

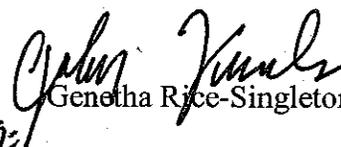
**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** P. I. No. 0006727, Fulton County  
CSSTP-0006-00(727)  
SR 9 ITS Installation

**OFFICE** Preconstruction

**DATE** May 4, 2009

**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.

Attachment

**DISTRIBUTION:**

Ron Wishon  
Glenn Bowman  
Ken Thompson  
Michael Henry  
Keith Golden  
Rachel Brown  
Paul Liles  
Mike Lobdell  
Sharon Evans  
BOARD MEMBER

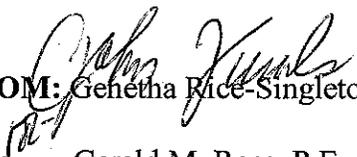
**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENTAL CORRESPONDENCE**

**FILE:** P.I. No. 0006727, Fulton County  
CSSTP-0006-00(727)  
SR 9 ITS Installation

**OFFICE:** Preconstruction

**DATE:** April 29, 2009

  
**FROM:** Genetha Rice-Singleton, Assistant Director of Preconstruction

**TO:** Gerald M. Ross, P.E., Chief Engineer

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**SUBJECT: PROJECT CONCEPT REPORT**

This project will install Intelligent Transportation System (ITS) elements along SR 9 from Abernathy Road to the Forsyth County line. SR 9, as a multi-lane facility, not only links the cities of Sandy Springs, Roswell, Alpharetta, and Milton, it also provides access from Forsyth and north Fulton County to the Perimeter and downtown Atlanta. State Route 9 is also the major arterial that runs parallel to GA 400; hence, when congestion occurs on GA 400, SR 9 becomes the primary alternate route. This project will propose operational improvements along SR 9 as a whole through multiple jurisdictions using Advanced Traffic Management Systems (ATMS). The purpose of this project is to operate the SR 9 corridor more efficiently and safely. This is achieved by coordinating incident management and traffic operations across the jurisdictional boundaries. An Intelligent Transportation System (ITS) will allow for improved progression and traffic surveillance as well as the ability to control signal timing to effectively manage traffic backup due to incidents along the roadway. The ITS will allow for a more orderly progression of traffic through the SR 9 corridor.

This project will include adaptive signal timing, closed circuit television (CCTV) cameras, changeable message signs (CMS), radar detection, pre-emption, and variable speed limit warning signs at specific locations, as well as Traffic Control Center upgrades and filling in the gaps to meet the operational control concept. This project will be using existing optic cables and proposed new communication infrastructure where necessary. Shoulder closures and/or right lane closures will be required for installation of ITS devices and trenching for conduit, strain poles and changeable message signs.

Environmental concerns include requiring a COE 404 permit; Categorical Exclusion will be prepared; a Public hearing is not required; Time saving procedures is appropriate.

P.I. No. 0006727, Fulton County  
Page 2  
April 29, 2009

The estimated costs for this project are:

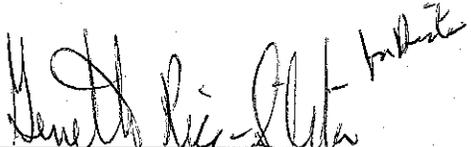
	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C)	\$3,499,000	\$ 3,500,000	L400	2010
Right-of-way & utilities	Local	Local		

\*Sandy Springs signed PFA for PE, ROW, Utilities, and 20% CST/ 100% over \$3,500,000

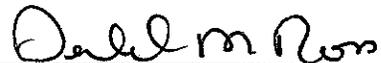
I recommend this project concept be approved.

GRS: JDQ  
Attachment

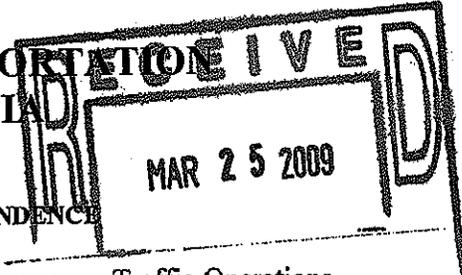
CONCUR

  
\_\_\_\_\_  
Director of Preconstruction

APPROVED

  
\_\_\_\_\_  
Gerald M. Ross, P.E., Chief Engineer

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA



INTERDEPARTMENT CORRESPONDENCE

FILE CSSTP-0006-00(727) Fulton County  
P.I. No. 0006727

OFFICE Traffic Operations

*Keith Golden CCB*

DATE March 19, 2009

FROM Keith Golden, P.E., State Traffic Engineer

TO Genetha Rice-Singleton, 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 Plan Development Process (PDP).

KG:CCB:sbe  
Attachments

Distribution:

- Ronald E. Wishon, Acting Project Review Engineer
- Glenn Bowman, P.E., State Environmental/Location Engineer
- Angela T. Alexander, State Transportation Planning Administrator
- Angela Whitworth, State Transportation Financial Management Administrator
- Rachel Brown, Acting District 7 Engineer

A handwritten signature in dark ink, located in the bottom right corner of the page. The signature is stylized and appears to be "Keith Golden".

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

*Office of Traffic Operations*

**PROJECT CONCEPT REPORT**

Project Number: CSSTP-0006-00(727)

County: Fulton

P. I. Number: 0006727

Federal Route Number: N/A

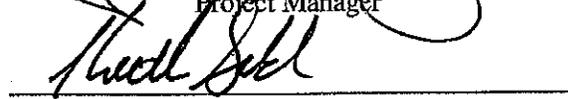
State Route Number: 9

Recommendation for approval:

DATE 17 Mar 2009

  
\_\_\_\_\_  
Project Manager

DATE 3-19-09

  
\_\_\_\_\_  
State Traffic 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 3/24/09

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

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



**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

*Office of Traffic Operations*

**PROJECT CONCEPT REPORT**

Project Number: CSSTP-0006-00(727)

County: Fulton

P. I. Number: 0006727

Federal Route Number: N/A

State Route Number: 9

Recommendation for approval:

DATE 17 Mar 2009

DATE 3-19-09

  
\_\_\_\_\_  
Project Manager  
  
\_\_\_\_\_  
State Traffic 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 Transportation Planning Administrator

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

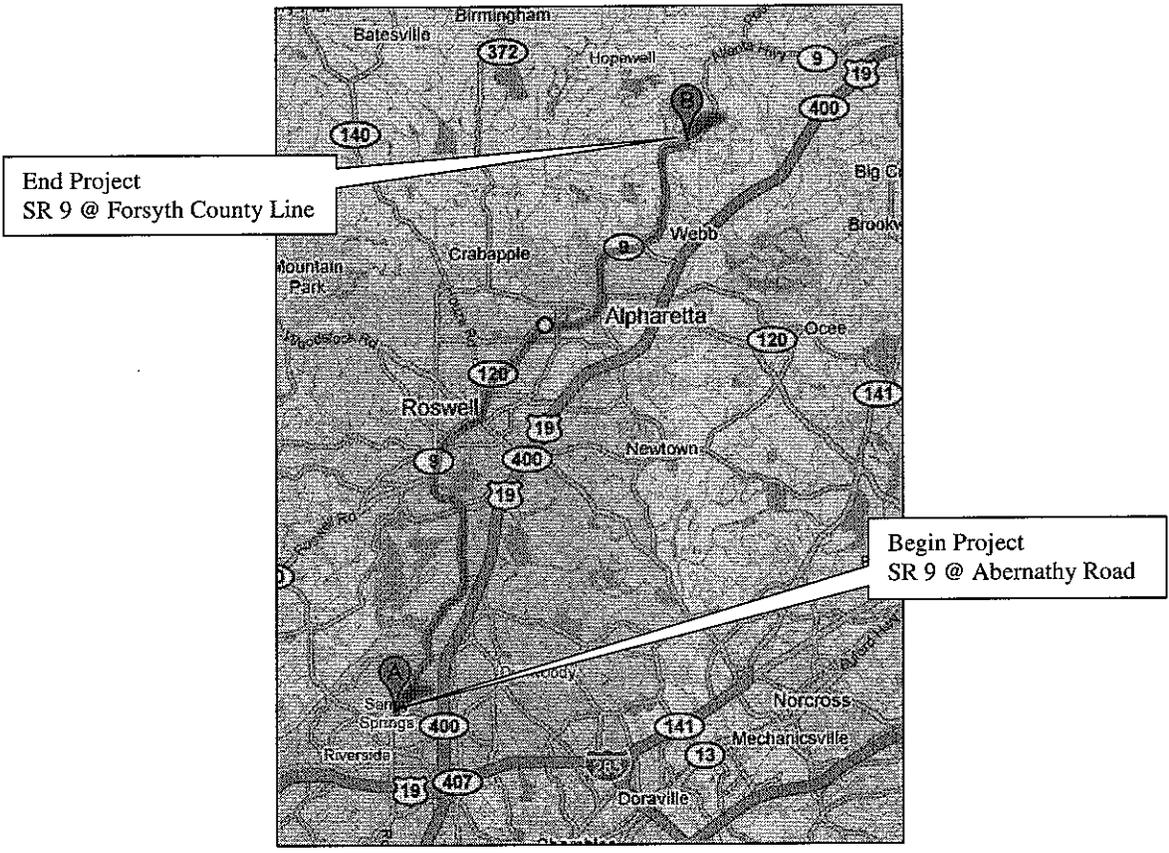
\_\_\_\_\_  
District Engineer

DATE \_\_\_\_\_

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

## PROJECT LOCATION MAP

Location of Project in Fulton County



### Need and Purpose

State Route 9, as a multi-lane facility, not only links the cities of Sandy Springs, Roswell, Alpharetta, and Milton, it also provides access from Forsyth and north Fulton County to the Perimeter and downtown Atlanta. State Route 9 is also the major arterial that runs parallel to GA 400; hence, when congestion occurs on GA 400, SR 9 becomes the primary alternate route. Additionally there is a tremendous demand for north-south connectivity across the Chattahoochee River, and SR 9 provides such access. With the growth in population over the years and increasing traffic demand, there is a need for improving the operations and throughput on SR 9. This project will propose operational improvements along SR 9 as a whole through multiple jurisdictions using Advanced Traffic Management Systems (ATMS). The purpose of this project is to operate the SR 9 corridor more efficiently and safely. This is achieved by coordinating incident management and traffic operations across the jurisdictional boundaries.

The implementation of ATMS on SR 9 will provide smoother operations and the means to better handle congestion and incidents.

### **Description of the Proposed Project**

The project will install Intelligent Transportation System (ITS) elements along SR 9 from Abernathy Road to the Forsyth County line. The design will include adaptive signal timing, closed circuit television (CCTV) cameras, changeable message signs (CMS), radar detection, pre-emption, and variable speed limit warning signs at strategic locations, as well as Traffic Control Center upgrades and the filling in of communication gaps to meet the operational control concept. This project will use existing fiber optic cables and propose new communications infrastructure where necessary.

### **SR 9 ATMS Plan**

#### *City of Sandy Springs:*

The City of Sandy Springs is currently deploying ATMS throughout the city. They have deployed a fiber optic communications network, CCTV cameras, and recently opened a new traffic management center (TMC). The TMC uses Protronix software, not NaviGator software, for control of their CCTV cameras and website. By 2010, the City will have continuous fiber optic communications, CCTV cameras, and an adaptive signal control system on SR 9 from the southern to northern city limits.

To supplement Sandy Springs' existing/planned system, this project will install CCTV cameras at midblock locations along SR 9 for incident/emergency management by the 911 center and traffic management by the TMC. Changeable message signs will also be added at strategic locations along SR 9 to provide travel time information of the freeways and traveler information on SR 9 such as incidents and road closures. Variable speed display signs will also be added in some sections to improve safety by informing drivers when they are exceeding the speed limit. The project also includes TMC equipment a traffic information channel system to provide content (CCTV video and traveler information) to a local government TV channel, a portable HAR to be shared by three agencies, and a video display system for Sandy Springs' new 911 center. Additionally, the project will provide center to center communications between the three cities, making it possible to share real time information, live CCTV video, and coordinated signal timing. This project will use the existing fiber optic communications system that either already exists or will be built by the letting of this project; hence, there will be no communication gaps to be filled in the City of Sandy Springs.

#### *City of Roswell:*

Roswell's project limits are from Riverside Road to Upper Hembree Road. These limits include the existing reversible lane system. This project will include the installation of CCTV cameras at major intersections and within the reversible lane section to provide incident/emergency management and traffic management services. The major need identified by the police and fire departments is CCTV coverage in the reversible section for surveillance and emergencies. No

CMS are proposed in Roswell because the City prefers that traveler information be provided through in-vehicle devices.

This project will use the existing fiber optic cable that either already exists or will be built by the letting of this project. The project also involves establishing a traffic control center (TCC) for the City of Roswell which will include computer workstations, communications, and video monitors. The City has designated an area in their maintenance facility to serve as a TCC. The TCC will perform ITS operations such as surveillance and dissemination of traveler information. The TCC will use either NaviGator version 2.0 (Nav2) or an external software program to operate the ITS elements. This project also includes a portable HAR, shared by the three agencies, and a traffic information channel system to provide content (CCTV video and traveler information) to a local government TV channel. Connectivity will also be established for Roswell to provide traveler information through the NaviGator website. The project also includes a video display for viewing CCTV cameras at the Roswell 911 center.

Stakeholders in all cities identified needing improved signal timing capabilities in their cities and across jurisdictional boundaries; therefore, adaptive signal timing is being added to the cities of Roswell and Alpharetta to tie in with the adaptive system currently being designed for Sandy Springs. Additionally, the new adaptive system will provide the capability to implement diversion timing plans during emergencies as well as special signal timing plans for special events. The project will also provide center to center communications between the three cities, making it possible to share real time information, live CCTV video, and coordinated signal timing.

*City of Alpharetta:*

Alpharetta's project limits are from Upper Hembree Road to Windward Parkway. This project will include the installation of CCTV cameras at major intersections for incident/emergency management and traffic management services. A CMS is proposed at one location within the city limits to serve a dual purpose of providing travel time information on SR 400 and traveler information on SR 9. Traffic management is the other major user service identified by stakeholders and the needs were data collection along SR 9 and implementation of adaptive signal timing within the limits of the project. This project will use fiber optic cable that either already exists or will be built by this project. The only communication gap to be filled by this project is from SR 9 to the TCC. Alpharetta has an existing TCC and will be upgraded to use NaviGator version 2.0 (Nav2) or an external software program to operate the ITS elements. Connectivity will also be established for Alpharetta to provide traveler information through the Navigator website. This project also includes a portable HAR shared by the three agencies.

Stakeholders in all cities identified needing improved signal timing capabilities in their cities and across jurisdictional boundaries; therefore, adaptive signal timing is being added to the cities of Roswell and Alpharetta to tie in with the adaptive system currently being designed for the Sandy Springs. Additionally, the new adaptive system will provide the capability to implement diversion timing plans during emergencies as well as special signal timing plans for special events. The project will also provide center to center communications between the three cities,

Project Concept Report, Page 5  
Project Number: CSSTP-0006-00(727)  
P.I. Number: 0006727  
County: Fulton

making it possible to share real time information, live CCTV video, and coordinated signal timing.

*City of Milton:*

City of Milton's project limits are from the north of Windward Parkway to the Forsyth County line. This project will include the installation of one CMS sign along SR 9 within their project limits. This CMS will serve the dual purpose of providing travel time information on SR 400 and traveler information on SR 9. The cost for the CMS will be split between the three participating cities as shown in the cost estimate (Attachment 1).

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: Principal Arterial

U. S. Route Number(s): None

State Route Number(s): SR 9

Traffic (AADT):  
Current Year (2007):

Source: <http://www.dot.state.ga.us/statistics/TrafficData/Pages/TrafficCounts.aspx>

SR 9 (Piedmont Rd to Long Island Dr) .....	28,560
SR 9 (Belle Isle Rd to Off to/On Fr 1-285 E) .....	34,900
SR 9 (I-285 to Hilderbrand Dr).....	39,060
SR 9 (Mt. Vernon Hwy to Chaseland Rd).....	30,830
SR 9 (Abernathy Rd to Marsh Creek).....	36,180
SR 9 (Spalding Dr to Brantley Rd).....	30,510
SR 9 (Pitts Rd to Huntcliff Dr) .....	31,180
SR 9 (Hannover park Dr to Chattahoochee River) .....	34,400
SR 9 (Riverside Rd to King St).....	24,320
SR 9 (Marietta Hwy to Canton St).....	33,980
SR 9 (Magnolia St to Frazier St).....	24,840
SR 9 (WoodStock St to Clara Dr).....	33,650
SR 9 (Crossville Rd to Commerce Parkway) .....	42,580
SR 9 (Mansell Rd to Greenhouse Dr) .....	31,050
SR 9 (Hembree Road to Brady Pl).....	33,320
SR 9 (Maxwell Road to Janis Lane) .....	30,750
SR 9 (Old Milton Parkway to Jones Avenue).....	28,460
SR 9 (Academy Street to Pine Grove Dr).....	27,850
SR 9 (Canton Street to Windward Parkway) .....	23,720
SR 9 (Webb Road to Bethany Road) .....	21,000
SR 9 (Five Acre Road to Five Acre Road) .....	17,810

**Existing design features:**

- Typical Sections:
  - *SR 9: The number of lanes vary between 3 to 4 lanes in each direction with a two-way left turn lane, except in the reversible lane section in Roswell.*
  - *Reversible Lane Section: There are three lanes and the middle is reversible.*
- Posted speed:
  - *SR 9: Meadowbrook Rd to Abernathy Rd – 35 mph*  
*Abernathy Rd to Roberts Dr – 45 mph*  
*Chattahoochee River to Norcross St – 35 mph*  
*Norcross St to Houze Rd – 35 mph*  
*Houze Rd to Maxwell Rd – 45 mph*  
*Maxwell Rd to Cumming St – 35 mph*  
*Cumming St to Forsyth county line – 45 mph*
- Minimum Radius: *N/A*
- Maximum grade: *N/A*
- Width of R/W: *N/A*
- Major structures:
  - *Bridge at SR 9 and Riverside Parkway*
  - *Bridge at SR 9 and I-285*
- Major interchanges or intersections along the project:
  - *SR 9 @ Windsor Parkway*
  - *SR 9 @ Belle Isle Rd*
  - *SR 9 @ Glenridge Dr*
  - *SR 9 @ I-285*
  - *SR 9 @ Hammond Dr*
  - *SR 9 @ Mt. Vernon Hwy*
  - *SR 9 @ Johnson Ferry Rd*
  - *SR 9 @ Windsor Parkway*
  - *SR 9 @ Abernathy Rd*
  - *SR 9 @ Windsor Parkway*
  - *SR 9 @ Dalrymple Rd*
  - *SR 9 @ Pitts Rd*
  - *SR 9 @ Northridge Rd*
  - *SR 9 @ Riverside Rd/Azalea Dr*
  - *SR 9 @ Marietta Hwy*
  - *SR 9 @ Oak Street*
  - *SR 9 @ Woodstock St*
  - *SR 9 @ Holcomb Bridge Rd*
  - *SR 9 @ Mansell Rd*
  - *SR 9 @ Hembree Rd*
  - *SR 9 @ Upper Hembree Rd*
  - *SR 9 @ Wills Rd*

- *SR 9 @ Old Milton Parkway*
  - *SR 9 @ Milton Avenue*
  - *SR 9 @ Mayfield Rd*
  - *SR 9 @ Windward Parkway*
  - *SR 9 @ Bethany Rd*
  - *SR 9 @ McFarland Parkway*
- Existing length: *SR 9 from Meadowbrook Rd to Fulton/Forsyth County Line: 17.8 miles  
MP 12.00 to MP 29.79*

**Proposed Design Features:**

- Proposed Typical Sections:
  - *SR 9: Existing section to remain*
- Proposed Posted speed:
  - *SR 9: Existing posted speed to remain*
- Proposed Minimum Radius: *N/A*
- Proposed 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*
- Right of way: *Project will be constructed within the existing Limited Access/Right of Way wherever possible. None anticipated.*
  - Easements: *0*
  - Type of access control: *0*
  - Number of parcels:                      Number of displacements: *0*
    - Business: *0*
    - Residences: *0*
    - Mobile homes: *0*
    - Other: *0*
- Structures:
  - Strain Pole(s) for CCTV cameras.
  - Eight (8) CMS Structures
  - Radar detection stations
- Major intersections and interchanges:
  - *SR 9 @ Windsor Parkway*
  - *SR 9 @ Belle Isle Rd*
  - *SR 9 @ Glenridge Dr*
  - *SR 9 @ I-285*
  - *SR 9 @ Hammond Dr*
  - *SR 9 @ Mt. Vernon Hwy*
  - *SR 9 @ Johnson Ferry Rd*

- SR 9 @ Windsor Parkway
- SR 9 @ Abernathy Rd
- SR 9 @ Windsor Parkway
- SR 9 @ Dalrymple Rd
- SR 9 @ Pitts Rd
- SR 9 @ Northridge Rd
- SR 9 @ Riverside Rd/Azalea Dr
- SR 9 @ Marietta Hwy
- SR 9 @ Oak Street
- SR 9 @ Woodstock St
- SR 9 @ Holcomb Bridge Rd
- SR 9 @ Mansell Rd
- SR 9 @ Hembree Rd
- SR 9 @ Upper Hembree Rd
- SR 9 @ Wills Rd
- SR 9 @ Old Milton Parkway
- SR 9 @ Milton Avenue
- SR 9 @ Mayfield Rd
- SR 9 @ Windward Parkway
- SR 9 @ Bethany Rd
- SR 9 @ McFarland Parkway

- Traffic control during construction: *Shoulder closures and/ or lane closures will be necessary during installation of conduit, fiber optic cables, strain poles, and CMSs.*
- Design Exceptions to controlling criteria anticipated: *None 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 type="checkbox"/>	<input checked="" type="checkbox"/>
SHOULDER WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 (See Environmental Screening – Attachment 6)*

- 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 ATMS devices. Whenever possible, existing service points will be utilized versus calling for new/additional service points. The following utilities will be coordinated with:*
  - AT&T
  - Atlanta Gas Light Resources
  - City of Atlanta Bureau of Watershed Management
  - Comcast, Inc.
  - Fulton County Public Works
  - Georgia Power Company
  - Georgia Power Transmission
  - Sawnee EMC
  
- VE Study Required: Yes  No .
  
- Meets Logical Termini Requirements: Yes  No .
  
- Conforms to TIP/STIP: Yes  No .

**Project responsibilities:**

- Design: *URS Corporation & Gresham Smith and Partners on behalf of Cities of Sandy Springs, Roswell, and Alpharetta*
- Right of Way Acquisition: *N/A*
- Relocation of Utilities: *N/A*
- Letting to contract: *City of Sandy Springs*
- Supervision of construction: *Local Jurisdictions and CEI services firm*
- Providing material pits: *None Required*
- Providing detours: *None Anticipated*

**Coordination:**

- Pre-Concept Meeting:
- Initial Concept Meeting date and brief summary: *N/A*.
- Concept meeting date and brief summary: *7/17/2008*
- P. A. R. meetings, dates and results: *N/A*
- Public involvement: *Sandy Springs provided fact sheets through email blast in August 2008. Sandy Springs also included SR 9 ATMS project as part of an open house in October 2008. Roswell posted fact sheet on their website in October 2008. Alpharetta has a fact sheet developed and will distribute.*
- Local government comments: *Concept of Operations developed with Sandy Springs, Roswell, Alpharetta and GDOT in September 2008 captured stakeholders input.*
- Other projects in the area:
  - World Fiber Project – GDOT Traffic Signal Upgrades CSSTP-0007-00(112), P.I. # 0007112
  - Midtown Project – Alpharetta Street STP-0006-00(274), P.I. #0006274
  - Pond & Co. Project (Long Range) – Phase 1 PEMAS011401084, P.I.# 721780, Phase 2 PEMAS0114085, P.I. # 721790
  - GS&P Project – SR 140 (Holcomb Bridge Road) – HPP-00-0000-00(252), P.I. #0000252
- Railroad: *N/A*.
- Other coordination to date: *None*.

**Traffic Signal Timing and Coordination:**

Traffic signals will be timed to maintain coordinated traffic flow progression through the synchronized intersections. The signal timing will be designed to minimize the overall total delay of the roadway segment. The major street typically carries the larger volumes, thus the signal timing will provide the majority of the green time to the major roadway approaches. The progression of vehicles along the major roadway will be given the priority even when the characteristics of the roadway traffic flow and control changes. Once a signal timing plan has been completed to optimize traffic flow, any modification to the signal timing to increase green time on minor streets will not adversely affect the traffic flow progression on the major roadway.

**Scheduling – Responsible Parties' Estimate:**

- Time to complete the environmental process: *3 months*
- Time to complete preliminary construction plans: *6 months*
- Time to complete right of way plans: *3 months*
- Time to complete the Section 404 Permit: *N/A*
- Time to complete final construction plans: *2 months*
- Time to complete to purchase right of way: *4 months*

**Other alternates considered:**

*Alternative #1: No Build*

Project Concept Report, Page 12  
Project Number: CSSTP-0006-00(727)  
P.I. Number: 0006727  
County: Fulton

**Comments: None**

**Attachments:**

1. Scoring Sheet
2. Location and Design Approval Notice
3. Cost Estimate
4. Concept Layout
5. Concept Meeting Minutes
6. Environmental Screening Report
7. Fact Sheets
8. Inter-Governmental Project Agreement
9. PFA

**ATTACHMENT #1**

**SCORING SHEET**

## SCORING RESULTS AS PER TOPPS 2440-2

<b>Project Number:</b> CSSTP-0006-00(727)		<b>County:</b> Fulton		<b>PI No.:</b> 0006727	
<b>Report Date:</b> 3/3/09		<b>Concept By:</b> DOT Office:			
<input type="checkbox"/> CONCEPT		Consultant: URS Corp. w/ Gresham Smith & Partners			
<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 <input type="checkbox"/> Building <input type="checkbox"/> Interchange <input type="checkbox"/> Intersection <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
<b>FOCUS AREAS</b>	<b>SCORE</b>	<b>RESULTS</b>			
<b>Presentation</b>					
<b>Judgement</b>					
<b>Environmental</b>					
<b>Right of Way</b>					
<b>Utility</b>					
<b>Constructability</b>					
<b>Schedule</b>					

**ATTACHMENT #2**

**LOCATION AND DESIGN APPROVAL NOTICE**

**NOTICE OF LOCATION AND DESIGN APPROVAL**

**PROJECT: CSSTP-0006-00(727), FULTON COUNTY, P.I. NO. 0006727**

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: May 4, 2009

Project CSSTP-0006-00(727) in Fulton County consists of installing advanced traffic management system (ATMS) elements along SR 9 from Abernathy Road to the Forsyth County line. The design will include adaptive signal timing, closed circuit television (CCTV) cameras, changeable message signs (CMS), radar detection, pre-emption, and variable speed limit warning signs at strategic locations, as well as Traffic Control Center upgrades and the filling in of communication gaps to meet the operational control concept. This project will use existing fiber optic cables and propose new communications infrastructure where necessary.

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

Ms. Cynthia C. Burney, P.E.  
Office of Traffic Operations  
935 E. Confederate Ave, Bldg 24  
Atlanta, Georgia 30316  
(404) 635-8149  
email: [cburney@dot.ga.gov](mailto:cburney@dot.ga.gov)

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 Operations  
935 E. Confederate Ave, Bldg 24  
Atlanta, Georgia 30316  
email: [kgolden@dot.ga.gov](mailto:kgolden@dot.ga.gov)

**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.**

**ATTACHMENT #3**

**COST ESTIMATE**

**ATTACHMENT #1 - COST ESTIMATE**

**CITY OF SANDY SPRINGS**

CSSTP-0006-00(727)  
 FULTON COUNTY  
 P.I. NO. 0006727

**SR 9 ATMS**

ITS Elements	Unit	Cost per Unit	City of Sandy Springs	
			Quantity	Cost
<b>Traffic Control Center (TMC &amp; TCC)</b>	Ea			
TCC Console Workstation	Ea	\$4,200	Existing	
TCC Console				
GDOT Nav 2.0 (Option 1)	LS	\$0		
Other Software Systems (Protronix, 360) (Option 2)	LS		1	\$40,000
Multi media display - 40" LCD	Ea	\$4,100		
Equipment Infrastructure	Ea	\$15,000		
Communication Electronics	Ea	\$5,000		
Testing	LS	\$12,000		
Training	LS	\$8,000		
<b>Communications</b>				
Underground fiber optic cable, single mode, 48 fiber	LF	\$25	Existing	
<b>CCTV Operations System</b>				
CCTV System, Type B (PTZ)	Ea	\$25,000	5	\$125,000
Video decoder, Type A	Ea	\$5,500	2	\$11,000
<b>Reversible Lane system</b>				
CCTV System, Type B (PTZ)	Ea	\$25,000		
<b>CMS Operations System</b>				
LED Full Matrix, 2 Lines, 3'9"x18'2", 12 in	Ea	\$125,000	4	\$500,000
LED Full Matrix, 2 Lines (Share cost for Milton CMS)	Ea	\$125,000	0.33	\$41,250
CMS Control Software (NaviGator)	LS	\$0		\$0
CMS Control Software (Protronix or other)	LS	\$25,000	1	\$25,000
<b>Safety System</b>				
Speed Detection Sign	Ea	\$6,000	3	\$18,000
<b>Signal System</b>				
Adaptive traffic signal system	intersection	\$15,000		
Detection (Video) option 1	per lane	\$5,000		
Detection (Loops) option 2	per lane	\$900		
Develop real time detection using radar	per midblock	\$17,000	9	\$153,000
Data Collection for traffic volumes on SR 9	Ea	\$13,000	2	\$26,000
Signal Pre-emption Equipment in field	Ea	\$6,000		
Signal Pre-emption Transmitter (Fire Trucks only)	Ea	\$1,000		
<b>Traveler information dissemination</b>				
Traveler information data transfer to GDOT Content Server	LS	\$6,000	1	\$6,000
Traffic Information Channel System	LS	\$40,000	1	\$40,000
Portable HAR	LS	\$75,000	1	\$25,000
Video Display System at Roswell 911 Center	LS	\$18,000		
<b>Subtotal Cost</b>				<b>\$1,010,250</b>
<b>CEI, SOP development and Training (15%)</b>				<b>\$151,538</b>
Construction, Engineering, and Inspection (CEI)				
SOP for sharing resources and emergency signal timing				
SOP for CMS operations and video control				
Training for TCC operators and traffic control officers				
Training for 911 operators to use the ATMS				
<b>Total Cost per City</b>				<b>\$1,161,788</b>

**ATTACHMENT #1 - COST ESTIMATE**

**CITY OF ROSWELL**

CSSTP-0006-00(727)  
 FULTON COUNTY  
 P.I. NO. 0006727

**SR 9 ATMS**

ITS Elements	Unit	Cost per Unit	City of Roswell	
			Quantity	Cost
<b>Traffic Control Center (TMC &amp; TCC)</b>	Ea			
TCC Console Workstation	Ea	\$4,200	2	\$8,400
TCC Console				
GDOT Nav 2.0 (Option 1)	LS	\$0	1	\$0
Other Software Systems (Protronix, 360) (Option 2)	LS		1	\$100,000
Multi media display - 40" LCD	Ea	\$4,100	2	\$8,200
Equipment Infrastructure	Ea	\$15,000	1	\$15,000
Communication Electronics	Ea	\$5,000	1	\$5,000
Testing	LS	\$12,000		\$12,000
Training	LS	\$8,000		\$8,000
<b>Communications</b>				
Underground fiber optic cable, single mode, 48 fiber	LF	\$25		
<b>CCTV Operations System</b>				
CCTV System, Type B (PTZ)	Ea	\$25,000	10	\$250,000
Video decoder, Type A	Ea	\$5,500	5	\$27,500
<b>Reversible Lane system</b>				
CCTV System, Type B (PTZ)	Ea	\$25,000	2	\$50,000
<b>CMS Operations System</b>				
LED Full Matrix, 2 Lines, 3'9"x18'2", 12 in	Ea	\$125,000	1	\$165,000
LED Full Matrix, 2 Lines (Share cost for Milton CMS)	Ea	\$125,000	0.33	\$41,250
CMS Control Software (NaviGator)	LS	\$0		\$0
CMS Control Software (Protronix or other)	LS	\$25,000	1	\$25,000
<b>Safety System</b>				
Speed Detection Sign	Ea	\$6,000		
<b>Signal System</b>				
Adaptive traffic signal system	intersection	\$15,000	14	\$210,000
Detection (Video) option 1	per lane	\$5,000		
Detection (Loops) option 2	per lane	\$900	168	\$151,200
Develop real time detection using radar	per midblock	\$17,000		
Data Collection for traffic volumes on SR 9	Ea	\$13,000		\$0
Signal Pre-emption Equipment in field	Ea	\$6,000		
Signal Pre-emption Transmitter (Fire Trucks only)	Ea	\$1,000		
<b>Traveler information dissemination</b>				
Traveler information data transfer to GDOT Content Server	LS	\$6,000	1	\$6,000
Traffic Information Channel System	LS	\$40,000	1	\$40,000
Portable HAR	LS	\$75,000	1	\$25,000
Video Display System at Roswell 911 Center	LS	\$18,000	1	\$18,000
<b>Subtotal Cost</b>				<b>\$1,165,550</b>
<b>CEI, SOP development and Training (15%)</b>				<b>\$174,833</b>
Construction, Engineering, and Inspection (CEI)				
SOP for sharing resources and emergency signal timing				
SOP for CMS operations and video control				
Training for TCC operators and traffic control officers				
Training for 911 operators to use the ATMS				
<b>Total Cost per City</b>				<b>\$1,340,383</b>

**ATTACHMENT #1 - COST ESTIMATE**

**CITY OF ALPHARETTA**

CSSTP-0006-00(727)  
FULTON COUNTY  
P.I. NO. 0006727

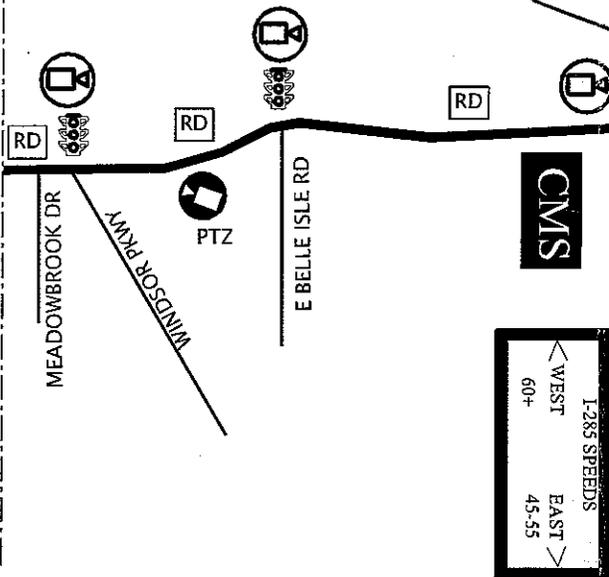
**SR 9 ATMS**

ITS Elements	Unit	Cost per Unit	City of Alpharetta	
			Quantity	Cost
<b>Traffic Control Center (TMC &amp; TCC)</b>	Ea			
TCC Console Workstation	Ea	\$4,200		
TCC Console				
GDOT Nav 2.0 (Option 1)	LS	\$0	1	0
Other Software Systems (Protronix, 360) (Option 2)	LS		1	\$75,000
Multi media display - 40" LCD	Ea	\$4,100		
Equipment Infrastructure	Ea	\$15,000		
Communication Electronics	Ea	\$5,000		
Testing	LS	\$12,000		
Training	LS	\$8,000		
<b>Communications</b>				
Underground fiber optic cable, single mode, 48 fiber	LF	\$25	2,500	\$62,500
<b>CCTV Operations System</b>				
CCTV System, Type B (PTZ)	Ea	\$25,000	4	\$100,000
Video decoder, Type A	Ea	\$5,500	2	\$11,000
<b>Reversible Lane system</b>				
CCTV System, Type B (PTZ)	Ea	\$25,000		
<b>CMS Operations System</b>				
LED Full Matrix, 2 Lines, 3'9"x18'2", 12 in	Ea	\$125,000	1	\$125,000
LED Full Matrix, 2 Lines (Share cost for Milton CMS)	Ea	\$125,000	0.33	\$41,250
CMS Control Software (NaviGator)	LS	\$0		\$0
CMS Control Software (Protronix or other)	LS	\$25,000	1	\$25,000
<b>Safety System</b>				
Speed Detection Sign	Ea	\$6,000		
<b>Signal System</b>				
Adaptive traffic signal system	intersection	\$15,000	10	\$150,000
Detection (Video) option 1	per lane	\$5,000	40	\$200,000
Detection (Loops) option 2	per lane	\$900		
Develop real time detection using radar	per midblock	\$17,000		
Data Collection for traffic volumes on SR 9	Ea	\$13,000	2	\$26,000
Signal Pre-emption Equipment in field	Ea	\$6,000	3	\$18,000
Signal Pre-emption Transmitter (Fire Trucks only)	Ea	\$1,000	2	\$2,000
<b>Traveler Information dissemination</b>				
Traveler information data transfer to GDOT Content Server	LS	\$6,000	1	\$6,000
Traffic Information Channel System	LS	\$40,000		
Portable HAR	LS	\$75,000	1	\$25,000
Video Display System at Roswell 911 Center	LS	\$18,000		
<b>Subtotal Cost</b>				<b>\$866,750</b>
<b>CEI, SOP development and Training (15%)</b>				<b>\$130,013</b>
Construction, Engineering, and Inspection (CEI)				
SOP for sharing resources and emergency signal timing				
SOP for CMS operations and video control				
Training for TCC operators and traffic control officers				
Training for 911 operators to use the ATMS				
<b>Total Cost per City</b>				<b>\$996,763</b>

<b>Total Project Cost (All 3 Cities)</b>		<b>\$3,498,933</b>
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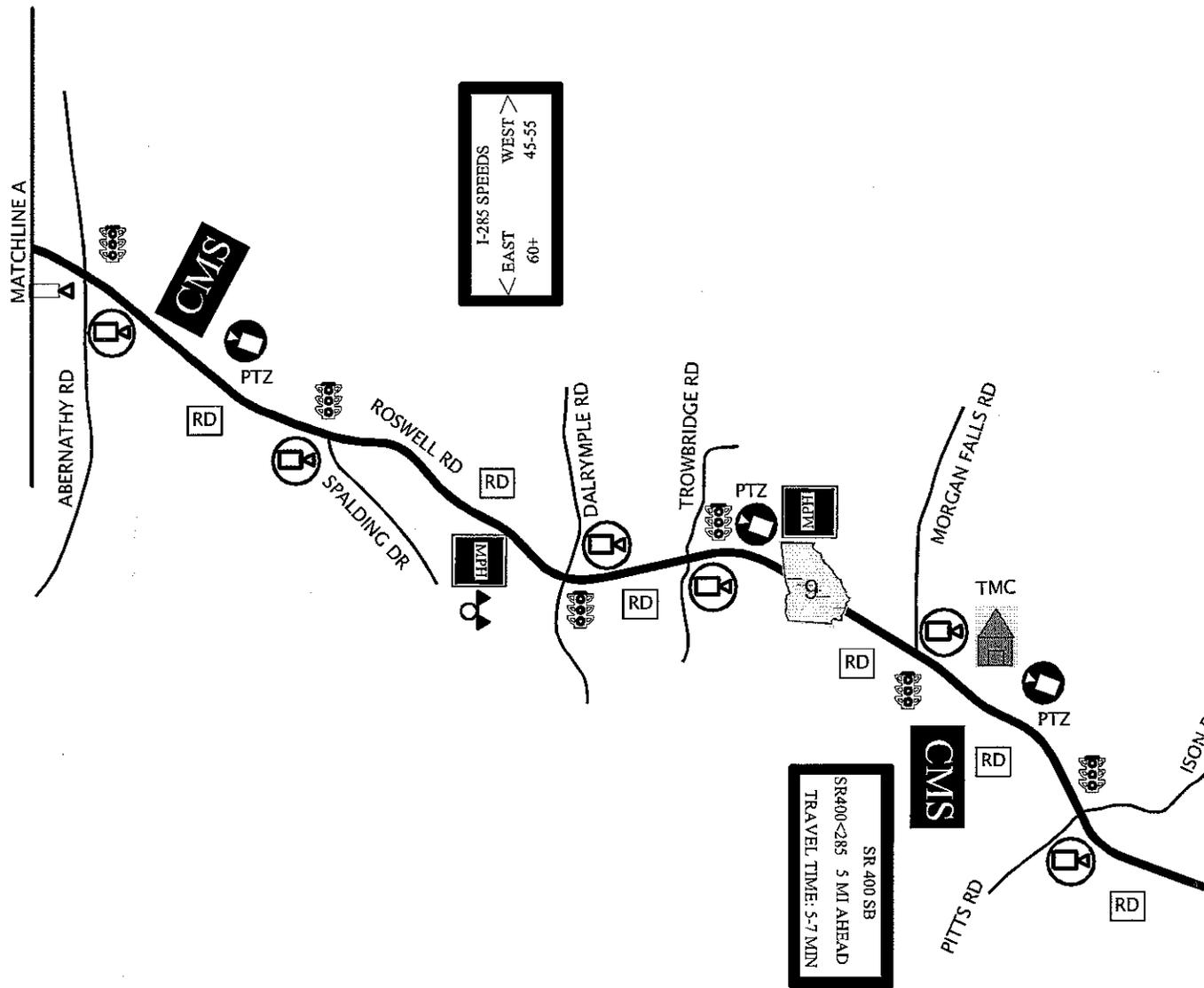
**ATTACHMENT #4**  
**CONCEPT LAYOUT**

SANDY SPRINGS CITY LIMIT



EXISTING ATMS DEVICES

-  RED LIGHT RUNNING CAMERA
-  INTERSECTION VIDEO DETECTION SYSTEM
-  TRAFFIC SIGNAL
-  CCTV CAMERA

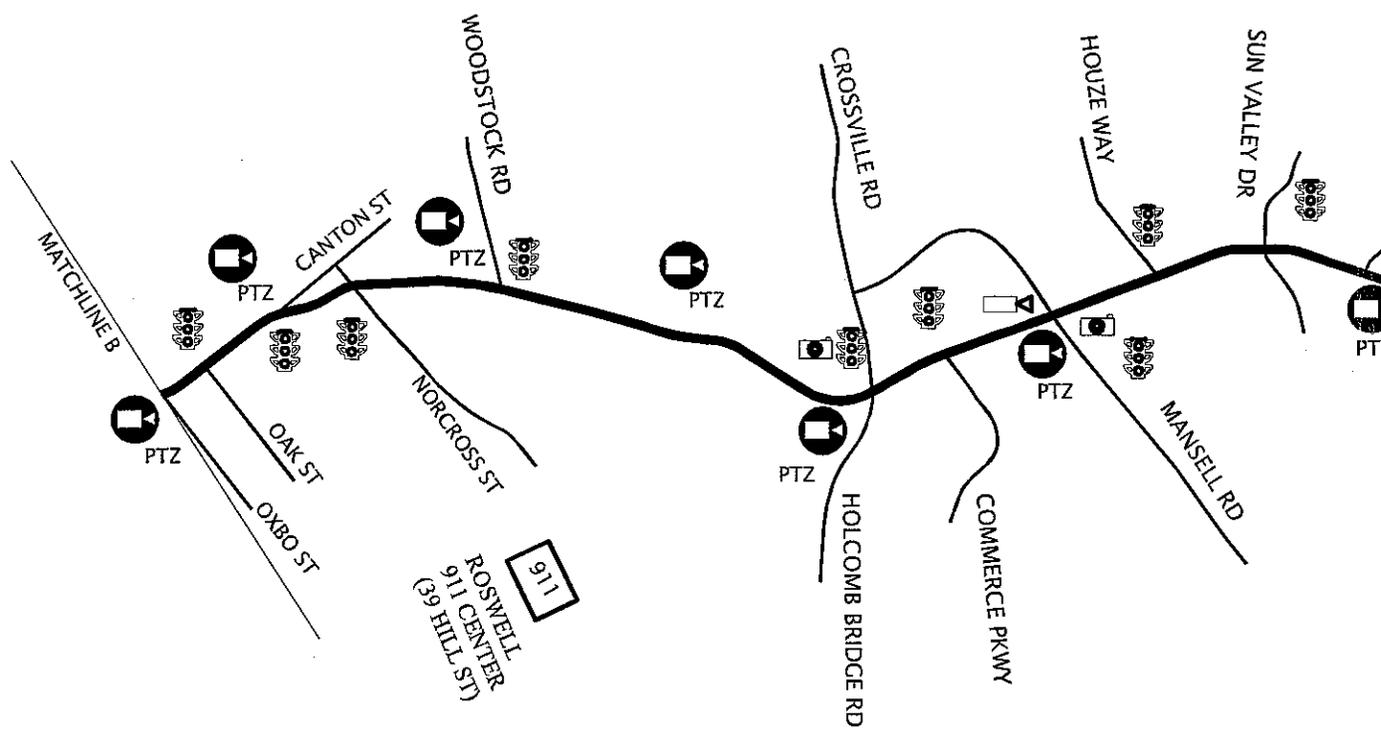


**EXISTING ATMS DEVICES**

-  RED LIGHT RUNNING CAMERA
-  INTERSECTION VIDEO DETECTION SYSTEM
-  TRAFFIC SIGNAL
-  CCTV CAMERA

**PROPOSED ATMS DEVICES**

-  CCTV CAMERA (PTZ)
-  CHANGEABLE MESSAGE SIGN
-  VARIABLE SPEED DISPLAY SIGN
-  RADAR DETECTION
-  WIRELESS SCHOOL FLASHER

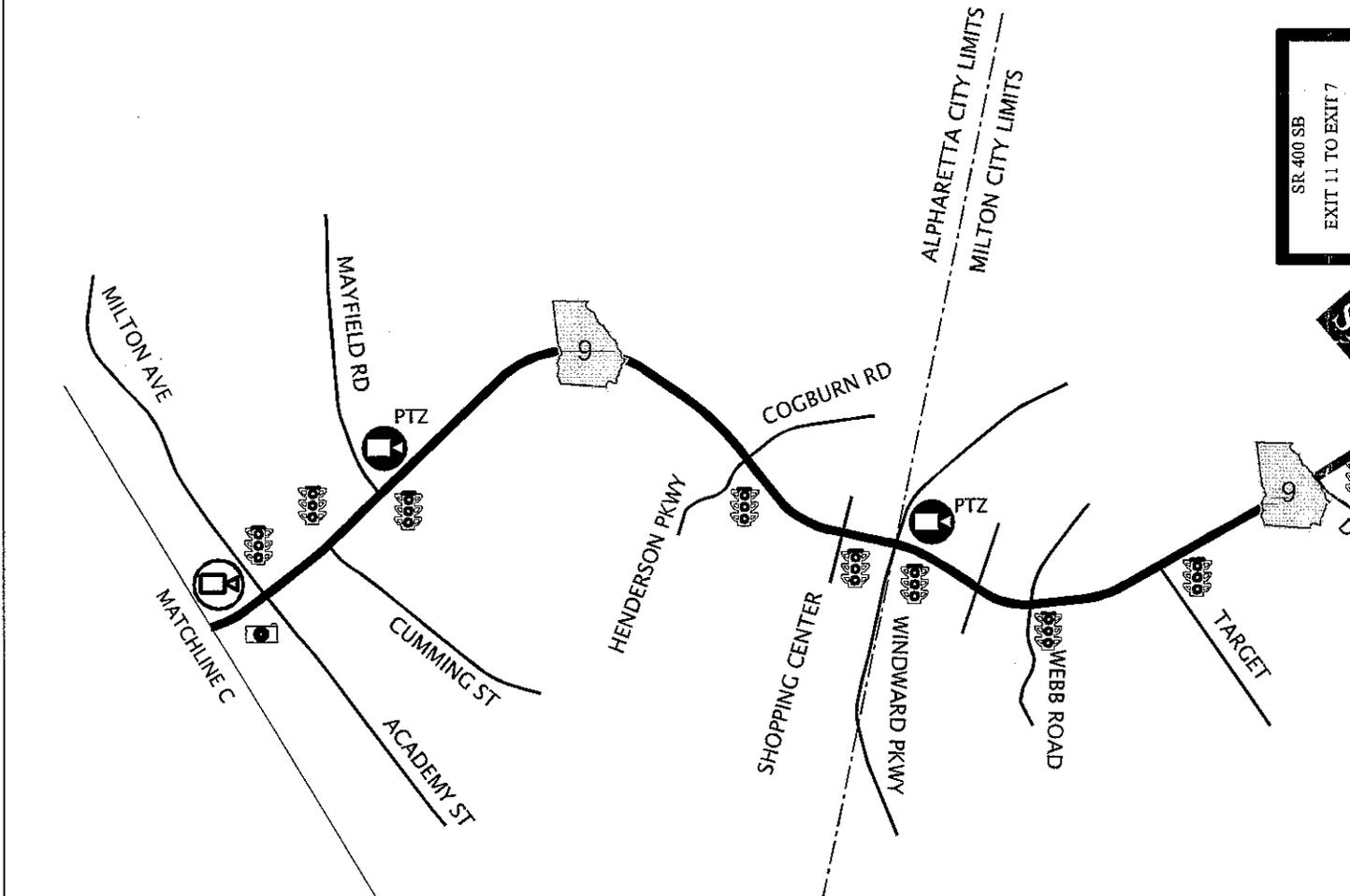


**EXISTING ATMS DEVICES**

-  RED LIGHT RUNNING CAMERA
-  INTERSECTION VIDEO DETECTION SYSTEM
-  TRAFFIC SIGNAL
-  CCTV CAMERA

**PROPOSED ATMS DEVICES**

-  CCTV CAMERA (PTZ)
-  CHANGEABLE MESSAGE SIGN
-  SIGNAL PRE-EMPTION
-  DATA COLLECTION



SR 400 SB  
EXIT 11 TO EXIT 7

**EXISTING ATMS DEVICES**

-  RED LIGHT RUNNING CAMERA
-  INTERSECTION VIDEO DETECTION SYSTEM
-  TRAFFIC SIGNAL
-  CCTV CAMERA

**ATTACHMENT #5**  
**CONCEPT MEETING MINUTES**



## Meeting Minutes

Meeting Subject:  
City of Roswell Stakeholder Meetings

Meeting Date:  
17-June-08, 8-July-08, 15-July-08

Project:  
SR 9 ATMS Project  
Sandy Springs Project No. T-0013  
GDOT PI No. 0006727

Task:  
Stakeholder Input

Participants:

Name	Organization	Email	6/17/08	7/8/08	7/15/08
Edwin Williams	Roswell PD	ewilliams@roswellgov.com	✓		
Ricky Spencer	Roswell Fire	rspencer@roswellgov.com	✓		
David Low	Roswell Transportation	dlow@roswellgov.com	✓	✓	✓
Muhammad Rauf	Roswell Transportation	mrauf@roswellgov.com	✓		✓
Mike Elliott	Roswell Transportation	melliott@roswellgov.com	✓	✓	✓
Julie Brechbill	City of Roswell	jbrechbill@roswellgov.com			✓
Mike Holt	GS&P	mike_holt@gspnet.com	✓	✓	
Scott Mohler	URS	scott_mohler@urscorp.com	✓	✓	✓
Jyothi Tallapragada	URS	jyothi_tallapragada@urscorp.com	✓	✓	✓
Bill Gunter	URS	bill_gunter@urscorp.com	✓		

## Meeting Discussion

Three meetings have been held at the City of Roswell with the above mentioned stakeholders. The following input was provided at the meetings:

### ITS Mission

The City of Roswell's primary mission in managing the SR 9 corridor is:

- Minimize congestion and improve optimization
- Manage incidents
- Facilitate quick response for police and EMS
- Clear incidents quickly with better coordination between wrecker services and police

**Project expectations:** Better communications for the entire corridor, upgrade reversible lane system devices, and CCTV coverage of the corridor.

**Most important service URS team can provide** is to upgrade equipment, replacement of reversible lane systems such as having basic working functionality.



**Existing planning documents** include LCI study for Atlanta St, Midtown LCI project, Roswell/Alpharetta Traffic Management System Deployment Plan, Streetscape project from Norcross St to Mansell Circle.

### **Traffic Related problems on SR 9 Corridor**

- SR 9 is the main North/South arterial for Roswell.
- SR 9 is backed up when SR 400 backs up due to accidents.
- Roswell Rd at Canton St and Magnolia St are bottleneck areas that cause traffic problems.
- Head-on collisions have occurred on Roswell Rd traveling SB and NB at Riverside Dr, and collisions have occurred where people make unwarranted left turns into the Baptist church.
- No sidewalks for pedestrians in reversible lane section.
- When MARTA buses stop on the single lane section of the reversible lane system, it causes queuing.
- Utilities overhead cause distraction, hence the DOT expressed the desire to relocate utilities underground in the future.
- Holcomb Bridge Rd at SR 9 is oversaturated during peak times. Red light running cameras have decreased the angular collisions but increased the rear end collisions. This data is on par with the national average. CCTV camera coverage was requested at this intersection.
- Commerce Dr signal could be eliminated as a signalized intersection as it causes traffic back up on SR 9 during peak periods.
- Emergency response to incidents at the Rivermill Apartment complex is hindered by heavy traffic along SR 9 and the secondary access to the complex is time consuming to get to.
- It was proposed to place CCTV cameras and DMS along SR 9. Full CCTV coverage is desired.

### **Incident Management**

- SR 9 is the primary route for police and fire to respond to almost every incident in the city.
- Fire and Rescue are dispatched to the scene by the Roswell 911 center.
- During peak periods and heavy congestion, police often respond on motorcycles rather than patrol cars to make it to the incident scene faster. A private ambulance is also sent to the scene based on the type of accident and number of injuries.
- Fire Department takes care of hazardous material spills and debris is cleared by the wrecker driver. Wrecker drivers rarely clear the debris, such as broken glass, from the scene.
- Emergency Operations Center is activated whenever the situation arises for emergency or natural disasters.
- EOC is activated at the 911 center or the training center on Hembree Rd.
- Roswell is considering co-locating EOC, 911, and TCC.
- It was suggested that a link be established between the TCC and 911 center to provide the 911 call takers and dispatchers with CCTV video.



- The main problem encountered by the police and fire rescue is the lack of alternate routes to incident scenes.
- During incidents, traffic control is done manually by the police staff. Based on the volumes of traffic and type of accident, the police sometimes (a few times per year) call the Department of Transportation for further assistance with traffic control.
- Signal pre-emption was discussed and the group unanimously concluded that they are not in favor of signal preemption for emergency vehicles as it gives a false sense of security to the officers. It was also noted that signal pre-emption often causes traffic congestion as signals try to get back into coordination after being pre-empted.

### **Special Events**

The main special events that could effect traffic on SR 9 are the bicycle race, arts festival, youth day parade and 4<sup>th</sup> of July fireworks.

- There are standard operating procedures set in place for these events which are followed every year.
- There is pre-planning involved for all these events such as having portable dynamic message signs (DMS) a few days before the event, advertisements in the newspaper about the event and planning about road closures.
- The biggest problem during these special events is traffic control. A few of the measures they currently use are portable DMS and cones for traffic control.
- Sandy Springs and the City of Alpharetta also share equipment with Roswell during these special events. Multijurisdictional coordination is required during some events, such as the Alpharetta Marathon, which effects traffic on SR 9.

### **Traveler Information**

Traveler information is not disseminated on a day-to-day basis, but is provided for special events, road closures and bridge closures. Roswell DOT currently has four portable CMS devices, and they are planning to replace two of them by the end of the year. A Standard Operating Procedure (SOP) exists for reporting road closures. Road closures information is sent to GDOT TMC NaviGator, Roswell police and fire departments. The potential users for traveler information would be motorists, public, MARTA, school bus drivers, police and fire.

City would like to disseminate day-to-day travel information in the future on the SR 9 corridor, for example providing travel time and incident information happening on SR 400 at strategic locations along SR 9. They would like to provide traveler information along strategic locations on partial static/variable signs and provide travel conditions of SR 9 on smaller discrete DMSs approaching major intersections, and avoid DMSs in the historic district. City is also open to having a web page link on City of Roswell's website which will lead them to traveler information for SR 9 with CCTV images, incidents, and road closures. The second suggestion was to have a shared website with the whole SR 9 corridor. The challenges discussed were establishing the website and maintaining it. The third suggestion was to have a common webpage for all with links to different city websites.

Highway Advisory Radio (HAR) was also recommended as a tool to disseminate travel and incident information. The main challenge was to maintain it dynamically and keeping it updated



with accurate information. The second alternative suggested was using the Georgia 511 system to disseminate travel information for SR 9, rather than investing in HAR.

### **Traffic Control**

Traffic signal operations and maintenance is done in house by two full time signal crews, one supervisor and one inspector.

- Existing signals on SR 9 do not have central communications. But there are plans to install new fiber communications on SR 9 from Holcomb Bridge to the Alpharetta City limit.
- Signals are not actively monitored from a central location.
- Signals are retimed by GDOT, Roswell may start timing in-house in the near future.
- There are currently no diversion timing plans for SR 9, but Roswell is in favor of developing and using them.
- City is in favor of cross-jurisdictional signal timing on SR 9 with the City of Sandy Springs and the City of Alpharetta; however, the spacing between Roswell's most northern signal and Alpharetta is too far to coordinate.
- Roswell is willing to allow after-hours access to the signal system only if there are pre-determined plans.
- Signal supervisor is on-call after hours and two electricians are on-call on a rotation basis. They would also like to explore having one person on-call for all three cities for SR 9 corridor as a joint resource.
- The City would like to have permanent count stations to know the in-flow and out-flow traffic to and from Roswell.
- Loop detection is preferred over video detection and the existing video detection is maintained by GDOT. Loop detectors are maintained in-house.
- City of Roswell has 97-98% of loops that are functional and loops that are faulty are fixed within a week or two of discovery.
- The most common signal problems are bulbs, pedestrian push buttons, and loops.
- The most common complaint from the public is about signal timing. Holcomb Bridge Rd at SR 9 is the signal with the most complaints, which are related to red light running cameras and not having enough yellow time.
- The goals for the SR 9 corridor would be to have improved progression on SR 9, but not high speeds. Also want to minimize stops during peak periods and have a balanced flow during off peak periods.
- Future intersection improvements include adding lanes by restriping SR 120 and removing split phasing and adding SB to EB triple left turn lanes on Holcomb Bridge Rd.

### **Reversible Lane System (RLS)**

City of Roswell signal operations group is responsible for the existing RLS.

- The City is currently working with GDOT to replace controllers and visual displays. Cabinets will remain and do not need to be replaced.
- The RLS system is operated manually and is currently monitored at least once a day by the signal maintenance staff driving through the system.



- The City would like to remotely monitor the system, by using CCTV cameras for viewing the reversible lanes. The other system capability they would like to have in the future is adding communications to the master controller.
- Police monitor speeds through the RLS, but no citations have been given for misuse of lanes.
- The City is evaluating striping a left turn pocket on SR 9 at Riverside Rd for the SB traffic.
- The various other improvements suggested during the meeting were to add more illumination to the RLS signs, provide information about the times when the center lane reverses in direction, add more informative signs before the reversible lanes start, and add pavement markings on the road to indicate the direction of flow.
- Also discussed were possible uses of taxi-way type in-pavement lighting to indicate direction of reversible lanes. Roswell DOT noted the high maintenance costs and poor reliability of such a system.
- The most common maintenance problems on SR 9 are bulbs out and errant vehicles hitting the timber support poles.
- The City wants to widen SR 9 to four lanes and remove the RLS system in the future; consequently, they are reluctant to invest in major RLS upgrades.
- The City would consider varying the RLS to respond to incidents and special events, but GDOT needs to approve as well. Participants discussed that the need to reverse the lanes in response to an incident or special event is so rare that this functionality does not need to be provided remotely if there is a significant monetary investment required. Instead, they would like to add a manual procedure that could be enacted to reverse the lanes in these instances.

### **Adaptive Signal Timing**

The City is open to having adaptive signal timing for SR 9 as a joint effort between the three cities.

### **Multi-jurisdictional Coordination**

There are currently efforts being made for interagency coordination, such as this project and the upcoming North Fulton Comprehensive Transportation Plan. The City is open to sharing all traffic and incident information with the neighboring jurisdictions. They would also like to share CCTV camera images with neighboring jurisdictions. City of Roswell coordinates with the cities of Alpharetta and Sandy Springs during special events. The benefits expressed for coordinating across jurisdictions is better traffic flow, better incident management, and goodwill between agencies.

### **Public Transportation**

MARTA is the only transit service operational on SR 9. The main challenge identified with buses on SR 9 is the midblock crossing of SR 9 by bus patrons and buses stopping on the single lane section of the reversible lane system. Transit ITS upgrades will be provided through future MARTA sponsored projects.



## Meeting Minutes

Meeting Subject:  
**Alpharetta Stakeholder Meeting**

Meeting Date:  
**11-July-08**

Project:  
**SR 9 ATMS Project**  
Sandy Springs Project No. T-0013  
GDOT PI No. 0006727

Task:  
**Stakeholder Meeting**

### Participants:

Name	Organization	Phone	Email
John Maloney	Alpharetta	678-297-6200	jmaloney@alpharetta.ga.us
Eric Graves	Alpharetta	678-297-6200	egraves@alpharetta.ga.us
John Moskaluk	Alpharetta	404-787-1571	jmoskaluk@alpharetta.ga.us
Eli Veith	Alpharetta	678-297-6200	eveith@alpharetta.ga.us
Pete Sewczwicz	Alpharetta	678-297-6200	psewczwicz@alpharetta.ga.us
Scott Mohler	URS	678-808-8811	scott_mohler@urscorp.com
Jyothi Tallapragada	URS	678-808-8838	jyothi_tallapragada@urscorp.com

Action Items	Responsible	Due Date
1. URS will send a request (with brief summary) to attend the City Council's September transportation workshop.	URS	09/01/08
2. URS will attend transportation workshop in September.	URS	09/25/08

## Meeting Discussion

The meeting began at 9:00 AM at the City of Alpharetta. The stakeholder meeting was conducted by Scott Mohler and the following topics were discussed.

**Mission:** The City of Alpharetta's primary mission is to improve throughput along SR 9, provide better communications and visibility on the entire corridor, use CCTV coverage to improve signal timing and offsets and provide notification of incidents and special events to the public.

**Expectations from Project:** Expectations include managing traffic signal systems, communications, CCTV coverage, permanent count stations for traffic operations, traveler information dissemination to the public and being able to react to traffic throughput caused by incidents on SR 400. But there is reluctance to add more manpower to existing TCC to monitor traffic and incidents.



**Multi-Jurisdictional Coordination:** There are currently some efforts in progress for interagency coordination such as the regional planning for the North Fulton Comprehensive Transportation Plan, North Fulton Mayors Agreement, and North Fulton CID. The contact person for North Fulton CID is Brandon Beach.

City of Alpharetta is open to sharing all information with neighboring jurisdictions such as incidents and traffic. The suggestion provided for multi-jurisdiction integration was to utilize the existing TIME agreements and form a TIM team for SR 9. The greatest challenge they see for multi-jurisdiction coordination is politics holding up integration.

**Public Transportation Management:** MARTA is the only transit service that runs in the City of Alpharetta. There is currently Opticom on some intersections in the City, and the City is willing to consider transit priority if necessary for SR 9 route. Communication is one of the ITS services they would consider for future transit services such as bus signing.

**Maintenance and Construction Management:** The City has two separate maintenance crews for signals and signage. There are two people on call, one for streets and the other for traffic signals. There is one supervisor on-call 24/7 for maintenance emergencies. There are work orders for maintenance activities but currently there is no Standard Operating Procedures (SOP) for maintenance or Right of Way construction activities. Public safety is also notified of construction activities and road closures. The City would like to have the following capabilities in the future:

- Electronic tracking of all maintenance and construction activities
- Automated notification of loop failures
- Tracking maintenance inventory logs

Police makes calls to the Public Works department for road closures and cleaning up of debris during accidents. If Public Works is not available, Traffic Engineering group assists 911. Construction activities are not tracked on SR 9 or in the City; construction is allowed from 9:00-4:00. In the near future there are plans to set up a link on the City of Alpharetta's website to show the schedule for major construction activities, but the website would not provide day to day maintenance or construction activities.

**Traveler Information:** Currently traveler information is not provided to the public. Special events like the Taste of Alpharetta and marathons, which cause road closures and impact traffic flow, are posted on the website. Special event information is provided to GDOT using email which in-turn is provided to local radio and TV stations. They anticipate disseminating traveler information by providing CCTV coverage to the GDOT NaviGator system for SR 9. GDOT NaviGator can feed SR 9 traveler information to the 511 system. The City has mixed feelings about using DMS for traveler information due to aesthetics and resistance from City Councils.

**Traffic Control:** Traffic signal system operations and maintenance is done by the City staff, signal engineers, maintenance crews, and a supervisor. Currently the City of Alpharetta runs ACTRA signal system and will upgrade to TACTICS whenever available.

- Central communications will be in place in the next few months.



- Signals are not actively monitored from a central location.
- Signals are retimed every 2 to 3 years and are done in-house.
- There is existing diversion timing plans for SR 9 to react to incidents on GA 400. Diversion timing plans are currently implemented in the City when needed with a 180 second and 200 second cycle lengths.
- Cross-jurisdictional signal timing is not preferred due to the spacing of signals along SR 9.
- After-hours access by the Cities of Roswell and Sandy Springs to signal timing plans for responding to incidents will be considered if there are appropriate procedures set in place. After-hours calls are usually placed by the 911 center to public works department.
- The City is willing to have one operations person for all three cities for after-hours operations for SR 9 based on agreed upon procedures.
- System capabilities they would like to use in the future are using loop detectors as count stations, notify the City when loops are not working and perform traffic responsive operations in ACTRA.
- Currently, in-pavement loops are used for detection; the City does not see an advantage in using video detection. 95% of their detectors are currently in good working conditions.
- The most common signal problem is capacity issues and the peak-of-the-peak times are from 8:10 AM to 8:30 AM and from 5:30 PM to 5:50 PM.
- The main complaint from the public is traffic congestion. The most common signals that receive signal complaints are at the intersection of Academy Street and Old Milton Pkwy at SR 9.
- The main goal for the City Council is to have balance movement of traffic and destinations.
- City is open to adaptive signal timing and would like to pursue it further if appropriate on SR 9. City Council is aware of and supportive of adaptive signal timing, but they likely have higher expectations than an adaptive system can meet.



## Meeting Minutes

Meeting Subject:  
**City of Sandy Springs Stakeholder Meeting**

Meeting Date:  
**17-July-08**

Project:  
**SR 9 ATMS Project**  
Sandy Springs Project No. T-0013  
GDOT PI No. 0006727

Task:  
**Stakeholder Input**

### Participants:

Name	Organization	Phone	Email
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\* Lt. Zgonc's input was collected separately and added to these minutes.

## Meeting Discussion

A stakeholder meeting was held at the City of Sandy Springs at 1:00 PM on July 17 with the above mentioned stakeholders. The following input was provided at the meeting:

### ITS Mission

The City of Sandy Springs' primary mission in managing the SR 9 corridor is:

- Throughput of traffic
- Quick response to incidents
- Traveler Information
- Move traffic safely

**Project Expectations:** Communications across the three cities and having operating procedures between cities to move traffic during incidents by running the same signal timing.

**Most Important Service the URS team can provide** is to have a finished set of plans by the end of the project.



**Existing Planning Documents:** Ones that could be of significance to this project are the fiber splice chart details and the fiber master plan.

### **Emergency Management**

- The main problems that are encountered are accidents on SR 400 and I-285 that affect the traffic flow on SR 9. Accidents, gas leaks and water leaks that occur during maintenance and construction activities cause a challenge in detouring traffic on SR 9.
- The main problem area with traffic congestion and incidents on SR 9 is intersections south of Abernathy Road.
- Usually when an accident happens the accident lane is closed and one more lane adjacent is closed for the safety of the officers on duty, and police takes charge in routing traffic during incidents. Tow trucks are called upon by the Police Department to remove wreckage on the streets.
- Usually all lanes are closed on SR 9 when there are fuel leaks, gas leaks, fatalities and trees down on the road. The Public Works department is contacted if all the lanes are closed. For one-lane or two-lane closures, Police and Fire take care of the situation.
- The Sandy Springs 911 center is located in Fulton County. There are plans for Sandy Springs to open their own 911 center in approximately 9 months.
- Police and Fire are called by the public about incidents or accidents on SR 9. When needed, Fire contacts personal from the Public Works Department for assistance with traffic control.
- Radio is used as the main form of communication by the Police and Fire departments for its ease of use and convenience to contact other personal in different departments.
- The Fire Department would like to be notified about paving projects and construction or maintenance projects to plan for detour routes.
- Technology was discussed and the following options were suggested by the group: CCTV cameras, pre-emption for emergency vehicles, and Automatic Vehicle location (AVL).
- It was also suggested to explore the idea of having a "HERO" style truck for incident management for the SR 9 corridor.
- Some additional issues identified by the Sandy Springs Police Department include – gridlock and lack of smooth traffic flow, traffic signal timing and repair, crash management (removing vehicles from the roadway).
- One tool identified by the Sandy Springs Police Department that would be useful is electronic monitoring of traffic flow.

### **Incident Management**

- The Police and Fire Departments communicate with all neighboring cities for cross agency coordination to deal with incidents and emergencies.
- The Public Works Department has two trailers that are dispatched during incidents, one is an enclosed trailer with 150 cones and eight type III barricades, the second trailer is an open air trailer with 250 cones and type III barricades. The department also has four portable CMS boards.
- There are no existing operational procedures for incident management but vehicles are dispatched to the scene based on need.



- Police and Fire Departments try to clear incident scenes as quickly as possible to restore traffic, but the safety of the public and their staff is their first priority.
- For incidents that happen after hours, the traffic supervisor has access to signal timing software at home which enables him to make changes to the timing plans to flush out traffic.
- Some additional issues identified by the Sandy Springs Police Department include – crashes and incidents at businesses that can be seen from SR 9.
- The Sandy Springs Police Department uses Fulton County 9-1-1 to coordinate resources with the Cities of Atlanta and Roswell when needed.

### **Special Events**

There are a lot of special events held in Sandy Springs, the two special events that effect SR 9 corridor are Bike Race and the Fall Festival. Saturdays are likely the most congested of all the days during the week.

- There is a committee that meets before the onset of these special events to make plans and decide about the procedures.
- The Public Works Department decides about the road closures and passes the information to Police and Fire departments. It is a joint effort between all the three departments with traffic control and other incidents during the Special events.
- Once the new 911 center is established, there are plans to activate the Emergency Operations Center during special events.
- Special events are notified to people by posting on the website, portable CMS, and in the newspaper. The main challenge though is people who come to Sandy Springs on weekends from other neighboring cities and are not aware of these special events.
- Currently there are no cross-jurisdictional plans for special events with City of Roswell.

### **Multi-Jurisdictional Coordination**

Multi-jurisdiction coordination is done with neighboring cities such as Dunwoody for sharing incident information, Cobb County, PCID and the City of Atlanta for signal coordination. The City of Sandy Springs would like to share incident information with the neighboring jurisdictions. Sandy Springs is using Protronix software for controlling CCTV cameras, displaying traffic-related information, such as incidents, road closures, and construction management.

### **Public Transportation**

MARTA is the only transit service operational on SR 9. There are no challenges related to transit.

### **Maintenance and Construction Management**

City of Sandy Springs has two crews, and two bucket trucks for maintenance purposes. They perform preventative maintenance, such as regularly setting clocks and checking loops. Maintenance is usually done from 9:00 AM to 3:30 PM.



- The City carries a mix of loops and video cameras for traffic detection. Due to the use of video cameras, not many road closures are required for maintenance purposes.
- For after-hour calls maintenance staff are the first responders and calls are made to the staff in the Public Works Department.
- Currently maintenance and construction activities are not tracked electronically, but the City would like to track them once the TCC is setup. Construction and maintenance activities will be displayed on the web site.

### **Traveler Information**

- Traveler information is displayed on the City's website when there are major lane closures which require 4 hours or more of closing lanes. The Communications Department is responsible for displaying information on the web site.
- The potential users of traveler information are public, Police, Fire and anybody else who needs it.
- The Traffic Engineering group will have a new website for displaying traveler information, maintenance and construction activities, road/lane closures and major incident activities affecting traffic flow. The website will also have cameras that provide streaming video and static images. The new website will be accessible to the public as a link on the City of Sandy Springs website.
- The City will consider providing SR 9 traveler information to the 511 system, but eventually they would like to have their own congestion mapping.
- The City would like to use CMS's at few locations on SR 9 and also along major corridors that feed into SR 9 such as Abernathy Road, SR 400, and 285.

### **Traffic Control**

- The City is responsible for operations and maintenance of traffic signal systems. They currently have two crews who work on signal operations and maintenance.
- Signal system currently being used by the City is ACTRA and they plan to migrate to TACTICS in the future.
- The City plans to have central communications to all their signals by the end of fiscal year 2009. Once the TMC is completely operational, one full time operator will be employed to monitor signals
- Signals are retimed every 2 -3 years in-house or outsourced to consultants.
- SR 9 does not have any diversion timing plans, but the City is in favor of developing some diversion timing plans.
- The City is in favor of having multi-jurisdiction coordination for signals on SR 9. The City is also willing to give after hour access to signal system when needed based on pre-determined agreements between the three Cities.
- The City is willing to have an operations person on call for after-hours, but each City needs to have their own on call person instead of sharing one.
- The City of Sandy Springs has both loops and Video Detection for signal detection with a 50/50 ratio, of which 85% of detectors are operational and they perform preventative maintenance for the detectors.



- The most common signal problems that the City encounters is faulty loops, traffic delay, power surges and mostly clocks drifting which makes synchronization between signals difficult.
- The signals that receive the most common complaints on SR 9 are between Glenridge Dr and Sandy Springs Circle. The reason being the amount of traffic volume and the clocks drifting.
- Peak period traffic on SR 9 varies from morning to evening. Morning peak period is from 285 South to Glenridge Dr and 285 North to Johnson Ferry Rd. Afternoon peak is from 285 North to Vernon Woods.
- The City's signal operations goals would be to move traffic, monitor traffic and have coordinated signals. The City council goals would be to move traffic.
- The City has identified some improvements that could be implemented by this project, such as adding some left turn phases at Carpenter Rd and Pitts Rd on SR 9.

### **Adaptive Signal Timing**

The City of Sandy Springs is interested in adaptive signal timing. The City is inspired by the success that Cobb County has had and would like to explore the possibilities of implementing adaptive signal timing between Glenridge Dr and Abernathy Rd.



## Meeting Minutes

Meeting Subject:  
**GDOT Stakeholder Meeting**

Meeting Date:  
**14-August-08**

Project:  
**SR 9 ATMS Project**  
Sandy Springs Project No. T-0013  
GDOT PI No. 0006727

Task:  
**Stakeholder Input**

### Participants:

Name	Organization	Phone	Email
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## Meeting Discussion

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A stakeholder meeting was held via conference call at 11:30 AM on August 14<sup>th</sup>, with the above mentioned stakeholders. The goal of the meeting was to capture the needs of GDOT as related to what they want to receive from the project and what they want to contribute. The following input was provided at the meeting:

The meeting focused on three key user services: Incident Management, Traffic Management and Traveler Information:

### Incident Management

- GDOT seeks to receive information from cities concerning incidents and construction activities along SR 9. XML format is preferred.
- GDOT recommends that all information be submitted to NaviGator so it can be posted on the web site and disseminated to 511.
- There is a concern that non-State routes that connect to SR 9 and have major congestion such as Haynes Bridge Rd., Mansell Rd. and Windward Pkwy. are not accounted for properly.
- GDOT suggested that they would be willing to take over operations of the local TMC/TCCs after hours to manage incidents. The discussion that followed concluded that the locals might not be interested in handing over control but might be interested in assistance.



### **Traveler Information**

- Although GDOT prefers 511 and future VII applications for in-vehicle traveler information, they are okay with locals placing Changeable Message Signs (CMS) along their State routes.

### **Traffic Management**

- Similar to incident management, GDOT is willing to implement emergency/temporary pre-determined timing plans for the local TMC/TCCs after-hours. However, the group concluded that the locals may not want this.
- GDOT would like for any local TMC/TCC traffic cameras to be available to GDOT through NaviGator. GDOT seeks to obtain the ability to pan, tilt and zoom these cameras.
- GDOT has not in the past integrated arterial management/traffic signals into NaviGator, but seeks to do so in a phased manner using TACTICS and the next version of the NaviGator software.
- Although maintenance and construction on arterials has not been a focus of GDOT in the past, they encourage the local cities to use any tools available via GDOT to disseminate local information to the public.



## Meeting Minutes

Meeting Subject:  
**Alpharetta Stakeholder Meeting  
with Emergency Management**

Meeting Date:  
**15-Aug-08**

Project:  
**SR 9 ATMS Project**  
Sandy Springs Project No. T-0013  
GDOT PI No. 0006727

Task:  
**Stakeholder Meeting**

### Participants:

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Carl F. Hall	Alpharetta	678-297-6275	chall@alpharetta.ga.us
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Action Items	Responsible	Due Date
1. URS will send a request (with brief summary) to attend the City Council's September transportation workshop.	URS	09/01/08

## Meeting Discussion

The meeting began at 9:00 AM at the City of Alpharetta. The stakeholder meeting was conducted by Scott Mohler. After an introduction by Eric Graves, the following topics were discussed based on the Stakeholder Interview Questionnaire:

The following issues were identified as problems encountered by Alpharetta Police on a recurring basis:

- SR 9 is often congested and feeder roads are affected
- Traffic accidents cause lane blockages which worsen congestion and hinder emergency response
- SR 9 has some design issues that allow access to driveways which in turn lead to accidents
- Agencies within the City and in neighboring cities do not share information as well as they should



The following are ITS solutions that were discussed as they relate to the stated issues/problems:

- **Traffic Cameras:** Cameras were identified as a tool that would enhance the ability of the TCC staff to assist Emergency Management in clearing the roadway following an incident on SR 9. The use of video by dispatchers in the Alpharetta 911 center was discussed at length. The consensus was that it would be nice for dispatchers to have video available at their disposal; however, they have little time to view cameras until a dispatch has already been made. On a follow-up call from the field, a dispatcher would be able to look at a camera to help the response if the workload was low at that moment. The idea that viewing a camera might change a response plan was negated due to the 90-second deadline dispatchers must meet on each call. Where to place video images in the dispatch center was discussed; however, such details will be addressed in the concept design and preliminary design phases of the project. The use of cameras was discussed in terms of its potential law enforcement role. A partnership and a Standard Operating Procedure (SOP) between the City of Alpharetta Traffic and Police Departments was recommended to manage this solution.
- **Changeable Message Signs (CMS) – permanent:** Permanent CMS solutions were discussed with some feelings of concern for their usefulness on the SR 9 corridor in Alpharetta. CMS was discussed as a tool to send motorists real-time message that would be important to them. The types of message that would be sent would likely either be traffic incidents ahead on the SR 9 corridor or travel time information on GA 400. Travel time message on GA 400 might alternately be on CMS located on crossing arterials such as Old Milton Parkway or Windward Parkway. Alpharetta PD has some concern that drivers learn to ignore messages and recommended that they be blank unless there is an important message to provide. They also showed concern that drivers looking at signs might take their eyes off the road and cause an accident.
- **Changeable Message Signs (CMS) – portable:** Portable CMS solutions were discussed as they are already utilized – assisting in providing motorists information during special events or in work zone areas. Placement of CMSs is considered in all special event pre-planning efforts. The option of using permanent CMSs instead of portable CMSs was raised as a cost-cutting measure suggesting that permanent CMS placement be considered for areas of regular portable CMS usage. Such specifics will be addressed in the concept design phase of the project.
- **Automatic Vehicle Location (AVL):** Currently in Alpharetta, Fire Trucks and Police vehicles with laptops have AVL capabilities. Location of these vehicles is available to the 911 Dispatch center to assist in dispatch response. The addition of AVL to more City vehicles was discussed as a good option.
- **Signal Pre-emption:** Alpharetta currently has an Opticon signal pre-emption system that is operational in parts of the city to assist fire trucks through critical routes. Expansion of the system along the SR 9 and to other types of emergency vehicles was briefly discussed.



The following is a summary of other discussion that occurred during the meeting:

- **Incident and Road Closure Reporting:** The group consensus was that most events are reported very quickly to the 911 center by multiple cell phone calls. The need to derive incident notification by automatic means such as an alarm in the 911 center was discussed at length. Such an alarm would be triggered when one or more detectors determine that there may be a traffic slowdown. The 911 center is supposed to report incidents that may have a lane closure to the TCC. The main type of event that requires the TCC to notify the 911 center is maintenance/construction. This type of notification is usually given well in advance of the date.
- **Automatic Notifications:** Further discussion of incident reporting led to the topic of automatic notifications. The ability of alarms received at the 911 Center to automatically send email or text messages to staff in other Alpharetta City departments and to neighboring cities along the SR 9 corridor was suggested. This option was received favorably, but was discussed as being costly.

**ATTACHMENT #6**

**ENVIRONMENTAL SCREENING REPORT**



## **SR 9 ATMS Environmental Screening Report**

Sandy Springs Project No. T-0013  
GDOT PI No. 0006727

### **INTRODUCTION**

In July 2008, URS staff performed an environmental screening of SR 9 in Fulton County, Georgia. The purpose of the screening, which consisted of a site visit and database research, was to determine the presence of any potential environmental constraints that would likely be identified during a National Environmental Policy Act (NEPA) or Georgia Environmental Policy Act (GEPA) assessment. The segment of SR 9 included in the screening was located between the southern border of Sandy Springs to the south and the northern border of Fulton County to the north.

The inventory provided below addresses only those resources/issues of concern that are readily apparent at the screening level of investigation. Principally, the screening was undertaken to identify "fatal flaw" constraints or those constraints that might constitute a serious impediment for the project should a NEPA or GEPA assessment become necessary. The inventory should not be considered exhaustive. An environmental screening itself does not satisfy NEPA or GEPA as implemented by GDOT or FHWA.

### **FINDINGS**

#### ***Waters of the U.S. and State Waters***

The corridor was surveyed for the potential presence of wetlands, streams, and other jurisdictional waters of the U.S. by reviewing existing topographic information (USGS Birmingham, Roswell, Chamblee, Sandy Springs, and Northwest Atlanta 7.5 Minute Quadrangles) and limited visual survey in the field. No delineation or property access was made. Several streams including the Chattahoochee River, Marsh Creek, Long Island Creek, Foe Killer Creek, Hog Wallow Creek, and Nancy Creek cross the SR 9 corridor. Unnamed tributaries of Big Creek get near the corridor in the Alpharetta area; however, this area is very heavily developed. Several open water sites were also observed. Many of these open water sites may be acting as detention for the surrounding development and any impacts to capacity would have to be offset. Where possible direct (piping, filling, dredging) and indirect (buffer impacts, stormwater runoff) impacts to water resources should be avoided. Where avoidance is not feasible, minimization and then mitigation must be considered. Any impact to Jurisdictional Waters of the US (i.e. streams, wetlands, open waters) would require compliance with Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act. Impacts to Waters of the US require a Section 404 permit from the United States Army Corps of Engineers (USACOE). The USACOE is solely responsible for making final permit decisions pursuant to Section 10 and Section 404, including final determinations of compliance with the USACOE permit regulations and conditions. Many low impact projects can be permitted under a



Nationwide Permit. The Nationwide Permit system was developed by USACOE to expedite the permitting process for low impact projects. Should impacts be greater than the Nationwide Permit thresholds, an Individual Permit for the project could be pursued.

The Georgia Erosion and Sediment Control Act of 1975, as amended establishes a state-wide comprehensive soil erosion and sedimentation control program to conserve and protect the land, water, air, and other resources of the State of Georgia. This Act establishes a minimum 25-foot stream buffer width to be maintained on all Waters of the State for protection of those waterways. Many local governments have established their own increased stream buffer widths (50 to 200 feet) to ensure conservation of the vital water resources in their area. Fulton County has established these increased buffer widths as part of their County Code. All watersheds within unincorporated North Fulton County shall require a minimum 50-foot undisturbed buffer on each side of the stream as measured from the top of bank. Streams in all watersheds within unincorporated South Fulton County shall require a minimum 75-foot undisturbed buffer on each side of the stream as measured from the top of bank. An additional 25-foot setback shall be maintained adjacent to the undisturbed buffer in which all impervious surfaces shall be prohibited. Storm water retention or detention facilities are also prohibited within the stream channel.

An exception to the stream buffer rules is often made for projects crossing streams perpendicularly but any linear intrusion into State of local established buffers would require a variance and mitigation. A stream buffer variance from the Georgia Environmental Protection Division (GAEPD) would be required for any activities conducted within stream buffer limits.

In addition, the Metropolitan River Protection Act (MRPA) establishes a 2000-foot River Corridor along both sides of the banks of the Chattahoochee River and its impoundments within the Atlanta Regional Commission's planning area (O.C.G.A. 12-5-440 et seq.).

### **UST/Hazardous Waste Sites**

Visual survey of the project corridor revealed numerous locations likely to have underground storage tanks and/or potential hazardous waste issues. Such sites include gas stations, auto repair and service facilities, and dry cleaners. A review GAEPD online database revealed seven known leaking underground storage tanks (LUSTs) along the project corridor in Sandy Springs, 17 in Roswell, and 12 in Alpharetta (Table 1).

**Table 1: Known LUST Sites Along Project Corridor**

<b>Location Name</b>	<b>Location Address</b>	<b>Location City</b>
EXXON STATION #44208	5811 ROSWELL RD	SANDY SPRINGS
FIRESTONE STORE	5861 ROSWELL RD	SANDY SPRINGS
SHELL FOOD MART	5866 ROSWELL RD	SANDY SPRINGS
UNOCAL STATION #9023-221	6015 ROSWELL RD NE	SANDY SPRINGS
SANDY SPRINGS PHILLIPS 66	6024 ROSWELL RD	SANDY SPRINGS
SANDY SPRINGS CHEVRON	6385 ROSWELL RD	SANDY SPRINGS
MR PRIDE CARWASH/SANDY SPRINGS	6585 ROSWELL RD	SANDY SPRINGS
CHEVRON STATION #40026	10465 ALPHARETTA HWY	ROSWELL
BP #24118/GULF #541144	10515 ALPHARETTA RD	ROSWELL



Location Name	Location Address	Location City
E-Z SERVE #8166	10700 ALPHARETTA HWY	ROSWELL
MR PRIDE CARWASH/ROSWELL CITY	10760 ALPHARETTA HWY	ROSWELL
SAM'S MART # 507	10761 ALPHARETTA HWY	ROSWELL
PEP BOYS #115	11160 ALPHARETTA RD	ROSWELL
ROSWELL MAZDA	11185 ALPHARETTA HWY	ROSWELL
JOHN MCDONALD PONTIAC/GMC TRUCK	11225 ALPHARETTA HWY	ROSWELL
POPE CHEVROLET/ROSWELL TOYOTA IN	11450 ALPHARETTA HWY	ROSWELL
UNITED BMW OF ROSWELL	11458 ALPHARETTA HWY	ROSWELL
TOM TRONCALLI JAGUAR/SAAB/CHRYSL	11505 ALPHARETTA HWY	ROSWELL
FIRST UNION NATIONAL BANK/FORMER	11560 ALPHARETTA HWY	ROSWELL
ABCDP INC	11720 ALPHARETTA HWY	ROSWELL
JIFFY LUBE #670	7505 ROSWELL RD	ROSWELL
HOUSTONS BLDG MATERIAL & SUPPLY	285 SOUTH ATLANTA ST	ROSWELL
SHELL MART	890 ATLANTA ST	ROSWELL
ATLANTA STREET CHEVRON	689 ATLANTA ST	ROSWELL
FORMER VOLVO REPAIR SHOP	130 S MAIN STREET	ALPHARETTA
W H FERGUSON/FERGUSON FUEL & FOO	148 SOUTH MAIN ST	ALPHARETTA
BP/AMOCO #60237	1675 ALPHARETTA RD	ALPHARETTA
BRANNON EXXON STATION/MORELAND A	170 SOUTH MAIN ST	ALPHARETTA
CITGO FOOD MART	174 NORTH MAIN ST	ALPHARETTA
CITY OF ALPHARETTA	20 S MAIN ST	ALPHARETTA
ROGERS AUDIO AND VIDEO	219 NORTH MAIN STREET	ALPHARETTA
ALPHA CONVENIENCE STORE	280 S MAIN ST	ALPHARETTA
S & B MART INC	33 S MAIN ST	ALPHARETTA
BANJEE ENTERPRISES LLC	4025 N POINT PKWY	ALPHARETTA
NORTH TRANSPORTATION FACILITY	410 SOUTH MAIN ST	ALPHARETTA
CAMPBELL TIRE CO	502 MAIN ST	ALPHARETTA

If project implementation will require acquisition of some ROW and/or the use of temporary construction easements from known or suspected UST/hazardous waste sites, subsurface testing to determine if any contaminants are leaking into the soil would be required. If contaminants are found, avoidance alternates may be considered or applicable laws and regulations concerning the removal of toxic or hazardous material should be followed and the removal coordinated with the GAEPD.

### **Historic Resources**

The SR 9 corridor was screened for the presence of properties on or potentially eligible for the National Register. A limited visual field survey was completed for this project. Three National Register listed properties are located along the SR 9 corridor. In addition, there are areas along SR 9 with high concentrations of potentially eligible properties. The initial field survey indicates that a high percentage of the properties located along the corridor have the potential to be eligible for the National Register. Therefore, should compliance with Section 106 be necessary, the impact to the properties would need to be reviewed by the State Historic Preservation Office (SHPO). The findings of the field survey are summarized below.



Three National Register listed properties are located along the SR 9 corridor. These properties are Barrington Hall, located at 60 Marietta Street and Bulloch Hall, located at 180 Bulloch Avenue both in Roswell, Georgia and the Roswell Historic District which is roughly bounded by Big Creek, King and Dam Streets, and New Marietta Highway.

Additionally, there are areas on the SR 9 corridor with high concentrations of potentially eligible properties. These areas are on the SR 9 corridor south of its intersection with I-285 and in the cities of Roswell and Alpharetta.

South of the intersection at SR 9 and I-285, potentially eligible resources include a Church constructed in 1948 located at 4577 Roswell Road (this property is no longer used as a house of worship), a Craftsman Bungalow constructed in 1946 located at 4627 Roswell Road, and an Italian Renaissance Revival residential property converted to commercial use constructed circa 1922 located at 5180 Roswell Road.

In Roswell, along with the National Register listed properties noted above, a locally designated district of approximately 640 acres of residential, commercial, and religious properties is bounded by Azalea Drive to the south, Woodstock Street to the north, Big Creek to the east, and Willeo Road to the west. The locally designated district encompasses the National Register listed Roswell Historic District. Notable properties within the district are two cemeteries, the Old Roswell Cemetery and the Roswell Presbyterian Church Cemetery; a commercial area on Canton Street between Woodstock Road and Pine Grove Road; Roswell Presbyterian Church located on Atlanta Street north of its intersection with Marietta Highway; the Historic Allenbrook House, and a residential neighborhood on Mimosa Boulevard between Pine Grove Road and Marietta Highway.

In Alpharetta, the city's downtown, located on SR 9 between the intersections of Main Street and Cumming Street to the north and Main Street and Norcross Street to the south, contains a number of commercial, municipal, and religious properties that are potentially eligible for the National Register. These properties include the Alpharetta City Hall, a block of commercial properties along the west side of Main Street south of its intersection with Milton Avenue, and two churches on the east side of the roadway north of the intersection at Main Street and Milton Avenue.

### ***Archaeological Resources***

No archaeological resources/deposits were noted during the site visit; however, no subsurface testing was undertaken. Insofar as archaeological resources/deposits are most often concealed below the ground surface, visual survey (such as was undertaken here) is not considered an entirely reliable method of detection. Should compliance with Section 106 of the National Historic Preservation Act of 1966 (NHPA) become necessary, subsurface testing will likely be required.

Queries to NAHRGIS revealed eight previously recorded archaeological sites within or near the SR 9 corridor.\* The National Register status for the resources are as follows, two of the sites are National Register listed properties, two are determined eligible, three are recommended eligible, and one has an unknown eligibility status. The National Register listed sites are 9FU226



(Barrington Hall), an intact, historic housesite with prehistoric Indian isolated artifacts adjacent to the intersection at SR 9 and Marietta Highway; and 9FU278 (Roswell Presbyterian Church Cemetery listed as a contributing property within the Roswell Historic District), an historic cemetery adjacent to the intersection at SR 9 and Oak Street. The sites determined eligible for the National Register are 9FU286, an intact, historic housesite and grounds with the possibility of the presence of middens and subsurface features located north of SR 9 east of its intersection with Warm Springs Circle; and 9FU228, the remnants of a textile mill located southeast of the intersection of SR 9 and Riverside Road. The sites recommended eligible for the National Register are 9FU257, an intact, historic housesite with the possibility of the presence of intact deposits located west of SR 9 adjacent to the intersection at SR 9 and Marietta Street; 9FU235, an intact historic housesite with the presence of prehistoric Indian artifact or shell scatter located east of SR 9 southeast of the intersection of SR 9 and Norcross Street; and 9FU108, a prehistoric Indian rock shelter located north of SR 9 adjacent to the intersection at SR 9 and River Mill Circle. The site with an unknown eligibility status is 9FU4, a prehistoric Indian artifact or shell scatter located south of the intersection of SR 9 and Riverside Road. The majority of the archaeological sites are located directly adjacent to SR 9, and therefore, any potential project could pose impacts to the resources. Because the National Register status for one resource is listed as unknown, the presence of archaeological deposits at other sites has yet to be determined, and proximity of many of the resources to SR 9, should Section 106 compliance be necessary, the project's effect on each resource will have to be evaluated.

### ***Churches and Cemeteries***

Three churches and three cemeteries were identified during the site visit. These properties are the Alpharetta First United Methodist Church, located at 69 Main Street in Alpharetta; the Roswell Presbyterian Church and Cemetery, located at 755 Mimosa Boulevard in Roswell; the Tabernacle Baptist Church and Cemetery, located on SR 9 south of its intersection with Maxwell Road; and the Old Roswell Cemetery located at the intersection of SR 9 and Woodstock Street.

### ***Parks and Recreational Facilities***

Six parks and recreational facilities were identified during the site visit. These facilities are Allen Park, a City of Sandy Springs facility, located west of the intersection at SR 9 and Allen Road; the Great Falls at Morgan Park, a City of Sandy Springs facility, located at 450 Morgan Falls Place; Riverside Park, a City of Roswell facility, located at the intersection of SR 9 and Riverside Road; Chattahoochee River National Recreation Area, located at the intersection of SR 9 and Riverside Road; Waller Park, a City of Roswell facility, located on Oxbo Road east of its intersection with SR 9; and Wills Park, located on Wills Road north of its intersection with SR 9. Insofar as parks and recreational facilities are protected under Section 4(f) of the Department of Transportation (DOT) Act of 1966, project impacts to these resources will have to be evaluated should FHWA or FTA funding be used.

### ***Threatened and Endangered Species***

A number of threatened and endangered species are listed for Fulton County (See Table 2). Prior to project implementation coordination with the US Fish and Wildlife Service (FWS) and the Georgia Department of Natural Resources (GADNR) would be required to identify known locations of protected species. Field surveys are then required to determine if other populations or individuals are present along the project corridor. If protected species are found, avoidance is



necessary and further coordination would be required. The impacts to threatened and endangered species cannot be determined prior to intensive field surveys devoted to habitat and population identification for both terrestrial and aquatic flora and fauna.

**Table 2: Fulton County Listed Species**

Scientific Name/Common Name	
GA	· <i>Aimophila aestivalis</i> Bachman's Sparrow
GA	· <i>Cambarus howardi</i> Chattahoochee Crayfish
GA	· <i>Cyprinella callitaenia</i> Bluestripe Shiner
GA	· <i>Elliptio arctata</i> Delicate Spike
US	· <i>Etheostoma scotti</i> Cherokee Darter
GA	· <i>Falco peregrinus</i> Peregrine Falcon
US	· <i>Hamiota subangulata</i> Shinyrayed Pocketbook
US	· <i>Medionidus penicillatus</i> Gulf Moccasinshell
GA	· <i>Notropis hypsilepis</i> Highscale Shiner
GA	· <i>Cypripedium acaule</i> Pink Ladyslipper
GA	· <i>Fothergilla major</i> Mountain Witch-alder
GA	· <i>Monotropsis odorata</i> Sweet Pinesap
GA	· <i>Schisandra glabra</i> Bay Star-vine
US	· <i>Symphotrichum georgianum</i> Georgia Aster
GA	· <i>Waldsteinia lobata</i> Barren Strawberry

"US" indicates species with federal status. Species that are federally protected in Georgia are also state protected. "GA" indicates Georgia protected species.

## SUMMARY

The environmental screening revealed a number of potential environmental constraints but no "fatal flaws" preventing project implementation were identified. Jurisdictional Waters of the U.S. and numerous locations likely to have or known to have UST/hazardous waste issues were identified within or adjacent to the SR 9 project corridor. Three National Register listed properties, multiple high concentrations of potentially historic properties along the SR 9 corridor, eight previously recorded archaeological resources\*, three cemeteries and three churches, and seven park and recreational facilities are present within the screening area. The presence or absence of threatened and endangered species cannot be determined conclusively by an environmental screening; however, a number of threatened and endangered species are listed for Fulton County. Should compliance with NEPA or GEPA become necessary in the future, more exhaustive field investigations should be undertaken.

\*The precise location of archaeological resources cannot be disclosed in public documents.

**ATTACHMENT #7**

**FACT SHEETS**

# Fact Sheet

September 2008

## Project Overview

The City of Sandy Springs, working in partnership with the Cities of Roswell and Alpharetta, has initiated a project to implement a cross-jurisdictional Advanced Transportation Management System (ATMS) along State Route 9. The system will use advanced technology such as a coordinated traffic signal system, traffic cameras, and pre-trip and en-route traveler information to improve travel along a 22-mile stretch of SR 9 from the southern border of Sandy Springs to the Forsyth County line.

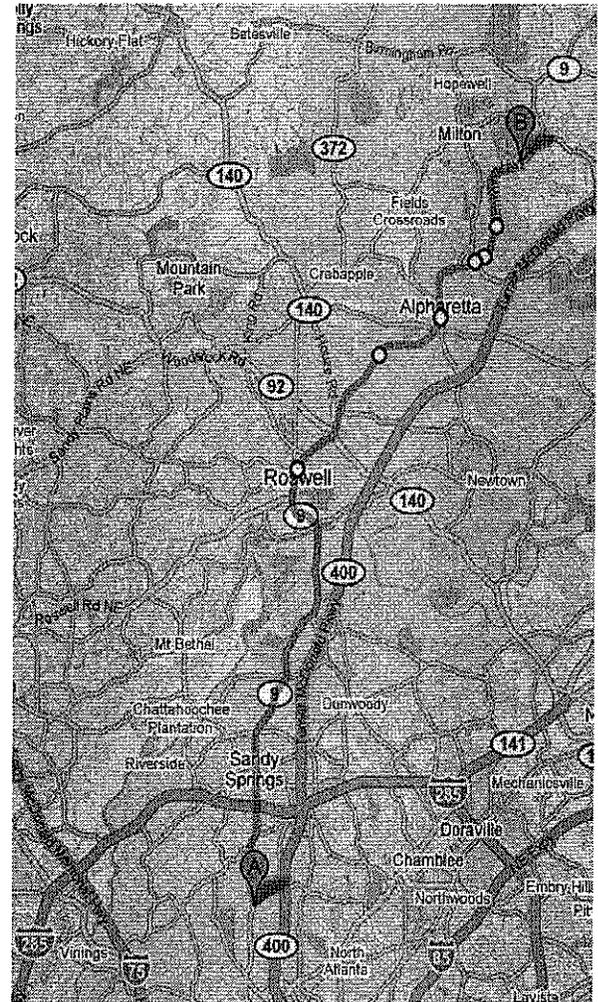
SR 9 is an important transportation corridor for regional and local travel. Within the Atlanta region, this multi-lane roadway not only links the Cities of Sandy Springs, Roswell, Alpharetta, and Milton, it also provides critical north-south access from Forsyth and north Fulton County to the Perimeter and downtown Atlanta. For local residents, SR 9 provides access to the many business and shopping outlets located along the corridor. Serving these functions has resulted in very high traffic volumes and congested conditions in both the north and south directions along this route at peak times of day during the week and on weekends.

Widening the roadway to relieve congestion and ease traffic flow is not an option due to the high cost of purchasing property for right-of-way. Advanced Traffic Management System (ATMS) techniques allow for maximizing the efficiency of the existing roadway and help reduce the time required to clear incidents from the roadway for a fraction of the cost to widen the road.

A consultant team, led by URS Corporation, has begun the first tasks towards the design of a traffic management system that will provide:

- Multi-agency coordination and management
- Improved signal timing across jurisdictions
- Traffic camera surveillance
- Traveler information
- Improved incident response
- Remote monitoring and control

## Project Area



## Project Schedule

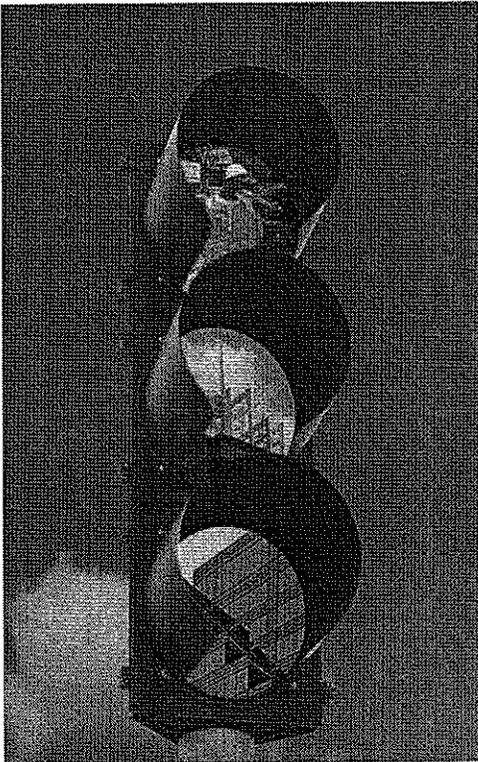
The SR 9 ATMS project will be implemented in the following phases:

<i>Phase</i>	<i>Description</i>	<i>Target Completion</i>
<b>Concept Phase</b>	<b>Define the roles and responsibilities of each agency in managing the corridor, system requirements and costs, and locations of field devices and communications network.</b>	<b>February 2009</b>
<b>Environmental Phase</b>	<b>Conduct special studies and prepare appropriate level environmental document.</b>	<b>August 2009</b>
<b>Design Phase</b>	<b>Preliminary and final system design.</b>	<b>June 2010</b>
<b>Construction Phase</b>	<b>Installation and integration of field devices and communications network.</b>	<b>December 2011</b>

## Community Outreach

Successful development of an integrated and effective traffic management for the SR 9 corridor requires input from all affected stakeholders including the general public. Stakeholders representing the Cities of Sandy Springs, Roswell and Alpharetta, including emergency, fire and police agencies, as well as the Georgia Department of Transportation, are working together to improve traffic coordination and management along the SR 9 corridor. Because of its role in the local community, it is important that the SR 9 ATMS project also consider the issues and concerns of the citizens who live, work and travel along the corridor. The project team would like to hear your thoughts and opinions about how traffic flow can be improved along the corridor.

- What types of traffic problems are you experiencing along the SR 9 corridor?
- Where and when are you experiencing these problems?
- What kind of travel information would be useful to you?
- How would you like to receive this information?



## What are the Benefits of ATMS?

### Better travel information

Information centers provide up-to-date, real-time travel information through changeable message signs, cable television in the home, 511, and the Internet.

### Quicker incident clearance

Traffic cameras allow trained operators to view incidents allowing them to quickly dispatch and guide the right emergency personnel and equipment to the site.

### Fewer traffic jams and improved traffic flow

Traffic management centers reduce traffic jams and control travel speed by monitoring current conditions and adjusting traffic signals and traveler information.

### Safer travel

ATMS technologies can warn motorists that there is an incident ahead. New traffic control systems can reduce the number of vehicle stops, minimize changes in vehicle speeds and improve traffic flow – all of which reduce accidents.

### Helps to clean the air and save energy

Decreased traffic and gridlock reduces energy use and pollution through smoother, more evenly distributed traffic flow.

## Contact the Study Team

For more information on the SR 9 ATMS project or to make a comment, please contact:

### JEFF MESSER

Traffic Service Manager  
City of Sandy Springs  
7840 Roswell Road, Bldg. 500  
Sandy Springs, Georgia 30350  
Phone: (770) 206-2525  
Fax: (770) 393-0244  
[jeff.messer@sandyspringsga.org](mailto:jeff.messer@sandyspringsga.org)

### JANIDE SIDIFALI

URS Corporation  
400 North Park Town Center  
1000 Abernathy Rd, Ste 900  
Atlanta, GA 30328  
Phone: (678) 808-8973  
Fax: (678) 808-8400  
[janide.sidifali@urscorp.com](mailto:janide.sidifali@urscorp.com)

# Fact Sheet

September 2008

## Project Overview

The City of Roswell, working in partnership with the Cities of Sandy Springs and Alpharetta, has initiated a project to implement a cross-jurisdictional Advanced Transportation Management System (ATMS) along State Route (SR) 9. The system will use advanced technology such as a coordinated traffic signal system, traffic cameras, and pre-trip and en-route traveler information to improve travel along a 22-mile stretch of SR 9 from the southern border of Sandy Springs to the Forsyth County line.

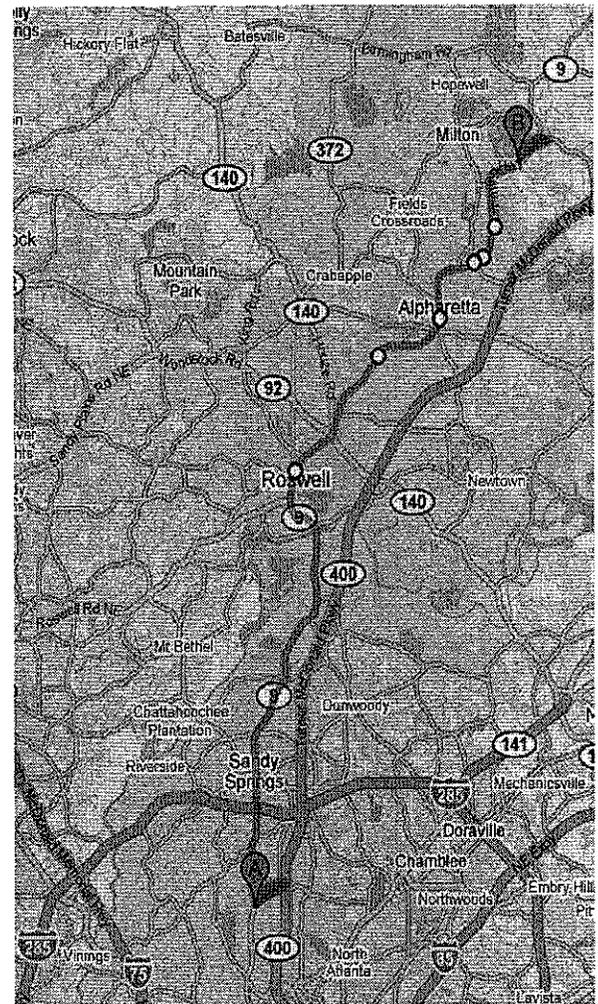
SR 9 is an important transportation corridor for regional and local travel. Within the Atlanta region, this multi-lane roadway not only links the Cities of Sandy Springs, Roswell, Alpharetta, and Milton, it also provides critical north-south access from Forsyth and north Fulton County to the Perimeter and downtown Atlanta. For local residents, SR 9 provides access to the many business and shopping outlets located along the corridor. Serving these functions has resulted in very high traffic volumes and congested conditions in both the north and south directions along this route at peak times of day during the week and on weekends.

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- Improved incident response
- Remote monitoring and control

## Project Area



## Project Schedule

The SR 9 ATMS project will be implemented in the following phases:

		Target Completion
<b>Concept Phase</b>	<b>Define the roles and responsibilities of each agency in managing the corridor, system requirements and costs, and locations of field devices and communications network.</b>	<b>February 2009</b>
<b>Environmental Phase</b>	<b>Conduct special studies and prepare appropriate level environmental document.</b>	<b>August 2009</b>
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## Community Outreach

Successful development of an integrated and effective traffic management for the SR 9 corridor requires input from all affected stakeholders including the general public. Stakeholders representing the Cities of Sandy Springs, Roswell and Alpharetta, including emergency, fire and police agencies, as well as the Georgia Department of Transportation, are working together to improve traffic coordination and management along the SR 9 corridor. Because of its role in the local community, it is important that the SR 9 ATMS project also consider the issues and concerns of the citizens who live, work and travel along the corridor. The project team would like to hear your thoughts and opinions about how traffic flow can be improved along the corridor.

- What types of traffic problems are you experiencing along the SR 9 corridor?
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Decreased traffic and gridlock reduces energy use and pollution through smoother, more evenly distributed traffic flow.

## Contact the Study Team

For more information on the SR 9 ATMS project or to make a comment, please contact:

**MUHAMMAD RAUF, PE**  
Senior Transportation Engineer  
City of Roswell  
38 Hill Street, Suite 235  
Roswell, Georgia 30075  
Phone: (770) 594-6525  
Fax: (678) 639-7545  
[mrauf@roswellgov.com](mailto:mrauf@roswellgov.com)

**JANIDE SIDIFALL**  
URS Corporation  
400 North Park Town Center  
1000 Abernathy Rd. Ste 900  
Atlanta, GA 30328  
Phone: (678) 808-8973  
Fax: (678) 808-8400  
[janide\\_sidifall@urscorp.com](mailto:janide_sidifall@urscorp.com)

# Fact Sheet

September 2008

## Project Overview

The City of Alpharetta, working in partnership with the Cities of Sandy Springs and Roswell, has initiated a project to implement a cross-jurisdictional Advanced Transportation Management System (ATMS) along State Route (SR) 9. The system will use advanced technology such as a coordinated traffic signal system, traffic cameras, and pre-trip and en-route traveler information to improve travel along a 22-mile stretch of SR 9 from the southern border of Sandy Springs to the Forsyth County line.

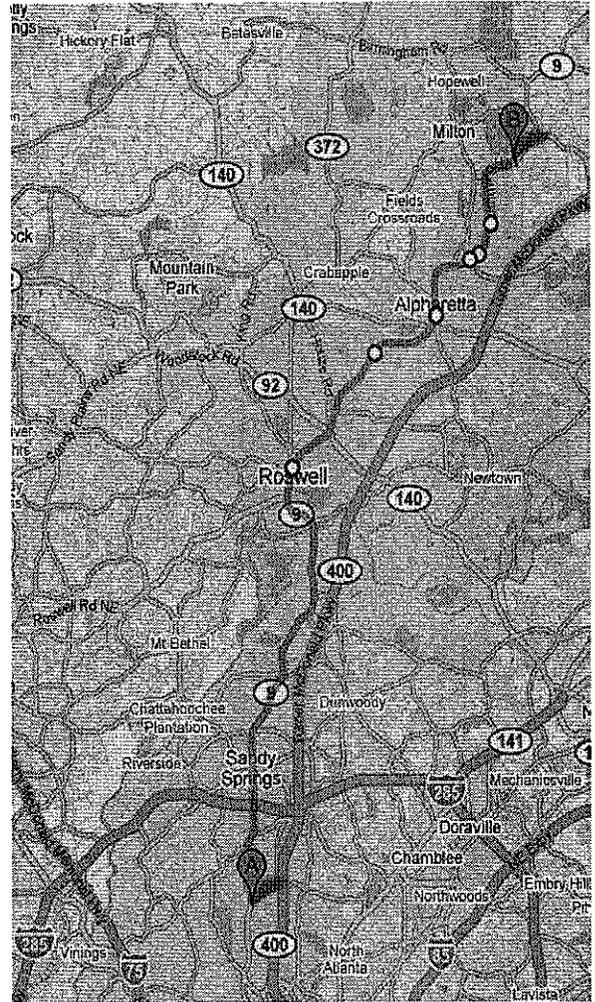
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## Project Area



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Insert Picture 1

Insert Picture 2

## Contact the Study Team

For more information on the SR 9 ATMS project or to make a comment, please contact:

**ERIC GRAVES, PE**  
Senior Engineer-Traffic  
City of Alpharetta  
1790 Hembree Road  
Alpharetta, Georgia 30009  
Phone: (678) 297-6200 x1218  
Fax: (678) 297-6201  
[esraves@alpharetta.ga.us](mailto:esraves@alpharetta.ga.us)

**JANIDE SIDIFALL**  
URS Corporation  
400 North Park Town Center  
1000 Abernathy Rd. Ste 900  
Atlanta, GA 30328  
Phone: (678) 808-8973  
Fax: (678) 808-8400  
[janide\\_sidifall@urscorp.com](mailto:janide_sidifall@urscorp.com)

**ATTACHMENT #8**

**INTER-GOVERNMENTAL PROJECT AGREEMENT**



May 15, 2008

Sue Rainwater  
City Clerk  
City of Alpharetta  
Two South Main Street  
Alpharetta, GA 30004

Re: Intergovernmental Agreement between the City of Sandy Springs, City of Roswell, and  
City of Alpharetta for the ATMS Project

Dear Ms. Rainwater:

Please find enclosed a fully executed copy of the above referenced agreement.

Please feel free to contact me if you have any questions.

Sincerely,

A handwritten signature in cursive script, reading "Christina V. Rowland".

Christina V. Rowland  
City Clerk

Cc: Angelia Parham, Public Works Director

INTERGOVERNMENTAL PROJECT AGREEMENT

BETWEEN

CITY OF SANDY SPRINGS, GEORGIA

And

CITY OF ROSWELL, GEORGIA

And

CITY OF ALPHARETTA, GEORGIA

PRELIMINARY ENGINEERING AND CONCEPT DESIGN FOR  
STATE ROUTE 9 ADVANCED TRANSPORTATION MANAGEMENT SYSTEM FROM  
ABERNATHY ROAD IN SANDY SPRINGS TO THE FORSYTH COUNTY LINE

This AGREEMENT is made and entered into this 15 day of May, 2008, by and between the CITY OF SANDY SPRINGS, GEORGIA, acting by and through its Mayor and City Council, hereinafter called the "SPONSOR", the CITY OF ROSWELL, GEORGIA, acting by and through its Mayor and City Council, and the CITY OF ALPHARETTA, GEORGIA, acting by and through its Mayor and City Council, hereinafter collectively called the "CITIES".

WHEREAS, the SPONSOR and the CITIES have mutually expressed a desire to proceed with preliminary engineering activities on State Route 9 from Abernathy Road to the Forsyth County line in Fulton County, Georgia, currently described as ARC Number FN-199, hereinafter referred to as the "ATMS PROJECT" that will be coordinated with the Georgia Department of Transportation and is identified as Project Number STP-0006-00(727), P. I. Number 0006727; and

WHEREAS, the SPONSOR has represented to the Georgia Department of Transportation, hereinafter called the "DEPARTMENT" a desire to participate in certain activities of the ATMS PROJECT as set forth in this AGREEMENT, and the DEPARTMENT has relied upon such representations; and

WHEREAS, the DEPARTMENT has expressed a willingness to participate in certain activities of the ATMS PROJECT as set forth in this AGREEMENT; and

NOW, THEREFORE, for and in consideration of the mutual promises made and of the benefits to flow from one to the other, the SPONSOR and the CITIES hereby agree each with the other as follows:

1. Preliminary Engineering:

The SPONSOR and the CITIES shall fund all costs for the ATMS PROJECT's Preliminary Engineering activities. To fulfill its commitment, the SPONSOR and the CITIES shall be responsible for a pro rata share of the preliminary engineering costs based upon the percentages as shown in Exhibit "A". The total cost to complete the preliminary engineering activities shall not exceed one hundred sixty four thousand and seventy dollars (\$164,070). Any additional funding over and above this amount which will be subject to proration by the SPONSOR and CITIES must be approved unanimously by the SPONSOR and the CITIES and, unless otherwise agreed by the parties, apportioned based on the same formula. The preliminary engineering phase for this contract will be coordinated by the City of Sandy Springs, with decisions and directions to the design engineer given by the SPONSOR provided, however that material decisions affecting a jurisdiction within the jurisdiction's territory shall require approval of the affected jurisdiction. The City of Sandy Springs will enter into an agreement with a consultant to perform the following preliminary engineering activities: project management, concept of operations, environmental screening, community outreach, concept report, concept design, and data collection. The City of Sandy Springs will fund the payment to the consultant and will invoice the CITIES for their portion as provided for herein. Each payment shall be postmarked and mailed to the SPONSOR no later than 30 days of receipt of the invoice by the CITIES.

2. Preliminary and Final Design:

Each city shall be responsible for the remaining activities to complete preliminary and final design activities within their jurisdiction once the concept report is approved.

3. Right-of-Way and Utility Relocation:

Each city shall be responsible for the Right-of-Way and utility relocations cost within their jurisdiction.

4. Construction Phase:

The SPONSOR and the CITIES shall implement the AMTS PROJECT, as outlined in the DEPARTMENT Project Framework Agreement (PFA), to be approved by all parties. Funding for construction of the ATMS PROJECT is limited to that amount currently identified in Exhibit A of the Project Inter-Government Agreement. Funding allocations for construction will be determined when design is completed and approved by all parties. In the event the SPONSOR or one of the CITIES is unwilling to participate in the construction portion of this project, the Department's funding that has been programmed for construction may be reallocated if approved by the DEPARTMENT. The SPONSOR and CITIES shall agree as to the basic features that support system-wide functionality and operation of the project. Features recommended by the consultant above the basic program shall be considered optional and selected by each City according to their needs and available funding. The SPONSOR and the CITIES are responsible for the match to the

Federal construction funds as may be unanimously agreed upon by the parties after design is completed and approved by all parties.

5. The SPONSOR and the CITIES hereby acknowledge that TIME IS OF THE ESSENCE for the implementation of this PROJECT. In the completion of respective commitments contained herein, changes may be made to the schedule if mutually identified and agreed upon, in writing, by the SPONSOR and CITIES.

6. This AGREEMENT shall be governed and construed under the laws of the State of Georgia. The covenants herein contained shall, except as otherwise provided, accrue to the benefit of and be binding upon the successors and assignors of the parties hereto.

7. This AGREEMENT contains the entire understanding between the parties relating to the subject matter and any amendments to this AGREEMENT must be in writing, executed by the parties and have express reference to be made a part of this AGREEMENT.

IN WITNESS WHEREOF, the SPONSOR and the CITIES have caused these presents to be executed under seal by their duly authorized representatives.

CITY OF SANDY SPRINGS, GEORGIA

BY: Eera O'Connell  
Mayor

Signed, sealed and delivered this 15 day of May 2008, in the presence of:

Darcy D.  
Witness

Patricia B. Wheeler  
Notary Public

This AGREEMENT approved by the City of Sandy Springs Council at a meeting held at Sandy Springs City Hall, this 15 day of May, 2008

Christina Rowland  
CITY Clerk

CITY OF ALPHARETTA, GEORGIA

BY: Arthur D. Letson  
Mayor

Signed, sealed and delivered this 2<sup>nd</sup> day of May 2008, in the presence of:

Amanda M. Day  
Witness

Sue Kennedy  
Notary Public EXP 1-14-12

This AGREEMENT approved by the City of Alpharetta Council at a meeting held at Alpharetta City Hall, this 7<sup>th</sup> day of April, 2008

Sue Ravnitzke  
CITY Clerk

CITY OF ROSWELL, GEORGIA

BY: Wool  
Mayor

Signed, sealed and delivered this 20<sup>th</sup> day of APRIL 2008, in the presence of:

Rashawn Baker  
Witness

Robin Kenner  
Notary Public

This AGREEMENT approved by the City of Roswell Council at a meeting held at CITY OF ROSWELL, GA, this 20<sup>th</sup> day of April, 2008

Sue Crook  
CITY Clerk

## EXHIBIT "A"

PHASE	TOTAL	FEDERAL	Cost to Cities	SANDY SPRINGS Share 33%	ROSWELL Share 39%	ALPHARETTA Share 28%
<b>TOTAL PE</b>	<b>\$164,070</b>	<b>\$0</b>	<b>\$164,070</b>	<b>\$54,143</b>	<b>\$63,987</b>	<b>\$45,940</b>
<b>TOTAL CST</b>	<b>\$3,500,000</b>	<b>\$2,800,000</b>	<b>\$700,000</b>	<b>TBD</b>	<b>TBD</b>	<b>TBD</b>
<b>TOTAL PROJECT COST</b>	<b>\$3,664,070</b>	<b>\$2,800,000</b>	<b>\$876,910</b>	<b>TBD</b>	<b>TBD</b>	<b>TBD</b>

**Notes:**

Percent shares to be applied only to the design phase of project.

Construction funds listed is the maximum contribution unless additional funding is otherwise agreed upon by individual cities according to the ATMS elements selected by each jurisdiction for implementation.

**AGREEMENT**  
**BETWEEN**  
**DEPARTMENT OF TRANSPORTATION**  
**STATE OF GEORGIA**  
**AND**  
**THE CITY OF SANDY SPRINGS**  
**FOR**  
**TRANSPORTATION FACILITY IMPROVEMENTS**

This Framework Agreement is made and entered into this 2<sup>ND</sup> day of December, 2008, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and the City of Sandy Springs, acting by and through its Mayor and City Council, hereinafter called the "LOCAL GOVERNMENT".

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to improve the transportation facility described in Attachment A, attached and incorporated herein by reference and hereinafter referred to as the "PROJECT"; and

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to participate in certain activities including the funding of certain portions of the PROJECT and the DEPARTMENT has relied upon such representations; and

WHEREAS, the DEPARTMENT has expressed a willingness to participate in certain activities of the PROJECT as set forth in this Agreement; and

WHEREAS, the Constitution authorizes intergovernmental agreements whereby state and local entities may contract with one another "for joint services, for the provision of services, or for the joint or separate use of facilities or equipment; but such contracts must deal with activities, services or facilities which the parties are authorized by law to undertake or provide." Ga. Constitution Article IX, §III, ¶1(a).

NOW THEREFORE, in consideration of the mutual promises made and of the benefits to flow from one to the other, the DEPARTMENT and the LOCAL GOVERNMENT hereby agree each with the other as follows:

1. The LOCAL GOVERNMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design), all reimburseable utility relocation costs, right of way acquisitions and construction, as specified in Attachment A, attached hereto and incorporated herein by reference. Expenditures incurred by the LOCAL GOVERNMENT and eligible for reimbursement by the DEPARTMENT shall not be considered reimbursible to the LOCAL GOVERNMENT until the LOCAL GOVERNMENT receives a written notice to proceed for each phase of the PROJECT.

2. The DEPARTMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design) activities, right of way acquisitions or construction as specified in Attachment A.

3. It is understood and agreed by the DEPARTMENT and the LOCAL GOVERNMENT that the funding portion as identified in Attachment "A" of this Agreement only applies to the Preconstruction Engineering Activities. The Right of Way and Construction funding estimate levels as specified in Attachment A are provided herein for planning purposes and does not constitute a funding commitment for right of way and construction activities. The DEPARTMENT will prepare LOCAL GOVERNMENT Specific Activity Agreements for applicable Right of Way and Construction when appropriate.

Further, the LOCAL GOVERNMENT shall be responsible for repayment of any expended federal funds, if the PROJECT does not proceed forward to completion due to a lack of available funding in future Project phases.

4. The LOCAL GOVERNMENT shall be responsible for all costs for the continual maintenance of the project and the continual operations of any and all sidewalks and the grass strip between the curb and gutter and the sidewalk within the PROJECT limits.

5. Both the LOCAL GOVERNMENT and the DEPARTMENT hereby acknowledge that Time is of the Essence. It is agreed that both parties shall adhere to the schedule of activities currently established in the approved Transportation

Improvement Program/State Transportation Improvement Program (TIP/STIP). Furthermore, all parties shall adhere to the detailed project schedule as approved by the DEPARTMENT, attached as Attachment B and incorporated herein by reference. In the completion of respective commitments contained herein, if a change in the schedule is needed, the LOCAL GOVERNMENT shall notify the DEPARTMENT in writing of the proposed schedule change and the DEPARTMENT shall acknowledge the change through written response letter; provided that the DEPARTMENT shall have final authority for approving any change.

If, for any reason, the LOCAL GOVERNMENT does not produce acceptable deliverables in accordance with the approved schedule, the DEPARTMENT reserves the right to delay the project's implementation until funds can be re-identified for construction or right of way, as applicable.

6. The LOCAL GOVERNMENT shall certify that they have read and understands the regulations for "CERTIFICATION OF COMPLIANCES WITH FEDERAL PROCUREMENT REQUIREMENTS, STATE AUDIT REQUIREMENTS, AND FEDERAL AUDIT REQUIREMENTS" and will comply in full with said provisions.

7. The LOCAL GOVERNMENT shall accomplish all of the design activities for the PROJECT. The design activities shall be accomplished in accordance with the DEPARTMENT's Plan Development Process, the applicable guidelines of the American Association of State Highway and Transportation Officials, hereinafter referred to as "AASHTO", the DEPARTMENT's Standard Specifications

Construction of Transportation Systems, the DEPARTMENT's Plan Presentation Guide, PROJECT schedules, and applicable guidelines of the DEPARTMENT. The LOCAL GOVERNMENT responsibility for design shall include, but is not limited to the following items:

a. Prepare the PROJECT concept report in accordance with the format used by the DEPARTMENT. The concept for the PROJECT shall be developed to accommodate the future traffic volumes as generated by the LOCAL GOVERNMENT as provided for in paragraph 7b and approved by the DEPARTMENT. The concept report shall be approved by the DEPARTMENT prior to the LOCAL GOVERNMENT beginning further development of the PROJECT plans. It is recognized by the parties that the approved concept may be modified by the LOCAL GOVERNMENT as required by the DEPARTMENT and re-approved by the DEPARTMENT during the course of design due to public input, environmental requirements, or right of way considerations.

b. Develop the PROJECT base year (year facility is expected to be open to traffic) and design year (base year plus 20 years) traffic volumes. This shall include average daily traffic (ADT) and morning (am) and evening (pm) peak hour volumes. The traffic shall show all through and turning movement volumes at intersections for the ADT and peak hour volumes and shall indicate the percentage of trucks expected on the facility.

c. Validate (check and update) the approved PROJECT concept and prepare a PROJECT Design Book for approval by the DEPARTMENT prior to the beginning of preliminary plans.

d. Prepare environmental studies, documentation, and reports for the PROJECT that show the PROJECT is in compliance with the provisions of the National Environmental Protection Act and Georgia Environmental Protection Act, as appropriate to the PROJECT funding. This shall include any and all archaeological, historical, ecological, air, noise, underground storage tanks (UST), and hazardous waste site studies required as well as any environmental reevaluations required. The LOCAL GOVERNMENT shall submit to the DEPARTMENT all environmental documents and reports for review and approval by the DEPARTMENT and the FHWA.

e. Prepare all public hearing and public information displays and conduct all required public hearings and public information meetings in accordance with DEPARTMENT practice.

f. Perform all surveys, mapping, soil investigation studies and pavement evaluations needed for design of the PROJECT.

g. Perform all work required to obtain project permits, including, but not limited to, US Army Corps of Engineers 404 and Federal Emergency Management Agency (FEMA) approvals. These efforts shall be coordinated with the DEPARTMENT. As part of the design an environmental assessment will be conducted, which may or may not result in environmental impacts of the surrounding area. If it is determined that there will be impacts that will require mitigation, then it will be the responsibility of the LOCAL GOVERNMENT to resolve the matter.

h. Prepare the PROJECT drainage design including erosion control plans and the development of the hydraulic studies for the Federal

Emergency Management Agency Floodways and acquisition of all necessary permits associated with the drainage design.

i. Prepare traffic studies, preliminary construction plans including a cost estimate for the Preliminary Field Plan Review, preliminary and final utility plans, preliminary and final right of way plans, staking of the required right of way, and final construction plans including a cost estimate for the Final Field Plan Review, erosion control plans, lighting plans, traffic handling plans, and construction sequence plans and specifications including special provisions for the PROJECT.

j. Provide certification, by a Georgia Registered Professional Engineer, that the construction plans have been prepared under the guidance of the professional engineer and are in accordance with AASHTO and DEPARTMENT guidelines.

k. Failure of the LOCAL GOVERNMENT to follow the DEPARTMENT's Plan Development Process will jeopardize the use of Federal funds in some or all of the categories outlined in this Agreement, and it shall be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding.

8. All Primary Consultant firms hired by the LOCAL GOVERNMENT to provide services on the PROJECT shall be prequalified with the DEPARTMENT in the appropriate area-classes. The DEPARTMENT shall, on request, furnish the LOCAL GOVERNMENT with a list of prequalified consultant firms in the appropriate area-classes. Any Consultant hired by the Local Government to perform work on

the Project must be compliant to applicable state and federal regulations relating to the procurement of design services in accordance with the Brooks Architect-Engineers Act of 1972; better known as the Brooks Act.

9. The PROJECT construction and right of way plans shall be prepared in English units.

10. All drafting and design work performed on the project shall be done utilizing the DEPARTMENT's latest approved software respectively, and shall be organized as per the Department's guidelines on electronic file management.

11. The DEPARTMENT shall review and has approval authority for all aspects of the PROJECT provided however this review and approval does not relieve the LOCAL GOVERNMENT of its responsibilities under the terms of this agreement. The DEPARTMENT will work with the FHWA to obtain all needed approvals as deemed necessary with information furnished by the LOCAL GOVERNMENT.

12. The LOCAL GOVERNMENT shall be responsible for the design of all bridge(s) and preparation of any required hydraulic and hydrological studies within the limits of this PROJECT in accordance with the DEPARTMENT's policies and guidelines. The LOCAL GOVERNMENT shall perform all necessary survey efforts in order to complete the design of the bridge(s) and prepare any required hydraulic

and hydrological studies. The final bridge plans shall be incorporated into this PROJECT as a part of this Agreement.

13. The LOCAL GOVERNMENT shall follow the DEPARTMENT's procedures for identification of existing and proposed utility facilities on the PROJECT. These procedures, in part, require all requests for existing, proposed, or relocated facilities to flow through the DEPARTMENT's Project Liaison and the District Utilities Engineer.

14. The LOCAL GOVERNMENT shall address all railroad concerns, comments, and requirements to the satisfaction of the DEPARTMENT.

15. If the right of way phase is 100% local funding with no Federal or State reimbursement, upon the DEPARTMENT's approval of the project right of way plans, verification that the approved environmental document is current, which shall mean that the approval of the environmental document occurred within six (6) months of the approval notice by the DEPARTMENT's for project right of way plans, and delivery of a written notice to proceed, the LOCAL GOVERNMENT may proceed with the acquisition of the necessary right of way for the PROJECT. If the right of way phase involves federal and/or state funding reimbursement, upon the Department's approval of the project right of way plans, the Local Government may proceed with all pre-acquisition right of way activities, however, property negotiation and acquisition cannot commence until right of way funding authorization is approved. Right of way acquisition shall be in accordance with the law and the rules

and regulations of the FHWA including, but not limited to, Title 23, United States Code; 23 CFR 710, et. Seq., and 49 CFR Part 24 and the rules and regulations of the DEPARTMENT and in accordance with the "Contract for the Acquisition of Right of Way" to be prepared by the Office of Right of Way and executed between the LOCAL GOVERNMENT and the DEPARTMENT prior to the commencement of any right of way activities. Failure of the LOCAL GOVERNMENT to adhere to the provisions and requirements specified in the acquisition contract may result in the loss of Federal funding for the PROJECT and it will be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. In the event the LOCAL GOVERNMENT is to receive reimbursement of all or part of the acquisition funding, reimbursable right of way costs are to include land and improvement costs, property damage values, relocation assistance expenses and contracted property management costs. Non reimbursable costs include administrative expenses such as appraisal, consultant, attorney fees and any in-house property management or staff expenses. All required right of way shall be obtained and cleared of obstructions, including underground storage tanks, prior to advertising the PROJECT for bids. The LOCAL GOVERNMENT shall further be responsible for making all revisions to the approved right of way plans, as deemed necessary by the DEPARTMENT, for whatever reason, as needed to purchase the required right of way.

16. Upon completion and approval of the PROJECT plans, certification that all needed rights of way have been obtained and cleared of obstructions, and certification that all needed permits for the PROJECT have been obtained by the

LOCAL GOVERNMENT the PROJECT shall be let for construction. The DEPARTMENT, unless shown otherwise on Attachment A, shall be solely responsible for securing and awarding the construction contract for the PROJECT.

17. The LOCAL GOVERNMENT shall review and make recommendations concerning all shop drawings prior to submission to the DEPARTMENT. The DEPARTMENT shall have final authority concerning all shop drawings.

18. The LOCAL GOVERNMENT agrees that all reports, plans, drawings, studies, specifications, estimates, maps, computations, computer diskettes and printouts, and any other data prepared under the terms of this Agreement shall become the property of the DEPARTMENT if required. This data shall be organized, indexed, bound, and delivered to the DEPARTMENT no later than the advertisement of the PROJECT for letting. The DEPARTMENT shall have the right to use this material without restriction or limitation and without compensation to the LOCAL GOVERNMENT.

19. The LOCAL GOVERNMENT shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished by or on behalf of the LOCAL GOVERNMENT pursuant to this Agreement. The LOCAL GOVERNMENT shall correct or revise, or cause to be corrected or revised, any errors or deficiencies in the designs, drawings, specifications, and other services furnished for this PROJECT. Failure by the LOCAL GOVERNMENT to address the errors or

deficiencies within 30 days shall cause the LOCAL GOVERNMENT to assume all responsibility for construction delays caused by the errors and deficiencies. All revisions shall be coordinated with the DEPARTMENT prior to issuance. The LOCAL GOVERNMENT shall also be responsible for any claim, damage, loss or expense, to the extent allowed by law that is attributable to errors, omissions, or negligent acts related to the designs, drawings, specifications, and other services furnished by or on behalf of the LOCAL GOVERNMENT pursuant to this Agreement.

This Agreement is made and entered into in FULTON COUNTY, GEORGIA, and shall be governed and construed under the laws of the State of Georgia.

The covenants herein contained shall, except as otherwise provided, accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.

IN WITNESS WHEREOF, the DEPARTMENT and the LOCAL GOVERNMENT have caused these presents to be executed under seal by their duly authorized representatives.

RECOMMENDED:

THE CITY OF SANDY SPRINGS

*Mark Bell*  
State Traffic and Safety Engineer

*David Lee White* Director  
Director of Preconstruction

*D. Quinn*  
Chief Engineer

DEPARTMENT OF TRANSPORTATION

BY: *Alan S. Evans*  
Commissioner

ATTEST:  
*Paul T. Mahoney*  
Treasurer

REVIEWED AS TO LEGAL FORM:  
*Janet S. Leggett*  
Office of Legal Services

BY: *Grace Galambos*  
Name *Mayor*  
Title

Signed, sealed and delivered this *26* day of *August*, 200*8* in the presence of:

*Tracy Dye*  
Witness

*Patricia B. Wheeler*  
Notary Public



This Agreement approved on the *19* day of *August*, 200*8*.

*Christina Rowland*  
City Clerk

FEIN: *20-3267748*

**ATTACHMENT "A"**  
**Project Number: CSSTP-0006-00(727) – The City of Sandy Springs**

Project (PI#, Project #Description)	Work Type	Preliminary Engineering		Right of Way		Construction		Utilities Relocation Costs by
		Funding	Design	Funding of Real Property	Acquisition & Administrative Cost by	Funding	Letting by	
PI#0006727 CSSTP-0006-00(727) SR 9/Roswell Rd from Abermathy Rd to Forsyth County Line	ATMS / ITS	\$525,000 100% Local Gov.	Local Gov.	100% Local Gov.	100% Local Gov.	\$2,800,000 - 80% Fed. \$700,000 - 20% Local Gov. >\$3,500,000 Local Gov.	Local Gov.	100% Local Gov.

Note: 1. Maximum allowable GDOT reimbursible amount may be shown above in lieu of percentages when applicable. Local Government will only be reimbursed the percentage of the accrued invoiced amounts up to but not to exceed the maximum amount indicated.  
 2. Cash participation limits may be shown above in lieu of percentages when applicable.

**ATTACHMENT "B"**  
**0006727 – The City of Sandy Springs**

**Proposed Project Schedule**

<b>Environmental Phase</b>  <b>Concept Phase</b>  <b>Preliminary Plan Phase</b>  <b>Right of Way Phase</b>									

<b>Deadlines for Responsible Parties</b>	<b>Execute Agreement</b>	<b>01/2009</b>	<b>07/2009</b>	<b>10/2009</b>	<b>05/2010</b>
	(Approve Concept)	(Approve Env. Document)	(Authorize Right of Way funds)	(Authorize Const. funds)	

**Annual Reporting Requirements**

The Local Government shall provide a written status report to the Department's Project Manager with the actual phase completion date(s) and the percent complete/proposed completion date of incomplete phases. The written status report shall be received by the Department no later than the first day of February of every calendar year until all phases have been completed.

**Training Certification Requirement**

The Local Government shall provide a written certification that all appropriate staff (employees and consultants) involved in the Project have attended or are scheduled to attend the Department's Plan Development Process Training Course. The written certification shall be received by the Department no later than the first day of February of every calendar year until all phases have been completed.