



SANDY SPRINGS

GEORGIA

Mt Vernon Hwy/Johnson Ferry Road Intersecton Improvements Project Description and Alternatives

Project Description

The existing one-way alignment for westbound traffic on Johnson Ferry Road and eastbound traffic on Mt. Vernon Highway east of Roswell Road currently results in significant operational and congestion delays for motorists. The proposed improvements would reduce the bottleneck conditions that exist for east-west traffic on Johnson Ferry Road and Mt. Vernon Highway and north-south traffic on Roswell Road. In addition, pedestrian and bicycle movement would be improved with the addition of continuous sidewalks and/or multi-use paths along the Johnson Ferry Road and Mt. Vernon Highway corridors. Restoring Johnson Ferry Road and Mt. Vernon Highway to a two-way operation just east of Roswell Road would eliminate the need for east-west traffic to utilize Roswell Road, providing more efficient traffic operations and reducing potential accidents.

Project Alternatives

Estimated Cost Ranges: \$24,000,000-\$30,000,000

Dual Roundabout

This alternative consists of two roundabouts. The first roundabout is proposed east of Johnson Ferry Road, Mt Vernon Highway, and west of Boylston Road. The second roundabout is proposed east of the Mt. Vernon Towers entrance and west of the Sandy Springs Public Library. A raised median separates opposing traffic between the two roundabouts. Eastbound and westbound travel lanes will be added on both Johnson Ferry Road and Mt Vernon Highway. Ten-foot wide multi-use paths are proposed on both sides of the road with pedestrian lighting on the back of the shoulder.

Grid Alternatives

The traffic analysis and study conducted for the proposed project concluded that both grid alternatives will operate more efficiently than the dual roundabout alternative.



SANDY SPRINGS

GEORGIA

Full Grid

Both Mt Vernon Highway and Johnson Ferry Road would consist of an eastbound and westbound lane that transitions to a left turn lane at the intersections. Due to safety and operational issues, southbound left turns from Roswell Road onto Mt Vernon Highway will not be permitted. Neither will northbound right turns from Roswell Road to Johnson Ferry Road. Ten-foot wide multi-use paths are proposed on the inside shoulders of the roads, and six-foot-wide sidewalks are proposed on the outside shoulders. This alternative adds a new north-south connector road east of the library to move vehicles between Mt Vernon Highway and Johnson Ferry Road. Signals are anticipated at both ends of the proposed connector road on the east side of the project. Pedestrian lighting and a 2.5 acre park are included.

Compressed Grid

Both Mt Vernon Highway and Johnson Ferry Road would consist of an eastbound and westbound lane in each direction and a center two-way left-turn lane that transitions to a left turn lane at intersections. Due to safety and operational issues, southbound left turns from Roswell Road onto Mt Vernon Highway will not be permitted. Neither will northbound right turns from Roswell Road to Johnson Ferry Road. Ten-foot-wide multi-use paths are proposed on the inside shoulders of the roads, and six-foot-wide sidewalks are proposed on the outside shoulders. This alternative adds a new north-south connector road east of the library to move vehicles between Mt Vernon Highway and Johnson Ferry Road. Signals are anticipated at both ends of the proposed connector road. Different from the full grid, this alternative reduces the overall project footprint but increases the angle of sight for vehicles turning from Boylston Drive onto Mount Vernon Highway/Johnson Ferry Road. Pedestrian lighting and a one-acre park are included.