

Roswell Road Transit Access Project

August 2, 2022



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GEORGIA

Today's Presentation

- **Need and Purpose**
- **Project Background**
- **Roswell Road Today**
 - Project Area
 - Existing Conditions
- **The Proposed Concept**
 - Concept Development Process
 - Key Features
 - Snapshots
 - The Concept
- **Next Steps**

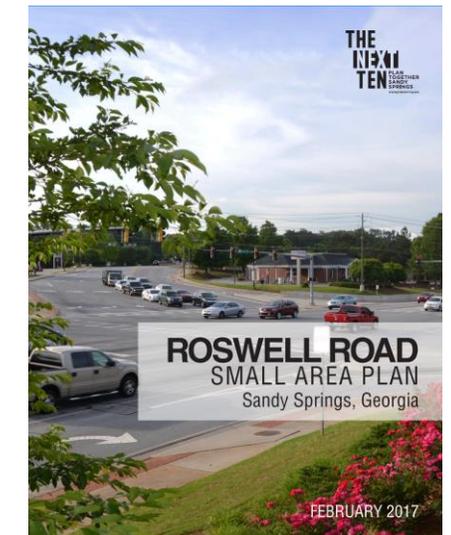
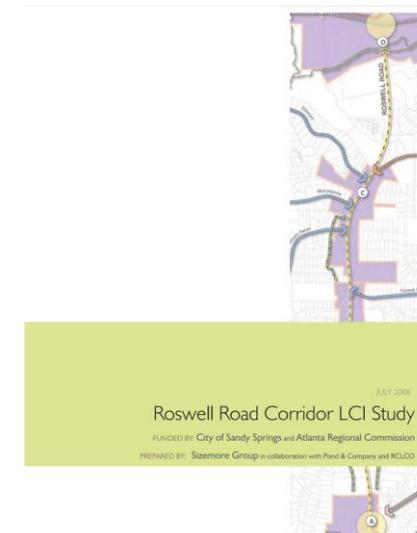
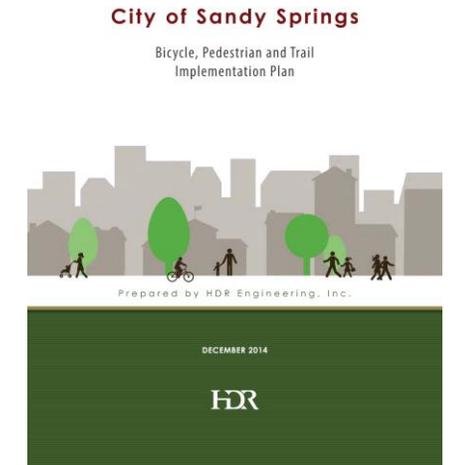
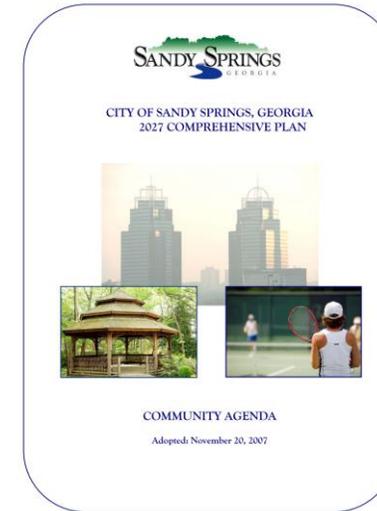


Need and Purpose

- The existing Roswell Road sidewalk infrastructure is **incomplete** and **substandard**
 - 75% of the T0019 project area lacks standard pedestrian facilities
- Multiple studies have been conducted in coordination with stakeholders that identify the need for sidewalk upgrades
- The purpose of the project is to **complete the pedestrian network** that serves MARTA transit users and **provide total walk-up access** to transit elements along Roswell Road
- Project benefits include:
 - **Continuous ADA-compliant sidewalk** along the Roswell Road corridor
 - **Enhanced transit services** by providing safe and clear access to MARTA bus stops
 - **Street lighting** for pedestrians
- Leads us to a baseline shoulder section of **2.5-ft curb & gutter, 5-ft landscape strip, and 8-ft sidewalk**

Project Background

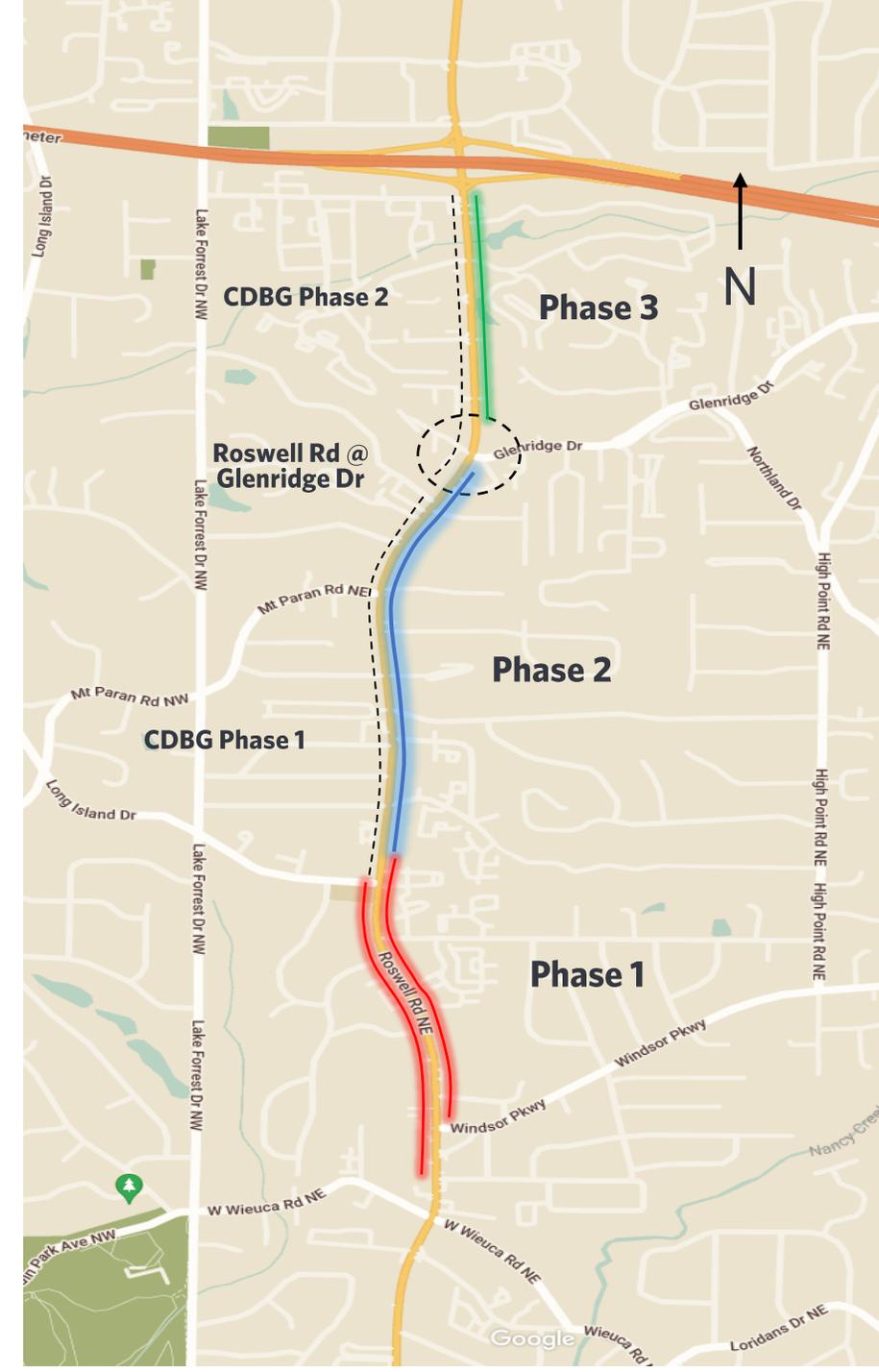
- **2007:** *Sandy Springs Comprehensive Plan*
- **2008:** *Roswell Road Corridor LCI Study*
- **2014:** *Bicycle, Pedestrian, and Trail Plan*
- **2017:** *The Next Ten Comprehensive Plan*
 - *Roswell Road Small Area Plan*
- **2019:** Funding authorized from the Surface Transportation Block Grant
 - Administered by the FTA through MARTA
- **2021:** Begin concept design T0019



Roswell Road Today

Project Area

- Project will **complete** the pedestrian network on Roswell Road south of I-285 within Sandy Springs.
- **Total corridor length: 2.3 miles**
 - **Phase 1: 0.7 miles**
 - Meadowbrook Drive (city limits) to Long Island Drive
 - Sidewalks on both sides of Roswell Road
 - **Phase 2: 1.0 miles**
 - Long Island Drive to Glenridge Drive
 - Sidewalks on the east side of Roswell Road
 - **Phase 3: 0.6 miles**
 - Glenridge Drive to I-285
 - Sidewalks on the east side of Roswell Road
- **Other Streetscape Projects**
 - **T0033** CDBG Sidewalk/Streetscape
 - Phase 1 (completed)
 - Phase 2 (ROW acquisition)
 - **T0043** Roswell Rd/SR 9 at Glenridge Dr (substantially completed)



Existing Conditions

- Inconsistent pedestrian facilities
 - Missing segments of sidewalk
 - Inadequate separation between pedestrians and vehicles
- Poor support to transit
 - Obscured MARTA bus stops
 - Lack of designated waiting areas



The Proposed Concept

Concept Development Process

- Four site visits with City staff in the Fall of 2021
 - Walked the entirety of the project corridor
 - Documented substandard conditions
 - Established preferred sidewalk widths and locations
 - 2.5-ft curb & gutter
 - 5-ft landscape strip
 - 8-ft sidewalk
 - Site specific notes regarding existing utilities, developed features, parking and driveways
- Bi-weekly status meetings
 - Continuous input from and communication with City staff
 - Multiple iterations as concept developed to minimize right-of-way (ROW) and utility impacts, determine wall locations, and accommodate MARTA bus shelters



Concept Development Process

- Data Collection
 - Topographic surveys
 - Subsurface Utility Exploration
 - Traffic Counts
 - Environmental Site Assessments
 - Survey coordination to establish property lines
- Concept Design
 - Prepared alignments per site visits and City staff input
 - Prepared concept level driveway, utility, and ROW impacts
 - Identified locations for landscaping and walls
 - Performed alternatives analysis on six segments
 - Coordinated with Stakeholders and related projects
 - Developed Opinion of Probable Construction Costs



Concept Development Process

- Traffic Engineering (TE) Analyses
 - **Median Closure TE study** confirmed feasibility of two raised medians
 - Segment 1: Meadowbrook Drive to Windsor Parkway
 - Segment 2: Peruca Place to I-285
 - **Mid-block Pedestrian Crossing TE study** recommends a signalized mid-block crossing to promote pedestrian safety
 - Agrees with T0070 Access Management Study
 - Warrant met between Lake Placid Drive and I-285
- Public Information Open House
 - Scheduled for August 18, 2022
 - Opportunities for public input



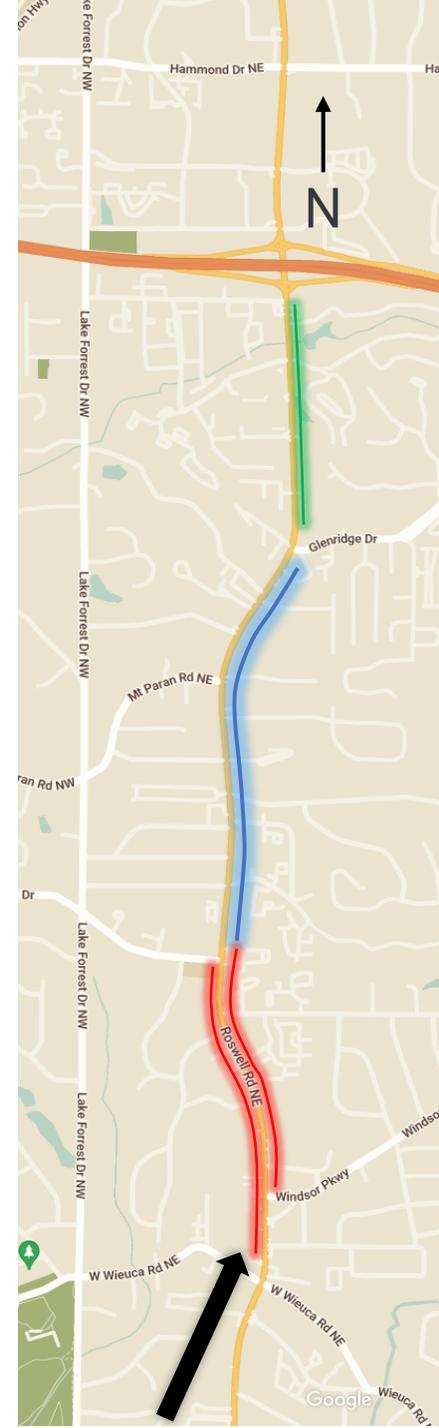
The Concept: Key Features



- Create **continuous sidewalks** along the corridor
 - Baseline design of **8-ft sidewalk**, **5-ft landscape strip**, and **2.5-ft curb & gutter**
 - Deviations to baseline to minimize ROW and utility relocation impacts
- Establish **continuous curb** presence along corridor
 - Full curb and gutter where possible; header curb elsewhere
 - Establish grade separation between vehicles and pedestrians
- **Marked crosswalks** across all side streets
- **Raised medians** consistent with T0070 Access Management Plan and Median Closure TE study
- **Concrete pads for bus shelters** through coordination with MARTA

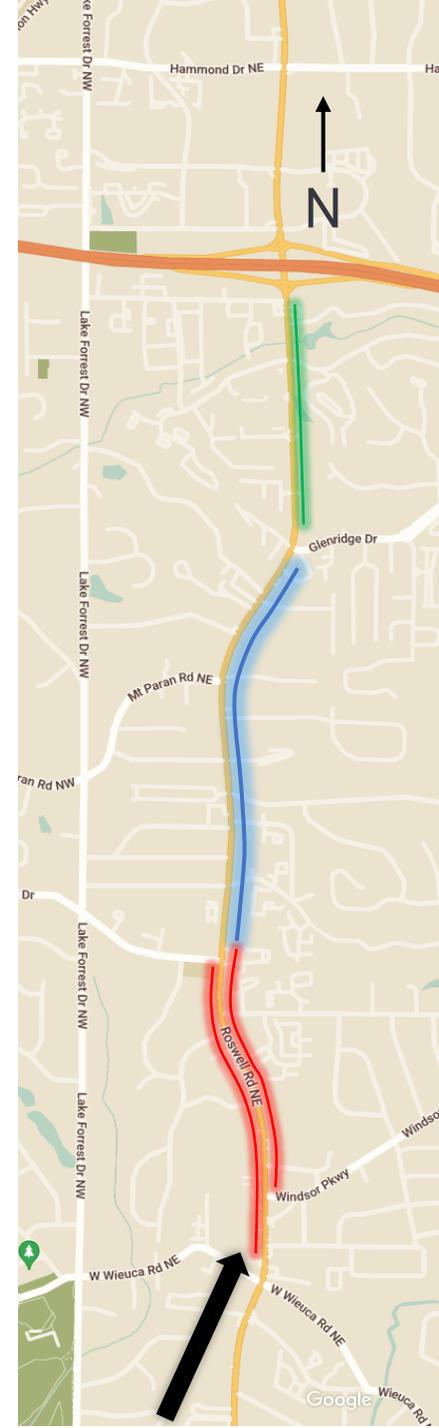
The Concept: Snapshots

Before



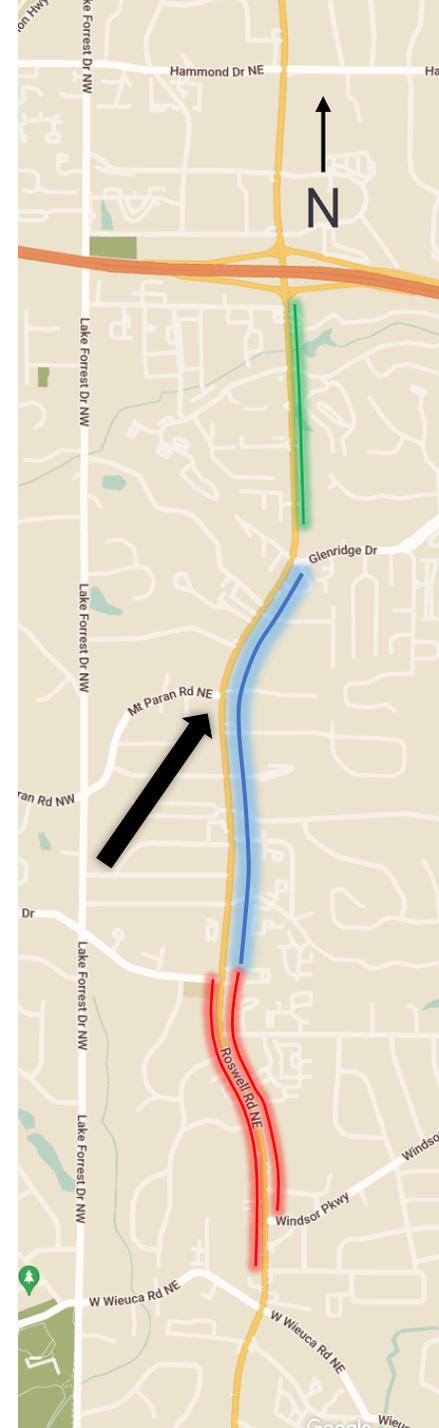
The Concept: Snapshots

After



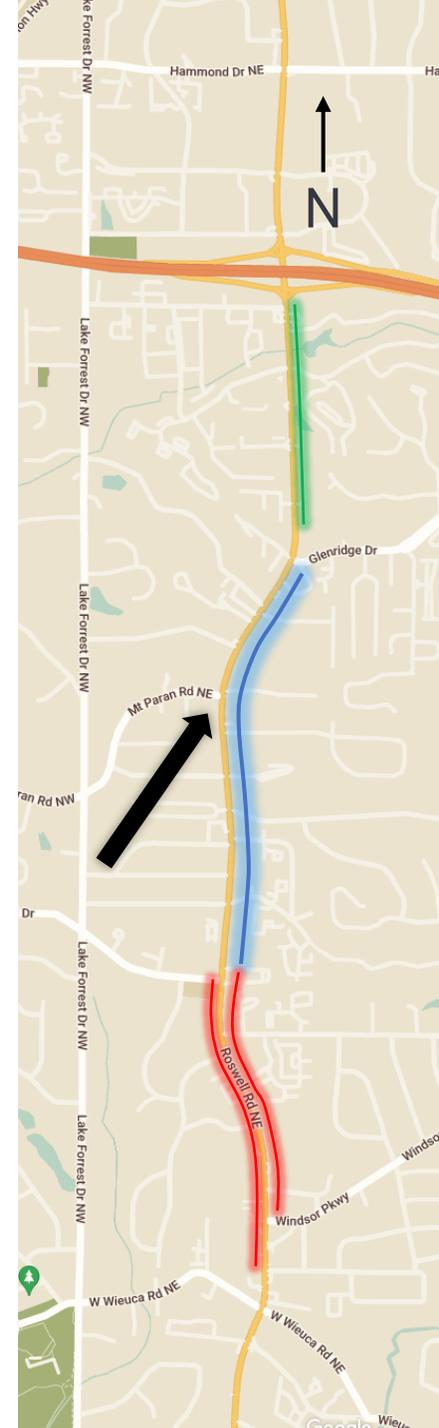
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Before



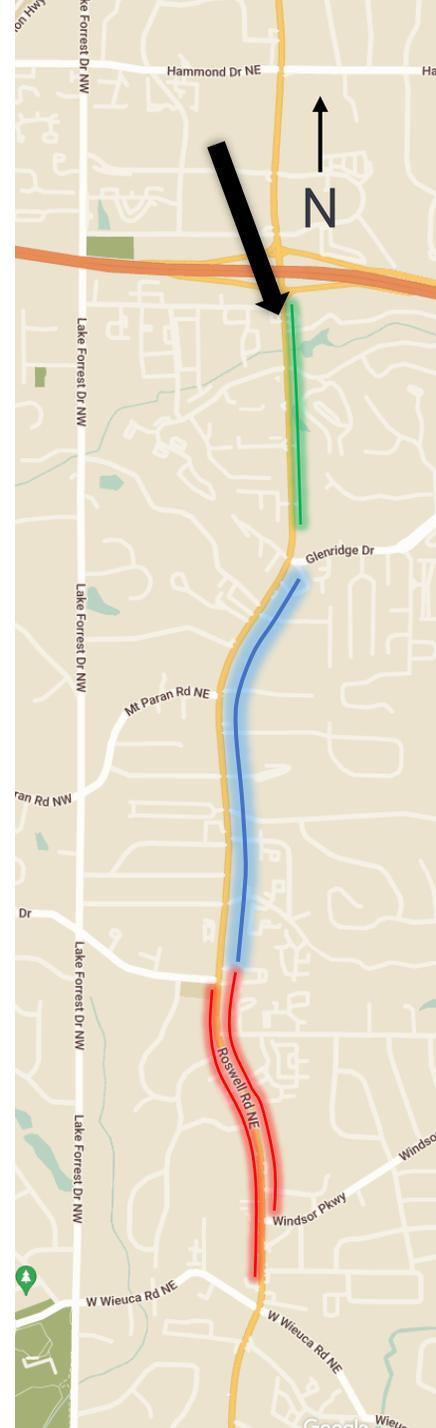
The Concept: Snapshots

After



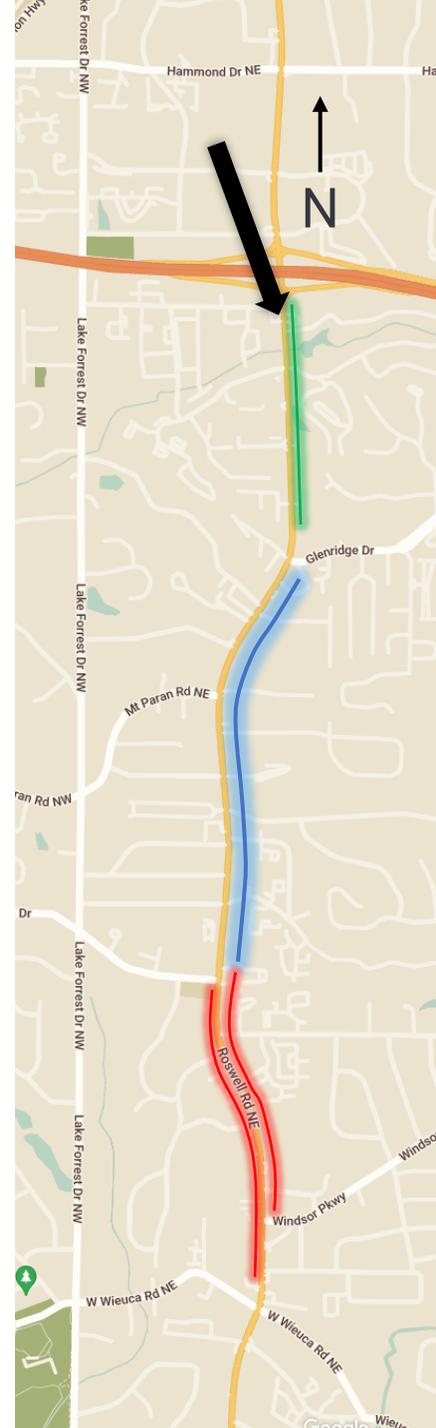
The Concept: Snapshots

Before

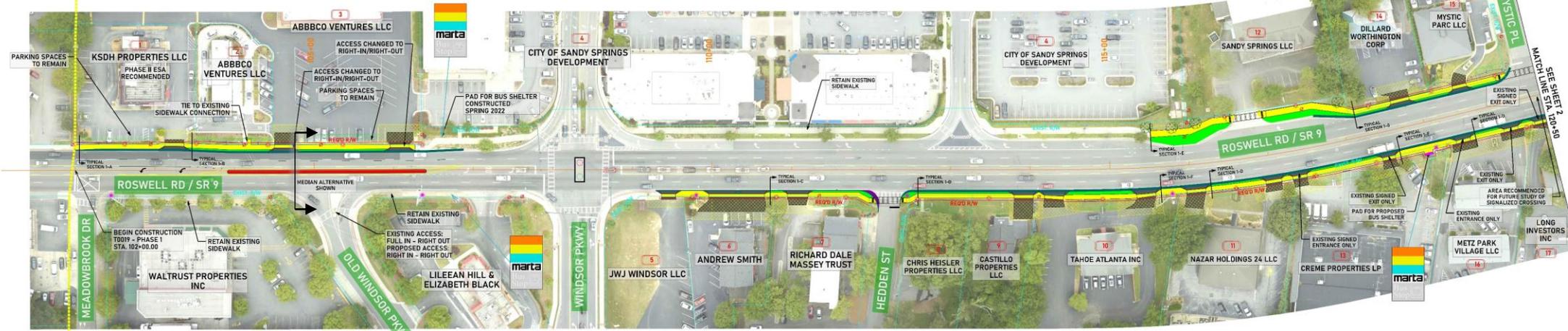
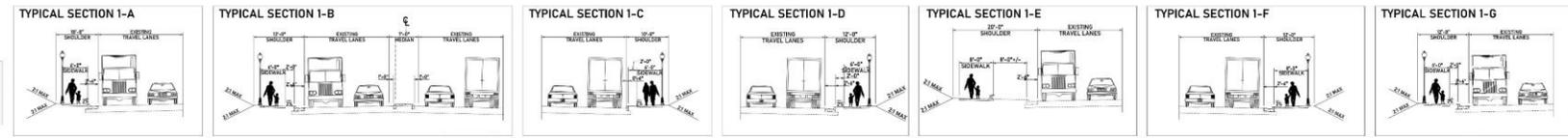


The Concept: Snapshots

After



The Concept: Phase 1

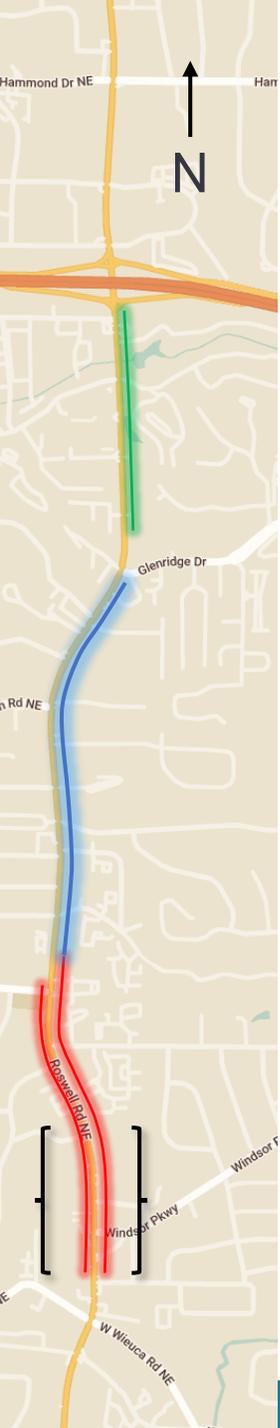


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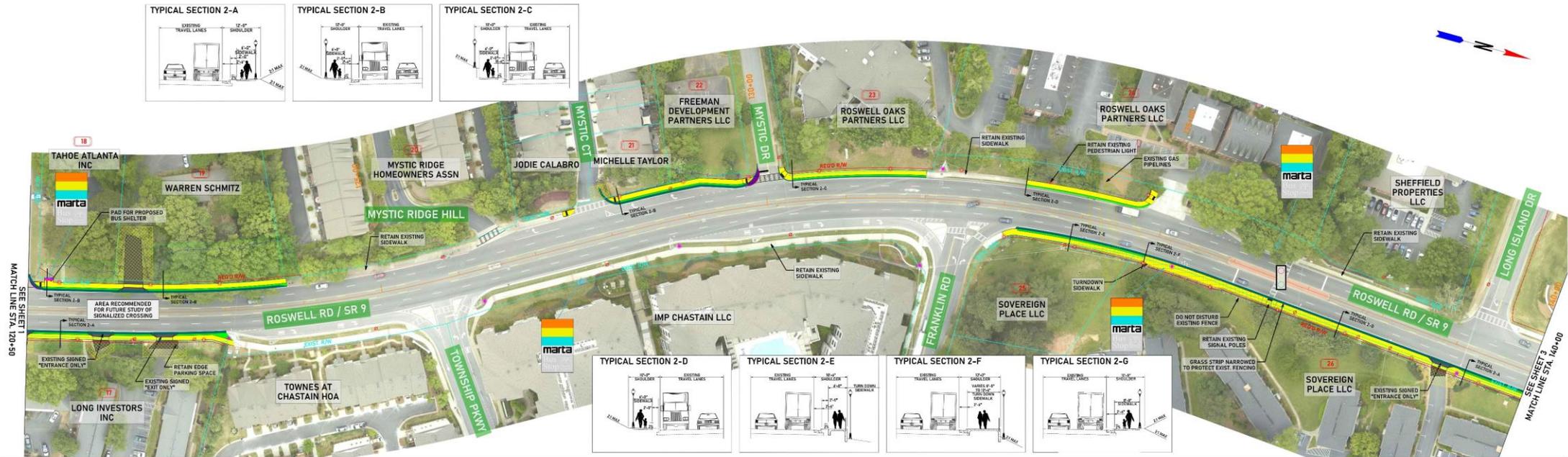
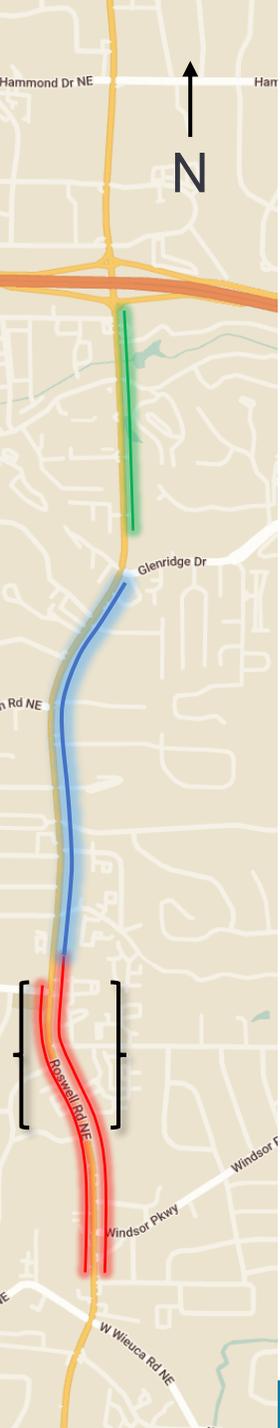
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CONCRETE CURB&GUTTER/HEADER CURB	TURNDOWN/TURNUP SIDEWALK	DRIVEWAY EASEMENT
FULL DEPTH PAVEMENT	CONCRETE ISLAND	PEDESTRIAN LIGHTING
DRIVEWAY	STREET TREE	DISTRIBUTION POLE
GRASS STRIP	PROPERTY LINES	TRANSMISSION POLE
GUARDRAIL	REQUIRED R/W	MARTA BUS STOP
	CONSTRUCTION LIMITS	EXISTING TRAFFIC SIGNAL

T0019 - ROSWELL ROAD TRANSIT ACCESS PHASE 1 MEADOWBROOK LN TO LONG ISLAND DR

SCALE IN FEET
0 20 40 80
SHEET 1 OF 7



The Concept: Phase 1



LEGEND

CONCRETE SIDEWALK	RETAINING WALL	TEMPORARY EASEMENT
CONCRETE CURB&GUTTER/HEADER CURB	TURNDOWN/TURNUP SIDEWALK	DRIVEWAY EASEMENT
FULL DEPTH PAVEMENT	CONCRETE ISLAND	PEDESTRIAN LIGHTING
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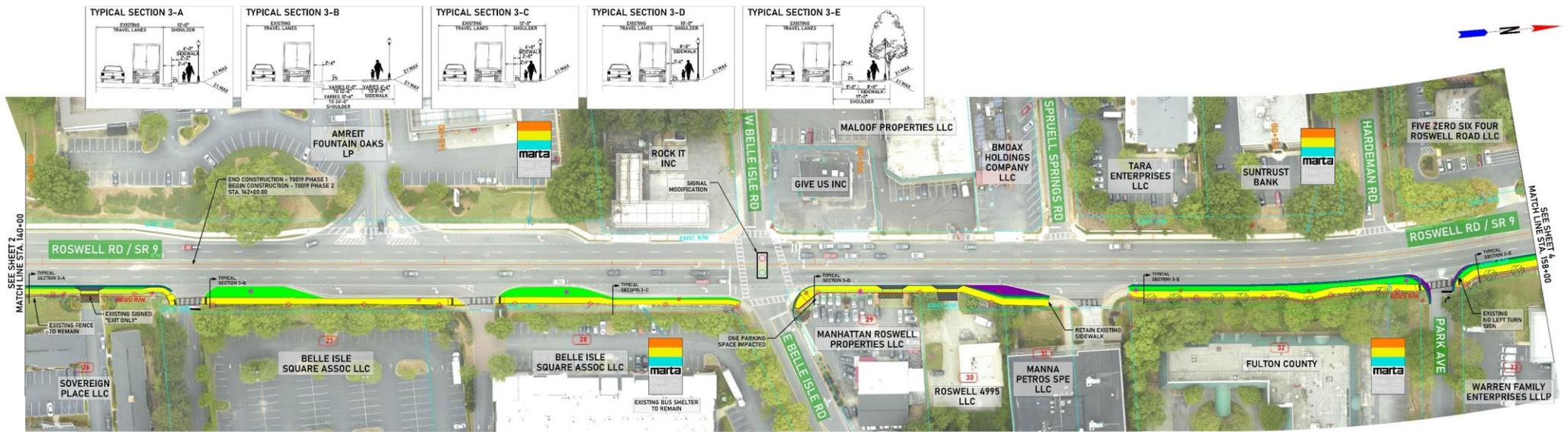
Kimley»Horn

SHEET 2 OF 7

AUGUST 2, 2022



The Concept: Phase 2



LEGEND

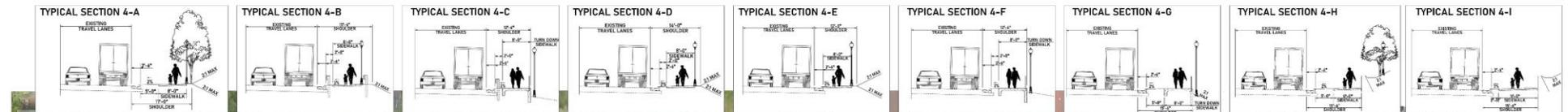
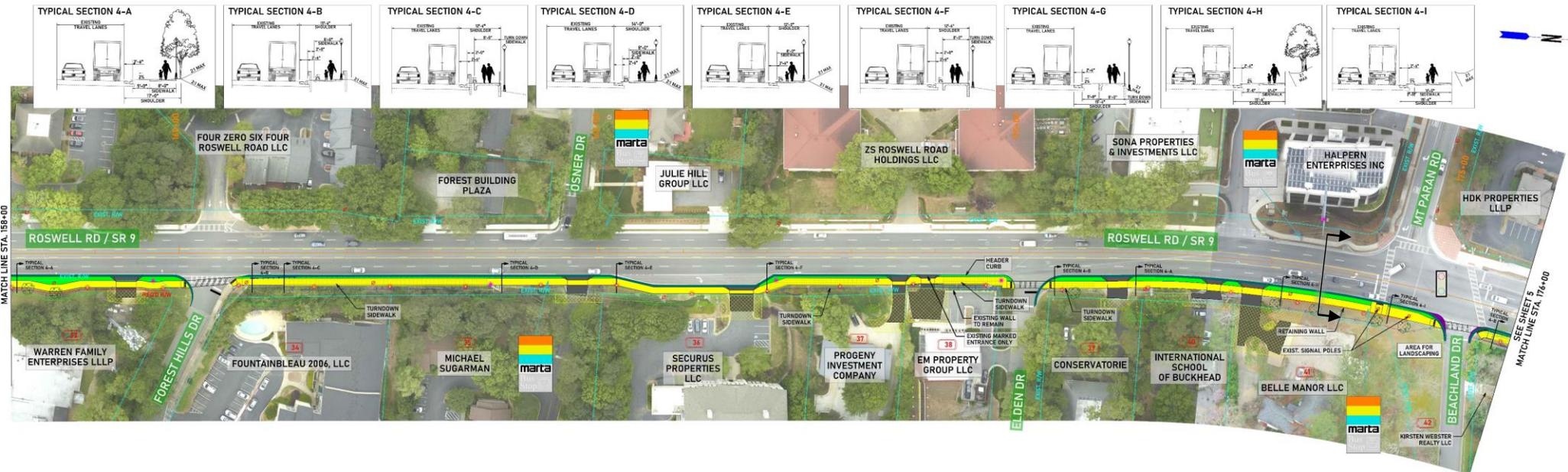
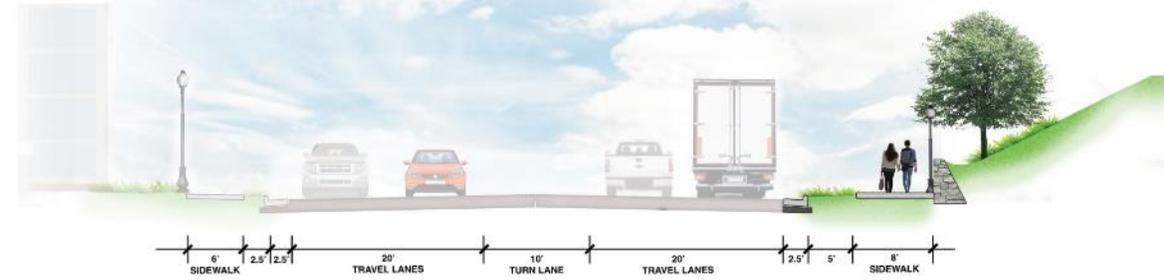
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	CONCRETE CURB&GUTTER/ HEADER CURB		TURNDOWN/TURNUP SIDEWALK		DRIVEWAY EASEMENT
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	GUARDRAIL		REQUIRED R/W		MARTA BUS STOP
			CONSTRUCTION LIMITS		EXISTING TRAFFIC SIGNAL

T0019 - ROSWELL ROAD TRANSIT ACCESS PHASE 2 LONG ISLAND DR TO GLENRIDGE DR



SHEET 3 OF 7

The Concept: Phase 2



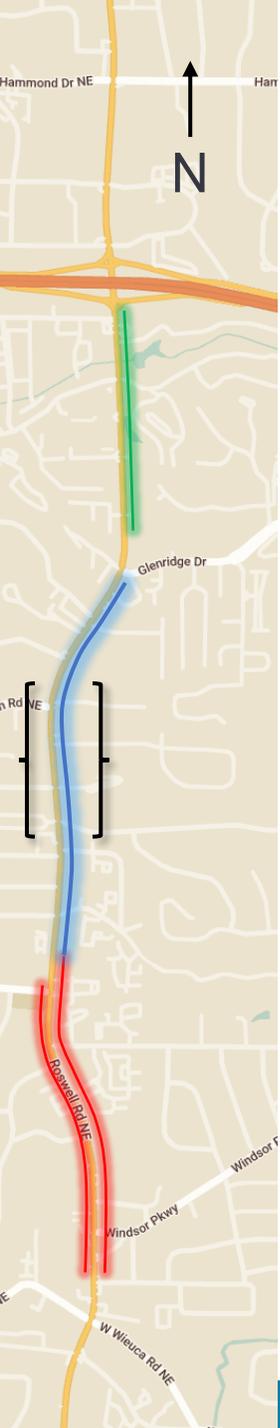
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CONCRETE SIDEWALK	RETAINING WALL	TEMPORARY EASEMENT
CONCRETE CURB&GUTTER/ HEADER CURB	TURNDOWN SIDEWALK	DRIVEWAY EASEMENT
FULL DEPTH PAVEMENT	CONCRETE ISLAND	PEDESTRIAN LIGHTING
DRIVEWAY	STREET TREE	DISTRIBUTION POLE
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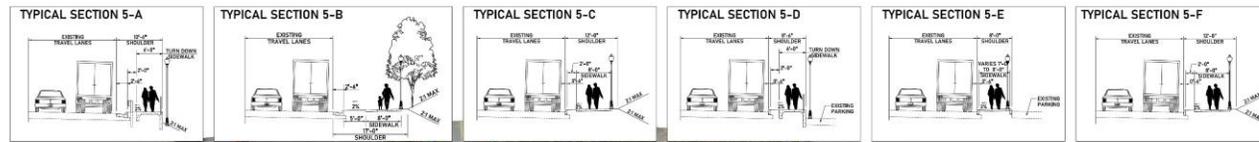
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PHASE 2
LONG ISLAND DR TO GLENRIDGE DR**

SCALE IN FEET
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SHEET 4 OF 7

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The Concept: Phase 2



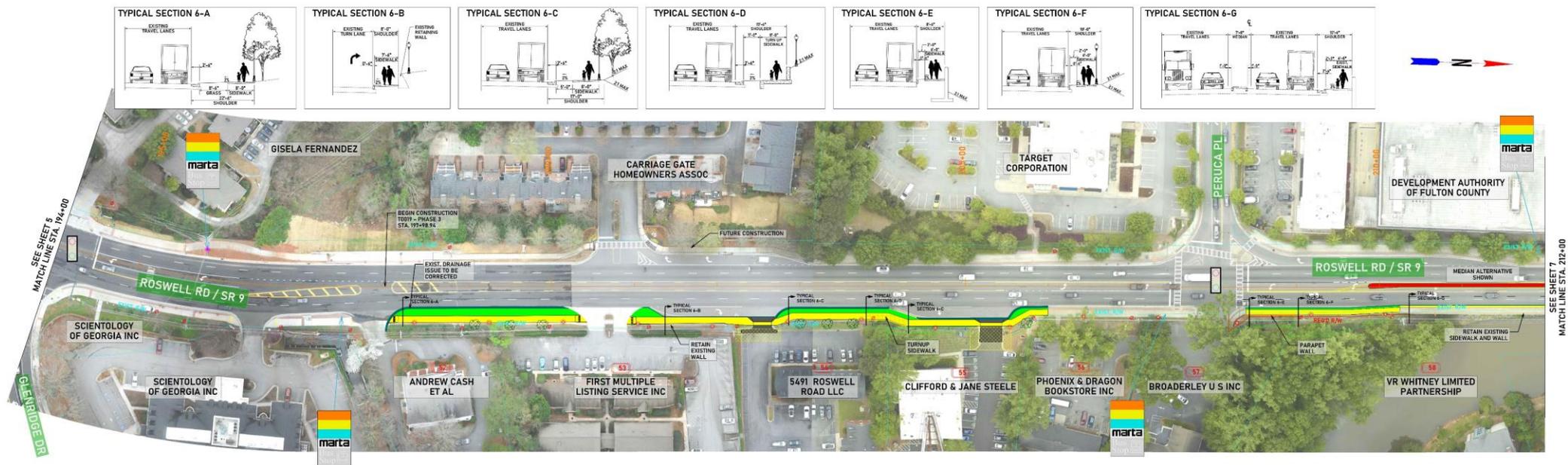
LEGEND

CONCRETE SIDEWALK	RETAINING WALL	TEMPORARY EASEMENT
CONCRETE CURB & GUTTER / HEADER CURB	TURN-DOWN/TURNUP SIDEWALK	DRIVEWAY EASEMENT
FULL DEPTH PAVEMENT	CONCRETE ISLAND	PEDESTRIAN LIGHTING
DRIVEWAY	STREET TREE	DISTRIBUTION POLE
GRASS STRIP	PROPERTY LINES	TRANSMISSION POLE
GUARDRAIL	REQUIRED R/W	MARTA BUS STOP
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T0019 - ROSWELL ROAD TRANSIT ACCESS PHASE 2 LONG ISLAND DR TO GLENRIDGE DR

SCALE IN FEET
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SHEET 5 OF 7

The Concept: Phase 3



LEGEND

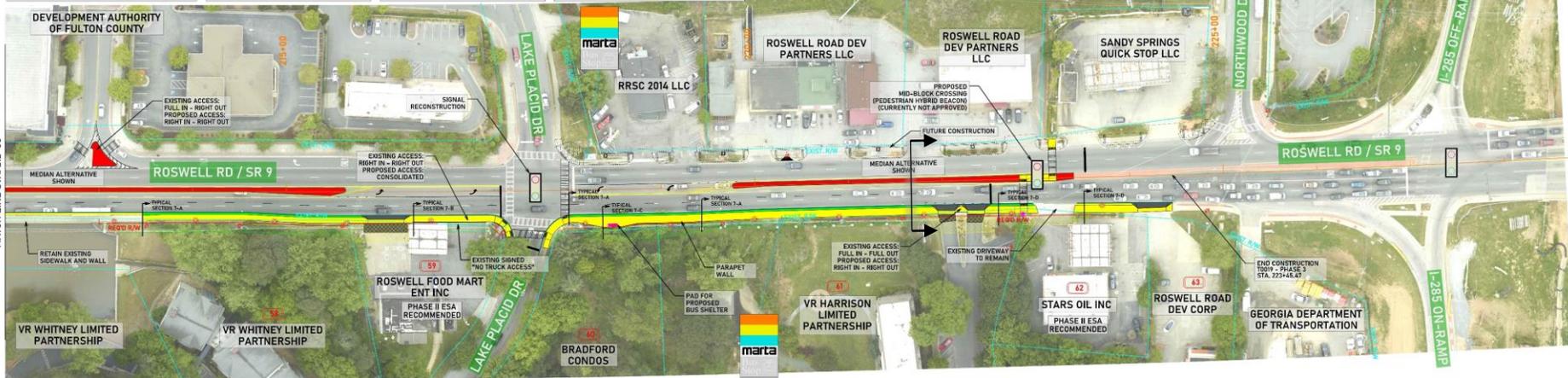
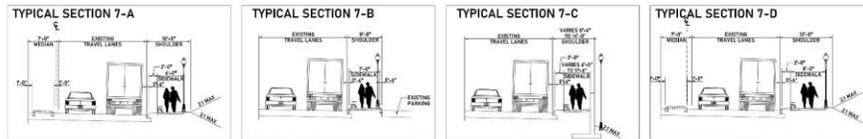
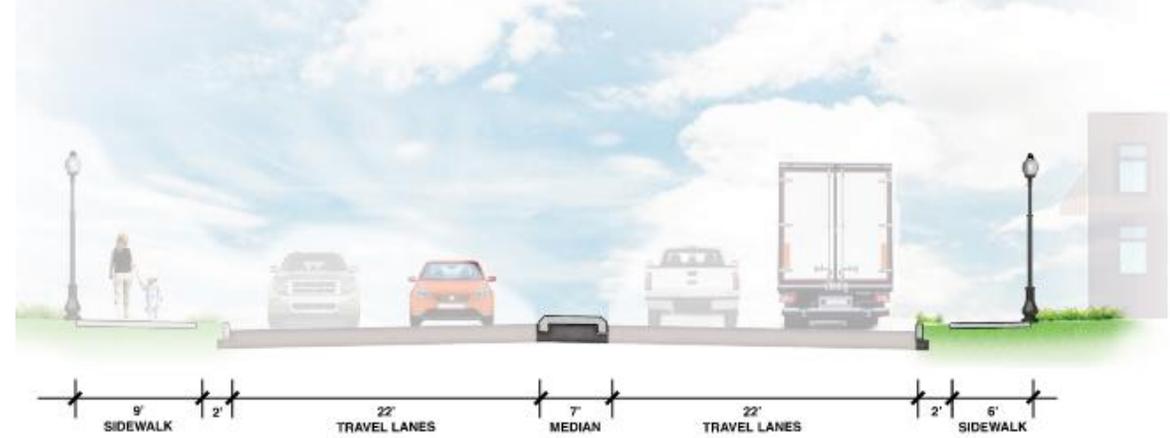
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	CONSTRUCTION LIMITS	EXISTING TRAFFIC SIGNAL

T0019 - ROSWELL ROAD TRANSIT ACCESS
PHASE 3
GLENRIDGE DR TO I-285

SCALE IN FEET
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 SHEET 6 OF 7

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The Concept: Phase 3



LEGEND

CONCRETE SIDEWALK	RETAINING WALL	TEMPORARY EASEMENT
CONCRETE CURB & GUTTER / HEADER CURB	TURNDOWN/TURNUP SIDEWALK	DRIVEWAY EASEMENT
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GUARDRAIL	REQUIRED R/W	MARTA BUS STOP
	CONSTRUCTION LIMITS	EXISTING TRAFFIC SIGNAL

T0019 - ROSWELL ROAD TRANSIT ACCESS PHASE 3 GLENRIDGE DR TO I-285

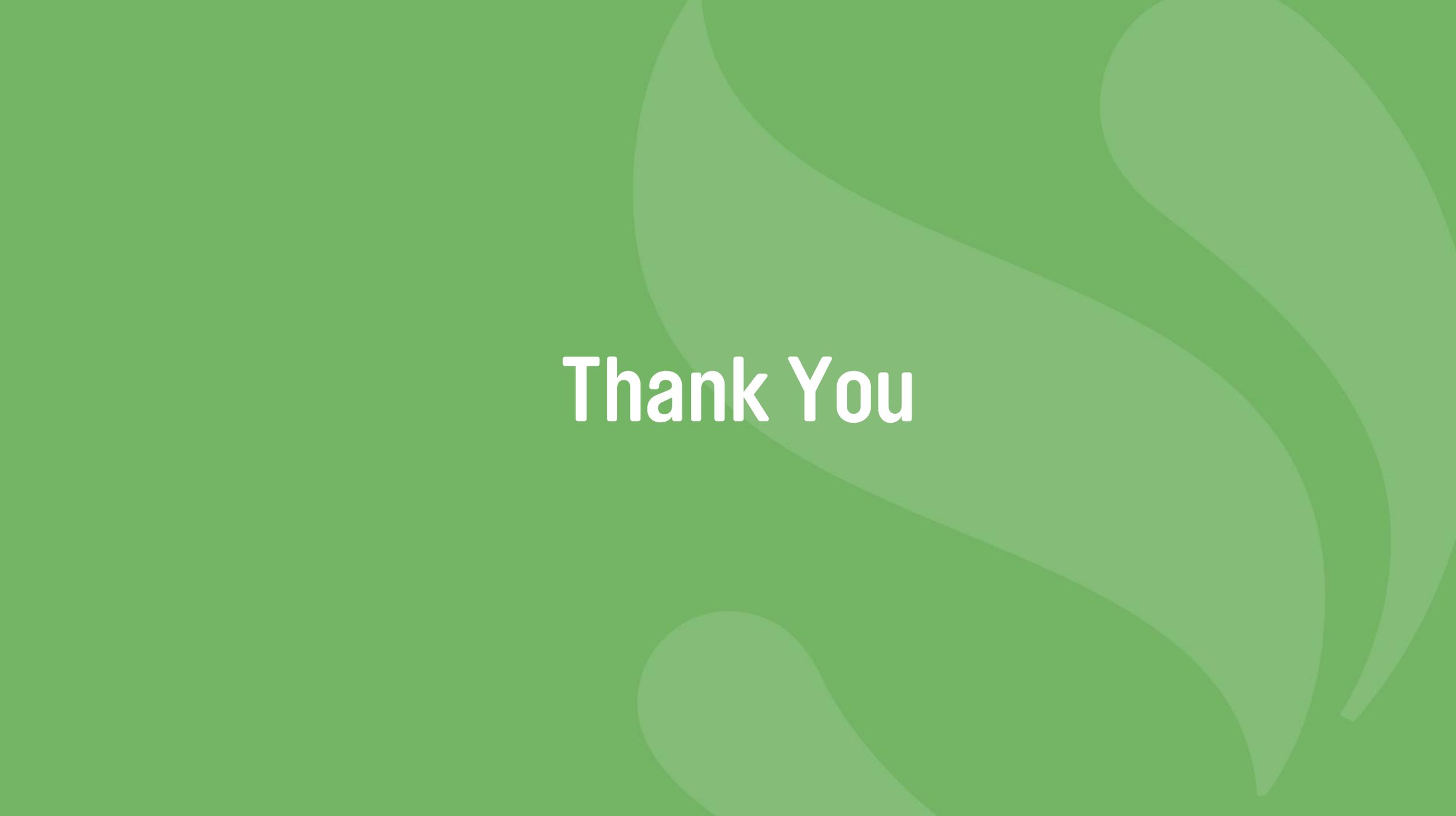
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SHEET 7 OF 7

Next Steps

Next Steps

- Public Information Open House 8/18/2022
- Preliminary Design 9/2022 - 7/2023
- Final Design 8/2023 - 12/2026 *
- Construction 10/2024 - 3/2028 *

* Duration reflects staggering final design and construction over 3 phases

The background is a solid green color with several large, overlapping, semi-transparent leaf-like shapes in a lighter shade of green. These shapes are positioned on the right side of the frame, creating a sense of depth and movement.

Thank You