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## **MEMORANDUM**

**To:** Mayor and City Council

**From:** Michael Smith, Public Works Director

**Date:** 1/9/2012

**Subject:** **Discussion of Memorandum of Agreement for Regional Traffic Operations**

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### **ITEM DESCRIPTION**

Discussion of Memorandum of Agreement (Attachment "A") between the City of Dunwoody, the City of Sandy Springs, DeKalb County and the Perimeter Community Improvement Districts (PCIDs) for Regional Traffic Operations.

### **BACKGROUND**

For nearly two years Dunwoody, Sandy Springs, DeKalb County and the PCIDs have been pursuing opportunities to improve traffic flow in the Perimeter area by optimizing signal timing and coordinating traffic signals. The PCIDs have invested heavily in the communications infrastructure necessary to connect, coordinate and monitor signals across corridors. Through this investment, DeKalb has the ability to monitor signals on Ashford Dunwoody Road for malfunctions. Sandy Springs has improved signal timing on Perimeter Center West and Roswell Road in partnership with the Georgia Department of Transportation (GDOT) and has built a traffic management center. For its part, Dunwoody has participated in GDOT's signal maintenance program on Ashford Dunwoody Road and completed retiming of the signals in Dunwoody Village.

While these efforts have resulted in improvements on individual corridors, traffic congestion is a regional phenomenon that operates across corridors and jurisdictional boundaries. Recognizing the inefficiencies inherent in a jurisdiction by jurisdiction approach, GDOT has created a Regional Traffic Operations Program (RTOP) to fund signal operation improvements on regionally significant corridors and within major employment centers.

As a major employment center, the Perimeter area has been selected to receive \$2.78 million in RTOP funding over the next 3 years. This funding requires no local match and can be used to fund signal maintenance, timing improvements, equipment upgrades and system monitoring within the PCID boundary and on the major corridors leading into the PCID. The scope agreed to with GDOT is included as Attachment "B" and a map of the area to be covered by the agreement is included as Attachment "C".

### **PURPOSE**

The participating local governments and the PCIDs have drafted the Memorandum of Agreement to facilitate receipt and administration of the funding. The agreement

designates the City of Dunwoody as the project sponsor, designates the PCIDs as the project administrator and establishes a steering committee to oversee expenditures, signal timing implementation and project prioritization. The five person steering committee will be comprised of one representative of each local government and one member from each PCID. Upon execution of the agreement, the first task will be to select a traffic engineering consultant that will assess the condition and functionality of the entire signal system and develop a prioritized list of recommended maintenance issues, capital projects and timing improvements and their associated costs.

**RECOMMENDED ACTION**

I recommend approval of the Memorandum of Agreement contingent on final review by the City Attorney.

MEMORANDUM OF AGREEMENT  
BY AND AMONG THE  
CITIES OF DUNWOODY, GEORGIA AND  
SANDY SPRINGS, GEORGIA AND  
DEKALB COUNTY, GEORGIA AND CENTRAL (DEKALB) PERIMETER  
COMMUNITY IMPROVEMENT DISTRICT AND FULTON PERIMETER  
COMMUNITY IMPROVEMENT DISTRICT

FOR THE GEORGIA DEPARTMENT OF TRANSPORTATION'S REGIONAL  
TRAFFIC OPERATIONS PROGRAM TO BE ADMINISTERED WITHIN THE  
BOUNDARIES OF THE CENTRAL (DEKALB) PERIMETER COMMUNITY  
IMPROVEMENT DISTRICT AND FULTON PERIMETER COMMUNITY  
IMPROVEMENT DISTRICT (PCIDS)

THIS MEMORANDUM OF AGREEMENT (the "Agreement"), is entered into by and among the City of Dunwoody, Georgia, the City of Sandy Springs, Georgia, DeKalb County, Georgia (collectively referred to herein as the "Participating Governments") and the Central (DeKalb) Perimeter Community Improvement District and Fulton Perimeter Community Improvement District (collectively referred to herein as the "PCIDs"), as of the \_\_\_\_ day of \_\_\_\_\_, 2012.

WHEREAS, traffic signal coordination and traffic management has historically been confined within jurisdictional boundaries resulting in inefficiencies on multi-jurisdictional corridors; and

WHEREAS, the Participating Governments and PCIDs have received Regional Traffic Operations Program (RTOP) funding from the Georgia Department of Transportation (GDOT) for improved traffic signal operations through cooperation and coordination across jurisdictional boundaries; and

WHEREAS, the Participating Governments and PCIDs are interested in collaborating to administer the Georgia Department of Transportation's Regional Traffic Operations Program within the business district of the PCIDs' boundaries; and

WHEREAS, the Participating Governments agree that Dunwoody shall execute the Construction Agreement with GDOT on behalf of the Participating Governments and PCIDs; and

WHEREAS, the Participating Governments agree that the PCIDs shall oversee and administer the aforementioned RTOP program; and

WHEREAS, Georgia Constitution Art. 9, Section 3, Paragraph 1 of the Constitution of the State of Georgia provides that municipalities of the State of Georgia may contract with each other for any period not exceeding fifty (50) years for the provision of services or for the joint or separate use of facilities or equipment; and

WHEREAS, each of the Participating Governments and PCIDs desires to maintain a mutually beneficial, efficient and cooperative relationship that will promote the interests of the citizens of all jurisdictions; and

WHEREAS, each of the Participating Governments and PCIDs has authorized the execution of this Agreement through appropriate resolutions adopted by their governing bodies;

NOW, THEREFORE, in consideration of the following mutual obligations, the Participating Governments and PCIDs hereby agree as follows:

#### ARTICLE 1 PURPOSE AND INTENT

The purpose of this Agreement is to establish the intent of the Participating Governments and PCIDs jointly to improved traffic signal operations through cooperation and coordination across jurisdictional boundaries. The goal of RTOP is to increase travel throughout the PCIDs by minimizing congestion and reducing delays along regional commuter corridors through improved traffic signal operation.

#### ARTICLE 2 SPONSOR

Because contracting for RTOP will require a Construction Agreement (CA) between a City Government or a County Government and GDOT to administer the RTOP funds, it is in the mutual interest of the Participating Governments to designate the City of Dunwoody as the project sponsor. The sponsor shall ensure compliance with any applicable purchasing policies with regards to the RTOP reimbursement process.

#### ARTICLE 3 ADMINISTRATION

Because the RTOP funds are to be administered for the benefit of the PCIDs business district as a whole across multiple jurisdictions it is in the mutual interest of the Participating Governments to designate PCIDs as the project administrator. The project administrator shall coordinate procurement of goods and services to ensure compliance with any applicable purchasing policies, resolutions and/or ordinances of each of the Participating Governments. The administrator shall receive bids from qualified contractors in accordance with established and published bid requirements and shall present acceptable (as determined by the Participating Governments) bids for review and approval. The administrator will be responsible for contract administration and project management of the RTOP program. The administrator shall include the Participating Government's designated representatives on all project correspondence.

#### ARTICLE 4 COORDINATION

The Participating Governments and the PCIDs will establish a five (5) member steering committee. Each Participating Government will designate a representative to serve on the steering committee. The PCIDs will designate one representative for each PCID. One of the PCIDs representatives will serve as the chair of the steering committee and

this person will be elected by majority vote of the committee at the first steering committee meeting. The chair of the steering committee will serve a term of three (3) years to coincide with the duration of the RTOP program.

The steering committee shall meet on a quarterly basis at the PCIDs' offices. The meeting schedule shall be determined by majority vote at the first steering committee meeting. Special meetings of the steering committee may be held on the call of either the chairman and one committee member or three committee members. Notice of special meeting shall be delivered to all committee members and the chairman in person or by email at least 24 hours in advance of the meeting. Such notice shall not be required if the chairman and all committee members are present when the special meeting is called. The notice of such special meeting shall state what business is to be transacted at the special meeting. Only business stated in the call may be transacted at the special meeting.

Four steering committee members shall constitute a quorum and shall be authorized to transact business for the steering committee. The chairman shall be counted toward the making of a quorum. Voting shall be taken by voice vote and the yeas and nays shall be recorded in the minutes, but on the request of any member there shall be a roll-call vote. In order for any resolution, motion or other action of the steering committee to be adopted, the measure must receive at least three affirmative votes and must receive the affirmative votes of a majority of those voting. No committee member, nor the chairman shall abstain from voting on any matter properly brought before the steering committee for official action except when such committee member has a reason which is disclosed in writing prior to or at the meeting and made a part of the minutes.

Annual funding allocations, consultant selection, signal timing strategies and plans, project prioritization and any expenditure that exceed \$15,000.00 shall be approved by action of the steering committee representatives.

## ARTICLE 5 FUNDING

- a) It is anticipated and understood by the Participating Governments that the GDOT will fund 100% of the cost of keeping the traffic signals operating at optimum performance. The maintenance and repair of vehicle detectors, pedestrian detectors, communications and surveillance equipment will be determined by the five (5) member steering committee once an inventory of system-wide deficiencies has been determined in the initial phases of the program implementation.
- b) The Participating Governments shall be responsible for maintaining their respective traffic signals and will retain responsibility for all components not specifically listed in the RTOP agreement.

## ARTICLE 6 TERM OF AGREEMENT

This Agreement shall commence upon execution by all parties to this Agreement and shall continue in effect for a period of three (3) years.

ARTICLE 7  
NON-ASSIGNABILITY

None of the Participating Governments shall assign any of the obligations or benefits of this Agreement without the mutual written consent by resolution of all Participating Governments.

ARTICLE 8  
ENTIRE AGREEMENT

The Participating Governments acknowledge, each one to each of the others, that the terms of this Agreement constitute the entire understanding and agreement of the Participating Governments regarding the subject matter of the Agreement.

ARTICLE 9  
AMENDMENT

This Agreement may be modified at any time upon mutual written consent by resolution of all Participating Governments and PCIDs.

ARTICLE 10  
SEVERABILITY

If a court of competent jurisdiction renders any provision of this Agreement (or any portion of a provision) to be invalid or otherwise unenforceable, that provision or portion of the provision will be severed and the remainder of this Agreement will continue in full force and effect as if the invalid provision or portion were not part of this Agreement.

ARTICLE 11  
BINDING EFFECT

This Agreement shall inure to the benefit of, and be binding upon, the respective Participating Governments' successors, heirs and assigns.

ARTICLE 12  
COUNTERPARTS

This Agreement may be executed in several counterparts, each of which shall be an original, and all of which shall constitute but one and the same instrument.

ARTICLE 13  
GOVERNING LAW AND VENUE

This Agreement shall be governed by the laws of the State of Georgia and proper venue for any actions arising out of this Agreement may be given as follows: all suits or causes of action brought against DeKalb County or Dunwoody arising out of this Agreement be brought in the courts of DeKalb County; all suits or causes of action brought against Fulton County or Sandy Springs arising out of this Agreement be brought in the courts of Fulton County; all suits or causes of action brought against DeKalb (Central) Perimeter CID arising out of this Agreement be brought in the courts of DeKalb County; and all suits or causes of action brought against Fulton Perimeter CID arising out of this Agreement be brought in the courts of Fulton County.

Participating Government or its attorney, or its Agent herein named, and shall be given at the following addresses:

If to the City of Dunwoody: Warren Hutmacher, City Manager  
41 Perimeter Center East  
Suite 250

With a Copy to: Dunwoody, Georgia 30346  
Brian Anderson, City Attorney  
41 Perimeter Center East  
Suite 250  
Dunwoody, Georgia 30346

If to the City of Sandy Springs: John McDonough, City Manager  
7840 Roswell Road  
Building 500

With a Copy to: Sandy Springs, Georgia 30350  
Wendell K. Willard, City Attorney  
Two Ravinia Drive  
Suite 1360  
Dunwoody, Georgia 30346

If to DeKalb County: Ted Rhinehart, Deputy COO  
330 West Ponce De Leon  
4th Floor

With a Copy to: Decatur, GA 30030  
County Attorney  
330 West Ponce De Leon  
4th Floor  
Decatur, GA 30030

If to Perimeter CIDs: Yvonne Williams, CEO  
One Ravinia Drive  
Building One, Suite 1125

With a Copy to: Atlanta, Georgia 30346  
David Purcell, COO  
One Ravinia Drive  
Building One, Suite 1125  
Atlanta, Georgia 30346

All notices are effective upon receipt. Any Participating Government and PCIDs may change an address by giving written notice of said change of address to the other Participating Governments.

IN WITNESS WHEREOF, the Participating Governments have executed this Agreement through their duly authorized officers on the day and year first above written.

**CITY OF SANDY SPRINGS, GEORGIA      CITY OF DUNWOODY, GEORGIA**

By: \_\_\_\_\_  
Mayor  
Signed sealed and delivered this \_\_\_\_ day  
of \_\_\_\_\_ 2011, in the presence of

By: \_\_\_\_\_  
Mayor  
Signed sealed and delivered this \_\_\_\_ day  
of \_\_\_\_\_ 2011, in the presence of

\_\_\_\_\_  
Witness

\_\_\_\_\_  
Witness

\_\_\_\_\_  
Notary Public  
This Agreement approved by  
Sandy Springs Council at a meeting  
held at \_\_\_\_\_ this  
\_\_\_\_\_ day of \_\_\_\_\_ 2011

\_\_\_\_\_  
Notary Public  
This Agreement approved by  
Dunwoody Council at a meeting  
held at \_\_\_\_\_ this  
\_\_\_\_\_ day of \_\_\_\_\_ 2011

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
City Clerk

**DEKALB COUNTY, GEORGIA**

**PERIMETER CIDS**

By: \_\_\_\_\_  
CEO  
Signed sealed and delivered this \_\_\_\_ day  
of \_\_\_\_\_ 2011, in the presence of

By: \_\_\_\_\_  
CEO  
Signed sealed and delivered this \_\_\_\_ day  
of \_\_\_\_\_ 2011, in the presence of

\_\_\_\_\_  
Witness

\_\_\_\_\_  
Witness

\_\_\_\_\_  
Notary Public  
This Agreement approved by  
DeKalb County Board of Commissioners  
at a meeting held at \_\_\_\_\_  
\_\_\_\_\_ this \_\_\_\_\_ day  
of \_\_\_\_\_ 2011

\_\_\_\_\_  
Notary Public  
This Agreement approved by  
PCIDs Board at a meeting  
held at \_\_\_\_\_ this  
\_\_\_\_\_ day of \_\_\_\_\_ 2011

\_\_\_\_\_  
County Clerk

\_\_\_\_\_  
PCIDs Secretary



## ATTACHMENT "B"

## PCIDs Regional Traffic Operations Program

**Purpose of Project:**

GDOT has recently awarded a Regional Traffic Operations Program (RTOP) to a team of consultants and contractors. The focus of this program will be to “actively manage” the traffic signals along several major corridors of “regional significance”. These regionally significant corridors are major arterials within the Atlanta region and are key thoroughfares to move commuters in and out of major employment centers. Many of the corridors feed into major business districts that are not otherwise “actively” managing the arterial traffic flow. Additionally, the Department desires to partner with the local maintaining agencies to improve traffic signal operation inside these major employment centers.

This active management includes determining existing operational deficiencies, providing signal timing, evaluating the use of advanced signal timing techniques (such as traffic responsive and traffic adaptive applications) and providing regular maintenance of the signal timing and hardware.

**Project Area Includes:**

DeKalb's signalized intersections inside the PCIDs' Boundary:

Number:	Location	Local Gov.
DK1	Ashford Dunwoody Rd. at Perimeter Summit Pkwy.	DeKalb
DK2	Ashford Dunwoody Rd. at Ashford Green Entrance	DeKalb
DK3	Ashford Dunwoody Rd. at Lake Hearn Dr.	DeKalb
DK4	Lake Hearn Dr. at Perimeter Center Pkwy.	DeKalb
DK5	Lake Hearn Dr. at Parkside Pl.	DeKalb
DK6	Lake Hearn Dr. at Perimeter Summit Pkwy.	DeKalb
DK7	Perimeter Summit Pkwy. at Parkside Pl.	DeKalb

DeKalb's signalized intersections outside the PCIDs' Boundary:

Number:	Location	Local Gov.
DK8	Ashford Dunwoody Rd. at Montgomery Elementary School	DeKalb
DK9	Ashford Dunwoody Rd. at Nancy Creek Trl.	DeKalb
DK10	Ashford Dunwoody Rd. at Harts Mill Rd.	DeKalb
DK11	Ashford Dunwoody Rd. at Johnson Ferry Rd.	DeKalb
DK12	Ashford Dunwoody Rd. at Johnson Ferry Rd./Donaldson Rd.	DeKalb

Dunwoody's signalized intersections inside the PCIDs' Boundary:

Number:	Location	Local Gov.
DN1	Ashford Dunwoody Rd. at Southside of I-285	Dunwoody
DN2	Ashford Dunwoody Rd. at Northside of I-285	Dunwoody
DN5	Ashford Dunwoody Rd. at Hammond Dr.	Dunwoody
DN6	Ashford Dunwoody Rd. at Ravinia Entrance	Dunwoody
DN7	Ashford Dunwoody Rd. at Perimeter Center East	Dunwoody
DN8	Ashford Dunwoody Rd. at Perimeter Center West	Dunwoody
DN9	Ashford Dunwoody Rd. at Perimeter Center North	Dunwoody
DN10	Ashford Dunwoody Rd. at Meadow Lane Rd.	Dunwoody
DN11	Ashford Dunwoody Rd. at Ashford Pkwy.	Dunwoody
DN12	Ashford Dunwoody Rd. at Valley View Road	Dunwoody
DN13	Ashford Dunwoody Rd. at Ashford Center Pkwy.	Dunwoody
DN14	Ashford Dunwoody Rd. at Mt. Vernon Rd.	Dunwoody
DN15	Hammond Drive Rd. at Perimeter Mall Entrance	Dunwoody
DN16	Perimeter Center Pkwy. at Marriott Entrance	Dunwoody
DN17	Perimeter Center Pkwy. at Hammond Drive Rd.	Dunwoody
DN18	Perimeter Center Pkwy. at MARTA Entrance	Dunwoody
DN19	Perimeter Center Pkwy. at Perimeter Mall Entrance	Dunwoody

DN20	Perimeter Center Pkwy. at Office Building Entrance	Dunwoody
DN21	Perimeter Center West at Perimeter Center Pl.	Dunwoody
DN22	Perimeter Center West at Old Perimeter Way	Dunwoody
DN23	Perimeter Center West at Perimeter Center Pkwy.	Dunwoody
DN24	Perimeter Center West at Meadow Lane Rd.	Dunwoody
DN25	Meadow Lane Rd. at Ridgeview Rd.	Dunwoody
DN26	Meadow Lane Rd. at Perimeter Center Pl.	Dunwoody

## Dunwoody's signalized intersections outside the PCIDs' Boundary:

Number:	Location	Local Gov.
DN27	Mt. Vernon Rd. at Chamblee Dunwoody Rd.	Dunwoody
DN28	Chamblee Dunwoody Rd. at Womack Rd.	Dunwoody
DN29	Chamblee Dunwoody Rd. at Old Hickory House Entrance	Dunwoody
DN30	Chamblee Dunwoody Rd. at Dunwoody Village Pkwy.	Dunwoody
DN31	Chamblee Dunwoody Rd. at Roberts Dr.	Dunwoody
DN32	Mt. Vernon Rd. at Dunwoody Village Pkwy.	Dunwoody

## Sandy Springs' signalized intersections inside the PCIDs' Boundary:

Number:	Location	Local Gov.
SS1	Peachtree Dunwoody Rd. at Glenridge Connector	Sandy Springs
SS2	Peachtree Dunwoody Rd. at Johnson Ferry Rd.	Sandy Springs
SS3	Peachtree Dunwoody Rd. at Northside Hospital Entrance	Sandy Springs
SS4	Peachtree Dunwoody Rd. at MARTA Entrance/Hollis Cobb Cir.	Sandy Springs
SS5	Peachtree Dunwoody Rd. at Lake Hearn Dr.	Sandy Springs
SS6	Peachtree Dunwoody Rd. at I-285 Eastbound On-Ramp	Sandy Springs
SS7	Peachtree Dunwoody Rd. at I-285 Westbound Off-Ramp	Sandy Springs
SS8	Peachtree Dunwoody Rd. at Concourse Pkwy.	Sandy Springs
SS9	Peachtree Dunwoody Rd. at Hammond Dr.	Sandy Springs
SS10	Peachtree Dunwoody Rd. at Central Pkwy.	Sandy Springs
SS11	Peachtree Dunwoody Rd. at Crestline Pkwy.	Sandy Springs
SS12	Peachtree Dunwoody Rd. at Costco Entrance	Sandy Springs
SS13	Peachtree Dunwoody Rd. at Mt. Vernon Hwy.	Sandy Springs
SS14	Peachtree Dunwoody Rd. at Abernathy Rd.	Sandy Springs
SS15	Peachtree Dunwoody Rd. at North Park Pl.	Sandy Springs
SS16	Mt. Vernon Hwy. at North Park Pl.	Sandy Springs
SS17	Mt. Vernon Hwy. at Abernathy Rd.	Sandy Springs
SS18	Mt. Vernon Hwy. at Crestline Pkwy.	Sandy Springs
SS19	Mt. Vernon Hwy. at Barfield Rd.	Sandy Springs
SS20	Perimeter Center West at REI Shopping Complex Entrance	Sandy Springs
SS21	Perimeter Center West at Sandy Springs MARTA Station	Sandy Springs
SS22	Abernathy Rd. at GA 400 Northbound On-Ramp	Sandy Springs
SS23	Abernathy Rd. at GA 400 Southbound Off-Ramp	Sandy Springs
SS24	Abernathy Rd. at Glenlake Pkwy./Barfield Rd.	Sandy Springs
SS25	Abernathy Rd. at Glenridge Dr.	Sandy Springs
SS26	Glenridge Connector at Meridian Marks Rd.	Sandy Springs
SS27	Glenridge Connector at GA 400 Northbound Ramps	Sandy Springs
SS28	Glenridge Connector at GA 400 Southbound Ramps	Sandy Springs
SS29	Glenridge Connector at Johnson Ferry Rd.	Sandy Springs
SS30	Glenridge Dr. at I-285 Eastbound Off Ramp	Sandy Springs
SS31	Glenridge Dr. at I-285 Westbound On Ramp	Sandy Springs
SS32	Glenridge Dr. at Glenforest Rd.	Sandy Springs
SS33	Glenridge Dr. at Business Entrance	Sandy Springs
SS34	Glenridge Dr. at Hammond Dr.	Sandy Springs
SS35	Hammond Dr. at Barfield Rd.	Sandy Springs
SS36	Hammond Dr. at GA 400 Southbound Off Ramp	Sandy Springs
SS37	Hammond Dr. at GA 400 Northbound On Ramp/Concourse Pkwy. (West)	Sandy Springs
SS38	Hammond Dr. at Concourse Entrance (East)	Sandy Springs
SS39	Glenridge Dr. at Johnson Ferry Rd.	Sandy Springs
SS40	Glenridge Dr. at High Point Rd.	Sandy Springs
SS41	Johnson Ferry Rd. at Glenridge Point Pkwy.	Sandy Springs
SS42	Johnson Ferry Rd. at Meridian Marks Rd.	Sandy Springs

SS43	Meridian Marks Rd. at Hospital Entrance	Sandy Springs
SS44	Glenlake Pkwy. at Glenlake I Entrance	Sandy Springs

Sandy Springs' signalized intersections outside the PCIDs' Boundary:

Number:	Location	Local Gov.
SS45	Johnson Ferry Rd. at Old Johnson Ferry Rd.	Sandy Springs
SS46	Johnson Ferry Rd. at Boylston Dr.	Sandy Springs
SS47	Hammond Dr. at Boylston Dr.	Sandy Springs
SS48	Glenridge Dr. at Northland Dr.	Sandy Springs
SS49	Peachtree Dunwoody Rd. at North Springs MARTA	Sandy Springs
SS50	Johnson Ferry Rd./Glenair Dr. at Glenridge Dr.	Sandy Springs
SS51	Mt. Vernon Hwy. at Johnson Ferry Rd.	Sandy Springs
SS52	Mt. Vernon Hwy. at Glenridge Dr.	Sandy Springs
SS53	Mt. Vernon Hwy. at Presbyterian School	Sandy Springs

### **Adjacent RTOP Corridors:**

The goal of the program is to actively manage the arterial traffic flow in and out of the business district. In order to accomplish this task the consultant team will have to closely coordinate with surrounding RTOP corridors such as Roswell Road (SR 9) and Peachtree Industrial Blvd. signals. This program ties into these corridors by expanding the boundaries of the PCID business district and adding the additional signals listed in the project area above in order to make the coordination seamless. Although these signals are currently being monitored by the RTOP program will not be part of this program there will be coordination required by the consultant hired by the PCIDs for the management of this program.

### **Operational Concept**

The Perimeter Community Improvement Districts will hire the qualified consultant team to lead the effort to actively manage the signals listed in the above project area section.

### **Year 1**

#### *Task 1A – Perform Maintenance Review of Signals*

Members of the consultant team will perform a field maintenance review of all signals within the CID boundaries. This review will consist of inventorying the existing equipment as to type and functionality, review of existing timing and review of hardware operational status.

#### *Task 1B – Timing Maintenance*

At each of the intersections the consultant team will perform periodic inventory to determine if the correct timing plans are still in place, evaluate if the intersection is communicating with a central server and determine if there are detector or any other hardware failures.

The consultant team will be on-call to respond to and investigate any complaints or comments on the signal operation. On-call issues could be initiated by the CID, GDOT, the Maintaining Agencies, consultant team members, and the traveling public. Upon responding and identifying a concern in the field, the consultant team will make every effort to resolve the issue including: adjusting signal timing, repairing / replacing detector and communications equipment. Items outside the scope of their services will

be identified and the consultant will work with the CID, GDOT and the Maintaining Agencies to identify the appropriate response.

*Task 1C – Equipment Repair and Upgrade*

The consultant team will repair or replace traffic signal equipment (excluding signal poles) to maximize congestion relief as identified in task 1A or 1B. The consultant team will upgrade equipment where beneficial to the operational capacity of the traffic signal.

*Task 1D – Provide Base Timings*

The consultant team will develop new traffic signal timing plans for the signals within the project areas identified in the tables. The consultant team will develop new timing plans for corridors / control sections in the area in accordance with GDOT 687 standards.

At each intersection the consultant team will identify and implement timing strategies to respond to expected planned and unplanned events. At minimum this should include flush plans and responses to major traffic generators within the area.

*Task 1E – System Recommendations*

Based on the number of signals, their existing condition, and the area covered, it is anticipated that there will be several control sections with different operational strategies in each control section. These strategies may range from hardware upgrades (based on the results of the maintenance review), improvements (or implementation) of communications along a corridor, special event timings for specific corridors, and advanced timing techniques (such as traffic responsive or traffic adaptive) along specific corridors.

Based on the field review of the signals and familiarity with the area, the consultant team will develop a preliminary list of potential operational strategies for the signals. As part of this review, the consultant team will develop an engineer's estimate of probable cost for each operational strategy. Recognizing that all operational strategies cannot be implemented immediately, the consultant team will provide an initial ranking of project priorities.

*Task 1F – Reporting*

The consultant team will provide a number of reports to keep the stakeholders up to date as to the status of the project.

The consultant team will provide weekly updates of all management activities. The weekly updates will include all management activities performed in the last week, issues in need of resolution, and a schedule of upcoming scheduled management activities.

Quarterly reports will be developed for submittal to the CID, GDOT and the Local Agencies that provides updates on the status of the project and recognized benefits.

**Year 2 and 3**

*Task 2A – Timing Maintenance*

At each of the intersections the consultant team will perform periodic inventory to determine if the correct timing plans are still in place, evaluate if the intersection is communicating with central and determine if there are detector or any other hardware failures.

The consultant team will be on-call to respond to and investigate any complaints or comments on the signal operation. On-call issues could be initiated by the CID, GDOT, the Maintaining Agencies, consultant team members, and the motoring public. Upon responding and identifying a concern in the field, the consultant team will make every effort to resolve the issue including: adjusting signal timing, repairing / replacing detector and communications equipment. Items outside the scope of their services will be identified and the consultant will work with the CID, GDOT and the Maintaining Agencies to identify the appropriate response.

#### *Task 2B – Operational Strategies*

Based on the results of the Existing Conditions Review and Proposed Operational Strategies document developed in Year 1, the consultant team will work with the CID and the other stakeholders to implement the prioritized strategies based on the funding available. Detailed scopes of work, sketch drawings, cost estimates and schedules will be developed for each of the services performed.

#### *Task 2C – System Monitoring*

During peak commuting periods the consultant will monitor traffic flow and signal operation. Consultant will utilize communication and surveillance equipment to evaluate and troubleshoot traffic signals and their operation from a traffic control center.

In addition to actively managing base timings and implemented operation strategies, the consultant team will also respond to major changes in traffic patterns (road or utility construction which results in lane closures).

#### *Task 2D – Equipment Repair and Upgrade*

The consultant team will repair or replace traffic signal equipment (excluding signal poles) to maximize congestion relief as identified in task 2A or 2C. The consultant team will upgrade equipment where beneficial to the operational capacity of the traffic signal.

#### *Task 2E – Reporting*

The consultant team will provide a number of reports to keep the stakeholders up to date as to the status of the project.

The consultant team will provide weekly updates of all management activities. The weekly updates will include all management activities performed in the last week, issues in need of resolution, and a schedule of upcoming scheduled management activities.

Quarterly reports will be developed for submittal to the CID, GDOT and the Local Agencies that provides updates on the status of the project and recognized benefits.

Overall reports of system performance, including a detailed effectiveness study will be developed.

## Expected Costs

Costs are based on a three year contract and assume the scope will include approximately 90 signalized intersections. As some costs will be yearly recurring costs, while others will be up front first year costs, a detailed breakdown by task is provided below, followed by an overall summary.

### **Detailed Cost:**

#### *Year 1*

*Task 1A – Perform Maintenance Review of Signals: \$200,000*

*Task 1B – Timing Maintenance: \$75,000*

*Task 1C – Equipment Repair and Upgrade: \$360,000*

*Task 1D – Provide Base Timings: \$350,000*

*Task 1E – System Recommendations: \$50,000*

*Task 1F – Reporting: \$50,000*

#### *Year 2-3*

*Task 2A – Timing Maintenance: \$75,000 per year*

*Task 2B – Operational Strategies: \$100,000 per year*

*Task 2C – System Monitoring: \$222,500 per year*

*Task 2D – Equipment Repair and Upgrade: \$400,000 per year*

*Task 2E – Reporting: \$50,000 per year*

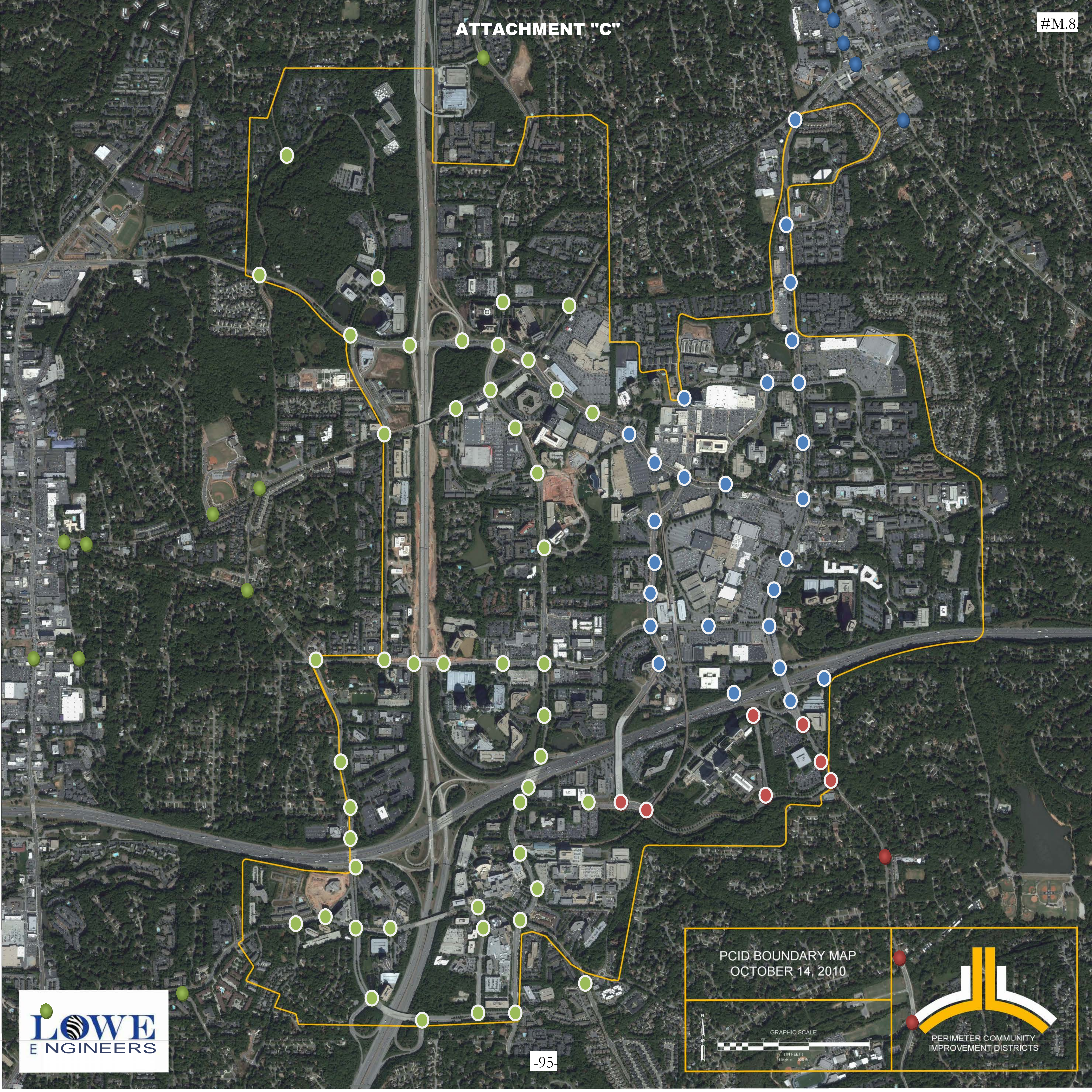
Year 1 Project Cost = \$1,085,000

Year 2 Project Cost = \$847,500

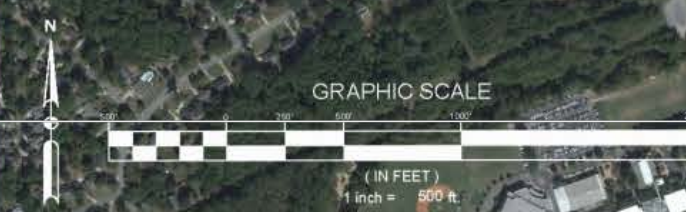
Year 3 Project Cost = \$847,500

TOTAL PROJECT COST = \$2,780,000





PCID BOUNDARY MAP  
OCTOBER 14, 2010



PERIMETER COMMUNITY  
IMPROVEMENT DISTRICTS