Smart Corridor Project: US 41/Cobb Parkway/ Northside Parkway

In Partnership with:

Cobb County...Expect the Best!
Atlanta Smart Corridor Plan
US 41/Cobb Parkway/Northside Parkway

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ATLANTA SMART CORRIDOR PROJECT SUMMARY

The Georgia Regional Transportation Authority (GRTA) is managing the Atlanta Smart Corridor Project (GDOT's project number: PI 0005768) which is an innovative approach to managing traffic and transit operations in the US 41/Cobb Parkway/Northside Parkway corridor from Howell Mill Road in the City of Atlanta to South Marietta Parkway in the City of Marietta.

The technologies to be implemented along the corridor are SCATS (Sydney Coordinated Adaptive Traffic System) adaptive traffic signal control, transit signal priority and presence detection. Adaptive traffic signal control is “smart” signal control that uses real time vehicle counts obtained from sensors (e.g., loop detectors or video detection cameras) at the system intersections to determine the most appropriate cycle time and optimized splits for every approach at all of the intersections within the system. The transit signal priority technology will provide an effective means of achieving a short-term, low-cost improvement in bus operations within the Atlanta Smart Corridor. Transit signal priority can be achieved through one of three methods—green extension, early green, or no action.

The major stakeholders in this project are the Georgia Department of Transportation (GDOT), GRTA, City of Atlanta, City of Marietta and Cobb County.

The design of these elements as well as the procurement and installation of SCATS adaptive control is provided by the Atlanta Smart Corridor Project sponsored through a federal grant obtained by GRTA.

The procurement and installation of transit signal priority, presence detection, and intersection upgrades will be provided by another project sponsored by GDOT - Traffic Signal Upgrades within GRTA Smart Corridor, with GDOT’s project number PI 0007242. An award was made on March 21, 2008 to R. J. Haynie & Associates, Inc.
Cobb County will be partnering with Georgia Regional Transportation Authority (GRTA), Georgia Department of Transportation (GDOT), Fulton County and the cities of Atlanta, Marietta and Smyrna on the “Smart Corridor” Project.

Key components of this innovative project are traffic signal system upgrades and cross-jurisdictional traffic signal coordination. The project area extends from Howell Mill Road in the City of Atlanta to South Marietta Parkway in the City of Marietta along the US 41/Cobb Parkway/Northside Parkway corridor.

A total of 29 intersections are included in the project limits; many of which will be equipped with SCATS* adaptive traffic signal installation system. Eleven intersections in Cobb County will receive transit priority emitters to improve Cobb Community Transit bus movement through this corridor in addition to pedestrian safety upgrades and recalibration of video detection cameras.

A first in the region, this project will use Cobb County’s Traffic Control Center as the main server to centralize traffic signal coordination for the entire corridor.

*SCATS, an acronym for Sydney Coordinated Adaptive Traffic System, is an adaptive traffic signal control system originally developed in the early 1970s for Sydney, Australia by the Roads and Transport Authority of New South Wales. Cobb County Department of Transportation recently implemented Georgia’s first SCATS adaptive traffic signal control system in the Cumberland CID area.
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

TRAFFIC SIGNALS UPGRADES
WITHIN GRTA SMART CORRIDOR
COBB/FULTON COUNTIES

FEDERAL AID PROJECT

FULTON COUNTY INTERSECTION LIST

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<tr>
<td>1</td>
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<td>2</td>
<td>W. Paces Ferry Rd. at I-75 SB Off-Ramp</td>
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<td>Norcross Pkwy. at Howell Mill Rd.</td>
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<td>Northside Pkwy. at Beechwood Drive (Church)</td>
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COBB COUNTY INTERSECTION LIST

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<td>Cobb Pkwy. at Atlantic Ave./North Dr./Isdburg Ave.</td>
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This project is located 20% in Fulton County
and 80% in Cobb County.

No. 06-111-11

Designated Engineer: Todd Johnson

Placed Prepared by:

Transcore
Carter Burgess

Atlanta, GA
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<td>Hub &quot;A&quot; System Block Diagram</td>
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<td>Cobb TCC System Block Diagram</td>
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### REVISION DATES

- **DEPARTMENT OF TRANSPORTATION**
- **OFFICE, TRAFFIC SAFETY & DESIGN**
- **INDEX**

**SCALE:** N.T.S.
### Traffic Signal Installation

| Location | Recycled Asphalt | Concrete Median | Concrete Curb and Gutter | Directional Delineator | Fitted Optic | Fiber Optic | Class I Traffic Stripes | Solid Traffic Stripes | Solid Traffic Stripes | Traffic Stripes | Traffic Stripes | Traffic Stripes | Traffic Stripes | Traffic Stripes |
|----------|-----------------|-----------------|--------------------------|------------------------|-------------|------------|--------------------|----------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 1. W. Paces Ferry Rd. | 50 | 60 | 60 | 1 | 20 | 62 | 1 | 120 | 145 | 4 | 5 |
| 2. W. Paces Ferry Rd. | 71 | 80 | 80 | 100 | 150 | 120 | 150 | 145 | 4 | 5 |
| 3. Northside Pwy. | 21 | 60 | 100 | 135 | 180 | 120 | 150 | 145 | 4 | 5 |
| 4. Northside Pwy. | 140 | 80 | 120 | 120 | 150 | 100 | 150 | 145 | 4 | 5 |
| 5. Northside Pwy. | 140 | 60 | 120 | 100 | 150 | 100 | 150 | 145 | 4 | 5 |
| 6. Northside Pwy. | 140 | 60 | 120 | 100 | 150 | 100 | 150 | 145 | 4 | 5 |
| 7. Northside Pwy. | 140 | 60 | 120 | 100 | 150 | 100 | 150 | 145 | 4 | 5 |
| 8. Northside Pwy. | 140 | 60 | 120 | 100 | 150 | 100 | 150 | 145 | 4 | 5 |
| 9. Northside Pwy. | 140 | 60 | 120 | 100 | 150 | 100 | 150 | 145 | 4 | 5 |
| 10. Northside Pwy. | 140 | 60 | 120 | 100 | 150 | 100 | 150 | 145 | 4 | 5 |
| 11. Northside Pwy. | 140 | 60 | 120 | 100 | 150 | 100 | 150 | 145 | 4 | 5 |
| **Total** | 140 | 60 | 120 | 100 | 150 | 100 | 150 | 145 | 4 | 5 |

### Fiber Optic System

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**Total:** 2230

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### Additional Information

**FULTON COUNTY WORK**

**CARTER-BURGESS**

**TRANSCORE**
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<th>CONCRETE CURB &amp; GUTTER</th>
<th>CLASS B CONC</th>
<th>PAVEMENT WIDENING</th>
<th>DIRECTIONAL BORING</th>
<th>INTERSECTION VEHICLE DETECTION SYSTEM</th>
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**CUT BAYS**

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**TOTALS**

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<tr>
<th>LOCATION</th>
<th>TRAFFIC SIGNAL INSTALLATION</th>
<th>RECYCLED ASPH-CONC</th>
<th>CONCRETE MEDIAN</th>
<th>CONCRETE CURB &amp; GUTTER</th>
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<th>PAVEMENT WIDENING</th>
<th>DIRECTIONAL BORING</th>
<th>INTERSECTION VEHICLE DETECTION SYSTEM</th>
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**TOTALS**
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<th>TRAFFIC STRIPE TYPE</th>
<th>TRAFFIC STRIPE LENGTH</th>
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<tbody>
<tr>
<td>13. COBB PKWY AT Paces Mill Rd</td>
<td>1</td>
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<td>9 in. SOLID WHITE</td>
<td>12'</td>
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<td>14. COBB PKWY AT Kimberley Blvd</td>
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<td>15. COBB PKWY AT Paces Mill Rd</td>
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<td>16. COBB PKWY AT ASHER Mill Rd</td>
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<td>17. COBB PKWY AT Spring River/Circle S PKWY</td>
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<td>18. COBB PKWY AT Windy Ridge PKWY/Cumberland BLVD</td>
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<td>19. COBB PKWY AT Barrow/Westway Dr</td>
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<td>20. COBB PKWY AT Lovers Plaza</td>
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<td>21. COBB PKWY At Cedar Creek Way</td>
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<td>22. COBB PKWY At Lake Park Dr</td>
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<td>23. COBB PKWY At Womby Mill Rd</td>
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<td>24. COBB PKWY At Terrell Mill Rd</td>
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<td>25. COBB PKWY At North Point Industrial Park Dr</td>
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<td>26. COBB PKWY At Enterprise Way</td>
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<td>27. COBB PKWY At Franklin Rd</td>
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<td>28. COBB PKWY At Atlanta Avondale Dr/Robbins AVE</td>
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<td>29. COBB PKWY At Spinks Dr</td>
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NOTES:
1. THE EXISTING VS, VS, AND VB VIDEO DETECTION CONES SHOULD BE REAMED AND RECOMMENDED TOWARD THE DESIGNATED SIGNALIZED ZONES. THE EAST FRONT-MOUNTING PED DOCKS SHAIL BE IN THE CROSSING ZONE FOR Traf Loc INSTALLATION WORK.
2. INSTALL INFRARED DETECTOR ON EVER CRUISE SPAN EXPOSED. INSTALL REQUIRED CABLE TO CABINET AND CABLE TO EXISTING CABLE SPAN.