



July 9, 2007

Darryl VanMeter, P.E.
Assistant State Urban Design Engineer
Georgia Department of Transportation
No. 2 Capitol Square SW, Room 356
Atlanta, Georgia 30334-1002

Re: Windy Hill Road and I-75 Interchange, Cobb County, Georgia

Dear Mr. Van Meter:

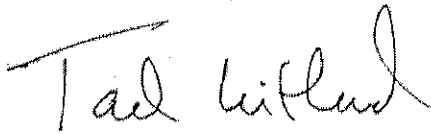
Thank you for presenting to us the current concept for the improvements to the interchange of Windy Hill Road and I-75 as contained in the Northwest I-75/I-575 Corridor Draft Environmental Impact Statement (DEIS) that is now in its public comment phase. The alternatives and modifications that we discussed at our May 22nd meeting to the published concept were of great interest to us; however, we have the following concerns:

1. A major issue for the Cumberland Community Improvement District (CCID) is the loss of access from northbound I-75 to Interstate North Parkway West and the loss of access from this road to northbound I-75.
2. We were encouraged to hear this project is on an accelerated schedule and may be open to traffic by 2012 as part of the 2015 traffic network model, but are requesting clarification as to the status of the Windy Hill/I-75 Interchange as a stand alone project if the overall I-75 corridor project does not move forward.
3. At our May 22nd meeting an alternative concept to the published concept was presented that had additional elements that we support, specifically the proposed tunnel under Windy Hill Road for southbound I-75 to access Circle 75 Parkway. What is the process and timeline for these changes to be included in the Final EIS?
4. We remain very concerned as to the impacts of the proposed elevated roadway structures shown to the outside of the existing I-75 facility that will impact substantial areas of the CID member's properties, both currently developed and undeveloped properties. These elevated structures also appear to require the relocation of a substantial length of Interstate North Parkway.
5. The potential construction staging discussed at the May meeting that would close the interchange is of interest to us, but we have serious concerns regarding the ability of the existing road network to handle the detour traffic and the impact to existing businesses in the area, especially small retail operations.
6. Will the proposed Leland Drive Extension to Terrell Mill Road— currently under design — be included in the Windy Hill project?

7. We note that the concept drawing does not include the proposed flyover bridge for northbound I- 75 traffic to access westbound I-285 that was a component of the Kennedy Interchange Project. This project is in the current Regional Transportation Plan as GDOT PI No. 712906, ARC No. CO-AR-238.
8. We continue to be concerned that the proposed project at Windy Hill and I-75 does include elements we requested in January 2007 be considered in the Draft EIS. These include improvements to Windy Hill Road from North Park Place to Spectrum and a connection from Circle 75 to North Park Place. These improvements, we feel, are integral to the efficient and safe operation of Windy Hill Road to and from the improved interchange.

Again, thank you for your attention to our concerns and for the meetings to date. The CID board, its staff and our consultants are available at your convenience to discuss our concerns. Please do not hesitate to call us.

Sincerely,



Tad Leithead, Chairman
Cumberland CID

cc: Trey Parrish, B.F. Saul Company
Peter Kasian, Tishman Speyer
Malaika Rivers, Cumberland CID
David Jackson, Cobb DOT
Tom Moreland, Moreland Altobelli