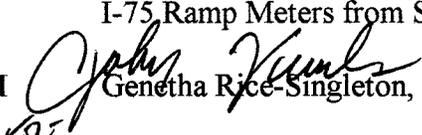


D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0006401, Henry-Clayton-Fulton Counties **OFFICE** Preconstruction
CSNHS-0006-00(401)
I-75 Ramp Meters from SR 138 to Cleveland Avenue **DATE** October 31, 2006

FROM  Genetha Rice-Singleton, Assistant Director of Preconstruction

TO  SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

GRS/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
Thomas Howell
BOARD MEMBER
FHWA

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P. I. No. 0006401, Henry-Clayton-Fulton Counties **OFFICE** Preconstruction
CSNHS-0006-00(401)
I-75 Ramp Meters from SR 138 to
Cleveland Avenue **DATE** September 25, 2006

FROM  Genetha Rice-Singleton, Assistant Director of Preconstruction

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 IVDS cameras and CCTV cameras at all entrance ramp locations along I-75 from SR 138 to Cleveland Avenue 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 along I-75 at the following northbound and southbound entrance ramps (1 meter per ramp):

- SR 138/Stockbridge Road - southbound ramp
- SR 138/Stockbridge Road - northbound ramp
- Mount Zion Boulevard - southbound ramp
- Mount Zion Boulevard - northbound ramp
- US 19/41/Tara Boulevard/Old Dixie Road - southbound ramp
- US 19/41/Tara Boulevard/Old Dixie Road - northbound ramp
- SR 331/Forest Parkway/Clark Howell Highway - southbound ramp
- SR 331/Forest Parkway/Clark Howell Highway - northbound ramp and flyover

Interchanges with entrance ramps that feed onto collector/distributor lanes will not be metered. These interchanges include:

- Aviation Boulevard/Charles W. Grant Highway - southbound cloverleaf
- Charles W. Grant Highway/International Parkway - northbound ramp
- Henry Ford II/Central Avenue - southbound cloverleaf and ramp
- Henry Ford II/Central Avenue - northbound cloverleaf and ramp
- Cleveland Avenue - southbound cloverleaf and ramp

David Studstill

Page 2

P. I. No. 0006401, Henry-Clayton-Fulton

September 25, 2006

Each ramp meter will require an IVDS camera to monitor operation of mainline lanes, as well as CCTV cameras for visual coverage along the length of the ramp. All supporting hardware utilized for the installation of ramp meters are included in this project, including IVDS, CCTV, poles and/or mast arms, lane markings, signal assemblies, controller cabinets, and signage.

The interchange of SR 54/Jonesboro Road is currently under GDOT contract for design improvements under P.I. No. 712630- (see attachments). As the improved design will impact both north and southbound ramps at this interchange, GS&P will coordinate with GDOT to ensure that the design will accommodate ramp meters for both north and southbound ramps. To that end, the design of ramp meters at this interchange will not be included in our scope for this project.

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:

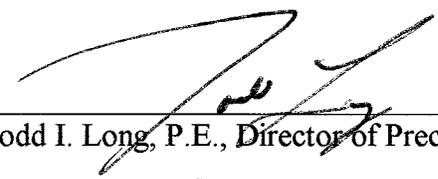
	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$825,000	\$1,500,000	GRVA	2007
Right-of-Way & Utilities	-0-	-0-		

I recommend this project concept be approved.

GRS:JDQ/cj

Attachment

CONCUR



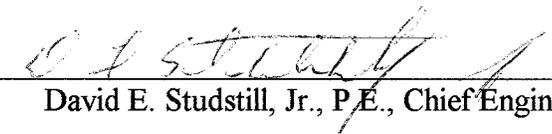
Todd I. Long, P.E., Director of Preconstruction

APPROVE



For: Robert M. Callan, Administrator, FHWA

APPROVE



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



U.S. Department
of Transportation

**Federal Highway
Administration**

61 Forsyth Street, S.W.
Suite 17T100
Atlanta, Georgia 30303

In Reply Refer To:
HTM-GA

Georgia Division

August 16, 2006

Harold E. Linnenkohl, Commissioner
Georgia Department of Transportation
No. 2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

Attention: Mr. Keith Golden, P.E., State Traffic Safety and Design Engineer

Subject: Project Concept Reports for Ramp Metering Projects CSNHS-0006-00(335) Fulton-Forsyth Counties, CSNHS-0006-00(400) Cobb/Fulton Counties, and CSNHS-0006-00(401) Henry/Clayton/Fulton Counties

Dear Mr. Linnenkohl:

We have received your July 13, 2006 and July 17, 2006 Project Concept Reports for the subject projects. We have the following comments.

- All three project concept reports indicate potential design exceptions for sub-standard shoulder width. It is appropriate to identify this potential. In addition, please include information in the reports regarding which ramps would likely need more vehicle storage. With this information, we can then begin to evaluate alternatives to avoid or mitigate sub-standard features related to providing additional storage.
- The project reports for CSNHS-0006-00(335) and CSNHS-0006-00(401) indicate potential design exceptions for design speed. It is not clear why this would be the case based on the installation of ramp meters and associated ATMS. Please include in the reports explanations of the issues that may lead to potential design exceptions for design speed.
- Each project report includes a description and a figure showing the project area. The description texts should reference the figures, including page numbers.



- The coordination section of each report indicates the concept meeting date and brief summary are "To be Determined." This section of each report should be updated to indicate that these concept meetings were held on June 7, 2006 and include a summary of each meeting.
- The project report for CSNHS-0006-00(401) indicates seven ramp meters on page 5, and eight ramp meters on page 10. These numbers should be rectified.

Please address our comments and re-submit the Project Concept Reports for our action. With regards to the design exceptions, we think it is too early in the process for these projects to commit to sub-standard features and for GDOT to complete and submit design exception justifications. However, including in the project concept reports explanations of reasons and locations for the potential design exceptions, some explanation of the possible scope of alternatives to the potential design exceptions, and the scope of potential impacts that may occur if designed to meet full standards will aid our collaboration regarding these potential design exceptions. For any sub-standard features that would be considered necessary, GDOT would submit design exception justifications at a more appropriate time in the project development process. We recognize each of these projects is scheduled for fiscal year 2007 letting, and this means the schedules are compressed; however, there is adequate time available to evaluate and develop design solutions to avoid or mitigate potential sub-standard features.

If you have any questions, or you would like to discuss this further, please contact Mr. Wayne Fedora, P.E. at (404) 562-3651.

Sincerely,

/s/gs

Robert M. Callan, P.E.
Division Administrator

File: CSNHS-0006-00(335), CSNHS-0006-00(400), and CSNHS-0006-00(401)
Reader: lm/H2268608.rwf

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

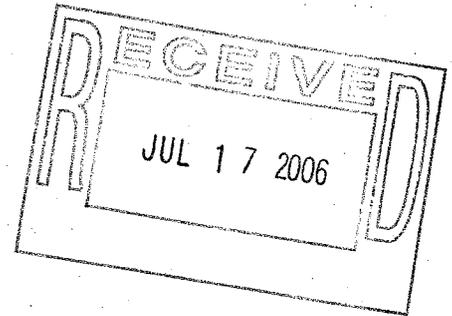
FILE: CSNHS-0006-00(401) Henry/Clayton/Fulton **OFFICE:** Eng. Services
P.I. No. 0006401
I-75 ATMS

DATE: July 14, 2006

FROM: Brian K. Summers, Project Review Engineer *REW*

TO: Meg Pirkle, Assistant Director of Preconstruction

SUBJECT: CONCEPT REPORT



We have reviewed the Concept Report submitted June 22, 2006 by the letter from Keith Golden dated June 22, 2006, and have no comments:

The costs for this project are:

Construction	\$750,000
Inflation	\$0.00
E & C	\$75,000
Reimbursable Utilities	\$0.00
Right of Way	\$0.00

REW

c: Keith Golden, Attn.: Jim Tolson

SCORING RESULTS AS PER MOG 2440-2

Project Number: CSNHS-0006-00(401)		County: Henry/Clayton/Fulton		PI No.: 0006401	
Report Date: June 21, 2006		Concept By: DOT Office: Traffic Safety and Design			
<input checked="" type="checkbox"/> Concept Stage		Consultant: Gresham Smith and Partners			
Project Type: 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				

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

CSNHS-0006-00(401)
HENRY / CLAYTON / FULTON COUNTY
P.I. NO. 0006401

FEDERAL ROUTE NUMBERS: NH-75-1, I-75
STATE ROUTE NUMBERS: 401

ATMS / I-75 Ramp Meters Fm SR 138 to Cleveland Ave

Recommendation for approval:

DATE 6-21-06 *Neal Gold*
State Traffic Safety & Design Engineer

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 Transportation Financial Management Administrator

DATE 7.10.06 *Therese D. Dwyer*
State Environmental / Location Engineer

DATE _____
District Engineer

DATE _____
Project Review Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

CSNHS-0006-00(401)
HENRY / CLAYTON / FULTON COUNTY
P.I. NO. 0006401

FEDERAL ROUTE NUMBERS: NH-75-1, I-75
STATE ROUTE NUMBERS: 401

ATMS / I-75 Ramp Meters Fm SR 138 to Cleveland Ave

Recommendation for approval:

DATE 6-21-06



State Traffic Safety & Design Engineer

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 Transportation Financial Management Administrator

DATE _____

State Environmental / Location Engineer

DATE _____

District Engineer

DATE 7/14/06



Project Review Engineer

Project Concept Report
Project Number: CSNHS-0006-00(401)
P.I. Number: 0006401
County: Henry / Clayton / Fulton

RECEIVED
JUN 29 2006
BY: _____

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

CSNHS-0006-00(401)
HENRY / CLAYTON / FULTON COUNTY
P.I. NO. 0006401

FEDERAL ROUTE NUMBERS: NH-75-1, I-75
STATE ROUTE NUMBERS: 401

ATMS / I-75 Ramp Meters Fm SR 138 to Cleveland Ave

RECEIVED
JUL - 5 2006

Recommendation for approval:

DATE 6-21-06

[Signature]
State Traffic Safety & Design Engineer

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 6/29/06

[Signature]
State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental / Location Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

NOTICE OF LOCATION AND DESIGN APPROVAL

PROJECT: CSNHS-0006-00(401) – HENRY / CLAYTON / FULTON COUNTY P. I. NO. 0006401

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: OCTOBER 31, 2006

Project CSNHS-0006-00(401) consists of installing ramp meters along I-75 in Henry / Clayton / Fulton Counties. The limits of the project for I-75 ramp meters are from the SR 138 interchange to the Cleveland Avenue interchange. The ramp meters will control the release of vehicles onto these corridors during peak hours, therefore 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 vehicular collisions during peak hours. In addition to ramp meters, the project will also provide enhanced VDS and CCTV coverage at all entrance ramp locations between SR 138 and Cleveland Avenue. The new CCTV cameras will allow for improved monitoring of the interchanges and operation of the ramp meters at the TMC. The project will tie into existing fiber optic trunk lines along I-75.

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

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

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.

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

PROJECT CONCEPT REPORT

**CSNHS-0006-00(401)
HENRY / CLAYTON / FULTON COUNTY
P.I. NO. 0006401**

**FEDERAL ROUTE NUMBERS: NH-75-1, I-75
STATE ROUTE NUMBERS: 401**

ATMS / I-75 Ramp Meters Fm SR 138 to Cleveland Ave

Recommendation for approval:

DATE 6-21-06



State Traffic Safety & Design Engineer

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 Transportation Financial Management Administrator

DATE _____

State Environmental / Location Engineer

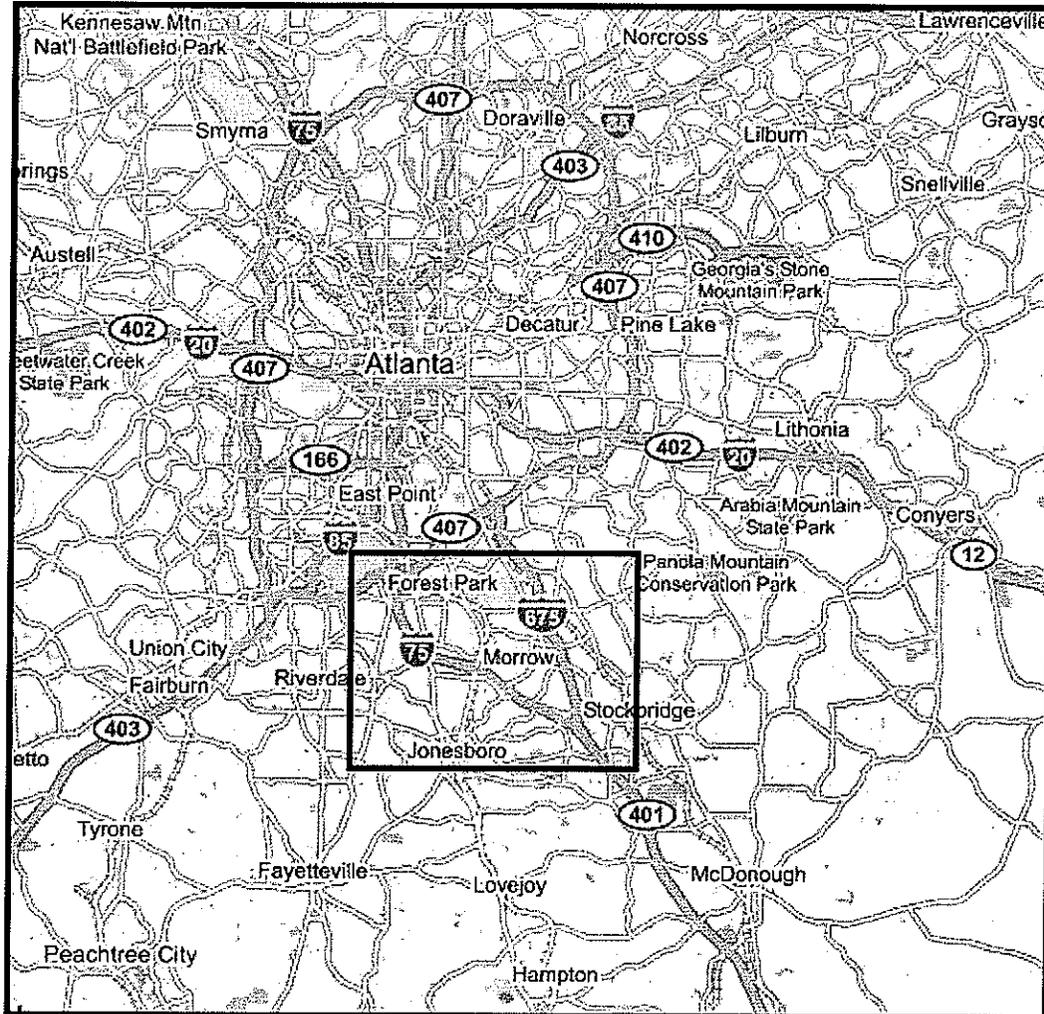
DATE _____

District Engineer

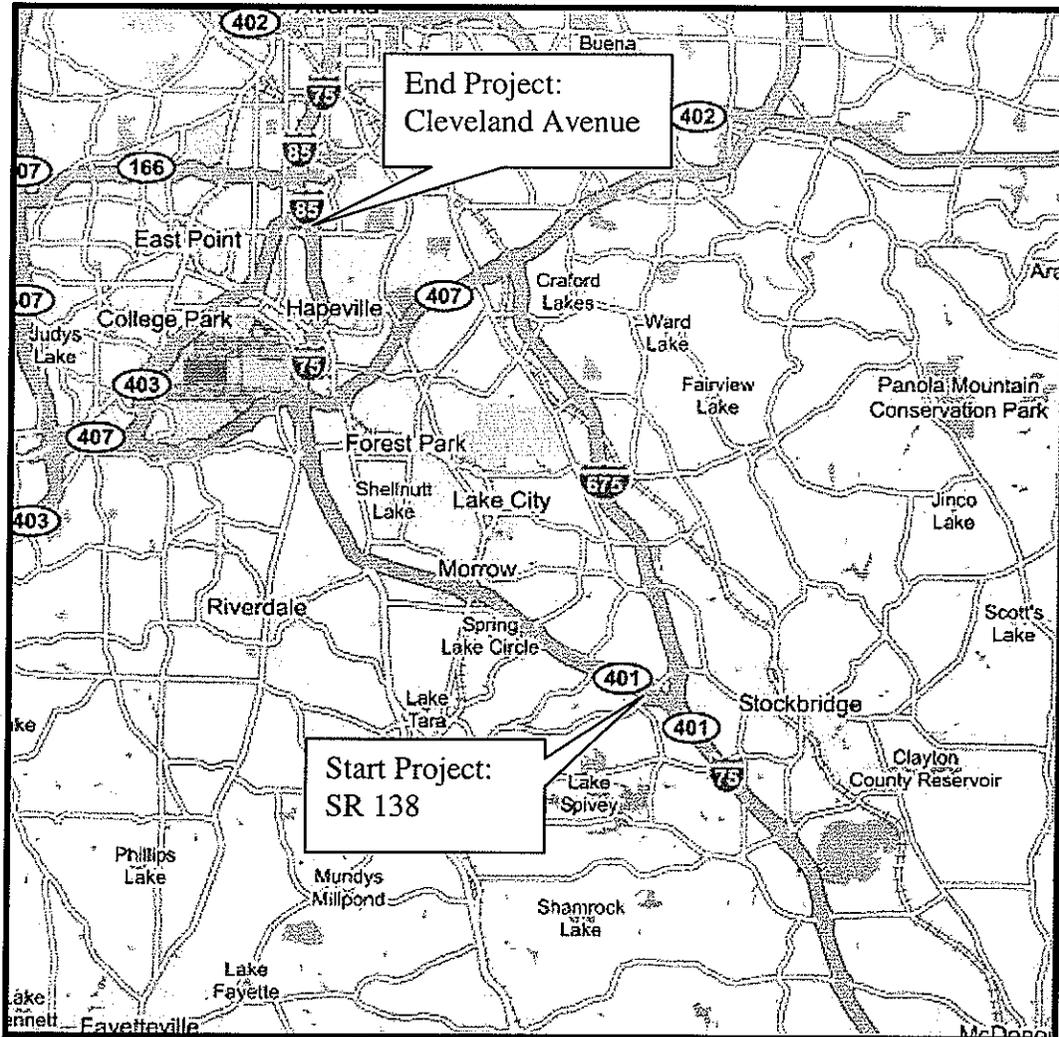
DATE _____

Project Review Engineer

PROJECT LOCATION MAPS



Location of Project in Henry / Clayton / Fulton County



Detail Map of I-75 Project

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 in Henry, Clayton, and Fulton Counties. The limits of the project for I-75 ramp meters are from the SR 138 / Stockbridge Road interchange to the Cleveland Avenue interchange. The ramp meters will control the release of vehicles onto these corridors during peak hours; therefore 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 Langford Parkway (SR 166) in Fulton County and Peachtree Industrial Boulevard (SR 141) in DeKalb and Gwinnett counties, with additional projects on I-20, I-75, I-85, I-285, I-575, I-675, SR 400, and US 78 planned as part of the Fast Forward Program. The system consists of surveillance cameras (CCTV), intersection video detection systems (IVDS) and ramp meters. By use of a fiber optic communications backbone, all the devices are tied to the Transportation Management Center (TMC) and various Traffic Control Centers (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 includes new field device connections to Hubs J, L, N and U.

Description of the proposed project:

Coverage

This project will install ramp meters and enhanced closed circuit television (CCTV) camera coverage at all entrance ramp locations between SR 138 and Cleveland Avenue on I-75, with the exception of those ramps cited in this report. New CCTV cameras will allow for improved monitoring of the interchanges and operation of the ramp meters at the TMC. The project will tie into existing fiber optic trunk lines along I-75.

Communications Plan

This project will use the new digital communications architecture. The video data and control communications from the new devices will be sent via Gig Ethernet network, as opposed to the older analog method involving switches and multiplexers. All network electronics required to operate and communicate with the devices in this project are included as well.

CCTV

CCTV surveillance cameras with color pan / tilt / zoom capability will be designed to provide coverage of metered entrance ramps at those locations not adequately covered by existing CCTV in the project area. These cameras will be mounted on eighty-foot concrete poles located mainly off the shoulder of the highway at the back of the clear zone. However, where appropriate, some cameras may be mounted on poles behind guardrail. The poles or other mounting apparatus for the cameras are included in this project.

Ramp Meters

Ramp Meters will be installed along I-75 at the following northbound and southbound entrance ramps:

- SR 138 / Stockbridge Road Southbound (ramp) – 1 ramp meter
- SR 138 / Stockbridge Road Northbound (ramp) – 1 ramp meter
- Mount Zion Boulevard Southbound (ramp) – 1 ramp meter
- Mount Zion Boulevard Northbound (cloverleaf and ramp) – 1 ramp meter
- US 19 / 41 / Tara Boulevard / Old Dixie Road Southbound (ramp) – 1 ramp meter
- SR 331 / Forest Parkway / Clark Howell Highway Southbound (ramp) – 1 ramp meter
- SR 331 / Forest Parkway / Clark Howell Highway Northbound (ramp and flyover) – 1 ramp meter

Interchanges with entrance ramps that feed onto collector/distributor lanes will not be metered. These interchanges include:

- Aviation Boulevard / Charles W. Grant Highway Southbound (cloverleaf)
- Charles Grant Highway / International Parkway Northbound (ramp)
- Henry Ford II / Central Avenue Southbound (cloverleaf and ramp)
- Henry Ford II / Central Avenue Northbound (cloverleaf and ramp)
- Cleveland Avenue Southbound (cloverleaf and ramp)

The interchange of SR 54 / Jonesboro Road is currently under GDOT contract for design improvements under PI #712630 (see Attachments). As the improved design will impact both north and southbound ramps at this interchange, GS&P will coordinate with GDOT to ensure that the design will accommodate ramp meters for both north and southbound ramps. To that end, the design of ramp meters at this interchange will not be included in our scope for this project.

Each ramp meter will require at least one IVDS to monitor operations, as well as CCTV for visual coverage. All supporting hardware, devices, poles and/or mast arms, lane markings, traffic signal equipment, and signage for the installation of ramp meters are included in this project.

All ramp meters will be designed based upon the AASHTO recommended acceleration distance criteria established in its *Policy on Geometric Design of Highways and Streets, 5th Ed.*, Exhibit 10-70. All interchanges north of SR 54 / Jonesboro Rd will be designed using criteria for 55 mph posted speeds, which specifies an acceleration distance of 960 feet. All interchanges south of US 19 / 41 / Old Dixie Road / Upper Riverdale Road will be designed using criteria for 65 mph posted speeds, which specifies an acceleration distance of 1,410 feet.

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: Urban Principal Arterial

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

State Route Number(s): SR 401

Traffic (2004 AADT)

Source: http://www.dot.state.ga.us/dot/plan-prog/transportation_data/traffic_counts/index.shtml

I-75 from SR 138 / Stockbridge Rd to Mount Zion Blvd.....	131,610
I-75 from Mount Zion Blvd to SR 54 / Jonesboro Rd.....	129,490
I-75 from SR 54 / Jonesboro Rd to US 19 / 41 / Old Dixie Rd/Upper Riverdale Rd.....	163,580
I-75 from US 19 / 41 / Old Dixie Rd/Upper Riverdale Rd to Clark Howell Rd	220,340
I-75 from Clark Howell Rd to Aviation Blvd.....	234,450
I-75 from Aviation Blvd to Henry Ford II Ave	245,670
I-75 from Henry Ford II Ave to Cleveland Ave	290,630

Existing design features:

- Typical Sections:
 - *I-75 from SR 138 / Stockbridge Road to Cleveland Avenue: 8 lanes barrier separated*

- Posted speeds:
 - *I-75 from SR 138 / Stockbridge Road to North of SR 54 / Jonesboro Road: 65 mph*
 - *North of SR 54 / Jonesboro Road to Cleveland Avenue: 55 mph*

- Minimum Radius: *N/A*
- Maximum grade: *N/A*

- Major structures along I-75:
 - *I-75 over SR 138/Stockbridge Highway*
 - *I-75 under Fielder Road*
 - *I-75 under Mount Zion Road and Utility Easement*
 - *I-75 over Mount Zion Road*
 - *I-75 over Meadowbrook Lane*
 - *I-75 under Jonesboro Road*
 - *I-75 under Railroad*
 - *I-75 over Holiday Boulevard*
 - *I-75 under Old Dixie Road*
 - *I-75 under Tara Boulevard entrance ramp*
 - *I-75 under Bob White Trail*
 - *I-75 under Forest Parkway*
 - *I-75 under I-285*
 - *I-75 under Aviation Boulevard*
 - *I-75 over Henry Ford II Lane*
 - *I-75 over Railroad*
 - *I-75 over North Central Avenue*
 - *I-75 under Mount Zion Road*
 - *I-75 over Cleveland Avenue*

- Major interchanges or intersections along I-75:
 - *I-75 @ SR 138/Stockbridge Road*
 - *I-75 @ Mount Zion Boulevard*
 - *I-75 @ Jonesboro Road*
 - *I-75 @ Old Dixie Road / Upper Riverdale Road*
 - *I-75 @ Clark Howell Highway / Forest Parkway*
 - *I-75 @ I-285*

- I-75 @ Aviation Boulevard
- I-75 @ Henry Ford II / Central Avenue
- I-75 @ Cleveland Avenue
- Existing lengths:
 - I-75 from SR 138 / Stockbridge Road to Mount Zion Boulevard: 3.85 miles
 - I-75 from Mount Zion Boulevard to Jonesboro Road: 1.65 miles
 - I-75 from Jonesboro Road to Old Dixie Road / Upper Riverdale Road: 2.03 miles
 - I-75 from Old Dixie Road / Upper Riverdale Road to Clark Howell Road: 2.56 miles
 - I-75 from Clark Howell Road to Aviation Boulevard: 1.66 miles
 - I-75 from Aviation Boulevard to Henry Ford II Avenue: 0.79 miles
 - I-75 from Henry Ford II Avenue to Cleveland Avenue: 2.02 miles
 - Total I-75 Project Length: 14.56 miles

Proposed Design Features:

- Typical Sections: *Existing section to remain. There will be no change to the lanes or typical sections.*
- Posted speeds: *Existing posted speed limits 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.*
 - Number of parcels: *0* Number of displacements: *0*
 - Business: *0*
 - Residences: *0*
 - Mobile homes: *0*
 - Other: *0*
- Structures:
 - *Strain Poles for CCTV and IVDS*
- Traffic control during construction: *Shoulder closures and/or lane closures will be necessary during installation of conduit, fiber optic cables and strain poles.*
- Design Exceptions to controlling criteria anticipated: *None*

	<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 type="checkbox"/>	<input checked="" type="checkbox"/>
SHOULDER WIDTH:	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 known.*
- Environmental Concerns: *None known.*
- Probable Locations of UST's: *N/A*
- Probable Locations of Hazardous Waste: *None*
- 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 CCTV cameras, VDS and ramp meter equipment.*
- Meets Logical Termini Requirements: *Yes*
- Conforms to TIP/STIP: *Yes*

Project responsibilities:

- Design: *Gresham Smith and Partners 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: *To be determined.*
- 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: *None*

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: *6 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: *3 Months*
- Time to complete to purchase right of way: *N/A*

Other alternates considered:

Alternative #1: No Build

Comments:

Attachments:

1. List of other projects in the area (Projects in Area summarized below)
2. Cost Estimate including E & C
3. Concept Report Rating Form

Projects in Area:

1. GDOT PI: 0001759, I-75 South HOV lanes from Aviation Boulevard to SR 54 (Jonesboro Rd).
PE – 2006, ROW – 2008
2. GDOT PI: 0003167, I-75 South HOV lanes from SR 54 (Jonesboro Rd) to Eagles Landing Parkway.
ROW – 2009
3. GDOT PI: 714095. I-675 ATMS communications / surveillance from I-75 south to I-285 south (10 miles).
PE – 2006, CST – 2007
4. GDOT PI: 712630. interchange reconstruction on I-75 south from Mt. Zion Boulevard to US 19/41 (Old Dixie Highway / Tara Boulevard).
ROW – 2006, CST – 2006 and 2007
5. GDOT PI: N/A. widening Hudson Bridge Road from Jodeco Road to I-75 south.
PE – 2005, ROW – 2007, CST – 2008
6. GDOT PI: 331980. widening SR 920 (Jonesboro Road), from I-75 south to downtown McDonough.
CST – 2005

See attachments for ARC detailed project summaries of each of these projects.

**Ramp Meters on I-75 from SR 138 to Cleveland Avenue
 CSNHS-0006-00(401), PI 0006401
 Henry / Clayton / Fulton 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(401)	Lump	Lump	\$ 150,000.00	\$ 150,000.00
xxx-xxxx	Ramp Meter Equipment	Each	8	\$ 75,000.00	\$ 600,000.00
Total Estimate					\$ 750,000.00

Total Estimate:	\$ 750,000.00
Inflation:	0
10% E & C	\$ 75,000.00
Total Project Cost	\$ 825,000.00