

GA 400 Corridor Improvement Projects

A: I-85 / GA 400 Connector Ramps

Project includes construction of two new single lane interchange ramps: one to serve I-85 southbound to GA 400 northbound traffic and one to serve GA 400 southbound to I-85 northbound traffic. This will address the lack of direct connection between GA 400 and I-85. These new ramps are projected to reduce traffic along local streets and to improve travel times and safety along GA 400, I-85, and other impacted roadways. The estimated cost for building these facilities is 40 million dollars and the project will likely take 2 years to be constructed. The targeted year for completion is 2013.

B: I-85 Southbound / GA 400 Southbound Merge Modification

Project includes re-striping of I-85 southbound to merge one lane south of the Buford Highway off-ramp before the GA 400 ramp merge, which will allow GA 400 to have one dedicated lane onto I-85 southbound. This project is designed to address the merging bottleneck of GA 400 southbound traffic onto I-85 southbound, thus reducing congestion and improving travel times for those traveling along GA 400 southbound. The estimated cost of this improvement will be approximately \$500,000 and will take around 6 months for design, testing, and construction to be completed. The targeted year for completion is 2011.

C: GA 400 Lane Widening from McFarland Parkway to SR 20

Project includes Preliminary Engineering (PE) to widen GA 400 to provide additional capacity between McFarland Parkway and State Route 20. This would also improve operations at the merging of GA 400 northbound traffic near McFarland Parkway, where GA 400 northbound narrows from four travel lanes to two travel lanes. This project is anticipated to reduce congestion and decrease travel times along the corridor. The estimated cost of design services for this widening is approximately 4 million dollars. This cost only includes design and does not include construction of the actual facility. The design will take approximately 3 years to complete and it is expected that plans can be completed by 2013.

D: GA 400 Managed Lanes Project from I-285 to McFarland Parkway

Project includes preliminary design of managed lanes along GA 400 between I-285 and McFarland Parkway. In this case, managed lanes means high occupancy toll lanes. Passenger vehicles not meeting an occupancy requirement use these lanes by paying a variable toll. Meanwhile, transit vehicles and passenger vehicles meeting the occupancy requirement can use the lanes for free. Two managed lanes in each direction (four total) are proposed between I-285 and Holcomb Bridge Road and one managed lane in each direction (two total) between Holcomb Bridge Road and McFarland Parkway. Managed lanes are designed to provide a reliable trip option for those that carpool, use a vanpool, take transit, or wish to pay to use the lane. The estimated cost of design services for this widening is approximately 8 million dollars. This cost only includes preliminary design and does not include construction of the actual facilities. The design will take approximately 4 years to complete and it is expected that plans will be completed by 2014.

E: GA 400 Northbound Third Transition Lane Extension at McFarland Parkway

Project includes the extension of the third northbound lane along GA 400 approximately 0.75 miles to improve the transition from the existing four-lane northbound section that terminates south of McFarland Parkway to the two-lane section that extends towards SR 20. The proposed three-lane section will address the merging bottleneck of GA 400 northbound traffic near McFarland Parkway, thus improving travel times along the corridor. The entire project including design and construction is

estimated to cost 3 million dollars. It is anticipated to take 2 years to complete construction and will be open in 2012.

F: GA 400 ITS and HERO Expansion from McFarland Parkway to SR 20

Project will expand Intelligent Transportation System (ITS) coverage from McFarland Parkway to SR 20. ITS uses advanced information and communications technology to improve mobility and safety. Some examples of current ITS technology in use around the state include the Georgia Navigator system, traveler information on 511, changeable messages signs that alert drivers of upcoming traffic issues, ramp meters and cameras / video detection. Highway Emergency Response Operator (HERO) units that respond to incidents and clear the road so that traffic can proceed as normal will be expanded as well. The estimated cost of expanding these technologies and services will be just under 2 million dollars for capital expenses and just under 1 million dollars for operational expenses over an eight year period. The additional HERO units can be operational in the year 2011 and the expanded ITS network can be completed by the year 2012.

G: SR 140 (Holcomb Bridge Road) ATMS

Project includes the installation of Advanced Transportation Management System (ATMS) elements along SR 140 between Barnwell Road and SR 9/Roswell Road. The project includes signal improvements, cameras, and traffic count stations that are designed to improve the operations of the corridor and reduce travel times for those driving along the corridor. Improvements to Holcomb Bridge Road are projected to improve operations at the GA 400 / Holcomb Bridge Road interchange. These systems will cost approximately 600,000 dollars and will take around 4 years to design and construct. The expected operational date is in 2014.

H: Mansell Road Triple Left Turn Lane (GA 400 to North Point Parkway)

Construct a third left-turn lane along Mansell Road onto North Point Parkway, and extend the length of the existing left-turn lanes. This will increase the number of vehicles that can turn left from eastbound Mansell Road to northbound North Point Parkway at one time and will also reduce the number of vehicles that extend back onto GA 400 from the northbound exit ramp at Mansell Road. The estimated cost for completing this project is 400,000 dollars and it will take around one year to build. The anticipated year for this facility to become operational is 2011.

I: GRTA Xpress Bus Service on GA 400

Project will assist with funding of the existing GRTA Xpress Route 400. This bus route provides two connections: one from the Cumming Park & Ride lot to the North Springs MARTA station and one from the Cumming Park & Ride lot to Downtown Atlanta. Transit routes such as the Xpress Route 400 provide mobility options to commuters by giving them an alternative to driving their vehicles for long commutes, reduce the overall number of vehicles on the road, and improves quality of life. The annual cost of operating this route is around \$175,000 per year, which over an 8 year period would be equal to 1.4 million dollars.

J: GA 400 Northbound Ramp Extension at Abernathy Road

Project includes the reconstruction of the on-ramp from Abernathy Road to GA 400 northbound to add approximately one-quarter mile of pavement. This extension will move the point at which drivers must merge with the GA 400 mainline traffic further north to allow motorists additional time and distance to

accelerate and merge. This improvement will also increase the distance between the northbound on-ramp and the new “half diamond” interchange at Hammond Drive. This increased ramp spacing is anticipated to reduce conflicts between drivers entering GA 400 at Hammond Drive and others exiting at Abernathy Road. The estimated cost of extending this on-ramp is around 2 million dollars. The amount of time needed for design and construction is around two years and the facility is expected to be operational by 2012.

K: Improvements to GA 400 at Northridge Road Interchange

Project will provide capacity and operational improvements to the GA 400 ramps at Northridge Road as well as other intersections of Northridge Road at Dunwoody Place, Roberts Drive, and Somerset Court. Improvements will include better signage for the northbound exit ramp from GA 400 and additional through lanes on Northridge Road to accommodate the improved traffic flow. Currently, traffic exiting at the Northridge interchange queues back onto GA 400, impacting travel along the mainline. These improvements are estimated to cost 7 million dollars. The project will take approximately 3 years to complete and will be fully operational in 2013.

L: Enhanced Routine Maintenance along GA 400 Corridor

Project includes maintenance activity from I-85 to SR 20 in Forsyth County. Maintenance includes litter pick-up, grass mowing, sweeping of inside and outside shoulders, guard rail repair and graffiti covering. Maintenance costs are approximately \$200 thousand annually.