

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** P. I. No. 0006396, Fulton-Cobb Counties **OFFICE** Preconstruction  
CSNHS-0006-00(396)  
I-75 Ramp Meters from I-85 to Chastain Road **DATE** March 6, 2006

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

**TO** SEE DISTRIBUTION

**SUBJECT** **APPROVED PROJECT CONCEPT REPORT**

Attached for your files is the approval for subject project.

MBP/cj

Attachment

**DISTRIBUTION:**

Brian Summers  
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Bryant Poole  
BOARD MEMBER  
FHWA

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

**FILE** P.I. No. 0006396, Fulton-Cobb Counties **OFFICE** Preconstruction  
 CSNHS-0006-00(396)  
 I-75 Ramp Meters from I-85 to Chastain Road **DATE** February 17, 2006

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

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

**SUBJECT** PROJECT CONCEPT REPORT

This project will install ramp meters which will include the installation of I-VDS cameras and CCTV cameras at all entrance ramp locations along I-75 from I-85 to Chastain Road except as noted below. The ramp meters will control the release of vehicles onto the corridor during peak hours, thereby reducing congestion and stabilizing the flow of traffic that typically occurs at heavy volume merge locations. The operation of ramp meters will create a smoother flow of traffic and reduce the potential for traffic crashes during peak hours.

Ramp meters will be installed at the Northside Drive (SR 3), Howell Mill Road, Moores Mill Road, West Paces Ferry Road (SR 3/US 141), and Northside Parkway interchanges on the southbound entrance ramps only, as ramp meters for the northbound entrance ramps are already in operation at these locations. Ramp meters will be installed at Cumberland Boulevard, Windy Hill Road, Delk Road, South SR 120 Loop, North SR 120 Loop, SR 5 Spur/Canton Road Connector, Ernest Barrett Parkway, and Chastain Road interchanges on the northbound and southbound entrance ramps. Each ramp meter will require an I-VDS camera for providing detection of the mainline travel lanes, inductive loops for providing detection of the ramp travel lane(s), as well as CCTV coverage along the length of the ramp. Ramp meters will not be installed for any of the freeway-to-freeway entrance ramps at freeway-to-freeway interchanges: I-85, I-285, and I-575, nor will ramp meters be installed for the HOV-only entrance ramps at Northside Drive and Akers Mill Road.

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:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$2,008,000	\$2,000,000	GRVS	2006
Right-of-Way & Utilities*	-0-	-0-		

David Studstill

Page 2

P. I. No. 0006396, DeKalb  
February 17, 2006

I recommend this project concept be approved.

MBP:JDQ/cj

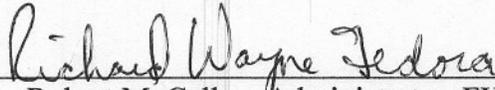
Attachment

CONCUR



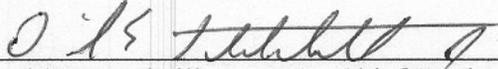
Buddy Gratton, P.E., Director of Preconstruction

APPROVE



for Robert M. Callan, Administrator, FHWA

APPROVE



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

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

PROJECT CONCEPT REPORT

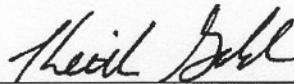
CSNHS-0006-00 (396)  
FULTON/COBB COUNTIES  
P.I. NO. 0006396

FEDERAL ROUTE NO: NH-753, I-75  
STATE ROUTE NO: 401

*I-75 North Ramp Meters from I-85 to Chastain Road*

Recommendation for approval:

DATE 8-30-05



State Traffic Safety & Design Administrator

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

DATE \_\_\_\_\_

State Traffic Operations Engineer

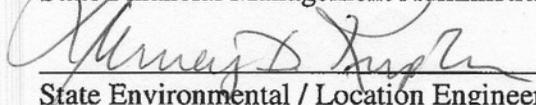
DATE \_\_\_\_\_

State Transportation Planning Administrator

DATE \_\_\_\_\_

State Financial Management Administrator

DATE 9/20/05



State Environmental / Location Engineer

DATE \_\_\_\_\_

District Engineer

DATE \_\_\_\_\_

Project Review Engineer

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

PROJECT CONCEPT REPORT

CSNHS-0006-00 (396)  
FULTON/COBB COUNTIES  
P.I. NO. 0006396

FEDERAL ROUTE NO: NH-753, I-75  
STATE ROUTE NO: 401

*I-75 North Ramp Meters from I-85 to Chastain Road*

Recommendation for approval:

DATE 8-30-05 *David Bell*  
State Traffic Safety & Design Administrator

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

DATE \_\_\_\_\_  
State Traffic Operations Engineer

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

DATE \_\_\_\_\_  
State Financial Management Administrator

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

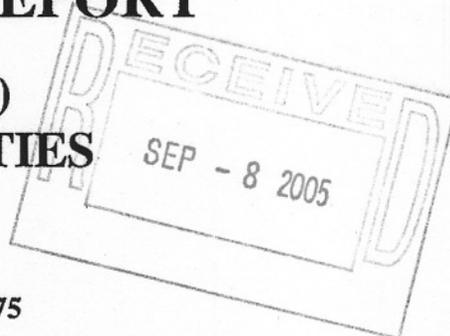
DATE \_\_\_\_\_  
District Engineer

DATE 9/15/05 *Brian K. Summers R&W*  
Project Review Engineer

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

PROJECT CONCEPT REPORT

CSNHS-0006-00 (396)  
FULTON/COBB COUNTIES  
P.I. NO. 0006396



FEDERAL ROUTE NO: NH-753, I-75  
STATE ROUTE NO: 401

*I-75 North Ramp Meters from I-85 to Chastain Road*

Recommendation for approval:

DATE 8-30-05

*Hevil Bell*  
\_\_\_\_\_  
State Traffic Safety & Design Administrator

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Operations Engineer

DATE 9/7/05

*Joseph P. Alled*  
\_\_\_\_\_  
State Transportation Planning Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
State Financial Management Administrator

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

\_\_\_\_\_  
District Engineer

DATE \_\_\_\_\_

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

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**PROJECT CONCEPT REPORT**

**CSNHS-0006-00 (396)  
FULTON/COBB COUNTIES  
P.I. NO. 0006396**

**FEDERAL ROUTE NO: NH-753, I-75  
STATE ROUTE NO: 401**

*I-75 North Ramp Meters from I-85 to Chastain Road*

**Recommendation for approval:**

DATE 8-30-05 *Hevil Bell*  
State Traffic Safety & Design Administrator

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

DATE \_\_\_\_\_  
State Traffic Operations Engineer

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

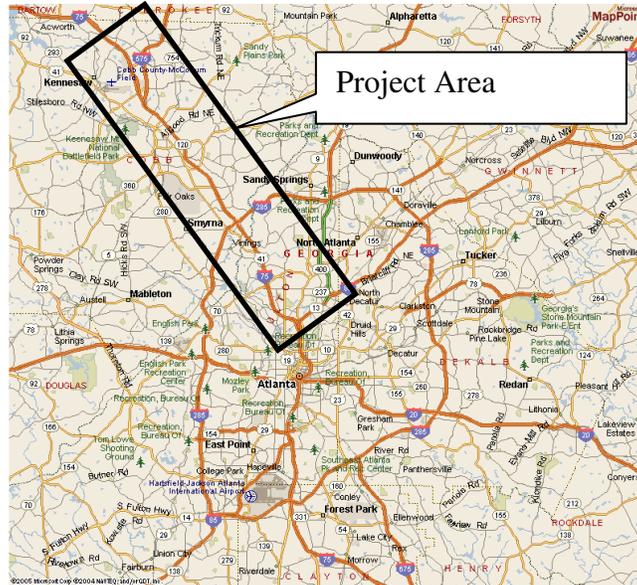
DATE \_\_\_\_\_  
State Financial Management Administrator

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

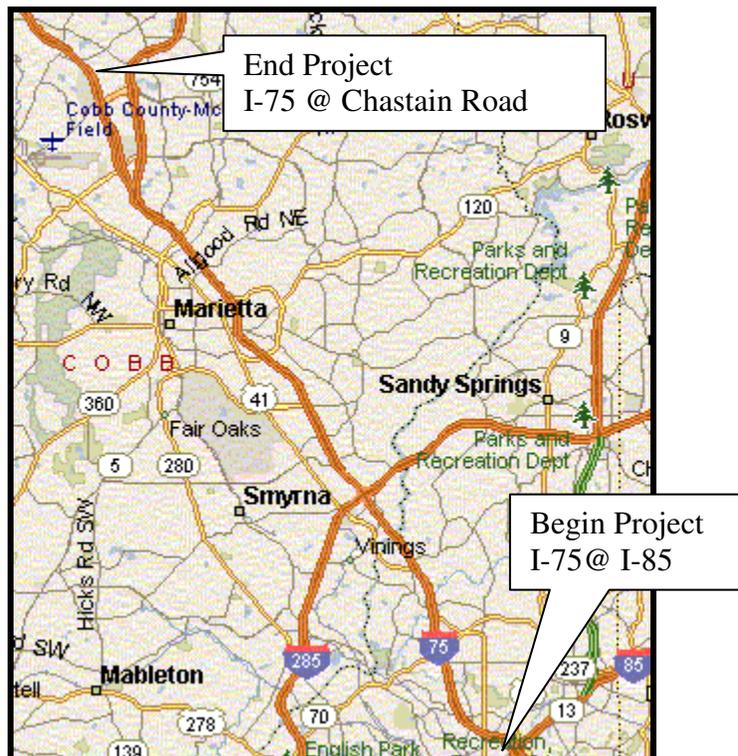
DATE \_\_\_\_\_  
District Engineer

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

# PROJECT LOCATION MAPS



Location of Project in Fulton and Cobb Counties



### **Need and Purpose:**

The purpose of this project is to increase the efficiency and safety of the corridor by installing ramp meters along I-75 from the I-85 interchange in Fulton County to the Chastain Road interchange in Cobb County. The ramp meters will control the release of vehicles onto I-75 during peak hours thereby reducing congestion and stabilizing the flow of traffic that typically occurs at heavy volume merge locations. The operation of the ramp meters will create a smoother flow of traffic and reduce the potential for traffic crashes during peak hours.

The Georgia DOT's NaviGator – Intelligent Transportation System has been in operation since April 1996. Initially providing coverage on Interstates 75 and 85, primarily within the I-285 Perimeter Highway, it is currently being extended along SR 166 in Fulton County and SR 141 in Dekalb and Gwinnett counties, with further projects on I-20, I-75, I-85, I-285, I-575, I-675, I-985, SR 316, SR 400, and SR 410 planned as part of the Fast Forward Program. The system consists of Closed Circuit Television (CCTV) cameras, Video Detection System (VDS) cameras, Changeable Message Signs (CMS), and ramp meter traffic signals that use either Intersection Vehicle Detection System (I-VDS) cameras or inductive loops for detector input. By use of a fiber optic communications backbone, all the devices are tied to the Transportation Management Center (TMC) and various TCCs in the Metro Atlanta area. Operators located at the TMC are able to detect incidents and dispatch, with minimal delay, appropriate response teams. The NaviGator program benefits the trucking industry and motorists by reducing incident response/clearance times, and providing better information with consequential safety improvements.

On April 14, 2004 Governor Sonny Perdue introduced the Fast Forward Congestion Relief Program which includes accelerated growth of the NaviGator system throughout the Metro Atlanta region. The Fast Forward Program provides \$211 million to expand the NaviGator and Highway Emergency Response Operator (HERO) coverage with a goal of reducing peak hour delays by 30%. This project covers I-75 from I-85 to Chastain Road. This project includes new field device connections to Hubs F and M in Fulton County and Hubs A and P in Cobb County.

### **Description of the proposed project:**

#### **Coverage**

This project will include ramp meters which will include the installation of I-VDS cameras and CCTV cameras at all entrance ramp locations along I-75 from I-85 to Chastain Road except as noted below. The CCTV cameras will allow for improved monitoring of the interchanges and operation of the ramp meters at the Transportation Management Center (TMC). This project will use the existing fiber optic trunk line along I-75 to tie in with Hubs F, M, A, and P.

#### **Communications Plan**

This project will use the new digital communications architecture. Spare fibers in the cabinet will be provided to the extent that existing unused fibers will allow. The video data and control communications from the CCTV cameras will be sent via Gigabit Ethernet network, as opposed to the older analog method involving switches and multiplexers. Communications to the signal controller will be via the Gigabit Ethernet network. All network electronics required to operate and communicate with the devices in this project are included as well.

#### **Ramp Meters**

Ramp meters will be installed at the Northside Drive (SR 3), Howell Mill Road, Moores Mill Road, West Paces Ferry Road (SR 3/ US 141), and Northside Parkway interchanges on the southbound entrance ramps only, as

ramp meters for the northbound entrance ramps are already in operation at these locations. Ramp meters will be installed at Cumberland Boulevard, Windy Hill Road, Delk Road, South SR 120 Loop, North SR 120 Loop, SR 5 Spur/Canton Road Connector, Ernest Barrett Parkway, and Chastain Road interchanges on the northbound and southbound entrance ramps. Each ramp meter will require an I-VDS camera for providing detection of the mainline travel lanes, inductive loops for providing detection of the ramp travel lane(s), as well as CCTV coverage along the length of the ramp. Ramp meters will not be installed for any of the freeway-to-freeway entrance ramps at freeway-to-freeway interchanges: I-85, I-285, and I-575. Nor will ramp meters be installed for the HOV-only entrance ramps at Northside Drive and Akers Mill Road.

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

PDP Classification: Major  Minor

Federal Oversight: Full Oversight , Exempt , State Funded , or Other

Functional Classification: Interstate Principal Arterial

U. S. Route Number(s): I-75

State Route Number(s): SR 401

**Traffic (AADT):**

**Current Year (2004):**

Source: [http://www.dot.state.ga.us/dot/plan-prog/transportation\\_data/traffic\\_counts/index.shtml](http://www.dot.state.ga.us/dot/plan-prog/transportation_data/traffic_counts/index.shtml)

I-75 (I-85 to Northside Drive).....	199,490
I-75 (Northside Drive to Howell Mill Road) .....	189,710
I-75 (Howell Mill Road to Moores Mill Road) .....	198,670
I-75 (Moores Mill Road to West Paces Ferry Road) .....	Data NA
I-75 (West Paces Ferry Road to Northside Parkway).....	200,420
I-75 (Northside Parkway to Cumberland Boulevard).....	Data NA
I-75 (Cumberland Boulevard to I-285) .....	223,530
I-75 (I-285 to Windy Hill Road) .....	Data NA
I-75 (Windy Hill Road to Delk Road) .....	347,230
I-75 (Delk Road to SR 120 South Loop) .....	287,930
I-75 (SR 120 South Loop to SR 120 North Loop).....	266,060
I-75 (SR 120 North Loop to SR 5 Spur/Canton Rd Conn).....	265,620
I-75 (SR 5 Spur/Canton Rd Conn to I-575).....	267,580
I-75 (I-575 to Ernest Barrett Parkway) .....	184,240
I-75 (Ernest Barrett Parkway to Chastain Road) .....	181,150

**Existing design features:**

- Typical Sections:
  - I-75: 3-5 lanes in each direction
- Posted speed:
  - I-75: 55 mph from I-85 to Terrell Mill Road underpass
  - I-75 65 mph from Terrell Mill Road underpass to Chastain Road
- Minimum Radius: N/A

- Maximum grade: *N/A*
- Major structures:
  - *Bridge at Southern Railway overpass at I-75*
  - *Bridge at Deering Road overpass at I-75*
  - *Bridge at CSX Railway underpass at I-75*
  - *Bridge at Northside Drive overpass at I-75*
  - *Bridge at Howell Mill overpass at I-75*
  - *Bridge at Collier Road underpass at I-75*
  - *Bridge at Peachtree Creek underpass at I-75*
  - *Bridge at Peachtree Battle Avenue overpass at I-75*
  - *Bridge at Wesley Road underpass at I-75*
  - *Bridge at Moores Mill overpass at I-75*
  - *Bridge at West Paces Ferry Road underpass at I-75*
  - *Bridge at Nancy Creek underpass at I-75*
  - *Bridge at Northside Parkway underpass at I-75*
  - *Bridge at Mount Paran Road underpass at I-75*
  - *Bridge at Chattahoochee River underpass at I-75*
  - *Bridge at Cumberland Boulevard overpass at I-75*
  - *Bridge at Akers Mill Road overpass at I-75*
  - *Bridge at I-285 EB underpass at I-75*
  - *Bridge at I-75 SB to I-285EB overpass at I-75*
  - *Bridge at I-285 Mainline overpass at I-75*
  - *Bridge at I-285WB overpass at I-75*
  - *Bridge at Windy Ridge Parkway overpass at I-75*
  - *Bridge at Windy Hill Road overpass at I-75*
  - *Bridge at Terrell Mill Road underpass at I-75*
  - *Bridge at Delk Road overpass at I-75*
  - *Bridge at SR 120 South Loop overpass at I-75*
  - *Bridge at Banberry Road underpass at I-75*
  - *Bridge at Roswell Road underpass at I-75*
  - *Bridge at Gresham Road overpass at I-75*
  - *Bridge at SR 120 North Loop overpass at I-75*
  - *Bridge at Allgood Road overpass at I-75*
  - *Bridge at Northeastern Railway Crossing overpass at I-75*
  - *Bridge at Canton Road overpass at I-75*
  - *Bridge at Canton Road Connector (SR 5 Spur) overpass at I-75*
  - *Bridge at Dickson Road underpass at I-75*
  - *Bridge at Bells Ferry Road underpass at I-75*
  - *Bridge at I-575 SB overpass at I-75*
  - *Bridge at Ernest Barrett Parkway underpass at I-75*
  - *Bridge at Chastain Road overpass at I-75*
- Major interchanges or intersections along the project:
  - *I-75 @ I-85*
  - *I-75 @ Northside Drive*
  - *I-75 @ Howell Mill Road*
  - *I-75 @ Moores Mill Road*

- *I-75 @ West Paces Ferry Road*
- *I-75 @ Northside Parkway/Mt. Paran Road*
- *I-75 @ Cumberland Boulevard*
- *I-75 @ Akers Mill Road (HOV)*
- *I-75 @ I-285*
- *I-75 @ Windy Hill Road*
- *I-75 @ Delk Road*
- *I-75 @ South SR 120 Loop*
- *I-75 @ North SR 120 Loop*
- *I-75 @ SR 5 Spur/Canton Road Connector*
- *I-75 @ I-575*
- *I-75 @ Ernest Barrett Parkway*
- *I-75 @ Chastain Road*
  
- Existing length:
  - I-75 Hub F to I-85: 0.5 mile*
  - I-75 from I-85 to Hub “M” at Moores Mill Road: 3.5 miles*
  - I-75 from Hub “M” at Moores Mill Road to I-285: 4.6 miles*
  - I-75 from I-285 to HUB “P” at SR 5 Spur/Canton Road Conn: 7.8 miles*
  - I-75 from HUB “P” at SR 5 Spur/Canton Road Conn to Chastain Road: 4.2 miles*
  - Total Project Length: 20.6 miles*

**Proposed Design Features:**

- Typical Sections:
  - *I-75: Existing section to remain*
- Posted speed:
  - *I-75: Existing posted speed to remain*
- Minimum Radius: *N/A*
- Maximum grade: *N/A*
- Proposed Maximum grade Mainline: *N/A*                      Maximum grade allowable: *N/A*
- Proposed Maximum grade Side Street: *N/A*                      Maximum grade allowable: *N/A*
- Proposed Maximum grade driveway: *N/A*
- Proposed Minimum Radius Mainline: *N/A*                      Minimum Radius allowable: *N/A*
- Proposed Minimum Radius Side Street: *N/A*                      Minimum Radius allowable: *N/A*
- Type of Access: *Limited Access*
- Right of way: *Project will be constructed within the existing Limited Access/Right of Way. No additional right of way and/or easements will be required.*
  - Number of parcels: *0*                      Number of displacements: *0*
    - Business: *0*
    - Residences: *0*
    - Mobile homes: *0*
    - Other: *0*
  
- Structures:
  - Strain Pole(s) possibly for CCTV and I-VDS cameras.
  - Mast Arms and Pedestals for traffic signal heads

- Major intersections and interchanges:
  - I-75 @ I-85
  - I-75 @ Northside Drive
  - I-75 @ Howell Mill Road
  - I-75 @ Moores Mill Road
  - I-75 @ West Paces Ferry Road
  - I-75 @ Northside Parkway/Mt. Paran Road
  - I-75 @ Cumberland Boulevard
  - I-75 @ Akers Mill Road (HOV)
  - I-75 @ I-285
  - I-75 @ Windy Hill Road
  - I-75 @ Delk Road
  - I-75 @ South SR 120 Loop
  - I-75 @ North SR 120 Loop
  - I-75 @ SR 5 Spur/Canton Road Connector
  - I-75 @ I-575
  - I-75 @ Ernest Barrett Parkway
  - I-75 @ Chastain Road
  
- Traffic control during construction: *Shoulder closures and/ or lane closures will be necessary during installation of conduit, fiber optic cables, strain poles, mast arms, and traffic signal pedestals.*
  
- Design Exceptions to controlling criteria anticipated: *At the direction of the Department, the stop bar at the ramp meter traffic signal will be located such that minimum acceleration distances (from the stop bar to where the width of the entrance ramp lane reduces to less than 12') will be based on a design speed of 55 mph which may be less than the actual design speed of the mainline facility. Therefore, a Speed Design Exception is anticipated since Acceleration Length as per Exhibit 10-70 in the American Association of State Highway and Transportation Officials' (AASHTO) "A Policy on Geometric Design of Higways and Streets, 2004 Fifth Edition" ("Green Book") may not be provided. In addition, the Department has requested that for single lane entrance ramps where pavement widths of 24' or greater exists, the design should reflect pavement markings such that two (2) lanes with a minimum width of 10' each and minimum 2' left and right paved shoulders be provided. Traveled-way widths to address the vehicle offtracking as per Exhibit 10-67 in the "Green Book" may not be provided when restriped in non-tangent sections since the existing ramp pavement widths were likely based on one-lane operation. In addition, shoulder width requirements described on pages 838-839 of the "Green Book" may also not be met after restriping. In addition, to develop tapers downstream of the ramp meter stop bar, existing shoulder may also need to be utilized. Therefore, Roadway Width and Shoulder Width Exceptions are anticipated.*

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ROADWAY WIDTH:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SHOULDER WIDTH:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
VERTICAL GRADES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
CROSS SLOPES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
STOPPING SIGHT DISTANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SUPERELEVATION RATES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
HORIZONTAL CLEARANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SPEED DESIGN:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
VERTICAL CLEARANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BRIDGE WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BRIDGE STRUCTURAL CAPACITY:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- Design Variances: *None Anticipated*
- Environmental Concerns: *None Anticipated*
- Probable Locations of UST's: *N/A*
- Probable Locations of Hazardous Waste: *None Anticipated*
- Level of environmental analysis:
  - Are Time Savings Procedures appropriate? Yes , No ,
  - Categorical Exclusion ,
  - Environmental Assessment/Finding of No Significant Impact (FONSI) , or
  - Environmental Impact Statement (EIS) .
- Utility involvements: *Power service will be required for all cameras and ramp meter signals.*
- Meets Logical Termini Requirements: *Yes*
- Conforms to TIP/STIP: *Yes*

**Project responsibilities:**

- Design: *URS Corporation on Behalf of the Georgia DOT*
- Right of Way Acquisition: *N/A*
- Relocation of Utilities: *GDOT*
- Letting to contract: *GDOT*
- Supervision of construction: *GDOT*
- Providing material pits: *None Required*
- Providing detours: *None Anticipated*

**Coordination:**

- Pre-Concept Meeting: *7-7-05*
- Initial Concept Meeting date and brief summary: *To be determined.*
- Concept meeting date and brief summary: *To be determined.*
- P. A. R. meetings, dates and results: *None Required*
- Public involvement: *No public meetings are anticipated.*
- Local government comments: *N/A*
- Other projects in the area: *See attached list*
- Other coordination to date: *URS to contact Fulton and Cobb Counties as well as the Cities of Atlanta and Marietta to determine any needs they may have with regards to this project.*

**Scheduling – Responsible Parties’ Estimate:**

- Time to complete the environmental process: *4 Months*
- Time to complete preliminary construction plans: *6 Months*
- Time to complete right of way plans: *N/A*
- Time to complete the Section 404 Permit: *N/A*
- Time to complete final construction plans: *4 Months*
- Time to complete to purchase right of way: *N/A*

**Other alternates considered:**

*Alternative #1: No Build*

**Comments:** *Extension of NaviGator system, Current fiscal year FY 06.,*

**Attachments:**

1. Cost Estimate including E & C
2. List of other projects in the area
3. Notice of Location and Design Approval
4. Concept Report Rating Form

**ATTACHMENT #1**

**COST ESTIMATE:**

**I-75 North Ramp Meters from I-85/Fulton to Chastain Road/Cobb  
 CSNHS-0006-00(396), PI 0006396  
 Fulton/Cobb Counties  
 Quantities and Cost Summary  
 Concept Cost Estimate**

Item Code	Description	Unit	Quantity	Engineer Estimate	
				Unit Price (\$)	Amount (\$)
150-1000	Traffic Control CSNHS-0006-00(396)	LS	Lump	\$ 250,000.00	\$ 250,000.00
XXX-XXXX	Ramp Meter Equipment	EA	21	\$ 75,000.00	\$ 1,575,000.00
<b>Total Estimate</b>					<b>\$ 1,825,000.00</b>

Total Estimate:	\$ 1,825,000.00
Inflation:	0
10% E & C	\$ 182,500.00
<b>Total Project Cost</b>	<b>\$ 2,007,500.00</b>

## **ATTACHMENT #2**

### **PROJECTS IN AREA:**

1. HOV Lanes from Akers Mill Road to Banberry Road  
(ARC # H-001A-B / GDOT PI# 714130)
2. HOV Lanes from Banberry Road to Allgood Road  
(ARC # H-0012A-B / GDOT PI# 0006417)
3. HOV Lanes from Allgood Road to I-575  
(ARC # H-0013A-B / GDOT PI# 0006418)
4. HOV Lanes from I-575 to Wade Green Road  
(ARC # H-0014A-B / GDOT PI# 006419)
5. Noise Barrier Walls from Howell Mill Road to West Paces Ferry Road  
(ARC # AR-918 / GDOT PI# NA)
6. NW Corridor Arterial BRT  
(ARC # AR-909A / GDOT Long Range)
7. Noonday Creek Trail – Phase II (Under I-75)  
(ARC # CO\_AR-BP214B / GDOT No 0004511)
8. Shiloh Road Widening  
(ARC # CO-296 / GDOT Long Range)
9. Big Shanty Road Extension  
(ARC # CO-332A / GDOT PI# 0006869)
10. Cobb County ATMS Phase V  
(ARC # CO-333 / GDOT PI# 0006794)
11. South Barrett Parkway Reliever Road  
(ARC #368A, #368B, #368C / GDOT PI# N/A)
12. I-75/575 HOV Interchange  
(ARC # AR-H-902A / GDOT # 0001919)
13. I-75/I-285 SB to WB Ramp  
(ARC # CO-AR-213 / GDOT PI# 713260)

## SCORING RESULTS AS PER MOG 2440-2

<b>Project Number:</b> CSNHS-0006-00(396)		<b>County:</b> Fulton/Cobb		<b>PI No.:</b> 0006396		
<b>Report Date:</b> August 30, 2005		<b>Concept By:</b> DOT Office: Traffic Safety and Design				
<input checked="" type="checkbox"/> Concept Stage		Consultant: URS				
<b>Project Type:</b> Choose One From Each Column		<input type="checkbox"/> Major <input checked="" type="checkbox"/> Minor	<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural	<input checked="" type="checkbox"/> ATMS <input type="checkbox"/> Bridge Replacement <input type="checkbox"/> Building <input type="checkbox"/> Interchange Reconstruction <input type="checkbox"/> Intersection Improvement <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous		
FOCUS AREAS	SCORE	RESULTS				
Presentation	100					
Judgement	100					
Environmental	100					
Right of Way	100					
Utility	100					
Constructability	100					
Schedule	100					

**ATTACHMENT #3**

**NOTICE OF LOCATION AND DESIGN APPROVAL**

**PROJECT: CSNHS-0006-00(396) FULTON/COBB COUNTY  
P. I. NO. 0006396**

Notice is hereby given in compliance with Georgia Code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of the above projects.

Date of Location and Design Approval: MARCH 6, 2006

Project CSNHS-0006-00(396) in Fulton and Cobb Counties consists of installing ramp meters along I-75 from the I-85 interchange in Fulton County to the Chastain Road interchange in Cobb County. The ramp meters will control the release of vehicles onto I-75 during peak hours thereby reducing congestion and stabilizing the flow of traffic that typically occurs at heavy volume merge locations. The operation of the ramp meters will create a smoother flow of traffic and reduce the potential for traffic crashes during peak hours. This project will include ramp meters which will include the installation of I-VDS cameras and CCTV cameras at all entrance ramp locations along I-75 from I-85 to Chastain Road except as noted in the Concept Report. The CCTV cameras will allow for improved monitoring of the interchanges and operation of the ramp meters at the Transportation Management Center (TMC). This project will use the existing fiber optic trunk line along I-75 to tie in with Hubs F, M, A, and P.

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

Mr. Jim Tolson, Traffic Design Manager  
935 E. Confederate Avenue  
Wayne Shackelford Building  
Atlanta, GA 30316  
(404) 635-8139  
email: [jim.tolson@dot.state.ga.us](mailto:jim.tolson@dot.state.ga.us)

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

Keith Golden, P.E.  
Office of Traffic Safety & Design  
935 E. Confederate Avenue  
Building 24  
Atlanta, GA 30316  
email: [keith.golden@dot.state.ga.us](mailto:keith.golden@dot.state.ga.us)

**Any written request or communication in reference to this project or notice should include the Project and P.I. Number as noted at the top of this notice.**