

T-SPLOST

Public Information Open House

Johnson Ferry Road at Mt. Vernon Highway

August 30, 2018



SANDY SPRINGS™
GEORGIA

Background

- Project first introduced: November 2007
 - Intersection improvement beginning at Johnson Ferry Rd & Abernathy, through the triangle area and Johnson Ferry & Glenridge, then along Glenridge Dr. southward towards Hammond Dr.
 - Funds from GDOT and Federal Highway Administration
 - 2008 – 2011: Project on hold as city evaluated impact & needs related to City Center development
 - 2012: Dual Roundabouts introduced as part of City Center Master Plan
 - 2016: National Historic Preservation Act classified Eddie's Automotive building as "historic"
 - 2016: Inclusion as part of T-SPLOST referendum removed "historic" challenge – placed as Tier 1 project.



Public Input

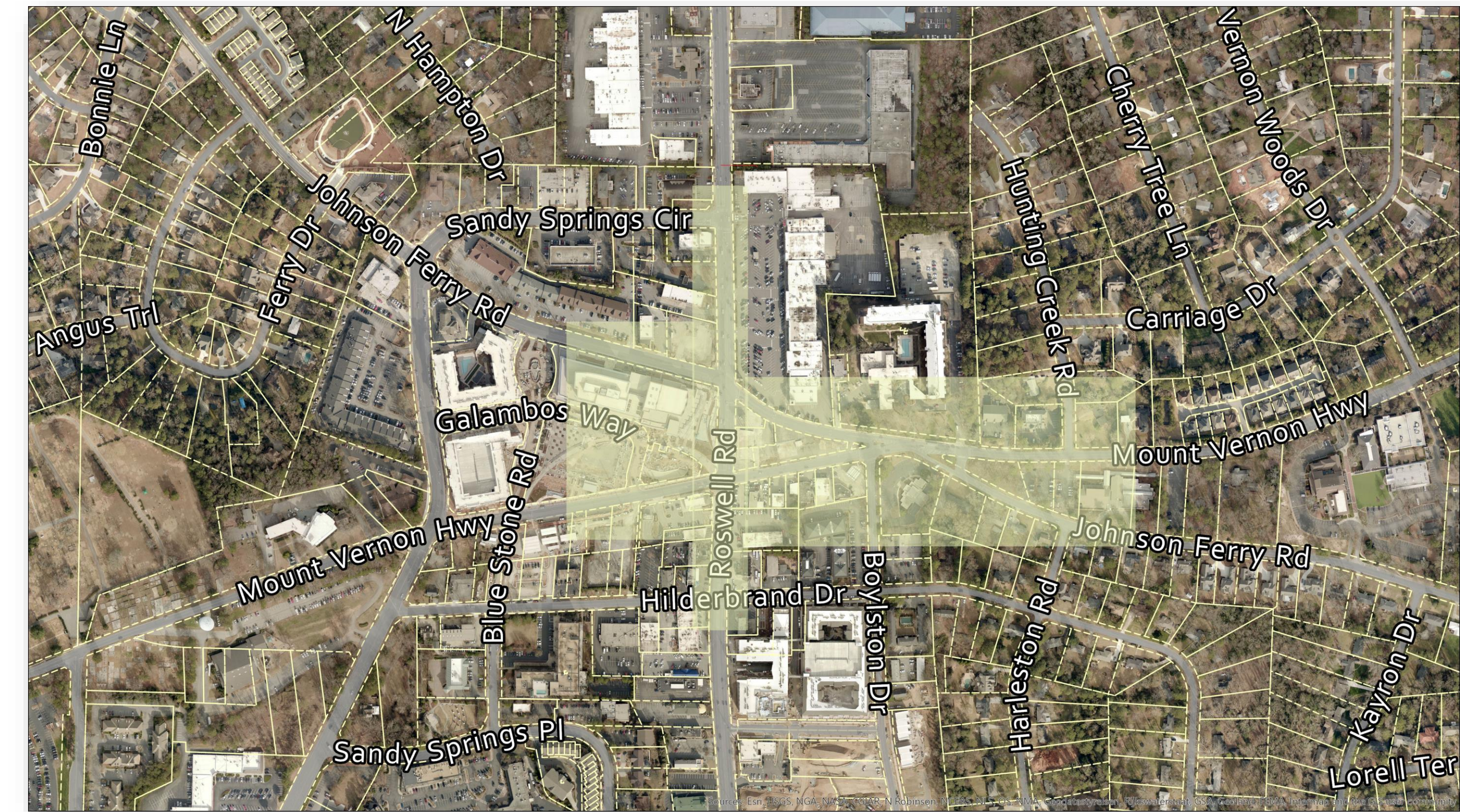
- Five Public Meetings Held:
 - Nov 5, 2007
 - Held at Dorothy Benson complex. Approximately 100 in attendance. Project scope included improvements beginning at Johnson Ferry Rd & Abernathy, through the triangle area and Johnson Ferry & Glenridge, then along Glenridge southward towards Hammond
 - June 21, 2010
 - Held at Dorothy Benson complex. 64 people registered attending. Based on feedback from Nov meeting, focus of improvements centered on Johnson Ferry Rd, between Sandy Springs Cir and Glenridge Drive – the “triangle” section where Mt Vernon Hwy and Johnson Ferry become one-way pairs immediately east of Roswell Road.
 - Two design alternatives presented: a) intersection improvements and widening of the roadway b) traffic circles adjacent to the library and area streets that intersect with one another

Public Meetings continued

- April 3, 2015
 - Held at city hall with an estimated 125 people attending. Using feedback from previous meeting, two, single-lane roundabouts were proposed: one west of intersection of Johnson Ferry Rd, Mt Vernon and Boylston Dr – the second at Johnson Ferry Rd, Mt Vernon near Mt Vernon Towers driveway. There was considerable feedback related to the dual roundabouts and concern about the location near Mt Vernon Towers.
- March 8, 2018 – 2 meetings; one in am | one in pm
 - Held at B'nai Torah synagogue with more than 100 attending in the am and another 100 in the pm. The dual roundabout concept was shown, along with two grid concepts, both showing a connector road next to the Fulton County library

Current Project Area

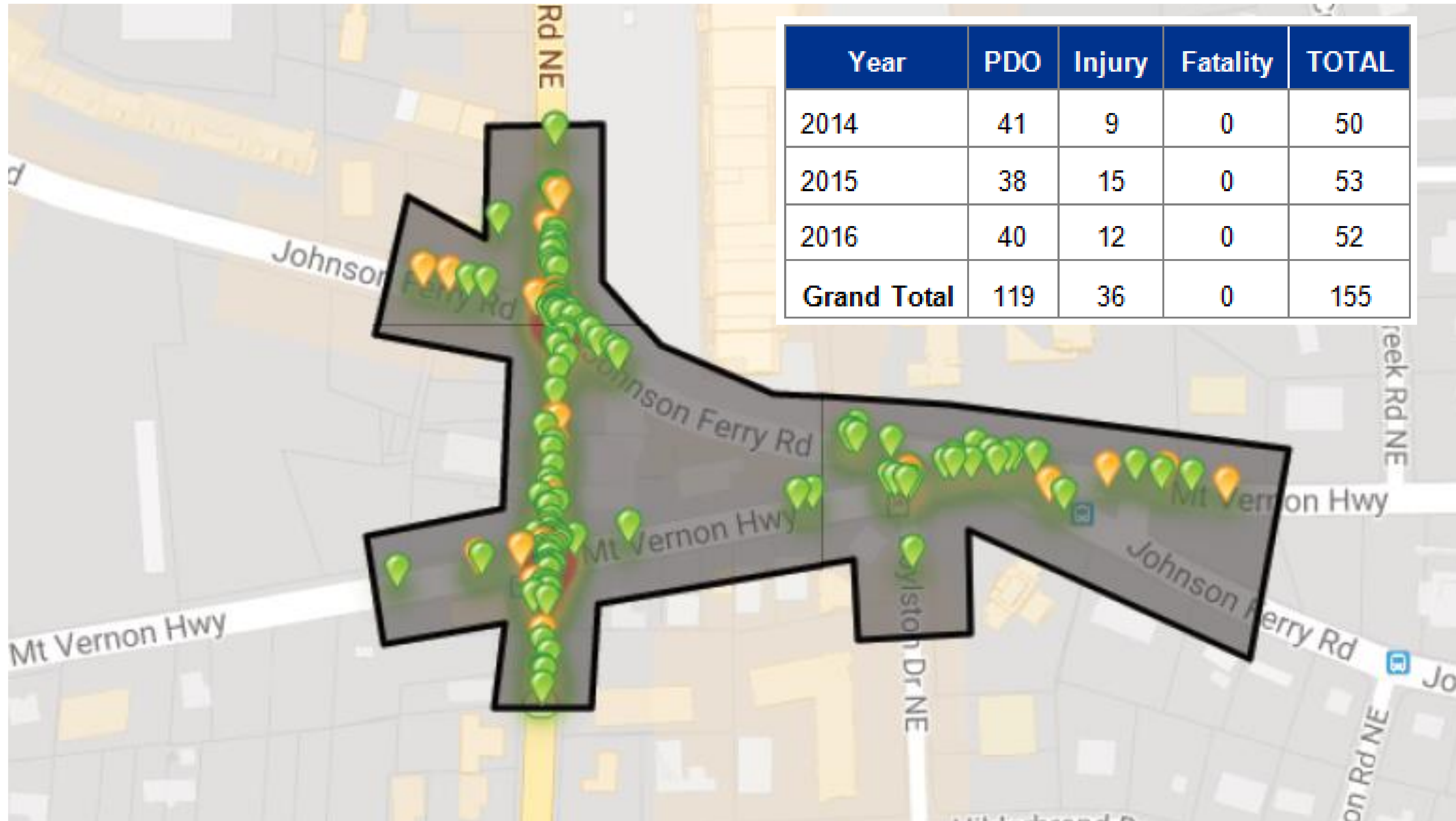
- Project extends along Johnson Ferry Road and Mount Vernon Highway from State Route 9 (Roswell Road) to the intersection of Johnson Ferry Road at Mount Vernon Highway.
- Six intersections impacted by the changes
 - Roswell Road at Sandy Springs Circle
 - Roswell at Johnson Ferry Road
 - Roswell Road at Mount Vernon Highway
 - Roswell Road at Hilderbrand
 - Mount Vernon Highway at Boylston
 - Johnson Ferry Road at Mount Vernon Highway



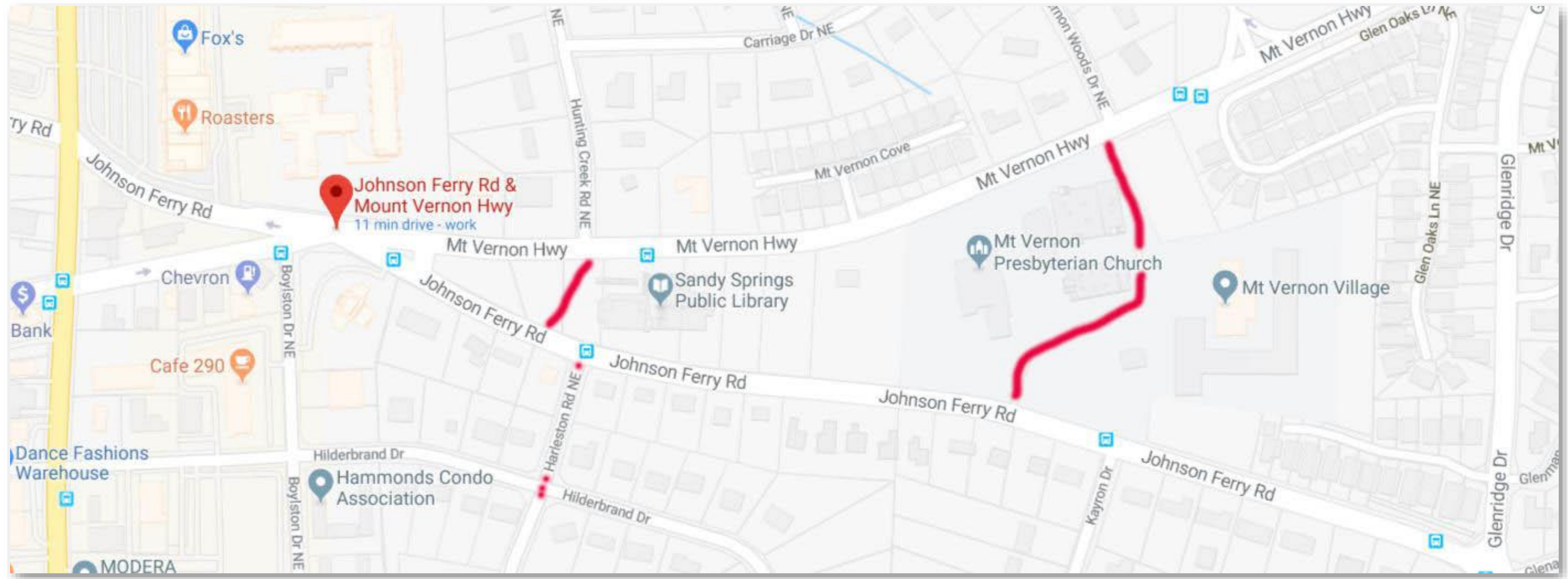
Existing Traffic Patterns



Safety Issues



Current Cut-Through Patterns



Options

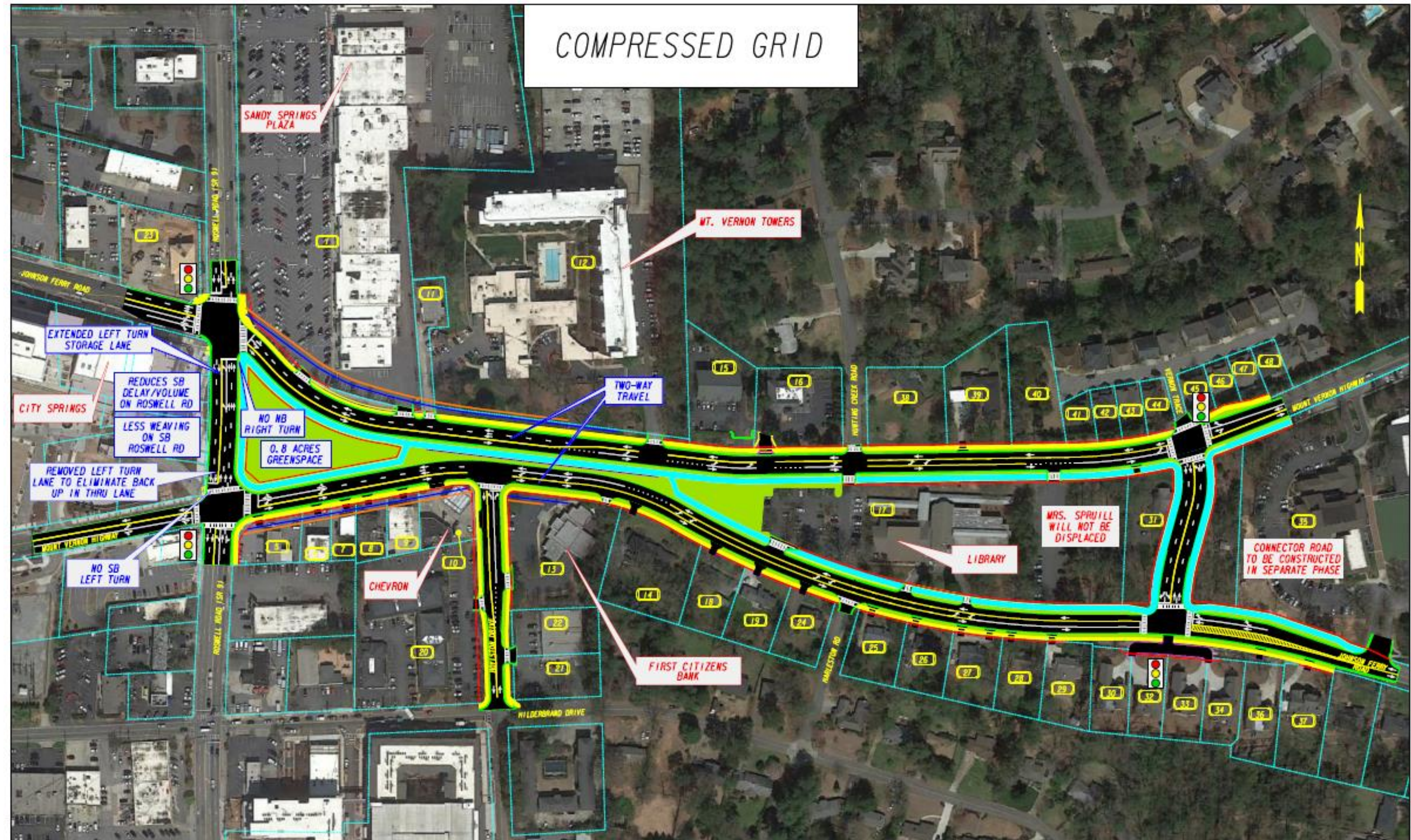
Existing Condition



Option: Full Grid



Option: Compressed Grid



Full Grid Rendering without Landscaping



Compressed Grid Rendering without Landscaping



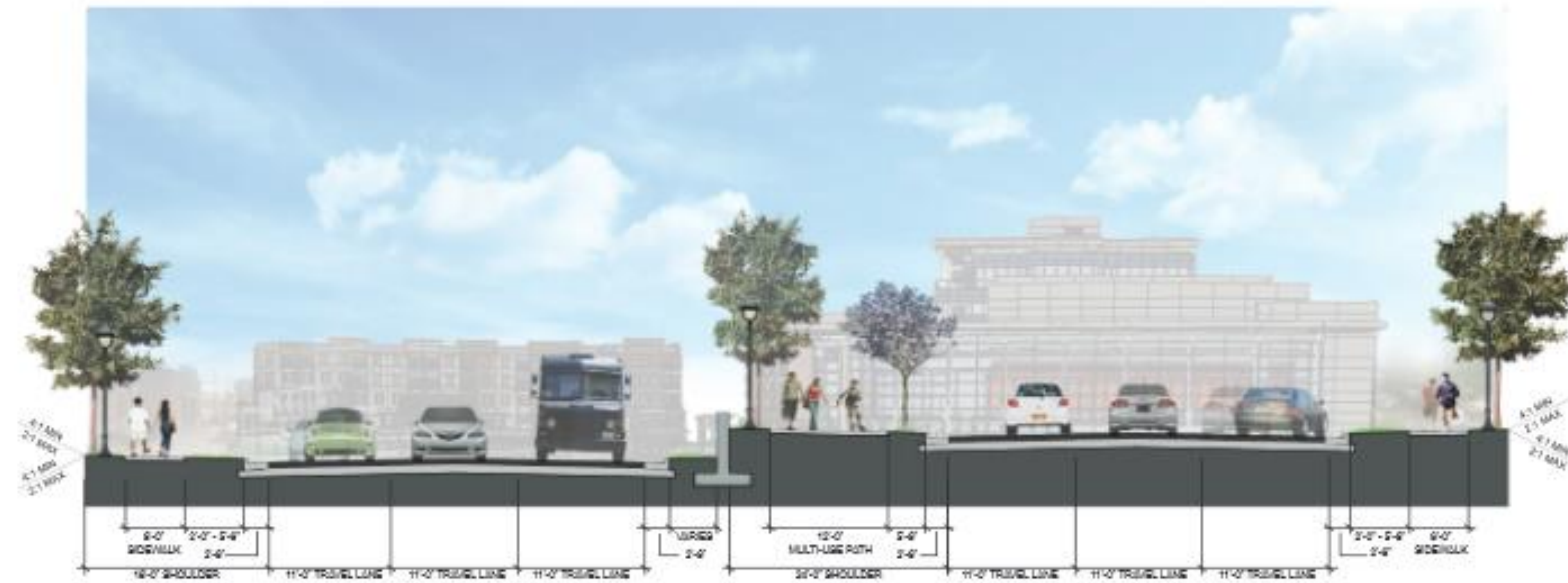
Full Grid – With Landscaping



Compressed Grid with Landscaping



Full and Compressed Grids – Typical Sections



COMPRESSED GRID SECTION
JOHNSON FERRY ROAD & MT. VERNON HIGHWAY



FULL GRID SECTION
JOHNSON FERRY ROAD & MT. VERNON HIGHWAY

Difference between the Options

- Operationally, the two options work the same
- Differences:
 - Compressed Grid option will have less displacement and overall cost
 - Cost differential estimated between \$5-10M+

Why the Connector Road?

- The connector road moves the existing connection at Johnson Ferry Rd. and Mt. Vernon Hwy. further to the east for safety and operational improvements.
- Overall goals: reduce traffic volumes in the short block on Roswell Road, increase safety of the traveling public, and ease congestion. In addition, the connector road provides additional benefits:
 - Reduces North-South movements on Roswell Road
 - Allows longer northbound left-turn lane (Roswell Road) by precluding southbound left turn at Mt. Vernon Hwy
 - Prevents additional backups on Glenridge Drive
 - Removes circuitous routes between Roswell Rd and Johnson Ferry Road/Mt Vernon Hwy
 - Reduces cut-through traffic on neighborhood streets
 - Allows travelers to shift routes when traveling westbound if one is backed up

Next Steps

- Council Work Session: September 4, 2018
- Full Design: 12-18 months
- Right-of-Way Acquisition 18 - 24 months
- Utility Relocation TBD
- Construction Phase 1 estimated 24 months without connector road;
Phase 2 estimated 6 months to construct connector road

Proceed to Display Stations to Review Concepts & Ask Questions

All stations display the same information