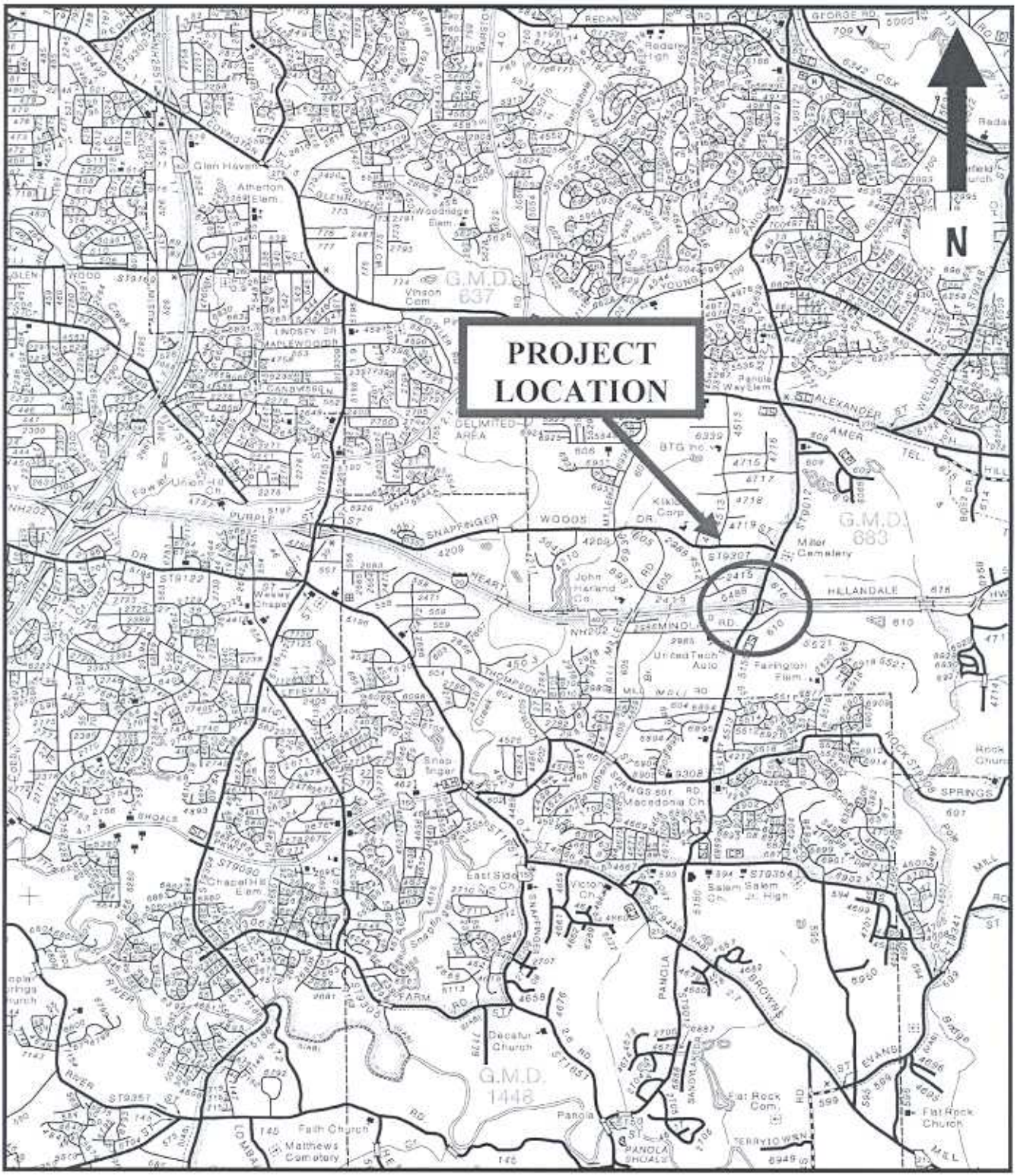
DATE: _____
State Environmental/Location Engineer

DATE: _____
State Traffic Safety & Design Engineer

DATE: _____
Project Review Engineer

DATE: _____
State Bridge Engineer

PROJECT LOCATION SKETCH



NEED & PURPOSE STATEMENT

The primary need for the project is to provide improvements to the interchange of Interstate 20 at Panola Road (CR 5150). These improvements will be designed to provide improved and safer access to and from I-20 at Panola Road.

The improvements along Panola Road include the addition of a left turn lane northbound on the bridge over I-20 to provide dual left turns for this approach. This will allow the vehicles to enter the westbound entrance ramp more efficiently and raise the future LOS of this movement to C or better for the duration until the interchange is reconstructed in 2010. At the I-20 eastbound intersection, a 200' right turn bay along northbound Panola Road exiting onto I-20 eastbound is proposed to help alleviate traffic turning onto I-20 from backing up Panola Road.

Proposed improvements along the I-20 ramps include lengthening the eastbound exit ramp right turn bay and widening to allow for two lanes at the intersection with Panola Road. In addition, the westbound exit ramp will be widened to include a 250' right turn lane. The addition of this new lane will allow a free flow right turn movement onto Panola Road. The westbound entrance ramp will also be lengthened to offset the increase in density for the merge section of this ramp. It should be noted that the extension of the westbound merge distance will not add traffic to the mainline section. The extension of the westbound merge distance will simply allow for a smoother transition of traffic onto I-20 westbound from Panola Road. Furthermore, the operation of the I-20 westbound mainline section downstream of the ramp merge section will be impacted more by the westbound diverge/merge operations at the next interchange (Wesley Chapel Road) than by the westbound merge operations at the Panola Road interchange.

The current average daily volume of traffic for Panola Road within the project area is 37,800 (2001) and the projected volume is 55,000 (2025). Several movements at the I-20 ramp intersections with Panola Road currently operate at unacceptable levels of service at current traffic volumes, as shown in the following table:

Intersection	Approach	Existing Conditions A.M. Peak Hour			Existing Conditions P.M. Peak Hour		
		Volume	Control Delay (sec/veh)	Level of Service	Volume	Control Delay (sec/veh)	Level of Service
I-20 WB Ramps at Panola Road (Signalized)	*WB LT*	124	59.5	E	125	76.6	E
	WB RT	364	17.9	B	133	13.1	B
	WB	**488**	**28.5**	**C**	**258**	**46.3**	**D**
	NB LT	593	62.3	E	287	39.7	D
	NB Thru	1,051	17.2	B	1,186	10.6	B
	NB	**1,644**	**34.0**	**C**	**1,473**	**15.9**	**B**
	SB Thru	367	210.5	F	1,008	134.2	F
	SB RT	664	219.4	F	695	148.5	F
	SB	**1,031**	**215.5**	**F**	**1,703**	**139.8**	**F**
	Total	***3,163***	***87.1***	***F***	***3,434***	***73.4***	***E***
I-20 EB Ramps at Panola Road (Signalized)	*EB LT*	447	42.9	D	703	121.3	F
	EB RT	336	6.7	A	673	38.2	D
	EB	**783**	**27.1**	**C**	**1,376**	**81.2**	**F**
	NB Thru	1,197	20.8	C	770	27.2	C
	NB RT	100	17.7	B	104	25.1	C
	NB	**1,297**	**20.5**	**C**	**874**	**26.9**	**C**
	SB LT	87	39.8	D	370	26.9	C
	SB Thru	404	23.0	C	763	15.8	B
	SB	**491**	**26.1**	**C**	**1,133**	**19.0**	**B**
	Total	***2,571***	***23.6***	***C***	***3,383***	***47.6***	***D***

Without the proposed improvements, access to and from the interstate will be severely limited due to the unacceptable levels of service at the ramp intersections with Panola Road. The interchange will operate at a level of service F in the Future (2025) AM and PM peak hours without the proposed improvements.

Within the project area, Interstate 20 operates as an urban interstate and Panola Road operates as an urban arterial. Current land use in the project corridor is primarily commercial and no major shifts in land uses are anticipated. Therefore, current traffic patterns are not expected to change. The nature of the development in the area (high number of driveways) has contributed to both the operational and safety problems currently being experienced along Panola Road.

I-20 is experiencing accident and injury rates higher than the statewide average for urban Interstates. The proposed project would improve the safety of I-20 in the project area by improving the ramp alignments, adding additional ramp deceleration length, and avoiding queuing from Panola Road back to the Interstate.

I-20 Eastbound Diverge at Panola Road Ramp						
	Actual Rates			Urban Interstate Statewide Averages		
Year	Accident Rate	Injury Rate	Fatality Rate	Accident Rate	Injury Rate	Fatality Rate
1995	125	48	0	130	59	0.62
1996	228	82	0	138	63	0.61
1997	277	104	0	130	56	0.64
I-20 Westbound Merge at Panola Road Ramp						
	Actual Rates			Urban Interstate Statewide Averages		
Year	Accident Rate	Injury Rate	Fatality Rate	Accident Rate	Injury Rate	Fatality Rate
1995	250	144	0	130	59	0.62
1996	355	91	0	138	63	0.61
1997	329	104	0	130	56	0.64
I-20 Eastbound Merge at Panola Road Ramp						
	Actual Rates			Urban Interstate Statewide Averages		
Year	Accident Rate	Injury Rate	Fatality Rate	Accident Rate	Injury Rate	Fatality Rate
1995	36	0	0	130	59	0.62
1996	68	34	0	138	63	0.61
1997	155	60	0	130	56	0.64
I-20 Westbound Diverge at Panola Road Ramp						
	Actual Rates			Urban Interstate Statewide Averages		
Year	Accident Rate	Injury Rate	Fatality Rate	Accident Rate	Injury Rate	Fatality Rate
1995	83	12	0	130	59	0.62
1996	103	91	0	138	63	0.61
1997	107	36	0	130	56	0.64

Note: Accident and Injury Rates are per 100 million vehicle miles, and are based on 1995-1997 data.

Panola Road is also currently experiencing high accident rates within the project corridor. Accident data was collected from DeKalb County for 2000-2002, but due to the disparity in the actual number of accidents in 2000 and 2002 compared to 2001, the data from 2001 was deemed the most accurate information for the corridor. The accident rates currently exceed the statewide average for urban arterials throughout the length of the project, with rates over six times the statewide average in some locations. These high accident rates can be attributed to the highly developed nature of the corridor. The project is expected to improve the safety along Panola Road by the addition of turn lanes, improved signal timing and improved operations at the I-20 eastbound and westbound intersections.

Accident History for Panola Road						
	2001					
Section	Functional Class	Distance (miles)	ADT [1]	Accidents [2]	All Accidents Rate (100 MVM)	Statewide Average
Panola Rd between 0.1 miles north of Snapfinger Woods Dr and I-20 (approx. 2,600 ft)	16 - Urban Minor Arterial	0.49	30,000	173	3,224	564
Panola Rd between I-20 and 0.1 miles south of Minola Dr/Fairington Rd (approx. 1,500 ft)	16 - Urban Minor Arterial	0.28	24,400	99	3,970	564

Notes:
[1]The ADT for Panola Rd between I-20 and Covington Hwy is from GDOT Count Station 551.
The ADT for Panola Rd between I-20 and Rock Springs Rd is from GDOT Count Station 3549.
[2]Accident data provided by DeKalb County Public Works Department, Transportation Division.
Accident and Injury Rates are per 100 million vehicle miles.

The purpose of this project is to provide interim improvements to the operational efficiency of the I-20 at Panola Road Interchange and thereby improving access to and from the Interstate. This project is not intended for long range improvements. This interchange will be completely reconstructed by a future I-20 widening project which begins at Fairington Road and ends at Snapfinger Woods Dr. (NHS-0002-00(868), P.I. No. 0002868), with an expected construction date of 2010.

PROJECT LOCATION AND DESCRIPTION

The proposed project consists of improvements to the interchange of Interstate 20 at Panola Road. These improvements extend along I-20 a distance of approximately 0.47 miles west of the interchange to 0.09 miles east of the interchange. The project is located entirely in DeKalb County beginning at mile log 70.80 and ending at mile log 71.36.

Proposed improvements on Panola Road include adding a left turn lane northbound on the bridge and extending the northbound right turn lane from Farington Road to the interchange. The addition of the left turn lane on the bridge will be accomplished through restriping and by removing the sidewalk on the east side of the bridge and removing one foot of the sidewalk on the west side of the bridge. The I-20 westbound off ramp will be widened to include a 250' right turn lane. In addition the I-20 westbound on ramp will be widened to allow the northbound traffic to make the left turn movement onto the ramp without conflicting with the southbound traffic exiting onto the ramp. This ramp will also be lengthened 950' to allow for the merge of additional traffic generated by the dual left without impacting the interstate. In addition, the right turn bay on the I-20 exit ramp will be lengthened 700'. The I-20 eastbound entrance ramp will also be widened to allow for two lanes at the intersection with Panola Road and then taper down to one lane before the merge with I-20. Signal optimization will be included with this project; signal timing will be designed so that the northbound double – left turn lane queue will be flushed before the left turn lanes from the eastbound exit lane are given the green arrow.

The proposed project provides operational improvements to Panola Road.

Is the project located in a Non-attainment area: _x_ Yes __ No
The conforming Atlanta Regional Commission (ARC) model shows two through lanes in each direction on Panola Road, which is consistent with the proposed plan.

PDP Classification: Major ☐, Minor ☒

Federal Oversight: Full Oversight ☒, Exempt ☐, State Funded ☐, or Others ☐

Functional Classification: 1-20 – Urban Interstate, Panola Road – Urban Arterial

U. S. Route Number(s): I-20 **State Route Number(s):** SR402

Traffic (AADT):

	Current Year: (2006)	Design Year:
1-20 Ramps	16,100	(This is an Interim Project and no
Panola Road	41,400	Design Year Data is provided)

Existing Design Features:

- Typical Section:
  - I-20 Ramps – 2-3 lane asphalt ramps with a minimum of 4' paved shoulders. Lane widths vary from 12' to 16'.
  - Panola Road – 4 through lanes, varying from 11' to 12', in each direction with 12' right and left turn lanes at intersections. Shoulders consist of curb and gutter with sidewalks in most locations.
- Posted Speed 45 mph (Panola Road) Maximum degree curvature 5°
- Maximum Grade: 6.5% (I-20 Ramps), 3.4% (Panola Road)
- Width of Right of Way:
  - I-20 - Varies (300' typ.)
  - Panola Road -Varies (100' typ.)
- Existing Major Structures: Bridge – Panola Road over 1-20
- Major interchanges or intersections along project: Panola Road @ I-20
- Existing Length: I-20 – Approximately 0.56 miles long. Beginning mile log 70.8 in DeKalb County, Panola Road – Approximately 0.16 miles long. Beginning at mile log 3.74 in DeKalb County

Proposed Design Featrues:

- Proposed Typical Section:
  - I-20 Westbound Exit Ramp – Two existing 12' lanes and inside shoulder to remain undisturbed. A 12' right turn bay will be added along with a 12' shoulder (10' paved).
  - I-20 Westbound Entrance Ramp – The proposed ramp section consists of 1 to 2 – 12' lanes in most locations. Inside shoulders are 10' total width with 8' paved, and outside shoulders are 12' total width with 10' paved.

- I-20 Eastbound Exit Ramp – The proposed ramp section consists of 1 to 2 – 12' through lanes in most locations. Inside shoulders are 10' total width with 8' paved, and outside shoulders are 12' total width with 10' paved.
- I-20 Eastbound Entrance Ramp – The two existing 12' lanes and inside shoulder to remain undisturbed. The proposed outside shoulder for this ramp will 12' total, 10' paved.
- Panola Road – Existing 12' lanes will be reduced to 11' to allow for dual lefts across bridge in the northbound direction. The existing sidewalk on the east side of the bridge will be removed and the sidewalk on the west side will be reduced from 6' to 5'. A proposed 12' right turn lane will be extended to the interchange for the Panola Road North to I-20 East movement. Proposed shoulder in this area is 12' in width, including curb and gutter and sidewalk. See attached typical for more detail.

- Proposed Design Speed: 45 mph (1-20 Ramps), 45 mph (Panola Road)
- Proposed Max Grade: 6.5% (I-20 Ramps), 3.4% (Panola Road)
- Max. Grade Allowable: 7.0% (I-20 Ramps), 7.0% (Panola Road)
- Proposed Maximum grade driveway N/A
- Proposed Minimum radius of curve 600' (I-20 Ramps), 600' (Panola Road)
- Proposed Minimum radius allowable 600' (I-20 Ramps), 730' (Panola Road)
- Proposed Maximum super-elevation rate for curve: 8% (I-20 Ramps), 4% (Panola Road)
- Proposed Maximum degree of curvature: 9.5° (I-20 Ramps and Panola Road)
- Maximum degree allowable: 9.5° (I-20 Ramps), 7.8° (Panola Road)
- Proposed Right of Way :
  - Width: Panola Road – 100' (typ.)
    Ramps – 20' from outside edge of pavement (typ.)
  - Easements: Temporary ☒ Permanent ☐, Utility ☐, Others ☐
  - Type of access control: Full ☐, Partial ☐, By Permit ☒, Others ☐
  - Number of parcels 2 Number of displacements: 0
- Structures:
  - Box Culverts Extensions: None
  - Retaining Walls: None
- Major intersections and interchanges: I-20 at Panola Road
- Traffic control during construction: Maintain traffic on existing facilities during construction.
- Design Exceptions to controlling criteria anticipated:

	UNDETERMINED	YES	NO
HORIZONTAL ALIGNMENT:	☐	☐	☒
ROADWAY WIDTH:	☐	☐	☒
SHOULDER WIDTH:	☐	☐	☒
VERTICAL GRADES:	☐	☐	☒
CROSS SLOPES:	☐	☐	☒
STOPPING SITE DISTANCE:	☐	☐	☒
SUPERELEVATION RATES:	☐	☐	☒
HORIZONTAL CLEARANCE	☐	☐	☒
SPEED DESIGN:	☐	☐	☒
VERTICAL CLEARANCE:	☐	☐	☒
BRIDGE WIDTH:	☐	☐	☒

BRIDGE STRUCTURAL CAPACITY: ☐ ☐ ☒

- Design Variances: Lane width reduction
- Environmental concerns: None
- Level of environmental analysis:
  - Are Time Saving Procedures appropriate? Yes ☒, No ☐
  - Categorical Exclusion: ☒ Anticipated.
  - Environmental Assessment/Finding of No Significant Impact (FONSI): ☐
  - Environmental Impact Statement (EIS): ☐
- Utility involvement: Communications, Power (transmission & distribution), gas, H20 & Sewer

Project responsibilities:

- Design, PBS&J, DeKalb DOT
- Right of Way Acquisition, DeKalb DOT
- Relocation of Utilities, DeKalb DOT
- Letting to contract, GDOT
- Supervision of construction, GDOT
- Providing material pits, Contractor
- Providing detours, NA

Coordination:

- Initial Concept Meeting Date
- Concept Meeting Date 2/17/05
- PAR Meeting Date
- FEMA, USCG, and/or TVA
- Public Involvement
- Local government commitments:
- Other projects in area: 1-20 Widening, NHS-0002-00(868), P.I. No. 0002868; Panola Road – Segment 1, P.I. N. 0006880; Panola Road – Segment 2, P.I. No. 0006879; Panola Road – Segment 3, P.I. No. 0005905; Panola Road – Segment 5, P.I. No. 0006890
- Railroads: None
- Other coordination to date: None

Scheduling – Responsible Parties' Estimate

- Time to complete environmental process: 4 Months.
- Time to complete preliminary construction plans: 4 Months.
- Time to complete right of way plans: 4 Months.
- Time to complete the Section 404 Permit: N/A.
- Time to complete final construction plans: 3 Months.
- Time to complete to purchase right of way: 3 Months.
- List other major items that will affect the project schedule: None.

Alternates considered:

No-build Alternative

This alternative would consist of no improvements to Panola Road or ramps along I-20. This alternative was not chosen because it does not improve the safety or operations identified as goals of this project.

Comments: None

Attachments:

1. Cost Estimates:
    a) Construction including E&C,
    b) Right of Way, and
    c) Utilities.
2. Typical Sections
3. Minutes of Initial Concept Team Meeting
4. Concept Layout
5. Notice of Location and Design Approval

Estimate Report for file "Panola Rd. @ I-20"

Section ROADWAY

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	150000.00	TRAFFIC CONTROL - PROJECT CSNHS-M003-00(309)	150000.00
150-5000	18	EA	432.27	TRAFFIC CONTROL, TEMPORARY SAND LOADED ATTENUATOR MODULE	7780.86
210-0100	1	LS	170000.00	GRADING COMPLETE - PROJECT CSNHS-M003-00(309)	170000.00
310-1101	5500	TN	13.87	GR AGGR BASE CRS, INCL MATL	76285.00
400-3624	310	TN	55.54	ASPH CONC 12.5 MM PEM, GP 2 ONLY, INCL POLYMER-MODIFIED	17217.40
402-1812	150	TN	39.19	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	5878.50
402-3121	2100	TN	36.68	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	77028.00
402-3130	2200	TN	37.35	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM	82170.00
402-3190	1100	TN	39.29	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2,INCL BITUM	43219.00
413-1000	1300	GL	0.96	BITUM TACK COAT	1248.00
432-5010	13800	SY	1.64	MILL ASPH CONC PVMT, VARIABLE DEPTH	22632.00
436-1000	390	LF	8.10	ASPHALTIC CONCRETE CURB - 4 IN	3159.00
441-0104	440	SY	22.78	CONC SIDEWALK, 4 IN	10023.20
441-0204	1200	SY	26.29	PLAIN CONC DITCH PAVING, 4 IN	31548.00
441-5002	60	LF	13.61	CONCRETE HEADER CURB, 6 IN, TP 2	816.60
441-6002	420	LF	23.00	CONC CURB & GUTTER, 6 IN X18 IN, TP 2	9660.00
441-6222	590	LF	11.04	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	6513.60
446-1100	5600	LF	2.60	PVMT REINF FABRIC STRIPS, TP 2, 18 INCH WIDTH	14560.00
500-9999	7	CY	137.70	CLASS B CONC, BASE OR PVMT WIDENING	963.90
550-1150	8	LF	21.99	STORM DRAIN PIPE, 15 IN, H 1-10	175.92
550-1180	12	LF	28.01	STORM DRAIN PIPE, 18 IN, H 1-10	336.12
550-1240	9	LF	33.12	STORM DRAIN PIPE, 24 IN, H 1-10	298.08
550-1362	6	LF	72.34	STORM DRAIN PIPE, 36 IN, H 15-20	434.04
550-4215	1	EA	349.55	FLARED END SECTION 15 IN, STORM DRAIN	349.55
550-4218	1	EA	421.04	FLARED END SECTION 18 IN, STORM DRAIN	421.04
550-4236	1	EA	845.53	FLARED END SECTION 36 IN, STORM DRAIN	845.53
573-2006	200	LF	11.52	UNDDR PIPE INCL DRAINAGE AGGR, 6 IN	2304.00
610-1055	250	LF	1.19	REM GUARDRAIL	297.50
610-1075	4	EA	97.75	REM GUARDRAIL ANCH, ALL TYPES	391.00
611-5300	250	LF	8.09	RESET GUARDRAIL	2022.50
611-5320	4	EA	900.00	RESET GUARDRAIL ANCHORAGE, ALL TYPES	3600.00
611-8050	1	EA	610.63	ADJUST MANHOLE TO GRADE	610.63
621-4060	250	LF	386.00	CONCRETE SIDE BARRIER, TYPE 6	96500.00
622-1033	500	LF	29.31	PRECAST CONCRETE MEDIAN BARRIER, METHOD 3	14655.00
634-1200	6	EA	83.93	RIGHT OF WAY MARKERS	503.58
641-1100	21	LF	29.87	GUARDRAIL, TP T	627.27
641-1200	540	LF	12.66	GUARDRAIL, TP W	6836.40
641-5012	1	EA	1452.62	GUARDRAIL ANCHORAGE, TP 12	1452.62
643-1152	120	LF	21.57	CH LK FENCE, ZC COAT, 6 FT, 9 GA	2588.40
668-1100	2	EA	1722.84	CATCH BASIN, GP 1	3445.68
				Section Sub Total:	**$869,397.92**

Section PERMANENT EROSION CONTROL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
603-2180	43	SY	31.28	STN DUMPED RIP RAP, TP 3, 12 IN	1345.04
603-7000	43	SY	3.93	PLASTIC FILTER FABRIC	168.99
700-6910	3	AC	763.82	PERMANENT GRASSING	2291.46
700-7000	9	TN	56.37	AGRICULTURAL LIME	507.33
700-7010	7	GL	18.81	LIQUID LIME	131.67
700-8000	1	TN	249.21	FERTILIZER MIXED GRADE	249.21
700-8100	140	LB	1.43	FERTILIZER NITROGEN CONTENT	200.20
716-2000	4600	SY	1.13	EROSION CONTROL MATS, SLOPES	5198.00
				Section Sub Total:	**$10,091.90**

Section TEMPORARY EROSION CONTROL					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	2	AC	477.72	TEMPORARY GRASSING	955.44
163-0240	63	TN	199.33	MULCH	12557.79
163-0502	2	EA	231.94	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 2	463.88
163-0520	240	LF	12.13	CONSTRUCT AND REMOVE TEMPORARY PIPE SLOPE DRAIN	2911.20
163-0530	8200	LF	2.32	CONSTRUCT AND REMOVE BALED STRAW EROSION CHECK	19024.00
165-0010	2100	LF	0.90	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	1890.00
165-0030	590	LF	1.18	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	696.20
165-0070	4100	LF	1.25	MAINTENANCE OF BALED STRAW EROSION CHECK	5125.00
165-0086	2	EA	103.72	MAINTENANCE OF SILT CONTROL GATE, TP 2	207.44
167-1000	2	EA	2021.32	WATER QUALITY MONITORING AND SAMPLING	4042.64
167-1500	12	MO	823.04	WATER QUALITY INSPECTIONS	9876.48
171-0010	4100	LF	1.82	TEMPORARY SILT FENCE, TYPE A	7462.00
171-0030	1200	LF	3.10	TEMPORARY SILT FENCE, TYPE C	3720.00
				Section Sub Total:	**$68,932.07**

Section SIGNING AND MARKING					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-3104	12	CY	1001.37	CLASS A CONCRETE, SIGNS	12016.44
610-6510	1	EA	231.88	REM HWY SIGN, OVHD	231.88
610-6515	4	EA	58.64	REM HIGHWAY SIGN, STD	234.56
610-6515	18	EA	60.00	REM HIGHWAY SIGN, STD-OVHD	1080.00
610-6520	7	EA	516.21	REM HIGHWAY SIGN, SPCL ROADSIDE	3613.47
610-6873	5	EA	757.32	REM CONCRETE STRAIN POLE	3786.60
611-5360	1	EA	296.87	RESET HIGHWAY SIGN	296.87
633-3500	7	EA	1246.13	REMOUNT UNMODIFIED HWY SIGN, SPCL ROADSIDE	8722.91
636-1020	41	SF	13.12	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	537.92
636-1031	180	SF	17.32	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING TP 6	3117.60
636-1032	37	SF	27.56	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING TP 6	1019.72
636-1072	190	SF	16.02	HIGHWAY SIGNS, ALUM EXTRUDED PANELS, REFL SHEETING, TP 3	3043.80
636-2070	170	LF	6.82	GALV STEEL POSTS, TP 7	1159.40
636-2080	54	LF	9.11	GALV STEEL POSTS, TP 8	491.94
636-2090	15	LF	7.10	GALV STEEL POSTS, TP 9	106.50
636-3000	2700	LB	2.17	GALV STEEL STR SHAPE POST	5859.00
636-3010	2	EA	251.74	GROUND-MOUNTED BREAKAWAY SIGN SUPPORT	503.48
636-9094	94	LF	54.18	PILING IN PLACE, SIGNS, STEEL H, HP 12 X 53	5092.92
639-2001	890	LF	1.20	STEEL WIRE STRAND CABLE, 1/4 IN	1068.00
639-3002	4	EA	4301.76	STEEL STRAIN POLE, TP II	17207.04
639-3003	1	EA	5207.73	STEEL STRAIN POLE, TP III	5207.73
653-0110	3	EA	50.94	THERMOPLASTIC PVMT MARKING, ARROW, TP 1	152.82
653-0120	18	EA	56.18	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	1011.24
653-0150	7	EA	94.38	THERMOPLASTIC PVMT MARKING, ARROW, TP 5	660.66
653-0210	8	EA	89.32	THERMOPLASTIC PVMT MARKING, WORD, TP 1	714.56
653-1501	8400	LF	0.25	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	2100.00
653-1502	3700	LF	0.23	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	851.00
653-1704	300	LF	3.20	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	960.00
653-1804	1900	LF	1.48	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN,	2812.00

				WHITE	
653-1810	610	LF	0.77	THERMOPLASTIC SOLID TRAF STRIPE, 10 IN, WHITE	469.70
653-3501	3300	GLF	0.14	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	462.00
653-6004	91	SY	2.40	THERMOPLASTIC TRAF STRIPING, WHITE	218.40
653-6006	280	SY	2.53	THERMOPLASTIC TRAF STRIPING, YELLOW	708.40
654-1001	34	EA	3.22	RAISED PVMT MARKERS TP 1	109.48
654-1003	280	EA	3.21	RAISED PVMT MARKERS TP 3	898.80
655-5000	4	EA	220.35	PVMT ARROW, THERMOPLASTIC, WITH RAISED REFLECTORS	881.40
657-1054	1200	LF	3.21	PREFORMED PLASTIC SOLID PVMT MKG, 5 IN, WHITE, TP PB	3852.00
657-3054	580	GLF	2.26	PREFORMED PLASTIC SKIP PVMT MKG, 5 IN, WHITE, TP PB	1310.80
657-5014	6	EA	457.48	PREFORMED PLASTIC PVMT MKG, WORDS AND/OR SYM,WHITE, TP PB	2744.88
657-5016	6	EA	183.95	PREFORMED PLASTIC PVMT MKG, WORDS AND/OR SYM, ARROW TP 1,	1103.70
657-6054	580	LF	3.42	PREFORMED PLASTIC SOLID PVMT MKG, 5 IN, YELLOW, TP PB	1983.60
				Section Sub Total:	**$98,403.22**

Section TRAFFIC SIGNAL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
639-3014	1	EA	7391.48	STEEL STRAIN POLE, TP IV, INCL LUMINAIRE ARM	7391.48
647-1000	1	LS	28000.00	TRAFFIC SIGNAL INSTALLATION NO - 1	28000.00
647-1000	1	LS	39000.00	TRAFFIC SIGNAL INSTALLATION NO - 2	39000.00
682-6120	100	LF	6.16	CONDUIT, RIGID, 2 IN	616.00
938-1100	3	EA	5019.90	INTERSECTION VIDEO DETECTION SYSTEM ASSEMBLY, TYPE A	15059.70
938-1200	1	EA	188.53	PROGRAMMING MONITOR, TYPE A	188.53
				Section Sub Total:	**$90,255.71**

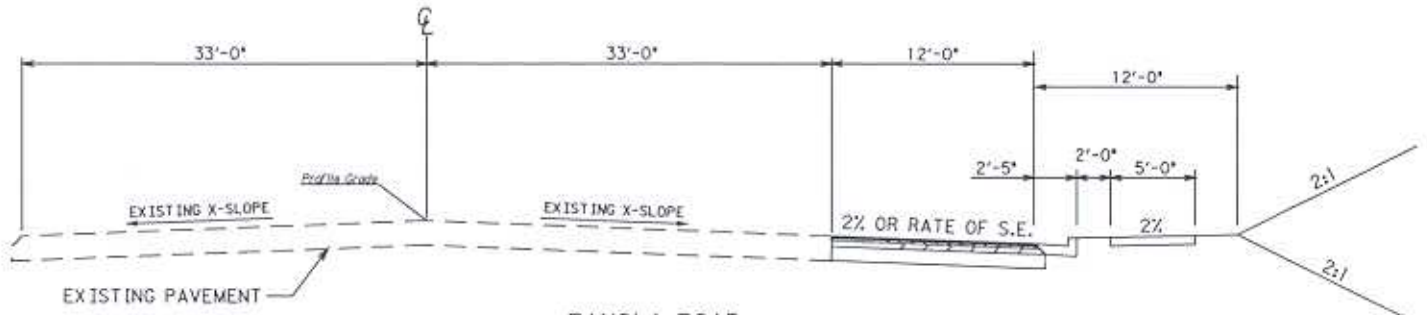
Section BRIDGE ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-1006	1	LS	18600.00	SUPERSTR CONCRETE, CL AA, BR NO - 1	18600.00
511-3000	1	LS	1241.00	SUPERSTR REINF STEEL, BR NO - 1	1241.00
540-1202	1	LS	20000.00	REMOVAL OF PARTS OF EXISTING BRIDGE, BR NO - 1	20000.00
				Section Sub Total:	**$39,841.00**

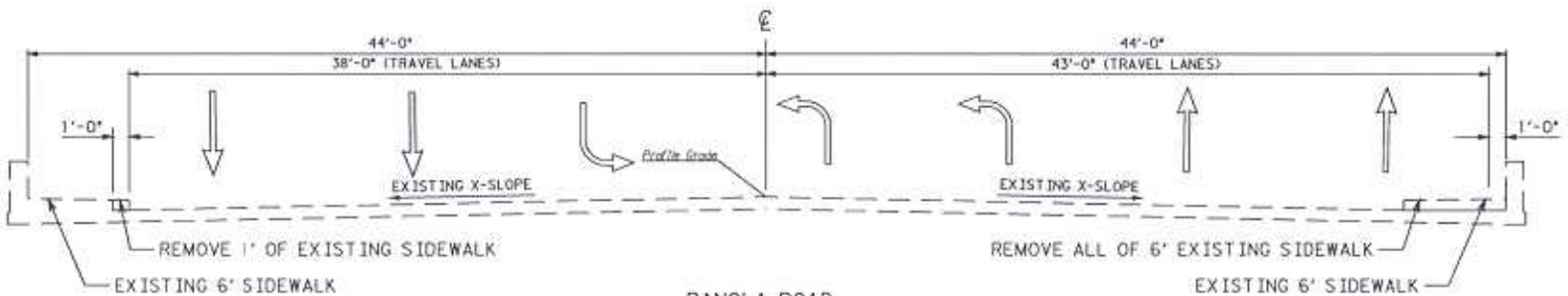
Total Estimated Cost: $1,176,921.82

Subtotal Construction Cost	**$1,176,921.82**
E&C Rate 10.0 %	$117,692.18
Inflation Rate 5.0 % @ 2.0 Years	$132,697.94
Total Construction Cost	**$1,427,311.94**
Right Of Way	$25,200.00
ReImb. Utilities	$0.00
Grand Total Project Cost	**$1,452,511.94**

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			



PANOLA ROAD
(LOOKING NORTH)



PANOLA ROAD
(LOOKING NORTH)

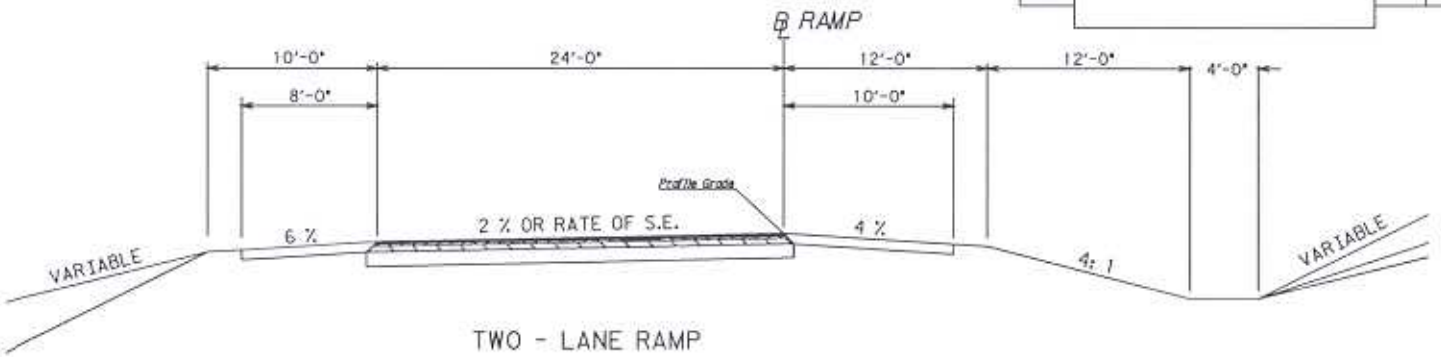
BRIDGE SECTION

TYPICAL SECTION

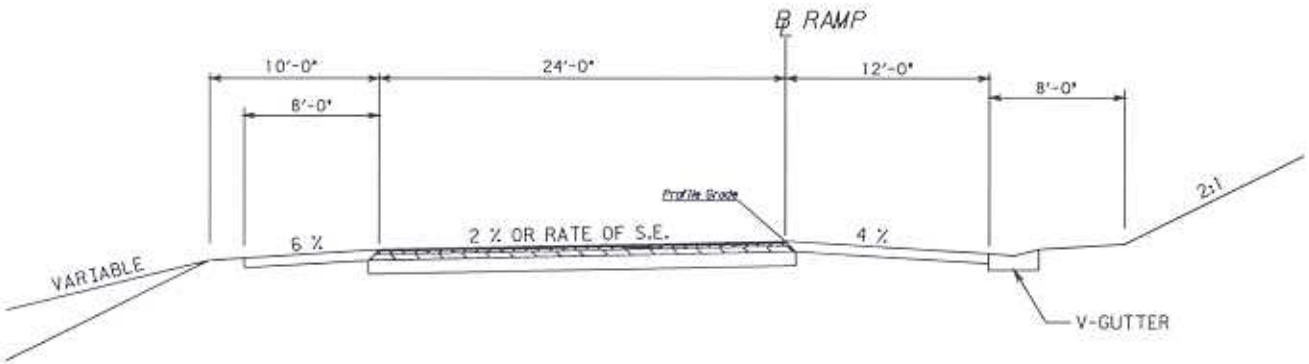
PANOLA ROAD/ I-20

PANOLA ROAD
NOT TO SCALE

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			



TWO - LANE RAMP



TWO - LANE RAMP W/ V-GUTTER

TYPICAL SECTION

PANOLA ROAD/ I-20

TWO - LANE RAMPS
NOT TO SCALE

Initial Concept Team Meeting Minutes

Panola Road Interchange Phase 2 Improvements
County: Dekalb
US Route Number: I-20
State Route Number: 402
County Route Number: 5150 (Panola Road)

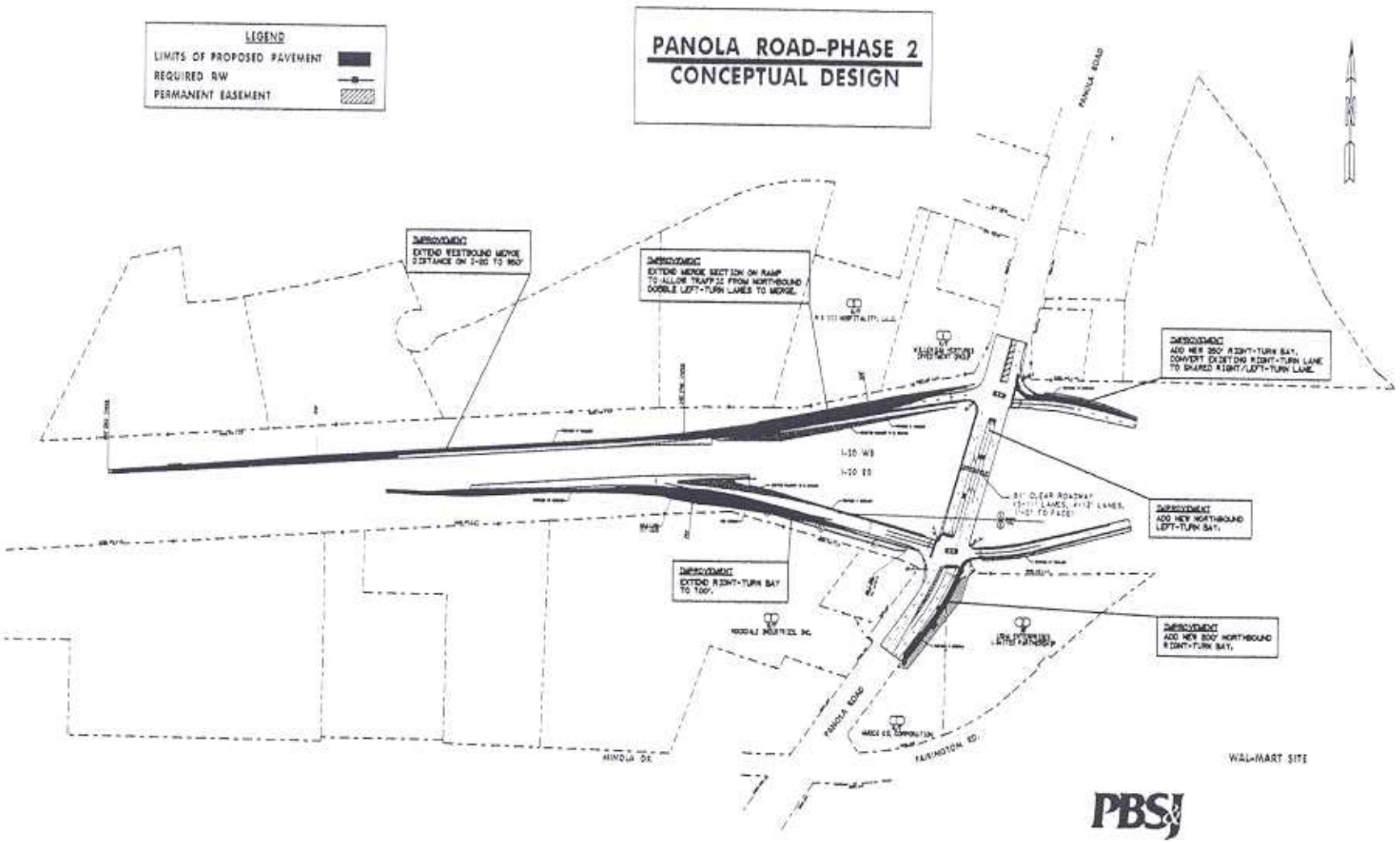
Date: February 17, 2005 9:00 AM
Location: District 7 Preconstruction Conference Room (Archives Building)

Personnel Present:

Scott Lee	GDOT/D7 Preconstruction
Marshall Troup	GDOT/D7 Preconstruction
Mike Lobdell	GDOT/D7 Preconstruction
Chris Woods	GDOT/D7 Preconstruction
Sam Woods	GDOT/D7 Preconstruction
Zanda Montgomery	GDOT/D7 Environmental
Harry Graham	GDOT/D7 Traffic Operations
Steve Walker	GDOT Planning
Scott Zehngraff	GDOT Traffic Safety and Design
Moussa Issa	GDOT OMR
Theresa R. Holder	GDOT Urban Design
Sharon Witherspoon	GDOT/D7 Utilities
Scott Rumble	PBS&J
Taylor Wright	PBS&J
Mickey Michalski	PBS&J
Patrice Keeter	Dekalb Co.
David Pelton	Dekalb Co.
Walter Boyd	FHWA
Thinh Phan	FHWA

1. Mike Lobdell opened the meeting and Taylor Wright gave an overview of the project scope. This project will provide interim improvements to the I-20 / Panola Road interchange; there will be a future project reconstructing the interchange.
2. Taylor was asked about the status of the plans; he stated the plans are going fine and will not control the schedule. They are currently working on plans and the NEPA document; possibly a CE. Dekalb County is looking to start construction as soon as possible, hopefully this summer
3. Sharon Witherspoon asked about utility relocation; Taylor Wright said there should not be any major issues concerning relocation.
4. Harry Graham stated the signals in this project should be upgraded through the Fast Forward Program later this year.

5. Scott Zehngraff questioned the lane configuration on the exit ramps; the current layout shows one left-turn lane, one shared use right-turn and left-turn, and one right-turn lane. Scott recommended looking at the change in LOS if the lane configuration were changed to 2 left turn lanes and a right turn lane.
6. Taylor Wright asked about concept approval and following the PDP in general. Mike Lobdell stated this would depend on funding sources. If no federal funds are used for the project, FHWA will only need to concur with approval of the permit. If federal funds are used, the project will be full oversight. The project is currently completely funded by the local government, Dekalb County. They would like to use interstate maintenance funds if available.
7. Mike Lobdell will see what federal funding, if any, is available for this project this fiscal year. There is no current commitment of funds, but it has been previously discussed.
8. Harry Graham suggested splitting the work into 2 projects if federal funding is used. The projects would be let together, but have separate project numbers based on funding sources.
9. Walter Boyd stated that he received all of the traffic analysis. This analysis - - along with the commitment to maintain 12-foot receiving lanes for the dual-left turns, and a commitment to control signal timing so that traffic between the ramp signals on Panola Road does not block ramp turning traffic - - suffices as FHWA's approval for modified Interstate access. These items should be listed on the green sheet as environmental commitments that must be fulfilled.
10. FHWA feels that the reduced pedestrian accommodations are not desirable and could have been avoided through some minor bridge widening. However, since Panola Road is a county street, FHWA deferred to the county on this decision.
11. There was some discussion about the layout shown at the meeting. It is understood that the westbound Panola Road entrance ramp should be striped so that only one lane can enter and it would be difficult to cross over the gore. These objectives could be achieved by a properly designed parallel entrance ramp.
12. Walter Boyd pointed out that if Federal funds are to be used, no final design can proceed before the environmental document is approved.
13. Mike Lobdell closed the meeting.


LEGEND
LIMITS OF PROPOSED PAVEMENT
REQUIRED RW
PERMANENT EASEMENT
PANOLA ROAD-PHASE 2
CONCEPTUAL DESIGN
IMPROVEMENT
EXTEND WESTBOUND MERGE
DISTANCE ON I-20 TO 1800'
IMPROVEMENT
EXTEND MERGE SECTION ON RAMP
TO ALLOW TRAFFIC FROM NORTHBOUND
DOUBLE LEFT-TURN LANES TO MERGE.
IMPROVEMENT
ADD NEW 350' RIGHT-TURN BAY.
CONVERT EXISTING RIGHT-TURN LANE
TO SHARED RIGHT/LEFT-TURN LANE.
IMPROVEMENT
ADD NEW NORTHBOUND
LEFT-TURN BAY.
IMPROVEMENT
EXTEND RIGHT-TURN BAY
TO 1100'.
IMPROVEMENT
ADD NEW 300' NORTHBOUND
RIGHT-TURN BAY.
I-20 WB
I-20 EB
PANOLA ROAD
MINOLA DR.
WAL-MART SITE
PBSJ

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
District 7

Project Concept Report

Project Number: CSNHS-M003-00(309)
County: DeKalb
P. I. Number: M003309

Federal Route Number: I-20
State Route Number: 417
County Route Number: 5150 (Panola Road)

Panola Road Interchange

Recommended for approval:

DATE: 6/23/05 _____ Project Manager

DATE: 6/23/05 _____ ~~Office Head/District~~ Engineer

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

DATE: 6/24/05 _____ State Transportation Planning Administrator

DATE: _____ _____ State Transportation Financial Management Administrator

DATE: _____ _____ State Environmental/Location Engineer

DATE: _____ _____ State Traffic Safety & Design Engineer

DATE: _____ _____ Project Review Engineer

DATE: _____ _____ State Bridge Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
District 7

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Panola Road Interchange

Recommended for approval:

DATE: 6/23/05 _____
Project Manager

DATE: 6/23/05 _____
~~Office Head/District Engineer~~

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

DATE: _____
State Transportation Planning Administrator

DATE: 7-26-05 _____
State Transportation Financial Management Administrator

DATE: _____
State Environmental/Location Engineer

DATE: _____
State Traffic Safety & Design Engineer

DATE: _____
Project Review Engineer

DATE: _____
State Bridge Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
District 7

Project Concept Report

Project Number: CSNHS-M003-00(309)
County: DeKalb
P. I. Number: M003309

Federal Route Number: I-20
State Route Number: 417
County Route Number: 5150 (Panola Road)

Panola Road Interchange

Recommended for approval:

DATE: 6/23/05 _____ Project Manager

DATE: 6/23/05 _____ ~~Office Head/District~~ Engineer

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

DATE: _____ State Transportation Planning Administrator

DATE: _____ State Transportation Financial Management Administrator

DATE: 6.29.05 _____ State Environmental/Location Engineer

DATE: _____ State Traffic Safety & Design Engineer

DATE: _____ Project Review Engineer

DATE: _____ State Bridge Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
District 7

Project Concept Report

Project Number: CSNHS-M003-00(309)
County: DeKalb
P. I. Number: M003309

Federal Route Number: I-20
State Route Number: 417
County Route Number: 5150 (Panola Road)

Panola Road Interchange

Recommended for approval:

DATE: 6/23/05 _____ Project Manager

DATE: 6/23/05 _____ ~~Office Head/District~~ Engineer

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

DATE: _____ State Transportation Planning Administrator

DATE: _____ State Transportation Financial Management Administrator

DATE: _____ State Environmental/Location Engineer

DATE: 7-1-05 _____ State Traffic Safety & Design Engineer

DATE: _____ Project Review Engineer

DATE: _____ State Bridge Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
District 7

Project Concept Report

Project Number: CSNHS-M003-00(309)
County: DeKalb
P. I. Number: M003309

Federal Route Number: I-20
State Route Number: 417
County Route Number: 5150 (Panola Road)

Panola Road Interchange

Recommended for approval:

DATE: 6/23/05 _____ Project Manager

DATE: 6/23/05 _____ ~~Office Head/District Engineer~~

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

DATE: _____ State Transportation Planning Administrator

DATE: _____ State Transportation Financial Management Administrator

DATE: _____ State Environmental/Location Engineer

DATE: _____ State Traffic Safety & Design Engineer

DATE: 6/28/05 Brian K. Summers for Project Review Engineer

DATE: _____ State Bridge Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
District 7

Project Concept Report

Project Number: CSNHS-M003-00(309)
County: DeKalb
P. I. Number: M003309

Federal Route Number: I-20
State Route Number: 417
County Route Number: 5150 (Panola Road)

Panola Road Interchange

Recommended for approval:

DATE: 6/23/05 _____ Project Manager

DATE: 6/23/05 _____ ~~Office Head/District Engineer~~

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

DATE: _____ State Transportation Planning Administrator

DATE: _____ State Transportation Financial Management Administrator

DATE: _____ State Environmental/Location Engineer

DATE: _____ State Traffic Safety & Design Engineer

DATE: _____ Project Review Engineer

DATE: 8/10/05 _____ State Bridge Engineer