SANDY SPRINGS
GEORGIA

City of Sandy Springs
Department of Public Works
PROJECT CONCEPT SUMMARY

Project #:	City Project T-0019 / ARC Project FN-205 / GDOT PI 0016061		
Project Name:	Roswell Road Transit and Streetscape Improvements		
Federal Route No:	US 19	**State Route No:**	SR 9

Prepared by:
Kimley-Horn and Associates, Inc.

Kimley»Horn

November 11, 2022

PROJECT LOCATION

ROSWELL ROAD TRANSIT AND STREETSCAPE IMPROVEMENTS (CIP PROJECT T-0019)

The purpose of this Concept Summary Report is to summarize the development of CIP Project T-0019 to date through completion of the Concept Phase. This document describes the project purpose, outlines key project components that are proposed within the development of the Concept Layouts, and documents decisions surrounding various proposed components required to meet that purpose.

Project Need and Purpose:
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 this segment of Roswell Rd within Sandy Springs.

Existing Conditions:
Roswell Road (SR 9/US 19) within the limits of the proposed project is an urban four-lane Principal Arterial, providing two lanes in the NB and SB directions with a posted speed of 35 mph. The NB and SB through lanes are divided by a center two-way left-turn lane throughout the corridor limits with intermittent left-turn lanes developed from the center two-way lane at major intersections and driveways. Similarly, right-turn lanes are added to this typical section at various major intersections and driveways throughout the corridor. Raised median separation of the through lanes does not exist within the corridor except for a very short segment at a mid-block pedestrian crossing (near Long Island Dr) and then again at the northern project limit (north of Lake Placid Dr).

Generally, sidewalk and urban streetscape exists along the west side of Roswell Rd throughout the project limits. Previous City project T-0033 completed portions of the sidewalk and streetscape along the west side, including pedestrian lighting. Intermittent redevelopment has also constructed streetscape and sidewalks and pedestrian lighting in various segments along both sides of Roswell Rd. The intersection of Roswell Rd at Glenridge Dr has been recently reconstructed and compliant pedestrian facilities now exist in the immediate vicinity of this intersection along both sides of Roswell Rd.

Pedestrian and streetscape conditions are inconsistent along the east side of Roswell Rd throughout the corridor, with sample conditions illustrated in the photos below. Approximately 75% of the T-0019 project area lacks standard pedestrian facilities.

Multiple transit stop locations (MARTA) are located within the project corridor. As shown in the sample conditions above, the existing sidewalk and streetscape conditions hamper access to the transit services.

Description of the Proposed Improvements:
The project corridor is approximately 2.3 miles in length along Roswell Rd (SR 9). The proposed improvements begin at the southern Sandy Springs City Limits (near Meadowbrook Dr) and continue to north of Lake Placid Dr. The proposed project constructs sidewalks and streetscape along the east side of Roswell Rd throughout the above-noted corridor limits. The proposed project also constructs sidewalks and streetscape along the west side of Roswell Rd within the southernmost corridor segment from Meadowbrook Dr to Long Island Dr. The sidewalk and streetscape typical section includes 2.5-ft curb and gutter, 5-ft landscape strip, and 8-ft sidewalk. Note, the typical section is modified at various locations throughout the corridor based on corridor constraints. Minimum sidewalk width at these locations does not reduce below 6-ft. At constrained locations, the improvements will include turn-up and turn-down retaining walls to minimize impacts to adjacent properties commercial properties.

The proposed improvements tie into existing segments of sidewalk and streetscape that have been built to City of Sandy Springs redevelopment standards at various locations (Windsor Chastain, for example) and existing sidewalk and streetscape segments previously-constructed through Project T-0033. The proposed improvements include pedestrian lighting to complete the streetscape.

The project proposes concrete raised median separation within two segments of the corridor:

1. Meadowbrook Dr to Windsor Pkwy based on crash history, as documented in a median study;
2. Peruca Pl to northern Project Limit based on pedestrian mid-block crossing study;

The proposed median improvements support the pedestrian mobility goal of the project, including supporting the installation of a signalized mid-block pedestrian hybrid beacon north of Lake Placid Dr.

The project does not propose reconstruction or changes in operations at any of the existing intersections within the project limits. Signal modifications are limited only to those necessary to provide ADA-compliant pedestrian facilities and signalization.

As shown in the Location Map, the proposed improvements are anticipated to be implemented in three (3) phases generally progressing from south to north. This phased approach is proposed to practically manage the design and construction. The phasing approach described herein is based on a preliminary assessment of segments that are anticipated to be designed and permitted the soonest based on the Concept Layout as shown. Design, right of way acquisition, and permitting are intended to begin for the entire corridor at the same time as indicate in the Anticipated Schedule. The final construction phasing is subject to change based on further project development.

The project is being funded by federal funds being administered by the Federal Transit Authority (FTA) with local matching funds. The project's funding is programmed in the ARC RTP as FN-205 and is programmed as PI 0016061 with GDOT.

See Attachment 1 for Concept Layout.
See Attachment 6 for Anticipated Schedule.

Adjacent/Related Projects:

1. Roswell Road at Glenridge Drive (T-0043)
2. Community Development Block Grant Sidewalk/Streetscape (T-0033)

Traffic Data:

Corridor-wide traffic forecasting was not performed in the Concept Phase due to the nature of the project improvements. However, traffic counts and crash data were collected throughout the corridor and applied to specific intersection, crash, and pedestrian traffic studies at certain locations.

A traffic study was performed, documenting the need for the proposed raised median (near Meadowbrook Dr). This study included evaluation of historical crash data for the most-recent complete 5-year data set (2015 thru 2019).

Pedestrian counts were collected in May 2022 for a segment of the project located generally between Lake Placid Dr and Northwood Dr based on knowledge of high pedestrian activity. Pedestrian counts were observed at 3 zones within this segment. Subsequent analysis indicates a pedestrian signal is warranted within this segment. Upon coordination with MARTA, the existing NB transit stop south of Lake Placid Dr is being removed. An existing NB transit stop north of Lake Placid Dr will remain, although in a slightly relocated placement. The pedestrian crossing warranted within this overall segment is located to consider proximity to the relocated transit stop.

See Attachment 2 for the related Traffic Study.

Key Information Gathered:

Background information was compiled to form the foundation for development of the Concept Layouts and Cost Estimates. Key information gathered is summarized in the table below:

Information	Completion Date
Topographic/Property Surveys	11/30/2021
Traffic Counts	11/22/2021
Subsurface Utility Location	2/12/2022
Phase 1 Environmental Site Assessments	3/25/2022

Major Interchanges/Intersections:
Major intersections are defined as Roswell Rd intersecting another roadway with a functional classification of Major Collector or higher (as defined by GDOT's *State Functional Classification Map*). Four (4) major intersections are located within the project limits:

1. Roswell Rd at Windsor Pkwy (Major Collector)
2. Roswell Rd at Long Island Dr (Major Collector)
3. Roswell Rd at Mount Paran Rd (Minor Arterial)
4. Roswell Rd at Glenridge Dr (Minor Arterial)

One (1) interchange is present near the northern project limit:

1. Roswell Rd at I-285 EB Ramps

Design Exceptions to FHWA/AASHTO Controlling Criteria:
None

UTILITY AND PROPERTY IMPACTS
Based on Level B subsurface utility location completed in the Concept phase, utility owners of record within the project limits are summarized below:

Type	Utility Owner Name
Electric	Georgia Power
Gas	Atlanta Gas Light
Water/Sewer	Fulton County
Water/Sewer	City of Atlanta Water & Sewer
Television/Cable	Comcast
Telecom	AT&T Distribution
Telecom	Windstream
Telecom	Zayo

Based on the Concept Layouts, the parcel impact breakdown is summarized below:

Preliminary Total Number of Parcels Impacted	53
Anticipated Displacements	0
Driveway Easements Only	4

PERMITS
US Army Corps of Engineers 404 Permitting is not anticipated. No jurisdictional waters impacts are expected. Georgia EPD Stream Buffer Variance is not anticipated. The City of Sandy Springs has a buffer exemption for sidewalk projects.

GDOT Encroachment Permit and Signal Permit will be required for access to the state route right-of-way for improvements. New signals and signal modifications require permitting through GDOT.

ENVIRONMENTAL DOCUMENTATION

The FTA grant application for the T0019 Roswell Road Transit Access Project determined that the action qualified as a Class II(c) - Categorical Exclusion under the following types:

- Type 04: Planning and administrative activities which do not involve or lead directly to construction, such as: training, technical assistance and research; promulgation of rules, regulations, directives, or program guidance; approval of project concepts; engineering; and operating assistance to transit authorities to continue existing service or increase service to meet routine demand.

- Type 05: Activities, including repairs, replacements, and rehabilitations, designed to promote transportation safety, security, accessibility and effective communication within or adjacent to existing right-of-way, such as: the deployment of Intelligent Transportation Systems and components; installation and improvement of safety and communications equipment, including hazard elimination and mitigation; installation of passenger amenities and traffic signals; and retrofitting existing transportation vehicles, facilities or structures, or upgrading to current standards.

Class II(c) projects qualify as categorical exclusions because they are known not to have, either individually or cumulatively, a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. Class II(c) projects do not require documentation.

FTA concurred with this determination when it awarded the grant (FAIN: GA-2019-015-00) on August 1, 2019. Since that time, the project details presented in the grant application have not changed such that the class-of-action determination above would be invalidated.

See Attachment 5 for FTA Documentation.

PUBLIC INFORMATION

The City of Sandy Springs hosted one (1) Public Information Open House (PIOH) on August 18, 2022 at City Springs. The City of Sandy Springs also hosted one (1) Community Meeting on August 25, 2022 at the Community Assistance Center. A Virtual PIOH was also hosted on an external website as a supplement to the in-person meetings above. The comment period was open for 30 days until September 18, 2022. Comments were received and responses were provided in a memo that is hereby incorporated into the project record.

See Attachment 3 for Public Information Outreach Summaries.

COST ESTIMATES

Based on the preferred concept presented herein and illustrated in Attachment 1, itemized cost estimates by phase are summarized below:

Phase	Estimated Cost
Engineering and Design	$1,500,000
Right of Way (53 Parcels Impacted)	$2,500,000
Utility Relocation	$400,000
Construction	
Phase 1 Meadowbrook Dr to Long Island Dr (4,082 LF *)	$1,400,000
Phase 2 Long Island Dr to Glenridge Dr (4,664 LF *)	$2,000,000
Phase 3 Glenridge Dr to I-285 EB Ramps (2,547 LF *)	$1,000,000
Total	**$8,800,000**

*Segment length is longer; Linear footage of actual sidewalk construction per Concept Layout

ALTERNATIVES DISCUSSION

The project team evaluated various combinations of improvements within select constrained segments of the project to determine the most effective balance of improvements. Generally, the various combinations of improvements considered variations in sidewalk width, landscape strip width, and grading solutions. The evaluation of these various combinations considered impacts to property and utilities balanced against construction costs.

See Attachment 4 for Alternatives Analysis.

ADDITIONAL SUPPORTING DOCUMENTS

Attachment 1 – Concept Layout

Attachment 2 – Traffic Studies

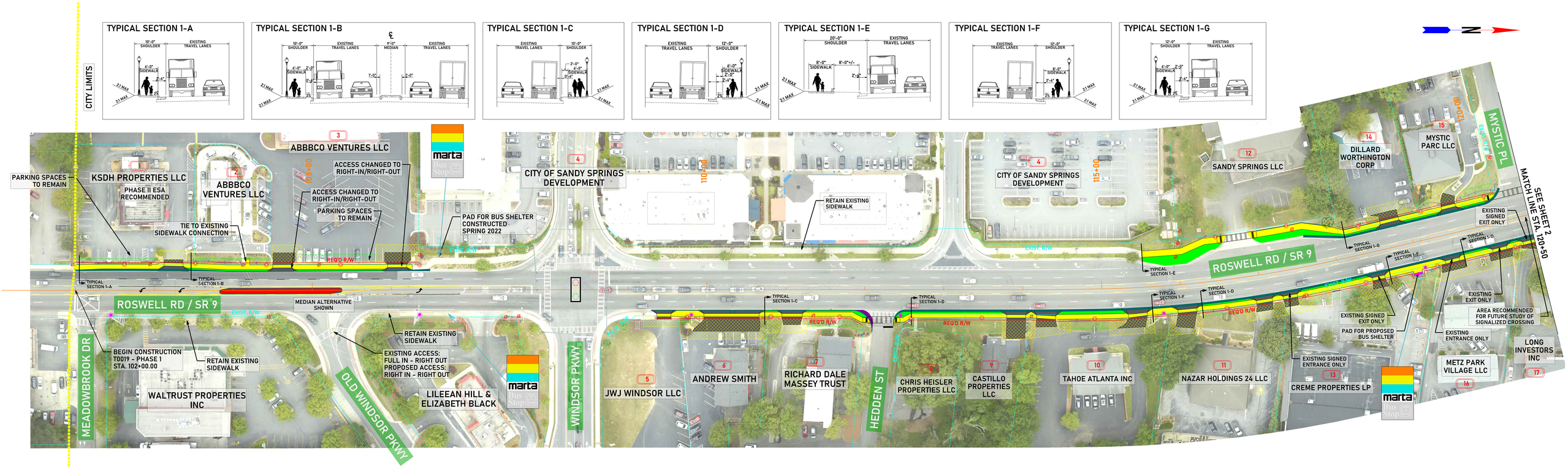
Attachment 3 – Public Information Outreach Summaries

Attachment 4 – Alternatives Analysis

Attachment 5 – FTA Documentation

Attachment 6 – Anticipated Schedule

ATTACHMENT 1



LEGEND

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

T0019 - ROSWELL ROAD TRANSIT ACCESS

PHASE 1

MEADOWBROOK LN TO LONG ISLAND DR

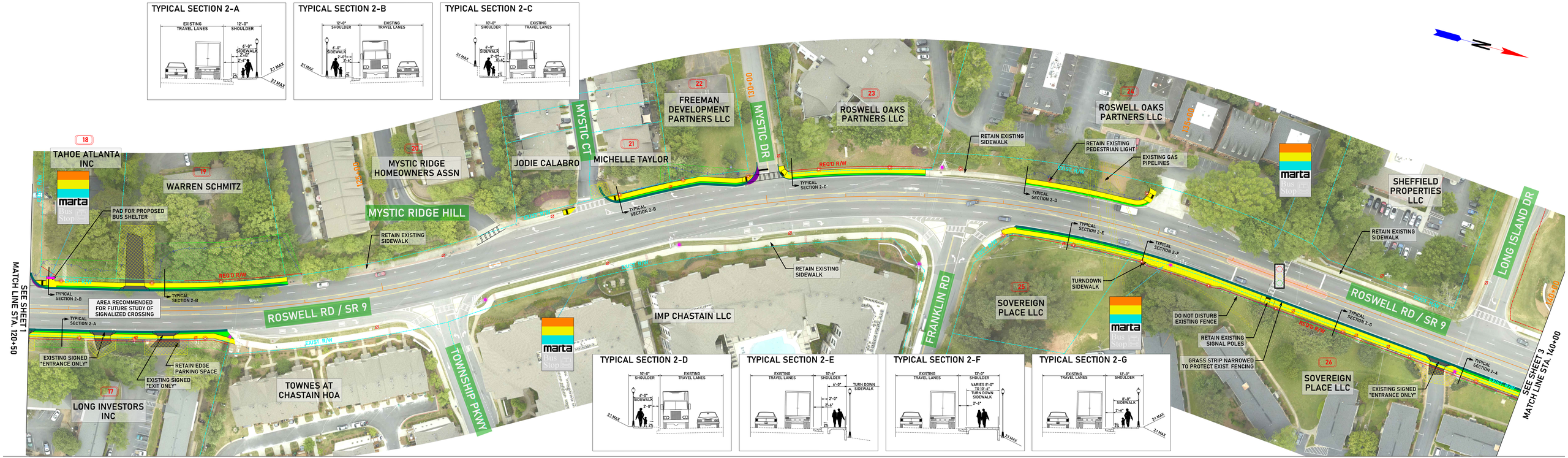
SCALE IN FEET 0 20 40 80

SHEET 1 OF 7

AUGUST 18, 2022

Kimley»Horn

SANDY SPRINGS GEORGIA



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T0019 - ROSWELL ROAD TRANSIT ACCESS

PHASE 1

MEADOWBROOK LN TO LONG ISLAND DR

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SHEET 2 OF 7

AUGUST 18, 2022

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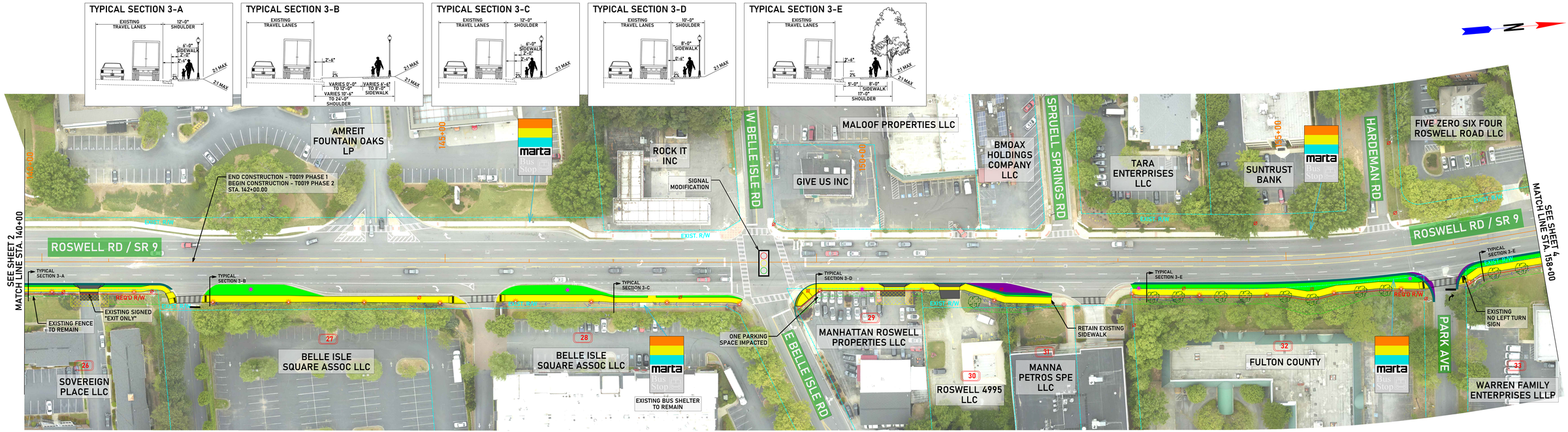

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T0019 - ROSWELL ROAD TRANSIT ACCESS

PHASE 2

LONG ISLAND DR TO GLENRIDGE DR

SCALE IN FEET
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SHEET 3 OF 7

AUGUST 18, 2022

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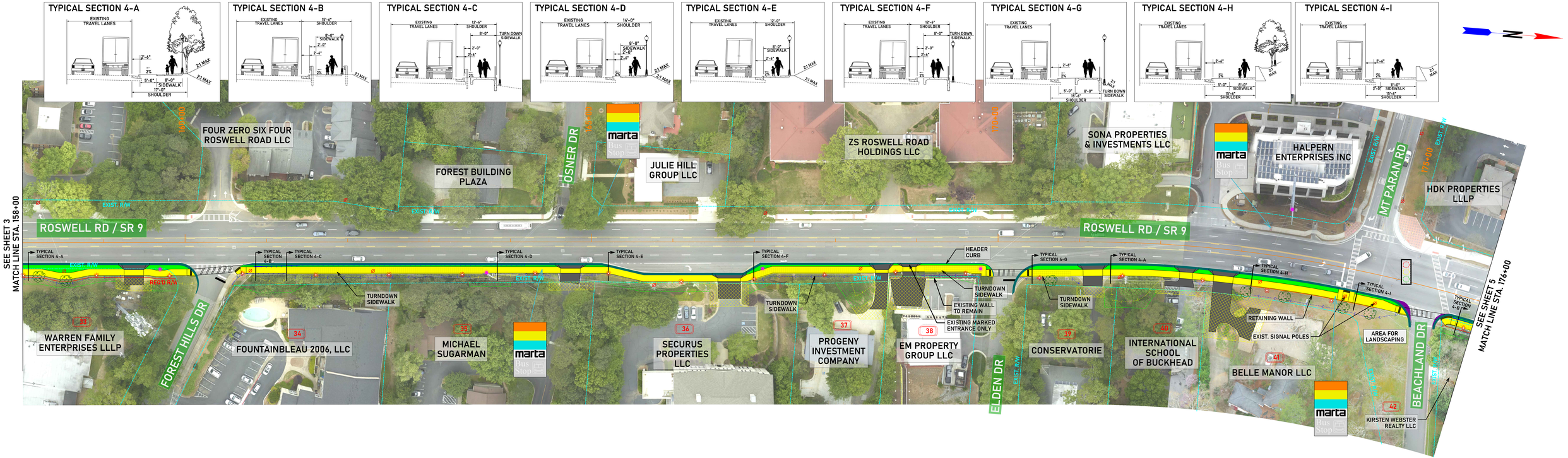
SANDY SPRINGS
GEORGIA



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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 4 OF 7

AUGUST 18, 2022

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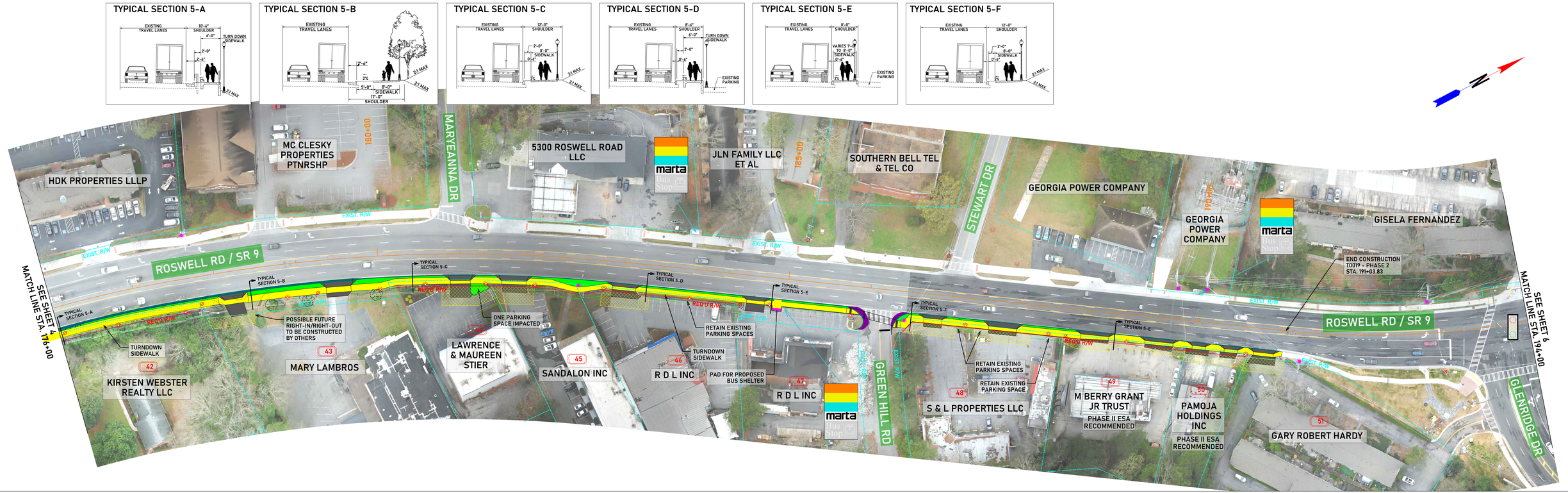
SANDY SPRINGS
GEORGIA



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T0019 - ROSWELL ROAD TRANSIT ACCESS

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LONG ISLAND DR TO GLENRIDGE DR

SCALE IN FEET
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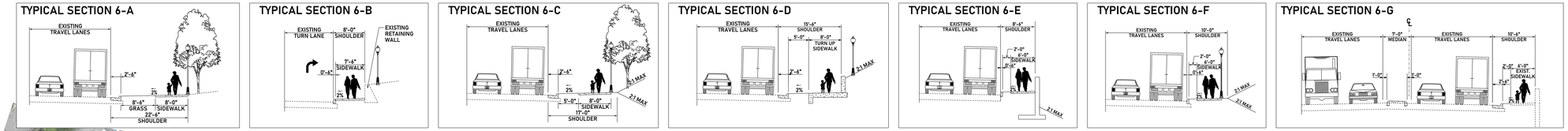
SHEET 5 OF 7

AUGUST 18, 2022

Kimley»Horn

SANDY SPRINGS GEORGIA



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T0019 - ROSWELL ROAD TRANSIT ACCESS

PHASE 3

GLENRIDGE DR TO I-285

SCALE IN FEET 0 20 40 80

SHEET 6 OF 7

AUGUST 18, 2022

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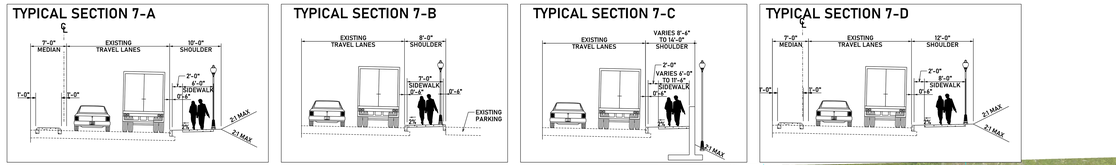
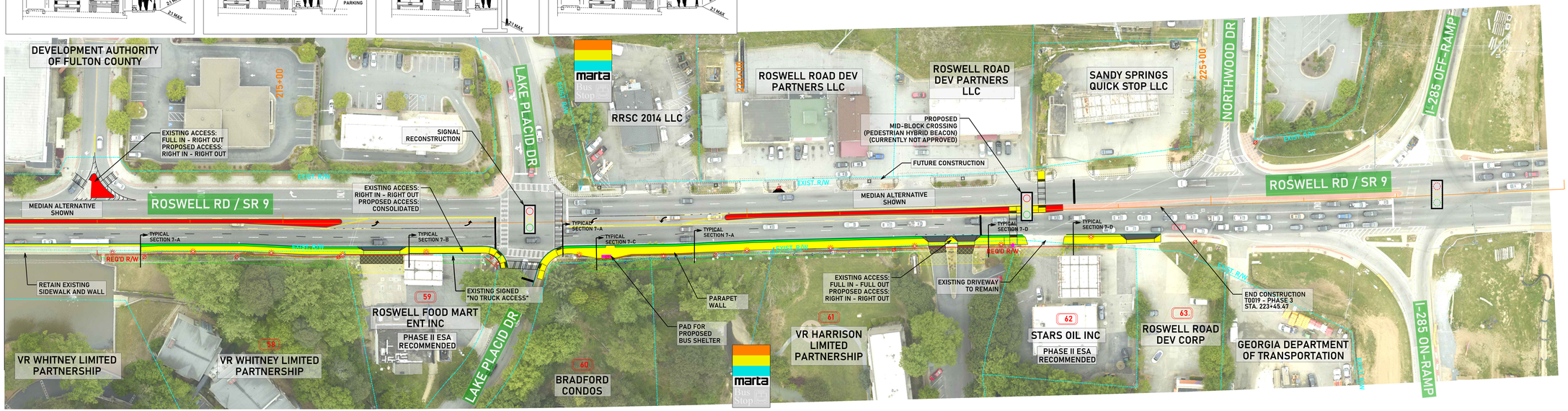
SANDY SPRINGS GEORGIA





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T0019 - ROSWELL ROAD TRANSIT ACCESS

PHASE 3

GLENRIDGE DR TO I-285

SCALE IN FEET 0 20 40 80

SHEET 7 OF 7

AUGUST 18, 2022

Kimley»Horn

SANDY SPRINGS GEORGIA

ATTACHMENT 2

Kimley»Horn

MEMORANDUM

To: W. Wesley Waters, P.E.
Jesus Sanchez, P.E.
City of Sandy Springs

From: Jourdyn R. Fuga, P.E., RSP
Jerome Sin, P.E.
Kimley-Horn

Date: December 13, 2021

Subject: T0019 Roswell Road Transit Access Project
Sandy Springs, GA
Median Closure Traffic Engineering Study

Kimley-Horn and Associates, Inc. was retained by the City of Sandy Springs to provide professional engineering services for the Roswell Road Transit Access project. The purpose of the project is to complete the pedestrian network that serves Metropolitan Atlanta Rapid Transit Authority (MARTA) Bus Route 5 and to provide total walk-up access to transit elements along SR 9 (Roswell Road) in southern Sandy Springs, Georgia. As part of the design of this project, the City is seeking to promote *The Next Ten: Comprehensive Plan* (2017) and the City's vision for Roswell Road by proposing raised, concrete medians at two locations along the corridor: between Meadowbrook Drive and Windsor Parkway and between Peruca Place and the current raised, concrete median that terminates north of Rosewell Road.

The City's goal is to transform Roswell Road into a "pedestrian-friendly urban boulevard with a beautifully planted median, enhanced sidewalks, and safe pedestrian crossings, while preserving existing traffic lanes." Installing raised medians at these two locations is an incremental step towards achieving this goal, while providing the opportunity for safer pedestrian crossings, managing travel speeds and turning movements, and increasing safety through more predictable traffic operations.

Constructing raised medians as part of this project would convert some existing, full-access driveways into right-in/right-out (RIRO) driveways, which would impact travel patterns as some movements would have to reroute through signalized intersections to make a U-turn or left-turn movement. The purpose of this study is to analyze the operational impacts of traffic rerouted through the signalized intersections that are affected by the two proposed raised medians. A project location map is provided in **Attachment A**, and concepts for the proposed medians are provided in **Attachment B**.

Study Area

The Roswell Road Transit Access project extends along Roswell Road from the Sandy Springs city limit at Meadowbrook Drive to the I-285 Eastbound interchange terminal. Within the project limits, Roswell Road is a four-lane, principal arterial oriented in the north-south direction with a posted speed limit of 35 mph. The roadway is divided by a two-way left-turn lane for most of the corridor, though there is a raised, concrete median at the northern end of the project limits that extends from just north of Rosewell Road to

I-285 Eastbound. The signal system along Roswell Road operates with the real-time adaptive signal management system Split Cycle Offset Optimization Technique (SCOOT), which automatically adjusts signal timings to adapt to current traffic conditions using flow data from sensors.

This study focuses on two sub-area segments:

- Segment 1: Roswell Rd from Meadowbrook Lane to Windsor Parkway
- Segment 2: Roswell Rd from Peruca Place to I-285 Eastbound

Segment 1: Meadowbrook Drive to Windsor Parkway

The section of Roswell Road from Meadowbrook Lane to Windsor Parkway is a 625-foot segment located approximately two miles south of I-285. The intersection of Roswell Road at Meadowbrook Drive is a three-leg intersection that operates with side-street stop control. Meadowbrook Drive is a two-lane, local roadway oriented in the east-west direction that runs east of Roswell Road with a posted speed limit of 35 mph. No auxiliary lanes are present at the intersection, though the two-way left-turn lane is used as storage for southbound left-turning motorists waiting for a gap in northbound traffic.

The intersection of Roswell Road at Windsor Parkway is a four-leg intersection that operates with a signal of mast-arm design. The east leg of the intersection, Windsor Parkway, is a two-lane major collector oriented in the east-west direction with a posted speed limit of 35 mph. Approximately 470 feet east of the intersection, Windsor Parkway reorients and travels northeast-southwest. The west leg of the intersection is a driveway to the Gateway mixed-use development. The northbound, southbound, and eastbound approaches of the intersection have a single, exclusive left-turn lane, while the westbound approach has dual left-turn lanes. The southbound and eastbound approaches also have a single, channelized right-turn lane. The northbound, southbound, and eastbound left-turn movements operate with protected-permissive left-turn phasing using four-section flashing yellow arrow (FYA) signal heads, while the westbound left-turn movement operates with protected-only left-turn phasing. Crosswalks are present across all four legs of the intersection and operate with countdown pedestrian signal heads.

The area surrounding Segment 1 is a mix of commercial and residential land uses. Single-family residential is located to the east along Meadowbrook Drive and Windsor Parkway, while the Gateway mixed-use development containing retail, restaurant, and multi-family residential is on the west side of the segment. Sidewalks are present along both sides of Roswell Road, Windsor Parkway, and the Gateway driveway. Northbound and southbound MARTA bus stops are located on Roswell Road approximately 200 feet south of Windsor Parkway.

Three full-movement driveways are on the east side of Segment 1 and one full-movement driveway is on the west side. Additionally, Old Windsor Parkway is a dead-end street segment that intersects the east side of Roswell Road approximately 300 feet south of Windsor Parkway, where Windsor Parkway used to meet of Roswell Road at a skewed-angle intersection before being realigned to its current location. Old Windsor Parkway is designed and intended to operate allowing both right-turn and left-turn movements inbound but restricting outbound movements to right turns only; however, traffic was observed to make left-turn movements from Old Windsor Parkway during field observations—this behavior was also captured in collected traffic count data.

Segment 2: Peruca Place to I-285 Eastbound

The section of Roswell Road from Peruca Place to I-285 Eastbound is an approximately 1,950-foot segment in which there are three signalized intersections. The intersection of Roswell Road at Peruca Place is a four-leg intersection operated by a signal of mast-arm design. The west leg, Peruca Place, is

one of the major entrances to The Prado commercial development, and the east leg of the intersection is the driveway to a boutique office building. The northbound, southbound, and eastbound approaches have a single, exclusive left-turn lane, and the southbound approach also has a single, channelized right-turn lane. The northbound left-turn movement operates with protected-permissive left-turn phasing, while all other left-turn movements operate with permissive left-turn phasing. Crosswalks are present across all four legs of the intersection and operate with pedestrian signals.

The intersection of Roswell Road at Lake Placid Drive is a four-leg intersection operated by a span-wire signal, approximately 975 feet north of Peruca Place. The side street, Lake Placid Drive, is a two-lane, local roadway oriented in the east-west direction with a posted speed limit of 35 mph. The northbound, southbound, and westbound legs of the intersection have a single, exclusive left-turn lane. The northbound and southbound left-turn movements operate with protected-permissive left-turn phasing, while the eastbound and westbound left-turn movements operate with permissive phasing. Crosswalks are present across all four legs of the intersection and operate with pedestrian signals.

The intersection of Roswell Road at I-285 Eastbound is a four-leg intersection operated by a signal of mast-arm design, located approximately 950 feet north of Lake Placid Drive. The east leg of the intersection is the entrance ramp to I-285, and the west leg of the intersection is the exit ramp. The eastbound exit ramp has an exclusive left-turn lane and an exclusive right-turn lane. The northbound approach has a single, channelized right-turn lane, while the southbound approach has a single, exclusive left-turn lane that operates with protected-permissive left-turn phasing. Crosswalks with pedestrian signals are located across the south, east, and west legs of the intersection.

The area surrounding Segment 2 is a mix of commercial and residential land uses. Commercial retail is present at The Prado and along Roswell Road, while multifamily housing is present along Lake Placid Drive as well as Rosewell Road and Northwood Drive, which are side streets between Lake Placid Drive and I-285 Eastbound. A continuous sidewalk is present along the east side of Roswell Road. Sidewalk is mostly present along the west side of Roswell Road, though there are some sections without sidewalk between Lake Placid Drive and Northwood Drive. Northbound and southbound MARTA bus stops are located on Roswell Road approximately 375 feet south of Peruca Place, at the Prado driveway between Peruca Place and Lake Placid Drive, and just north of Lake Placid Drive.

Between Peruca Place and Lake Placid Drive, two full-access driveways are located on the east side of Roswell Road and one of the primary driveways to The Prado is located on the west side. Six full-access driveways as well as an entrance-only driveway are located on the west side of Roswell Road between Lake Placid Drive and the existing median north of Rosewell Road. Rosewell Road, which provides a full-access driveway to The Harrison multifamily residential development, as well as four full-movement driveways are located on the east side of Roswell Road between Lake Placid Drive and I-285.

Crash Analysis

Crash data was extracted from *Numetric*, Georgia's online crash database and analytics tool, for Segment 1 and Segment 2. Data was extracted for the five-year period from January 1, 2015 to December 31, 2019. Because crash types can often be miscoded in the data due to the individual discretion of reporting law enforcement officers, the data coded for each crash was reviewed to analyze harmful events, directions of travel, and driving maneuvers to determine appropriate crash types; individual crash reports were not reviewed. Crash data tables are provided in **Attachment C**.

Segment 1: Meadowbrook Drive to Windsor Parkway

Over the five-year crash history, a total of 111 crashes were reported along Roswell Road between Meadowbrook Drive and Windsor Parkway, including 17 injury crashes and no fatal crashes. The number of crashes per year increased from 9 crashes reported in 2015 to 39 crashes reported in 2019, with a slight dip in 2018 (16 crashes). The five-year crash history is summarized in **Table 1**.

Table 1: 5-Year Crash History (Segment 1: Meadowbrook Dr to Windsor Pkwy)

Year	Total Crashes	Injury Crashes	Fatal Crashes	Dark Crashes	Wet Crashes	Bike/Ped Crashes
2015	9	3	0	1	0	1
2016	20	2	0	2	1	0
2017	27	6	0	6	1	0
2018	16	2	0	5	4	0
2019	39	4	0	9	5	0
Total	**111**	**17**	**0**	**23**	**11**	**1**
Average	22.2	3.4	0.0	4.6	2.2	0.2
Percent		*15.3%*	*0.0%*	*20.7%*	*9.9%*	*0.9%*

The crash data was manipulated to identify any trends in the circumstances surrounding each crash and the following observations were made:

- Nearly 21 percent of the crashes reported occurred during dark conditions.
- Approximately 10 percent of the crashes occurred on wet pavement.
- Nearly 1 percent of the crashes involved a vulnerable roadway user (one pedestrian crash).
- 5 of the crashes were coded as resulting from a motorist attempting to enter/exit a driveway.
- 51 percent of the crashes occurred at-fault in the northbound direction, while 47 percent occurred at-fault in the southbound direction.
- 20 crashes occurred at the intersection of Roswell Road at Meadowbrook Drive (19 percent), 45 occurred at the intersection with Old Windsor Parkway (42 percent), and 31 crashes occurred at the intersection of Roswell Road at Windsor Parkway (29 percent).
- One of the crashes reported involved a driver under the influence of drugs and/or alcohol.
- The peak period for crash frequency occurred from 3:00 PM to 5:00 PM, as shown in **Figure 1**. Secondary peaks occurred from 8:00 AM to 9:00 AM and 6:00 PM to 7:00 PM.
- Using the National Safety Council's (NSC) "KABCO" injury severity scale, 14 percent of the crashes were coded as "complaint of injury" (KABCO "C" rating) crashes and 2 percent were coded as "visible injury" ("B" rating). Nearly 84 percent of the crashes were property-damage-only crashes ("O" rating).

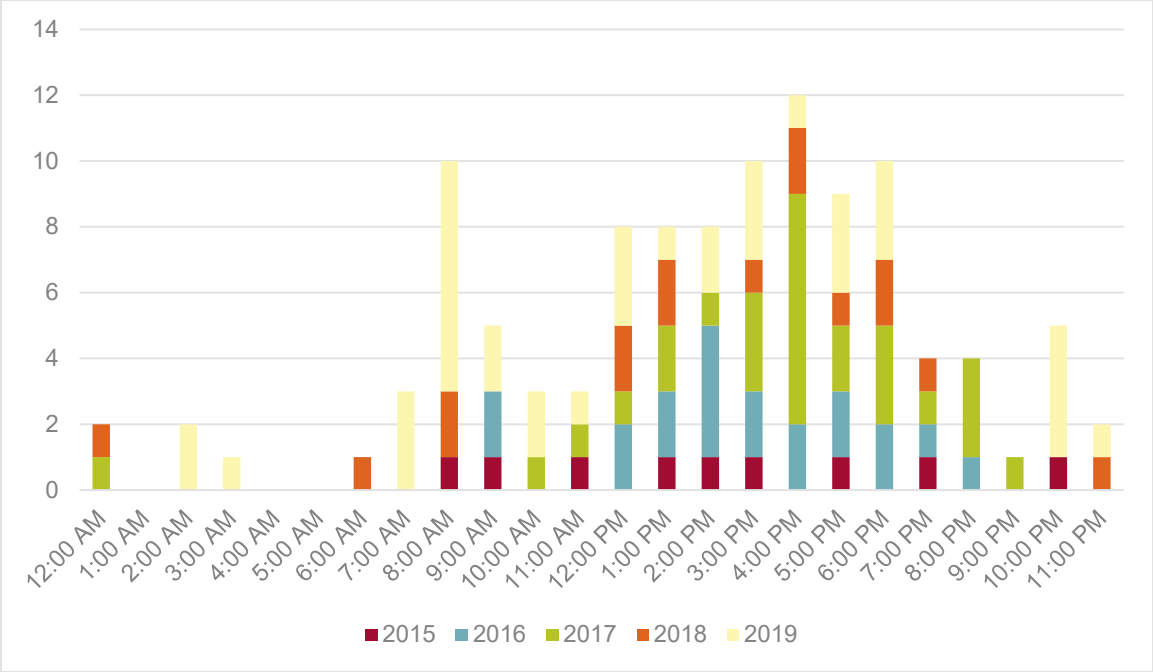

Figure 1: Crashes by Time of Day (Segment 1: Meadowbrook Dr to Windsor Pkwy)

Crashes were analyzed by type, as summarized in **Table 2**. The predominant crash types along the corridor were rear-end crashes (34 percent), followed by same-direction sideswipe crashes (26 percent), angle crashes (14 percent), and left-turn crashes (14 percent). Rear-end and same-direction sideswipe crashes were closely split between the northbound (45 percent) and southbound (39 percent) directions. Of the 20 angle crashes, 5 were reported at Meadowbrook Drive and 5 were reported at Windsor Parkway—the remaining 10 occurred mid-block, likely resulting from driveway interaction.

Table 2: Crashes by Type (Segment 1: Meadowbrook Dr to Windsor Pkwy)

Crash Type	2015	2016	2017	2018	2019	Total	Percent
Rear End	3	7	8	4	16	**38**	34.2%
Sideswipe-Same Direction	2	5	5	8	9	**29**	26.1%
Angle	2	1	5	4	4	**16**	14.4%
Left Turn	1	1	6	0	7	**15**	13.5%
Hit Parked Vehicle	0	1	3	0	1	**5**	4.5%
Sideswipe-Opposite Direction	0	0	0	0	2	**2**	1.8%
Hit Other Fixed Object	0	2	0	0	0	**2**	1.8%
Right Turn	0	1	0	0	0	**1**	0.9%
Backed Into	0	1	0	0	0	**1**	0.9%
Pedestrian	1	0	0	0	0	**1**	0.9%
Other	0	1	0	0	0	**1**	0.9%

Segment 2: Peruca Place to I-285 Eastbound

Over the five-year crash history, a total of 687 crashes were reported along Roswell Road between Peruca Place and I-285 Eastbound, including 1 fatal crash and 160 injury crashes. The number of crashes per year increased from 142 crashes reported in 2015 to 153 crashes reported in 2017, before decreasing in 2018 and 2019 (113 crashes). The five-year crash history is summarized in **Table 3**.

Table 3: 5-Year Crash History (Segment 2: Peruca Pl to I-285 EB)

Year	Total Crashes	Injury Crashes	Fatal Crashes	Dark Crashes	Wet Crashes	Bike/Ped Crashes
2015	143	30	0	28	19	3
2016	157	41	0	44	12	3
2017	153	36	0	41	18	4
2018	122	29	1	23	20	5
2019	113	25	0	28	17	3
Total	**687**	**160**	**1**	**164**	**86**	**18**
Average	137.4	32.0	0.2	32.8	17.2	3.6
Percent		*23.2%*	*0.1%*	*23.9%*	*12.5%*	*2.6%*

The crash data was manipulated to identify any trends in the circumstances surrounding each crash and the following observations were made:

- Nearly 24 percent of the crashes reported occurred during dark conditions.
- Approximately 13 percent of the crashes occurred on wet pavement.
- Nearly 3 percent of the crashes involved a vulnerable roadway user, including 17 pedestrian crashes and 1 bicycle crash.
- 26 of the crashes were coded as resulting from a motorist attempting to enter/leave a driveway, and an additional 7 crashes were coded as occurring at a driveway intersection.
- 36 percent of the crashes occurred at-fault in the northbound direction, and nearly 25 percent occurred at-fault in the southbound direction. 36 percent occurred at-fault in the eastbound direction, most of which were located on the I-285 Eastbound exit ramp.
- Nearly 78 percent of the crashes occurred at the three signalized intersections, while 22 percent occurred mid-block.
    - Nearly 47 percent of the crashes were clustered at the intersections of Northwood Drive and I-285 Eastbound, of which 71 percent were rear-end crashes and 19 percent were angle crashes. 64 percent of the rear-end crashes reported at this cluster occurred eastbound, while 20 occurred southbound and 17 occurred northbound.
    - 28 percent of the crashes occurred at the intersection with Lake Placid Drive, of which 35 percent were rear-end crashes and 31 percent were angle crashes.
    - Approximately 3 percent of the crashes occurred at the intersection with Peruca Place.
- Four of the crashes reported involved a driver under the influence of drugs and/or alcohol.
- The peak period for crash frequency occurred from 3:00 PM to 7:00 PM, as shown in **Figure 2**. A secondary peak was observed from 8:00 AM to 9:00 AM.
- Using the NSC “KABCO” injury severity scale, approximately 19 percent of the crashes were coded as “complaint of injury” (KABCO “C” rating) crashes, nearly 4 percent were coded as “visible injury” (“B” rating), and less than 1 percent were coded as “severe injury” (“A” rating). Approximately 76 percent of the crashes were property-damage-only crashes (“O” rating). One fatal crash was reported over the five-year history (“K” rating).
- The fatal crash fatal crash occurred in 2018 when a pedestrian crossing the north crosswalk of Roswell Road at Lake Placid Drive during the pedestrian “Walk” phase was struck by an eastbound motorist attempting a left turn during the permissive left-turn phase.

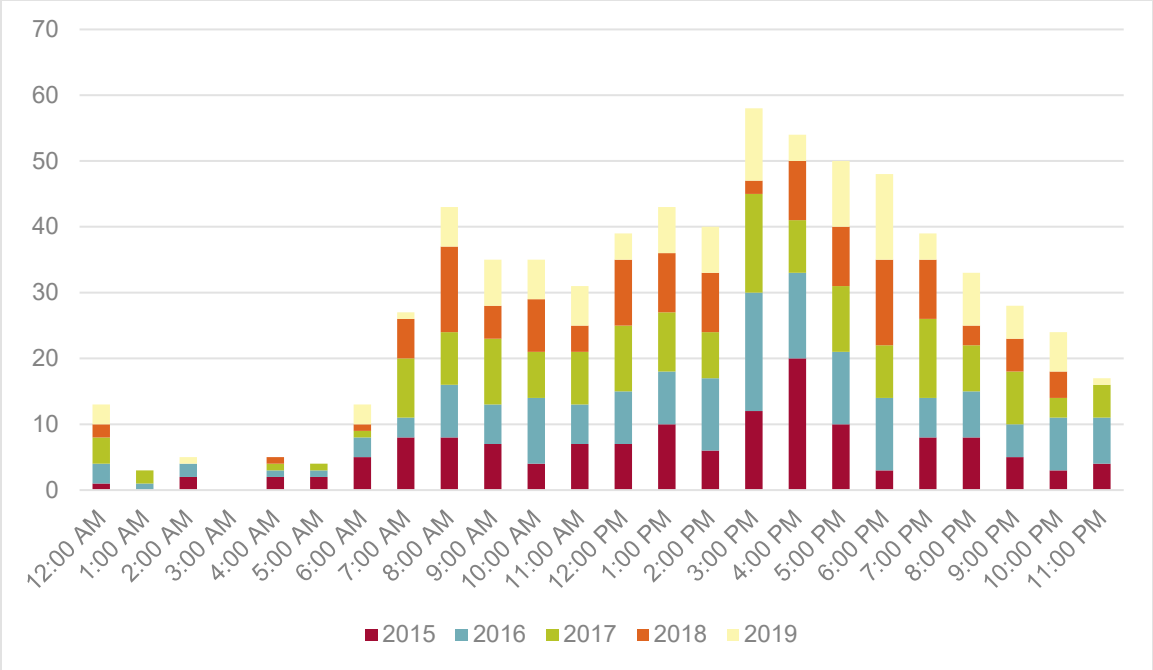

Figure 2: Crashes by Time of Day (Segment 2: Peruca Pl to I-285 EB)

Crashes were analyzed by type, as summarized in **Table 4**. The predominant crash types along the corridor were rear-end crashes (53 percent), followed by same-direction sideswipe crashes (17 percent), angle crashes (11 percent), and left-turn crashes (8 percent).

Table 4: Crashes by Type (Segment 2: Peruca Pl to I-285 EB)

Crash Type	2015	2016	2017	2018	2019	Total	Percent
Rear End	78	98	82	56	51	365	53.1%
Sideswipe-Same Direction	26	22	25	20	23	116	16.9%
Angle	14	14	12	22	16	78	11.4%
Left Turn	11	12	11	9	14	57	8.3%
Hit Parked Vehicle	5	4	13	6	1	29	4.2%
Pedestrian	1	3	3	1	3	11	1.6%
Hit Other Fixed Object	1	2	1	1	3	8	1.2%
Sideswipe-Opposite Direction	2	0	3	1	1	7	1.0%
Head On	1	1	2	2	0	6	0.9%
Other Single Vehicle	1	1	1	2	0	5	0.7%
Backed Into	2	0	0	1	1	4	0.6%
Bicycle	0	0	0	1	0	1	0.1%

Existing Traffic Volumes

24-hour bidirectional counts and 4-hour turning movements counts (TMCs) were collected at each study segment and at the four study intersections, respectively, on Wednesday, September 1, 2021. TMCs were also collected at two driveway clusters along Segment 1 and at the Prado driveway and three driveway clusters along Segment 2 to capture peak-hour turning movements to/from driveways that would be impacted by installing raised concrete medians. The TMCs were collected from 7:00 AM to 9:00 AM

and 4:00 PM to 6:00 PM and included passenger car, heavy vehicle, bicycle, and pedestrian volumes to capture multimodal characteristics in the study area.

The morning peak hour was determined to be from 8:00 AM to 9:00 AM and the evening peak hour was determined to be from 5:00 PM to 6:00 PM. Traffic volumes were adjusted to reflect peak season conditions using Georgia Department of Transportation (GDOT) seasonal adjustment factors: a peak season monthly factor of 0.98 and a daily factor of 0.96 were applied to all traffic counts. Peak-hour traffic volumes are presented in **Attachment D**. Annual average daily traffic (AADT) along Segment 1 and Segment 2 of Roswell Road are summarized in **Table 5**.

Table 5: Roswell Road AADT

Volume Characteristic	Segment 1	Segment 2		
	South of Windsor Pkwy	North of Peruca Pl	South of Rosewell Rd	North of Northwood Dr
AADT – NB	16,527	16,431	18,503	19,361
AADT – SB	16,581	16,476	18,727	20,279
AADT – Total	**33,108**	**32,907**	**37,229**	**39,640**
Heavy Vehicle %	1.9%	2.4%	2.3%	2.3%

Pedestrian and truck counts were also conducted with the TMCs. The number of pedestrians crossing each individual intersection ranged from 0 to 15 pedestrians per hour. The percentage of trucks was evaluated by movement and typically ranged from 0 to 9 percent. The higher truck percentages were observed at movements with relatively lower peak-hour volumes. Overall, truck percentages were consistent with those observed daily. Volume development worksheets are provided in **Attachment E**, and raw traffic count data is provided in **Attachment F**.

Existing Capacity Analysis

Intersection capacity analyses were completed for Existing (2021) traffic conditions during the AM and PM peak hours using Trafficware's *Synchro 11.0* software, which applies methodologies outlined in the *Highway Capacity Manual (HCM), 6th* and *2000 Editions*. Intersection and approach delay and level-of-service (LOS) were evaluated for four study intersections:

- Segment 1: Roswell Road at Windsor Parkway (signalized)
- Segment 2:
  - Roswell Road at Peruca Place (signalized)
  - Roswell Road at Peruca Place (signalized)
  - Roswell Road at I-285 Eastbound (signalized)

LOS is a quantitative measure from the *HCM* that represents a transportation facility's quality of service with six levels (A through F), with LOS A representing the best operating conditions and LOS F representing the worst. LOS is based on delay and volume-to-capacity ratio, as summarized in **Table 6**. For signalized intersections, LOS A represents exceptionally favorable progression, with most vehicles arriving during the green indication and traveling through the intersection without stopping. LOS D represents inefficient progression, with most vehicles stopping at the intersection and with noticeable individual cycle failures, and LOS F represents very poor progression with most cycles failing to clear the queue.

Table 6: Level-of-Service Criteria

LOS	Seconds of Delay
A	0-10
B	>10-20
C	>20-35
D	>35-55
E	>55-80
F	>80

The signal system along Roswell Road operates with the real-time adaptive signal management system SCOOT, which automatically adjusts signal timings to adapt to current traffic conditions using flow data from sensors. SCOOT provides for optimized signal operations along Roswell Road to minimize daily vehicular delay and congestion by changing cycle lengths, splits, and offsets to ensure that timings are coordinated as well as possible—and that delays and stops are minimized. Signal timing changes with SCOOT are typically small to avoid major disruptions to traffic flows, though the changes are also frequent to allow for quick responses to changing traffic conditions.

Since there are limitations in modeling real-time adaptive signal management systems in *Synchro*, the study intersections were modeled using back-up signal timing plans provided by the City of Sandy Springs. The back-up plans show that in Segment 1, the intersection of Roswell Road at Windsor Parkway operates with a 150-second cycle length during the morning peak and evening peak hours. The back-up plans also show that the signalized intersections in Segment 2 operate in coordination along Roswell Road with a 180-second cycle length during the morning and evening peak hours. Pedestrian phases were included in the *Synchro* modeling.

The results of the Existing capacity analyses for Segment 1 and Segment 2 are summarized in **Table 7**. LOS and delay are reported by intersection and approach. *Synchro* analysis worksheets are provided in **Attachment G**. Since Roswell Road normally operates with SCOOT, the results of this analysis are a more conservative observation of traffic operations; actual operations along the corridor with the real-time adaptive system are typically better than what is modeled.

Table 7: Existing Capacity Analysis (LOS and Delay)

Intersection	Control	Peak Hour	Delay (sec) and LOS				
			Overall	NB	SB	EB	WB
Segment 1							
Windsor Pkwy/ Gateway driveway	Signalized	AM Peak	29.0 / C	17.3 / B	14.3 / B	57.5 / E	77.8 / E
		PM Peak	33.4 / C	22.8 / C	19.3 / B	59.2 / E	81.9 / F
Segment 2							
Peruca Pl	Signalized	AM Peak	3.8 / A	2.5 / A	0.4 / A	86.8 / F	81.2 / F
		PM Peak	15.7 / B	5.1 / A	8.7 / A	81.1 / F	71.7 / E
Lake Placid Dr	Signalized	AM Peak	18.6 / B	1.2 / A	13.3 / B	76.6 / E	77.0 / E
		PM Peak	16.4 / B	1.3 / A	10.9 / B	78.0 / E	86.2 / F
I-285 EB	Signalized	AM Peak	49.6 / D	50.1 / D	27.4 / C	62.8 / E	-
		PM Peak	81.2 / F	58.1 / E	23.3 / C	131.7 / F	-

The results of the Existing capacity analysis for the intersection of Roswell Road at Windsor Parkway indicate that, while operating with the back-up signal timing plans, the intersection operates at LOS C with a delay of 29.0 seconds during the AM peak hour and at LOS C with a delay of 33.4 second during the PM peak hour. During the PM peak hour, the westbound approach operates at LOS F with a delay of 81.9 seconds, due to high right-turn volumes in the shared through/right-turn lane.

The results of the Existing (2021) capacity analysis for Segment 2 indicate that while operating with the back-up signal timing plans, all three signalized intersections operate at LOS D or better during the AM peak hour. During the PM peak hour, the intersections at Peruca Place and Lake Placid Drive operate at LOS B while the intersection at I-285 operates at LOS F with over 80 seconds of delay. This is attributed to heavy right-turn volumes at the eastbound approach and insufficient capacity on the exit ramp. During the AM peak hour, both the eastbound and westbound approaches at the intersection of Roswell Road at Peruca Place operate at LOS F. During the PM peak hour, the eastbound approach of Peruca Place and the westbound approach of Lake Placid Drive operate at LOS F. These approaches operating at LOS F can be attributed to the proportion of the cycle length that is allocated to the side streets at these intersections in the back-up signal timing plans.

Future Capacity Analysis

To evaluate whether the signalized intersections in the study area can maintain acceptable operations with the proposed, raised medians—and subsequent traffic rerouting from impacted driveways—future volume projections were completed to evaluate No-Build and Build conditions for the Base Year (2027), which represents the year construction is anticipated to be complete, and for the Design Year (2047), which represents a 20-year horizon from the Base Year.

Future traffic growth projections from the City of Sandy Springs' 2050 travel demand model, which was developed specifically for the City as part of the *Sandy Springs Transportation Master Plan* (2021), were reviewed alongside population projections and historical growth at nearby GDOT count stations. An annual percent growth rate of 0.7 percent was selected for this analysis and was applied to existing traffic volumes at all approaches for both the Base (2027) and Design (2027) Year scenarios. The factors that determined the selected growth rate are summarized in **Attachment H**. Future-year volume calculations are provided in the volume development worksheets in **Attachment E**, and future-year traffic volume figures also are provided in **Attachment D**.

No-Build Conditions

To evaluate No-Build conditions, volume projections were evaluated with the same geometry and model inputs as the existing conditions models. The same back-up signal timing plans, truck percentages, peak hour factors, and pedestrian inputs used in the existing analyses were also used for the future analyses to provide a baseline comparison. The results of the No-Build capacity analyses for Segment 1 and Segment 2 are summarized in **Table 8**. *Synchro* analysis worksheets are provided in **Attachment G**.

The results of the No-Build capacity analyses indicate that delay and LOS continue to worsen over time. The eastbound approach of Peruca Place operates at LOS F during both peak hours of both analysis years, while the westbound approach operates at LOS F during the AM peak hour of both analysis years. Both the eastbound and westbound approaches of Lake Placid Drive operate at LOS in 2047. Delay continues to grow at the intersection of Roswell Road at I-285, which operates at LOS F during the 2027 PM peak hour and both 2047 peak hours. When operating with SCOOT, traffic operations in the No-Build scenarios are likely to be better than what is reported in **Table 8**.

Table 8: No-Build Capacity Analysis (LOS and Delay)

Intersection	Control	Analysis Year	Peak Hour	Delay (sec) and LOS				
				Overall	NB	SB	EB	WB
Segment 1								
Windsor Pkwy/ Gateway driveway	Signalized	Base (2027)	AM Peak	29.6 / C	18.3 / B	14.9 / B	57.5 / E	78.1 / E
			PM Peak	34.8 / C	23.9 / C	21.3 / C	61.1 / E	82.7 / F
		Design (2047)	AM Peak	33.6 / C	23.4 / C	18.7 / B	56.8 / E	82.0 / F
			PM Peak	46.3 / D	28.9 / C	37.9 / D	76.5 / E	98.0 / F
Segment 2								
Peruca Pl	Signalized	Base (2027)	AM Peak	4.3 / A	2.6 / A	0.4 / A	86.5 / F	82.7 / F
			PM Peak	16.2 / B	5.5 / A	9.2 / A	80.9 / F	72.4 / E
		Design (2047)	AM Peak	4.5 / A	3.0 / A	0.5 / A	86.2 / F	81.6 / F
			PM Peak	17.7 / B	8.2 / A	9.6 / A	81.3 / F	69.8 / E
Lake Placid Dr	Signalized	Base (2027)	AM Peak	19.5 / B	1.3 / A	14.4 / B	78.6 / E	77.1 / E
			PM Peak	17.1 / B	1.4 / A	11.4 / B	78.7 / E	91.4 / F
		Design (2047)	AM Peak	23.6 / C	1.7 / A	16.2 / B	103.7 / F	96.6 / F
			PM Peak	21.5 / C	1.8 / A	12.8 / B	100.2 / F	125.5 / F
I-285 EB	Signalized	Base (2027)	AM Peak	54.1 / D	42.2 / D	27.2 / C	80.3 / F	-
			PM Peak	101.2 / F	56.0 / E	22.8 / C	182.3 / F	-
		Design (2047)	AM Peak	98.3 / F	26.7 / C	27.3 / C	201.2 / F	-
			PM Peak	198.5 / F	49.8 / D	23.2 / C	422.8 / F	-

Build Conditions

To evaluate traffic operations under Build conditions, U-turn and left-turn movements at the signalized intersections were adjusted to account for traffic at driveways impacted by installing the proposed raised medians. During data collection, peak hour TMCs were collected at five driveway clusters—two along Segment 1 and three along Segment 2—as well as at the Prado driveway. These counts captured left-turn movements in/out of driveways that would be prohibited once a median is constructed, as summarized by peak hour and analysis year in **Table 9**. The impacted left-turn movements were rerouted to downstream signals and were either assigned to a U-turn or left-turn movement, as summarized in **Table 10**, based on side-street or inter-parcel access at the signalized intersections:

Segment 1

Driveway Cluster #1 and Driveway Cluster #2 capture the impacted driveways between Meadowbrook Drive and Windsor Parkway. All the eastbound and southbound left-turn movements were rerouted southbound to a U-turn movement at a signalized intersection south of the study area. Northbound and westbound left-turn movements were rerouted northbound to the Windsor Parkway signal. Since inter-parcel access is provided at the Gateway mixed-used development, 1/4-1/3 of this traffic (based on the total volume in a particular scenario) were assigned to the northbound left-turn movement, while the rest were assigned to the northbound U-turn movement.

Segment 2

In addition to driveway clusters being impacted, the proposed median along Segment 2 would prohibit northbound left-turn movements from Roswell Road into the Prado driveway. As such, these volumes were rerouted northbound through the Lake Placid Drive intersection. Since the west leg of Lake Placid Drive provides several access points to The Prado, minimal volumes were assigned to the U-turn movement and the rest were assigned to the left-turn movement.

Driveway Cluster #3 and Driveway Cluster #4 capture the impacted driveways between Lake Placid Drive and Rosewell Road that are on the west side of Roswell Road. Driveway Cluster #5 captures Rosewell Road and the driveways immediately across from it on the west side of Roswell Road. All northbound and westbound left-turn movements from Driveway Clusters #3, #4, and #5 were rerouted northbound and assigned to the northbound U-turn movement at the I-285 Eastbound signal. All eastbound left-turn movements—as well as southbound U-turn movements that were captured at Driveway Cluster #4—were rerouted southbound and assigned to the southbound U-turn movement at the Lake Placid Drive signal. Since the west leg of Lake Placid Drive and Rosewell Road provide access to the same multifamily residential development (The Harrison), assignment of southbound left-turn movements from Driveway Cluster #5 was evenly split between the southbound U-turn and left-turn movements at Lake Placid Drive.

Table 9: Rerouted Driveway Traffic Volumes

Driveway Cluster	Movement	2027		2047	
		AM	PM	AM	PM
Segment 1					
1	NB LT	30	20	30	20
	EB LT	10	5	10	5
2	NB LT	10	15	10	15
	SB LT	5	10	5	10
	EB LT	10	10	10	10
	WB LT	5	5	5	5
Segment 2					
The Prado	NB LT	40	25	45	30
3	NB LT	0	0	0	0
	EB LT	5	5	5	5
4	NB LT	5	5	5	5
	SB UT	5	5	5	5
	EB LT	5	10	5	10
5	NB LT	5	5	5	5
	SB LT	50	65	60	75
	EB LT	5	5	5	5
	WB LT	10	10	10	10

Table 10: Rerouted Driveway Traffic Volume Assignments

Intersection	Movement	2027		2047	
		AM	PM	AM	PM
Segment 1					
Windsor Pkwy	NB UT	30	30	30	30
	NB LT	15	15	15	15
Segment 2					
Lake Placid Dr	NB UT	5	5	5	5
	NB LT	35	20	40	25
	SB UT	45	55	50	55
	SB LT	25	35	30	45
I-285 EB	NB UT	20	20	20	20

Build conditions were modeled with the same truck percentages, peak hour factors, and pedestrian inputs; though signal timing inputs were updated to reflect modifications that could be made to the back-up signal timing plans as part of this project. The results of the Build capacity analyses for Segment 1 and Segment 2 are summarized in **Table 11**. *Synchro* analysis worksheets are provided in **Attachment G**.

Table 11: Build Capacity Analysis (LOS and Delay)

Intersection	Control	Analysis Year	Peak Hour	Delay (sec) and LOS				
				Overall	NB	SB	EB	WB
Segment 1								
Windsor Pkwy/ Gateway driveway	Signalized	Base (2027)	AM Peak	26.7 / C	23.6 / C	20.4 / C	36.3 / D	44.2 / D
			PM Peak	37.0 / D	35.2 / D	25.3 / C	48.6 / D	62.8 / E
		Design (2047)	AM Peak	31.4 / C	31.1 / C	24.2 / C	36.3 / D	47.0 / D
			PM Peak	50.6 / D	53.3 / D	34.2 / C	60.9 / E	75.8 / E
Segment 2								
Peruca Pl	Signalized	Base (2027)	AM Peak	3.6 / A	3.8 / A	0.6 / A	45.0 / D	43.5 / D
			PM Peak	12.6 / B	6.9 / A	9.7 / A	43.9 / D	40.7 / D
		Design (2047)	AM Peak	3.9 / A	3.7 / A	0.7 / A	55.8 / E	53.2 / D
			PM Peak	15.3 / B	8.6 / A	11.3 / B	54.6 / D	48.4 / D
Lake Placid Dr	Signalized	Base (2027)	AM Peak	15.0 / B	9.4 / A	9.7 / A	54.1 / D	37.9 / D
			PM Peak	16.7 / B	12.7 / B	11.3 / B	51.6 / D	47.0 / D
		Design (2047)	AM Peak	20.0 / B	15.1 / B	11.5 / B	74.7 / E	48.2 / D
			PM Peak	21.1 / C	19.0 / B	11.7 / B	68.7 / E	58.6 / E
I-285 EB	Signalized	Base (2027)	AM Peak	49.5 / D	34.9 / C	53.3 / D	59.6 / E	-
			PM Peak	73.5 / E	48.1 / D	72.0 / E	97.7 / F	-
		Design (2047)	AM Peak	86.2 / F	40.7 / D	76.2 / E	104.9 / F	-
			PM Peak	134.5 / F	28.8 / C	79.1 / E	131.0 / F	-

The results of the Build capacity analyses indicate that with adjusting cycle lengths and splits, the intersections at Windsor Parkway, Peruca Place, and Lake Placid Drive have the capacity to serve projected traffic growth as well as traffic that would be rerouted as part of this project. The intersection at I-285 Eastbound continues to operate at LOS F, though this is because of projected traffic growth in the area, not because of the traffic impacts of this project.

Adjusting side-street splits at the intersections of Windsor Parkway, Peruca Place, and Lake Placid Drive also improved approaches that were operating at LOS F in the No-Build scenarios. However, while the westbound approach at Windsor Parkway is operating at LOS D and LOS E in the Build (2047) AM peak hour and PM peak hour scenarios, respectively, growing right-turn volumes in the shared through/right-turn lane may start to impact operations. The addition of a right-turn lane should be considered in future planning.

Optimizing the cycle length for the intersection at I-285 and adjusting splits improved delay at the intersection between No-Build (2047) and Build (2047) AM peak hour and PM peak hour scenarios by 12 and 64 seconds, respectively—though the intersection continues to operate at LOS F during both peak hours. The existing, single right-turn lane does not provide enough capacity for right-turn volumes during Existing (2021) conditions, the operations of which will continue to worsen as traffic volumes grow. While the I-285/Roswell Road Innovative Interchange Study recommended as part of the *Sandy Springs*

Transportation Master Plan should address this need, installing a second right-turn lane may be an appropriate short-term improvement to meet the needs of the area.

Projected Turn-Lane Length Calculations

Turn-lane length calculations were completed to determine if the existing turn lanes that would be impacted by the proposed raised medians are sufficient to accommodate the anticipated queues under proposed Build (2047) conditions, based on guidance from the GDOT *Regulations for Driveway and Encroachment Control* manual. For a roadway with a posted speed limit of 35 mph, the minimum required full-width storage is 160 feet while the minimum required taper is 50 feet. Approach and departure tapers are not required for the study area since the turn lanes analyzed are existing and developed from the existing two-way left-turn lane median, avoiding the need to transition/shift the roadway.

Table 12 summarizes the required turn-lane lengths for proposed conditions. For signalized intersections, GDOT requires the full-width storage should be sufficient to accommodate the number of vehicles arriving during 1.5 signal cycles. Results from the AM and PM peak hour capacity analyses for Build (2047) conditions were used to determine the lengths needed for appropriate traffic operations.

Table 12: Turn-Lane Lengths

Intersection	Turn Lane	Existing Storage Length	Minimum Required Storage Length	Calculated Storage Length		Required Taper Length	Required Total Length
				AM	PM		
Windsor Pkwy	NBL	90’	**160’**	53’	103’	50’	210’
Peruca Pl	SBL	235’	**160’**	2’	5’	50’	210’
Lake Placid Dr	NBL	55’	**160’**	52’	49’	50’	210’
Lake Placid Dr	SBL	45’	**160’**	66’	77’	50’	210’

For all four of the turn lanes analyzed, the storage length required for appropriate traffic operations was less than the GDOT minimum of 160 feet. The existing southbound left-turn lane at Peruca Place is the only turn lane of the four that extends beyond the required minimum length. While the existing northbound left-turn lane at Lake Placid Drive does not meet the required minimum length, it is sufficient for appropriate traffic operations. The existing northbound left-turn lane at Windsor Parkway and the existing southbound left-turn lane at Lake Placid Drive do not meet the GDOT-required minimum length and would need to be extended for projected Build (2047) conditions.

Conclusion

Kimley-Horn and Associates, Inc. was retained by the City of Sandy Springs to provide professional engineering services for the Roswell Road Transit Access project. As part of the design of this project, the City is proposing raised, concrete medians at two locations along the corridor: between Meadowbrook Drive and Windsor Parkway and between Peruca Place and the current raised, concrete median that terminates north of Rosewell Road. Constructing raised medians as part of this project would convert some existing, full-access driveways into right-in/right-out (RIRO) driveways, which would impact travel patterns as some movements would have to reroute through signalized intersections to make a U-turn or left-turn movement. The purpose of this study was to analyze the operational impacts of traffic rerouted through the signalized intersections that are affected by the two proposed raised medians.

The results of the Existing (2021) conditions capacity analysis indicate that all study intersections operate at LOS D or better, except for the intersection of Roswell Road at I-285 Eastbound. This intersection operates at LOS F during the PM peak hour because of heavy right-turn volumes at the eastbound approach and insufficient capacity on the exit ramp. Some of the side-street approaches at Windsor Parkway, Peruca Place, and Lake Placid Drive also operate at LOS F. Future, No-Build scenarios were analyzed using projected traffic volumes and the same model inputs as used in the Existing conditions analysis for signal timings, truck percentages, peak hour factors, and pedestrians. The results of the No-Build capacity analyses indicate that delay and LOS continue to worsen over time.

To evaluate traffic operations under Build conditions, U-turn and left-turn movements at the signalized intersections were adjusted to account for traffic at driveways impacted by installing the proposed raised medians. Build conditions were modeled with the same truck percentages, peak hour factors, and pedestrian inputs; though signal timing inputs were updated to reflect modifications that could be made to the back-up signal timing plans as part of this project. The results of the Build capacity analyses indicate that with adjusting cycle lengths and splits, the intersections at Windsor Parkway, Peruca Place, and Lake Placid Drive have the capacity to serve projected traffic growth as well as traffic that would be rerouted as part of this project. The intersection at I-285 Eastbound continues to operate at LOS, though this is because of projected traffic growth in the area, not because of the traffic impacts of this project.

Turn-lane length calculations were completed to determine if the existing turn lanes that would be impacted by the proposed raised medians are sufficient to accommodate the anticipated queues under proposed Build (2047) conditions. For all four of the turn lanes analyzed, the storage length required for appropriate traffic operations was less than the GDOT minimum. The existing southbound left-turn lane at Peruca Place extends beyond the required minimum length and while the existing northbound left-turn lane at Lake Placid Drive does not meet the required minimum length, it is sufficient for appropriate traffic operations. The existing northbound left-turn lane at Windsor Parkway and the existing southbound left-turn lane at Lake Placid Drive do not meet the GDOT-required minimum length.

Installing raised medians at these two locations is an incremental step to achieve the City's goal of transforming Roswell Road into a pedestrian-friendly urban boulevard, while providing the opportunity for safer pedestrian crossings, managing travel speeds and turning movements, and increasing safety through more predictable traffic operations.

Attachments

The following attachments are included in supplement to this memorandum:

A. Project Location Map
B. Median Concept Designs
C. Crash Data Tables
D. Traffic Volume Figures
E. Volume Development Worksheets
F. Traffic Count Data (submitted electronically)
G. *Synchro* Analysis Worksheets
H. Growth Rate Selection Factors
I. Turn-Lane Calculation Worksheet

Pedestrian Count || EB WB 15min

Sandy Springs, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Ped Zone 7
GA-9 Roswell Rd NE,
at Northwood Dr

Date
Tuesday, May 3, 2022

Weather
Mostly Cloudy
76°F

Lat/Long
33.911075°, -84.378953°

Click here for Map

0600 - 2000 (14h Session)
EB WB 15min

	Eastbound			Westbound			15min	60min
TIME	Peds	P/Cycle	Total	Peds	P/Cycle	Total	Total	Total
0600 - 0615	0	0	**0**	0	0	**0**	**0**	
0615 - 0630	0	0	**0**	0	0	**0**	**0**	
0630 - 0645	2	0	**2**	0	0	**0**	**2**	
0645 - 0700	0	0	**0**	0	0	**0**	**0**	**2**
0700 - 0715	1	0	**1**	0	0	**0**	**1**	
0715 - 0730	2	0	**2**	2	0	**2**	**4**	
0730 - 0745	1	0	**1**	1	0	**1**	**2**	
0745 - 0800	1	0	**1**	1	0	**1**	**2**	**9**
0800 - 0815	2	0	**2**	1	0	**1**	**3**	
0815 - 0830	0	0	**0**	0	0	**0**	**0**	
0830 - 0845	1	0	**1**	0	0	**0**	**1**	
0845 - 0700	1	0	**1**	0	0	**0**	**1**	**5**
0900 - 0915	0	0	**0**	0	0	**0**	**0**	
0915 - 0930	0	0	**0**	0	0	**0**	**0**	
0930 - 0945	0	0	**0**	0	0	**0**	**0**	
0945 - 0800	0	0	**0**	0	0	**0**	**0**	**0**
1000 - 1015	0	0	**0**	0	0	**0**	**0**	
1015 - 1030	0	0	**0**	0	0	**0**	**0**	
1030 - 1045	0	0	**0**	0	0	**0**	**0**	
1045 - 0700	0	0	**0**	0	0	**0**	**0**	**0**
1100 - 1115	0	0	**0**	0	0	**0**	**0**	
1115 - 1130	0	0	**0**	1	0	**1**	**1**	
1130 - 1145	0	0	**0**	0	0	**0**	**0**	
1145 - 0800	0	0	**0**	0	0	**0**	**0**	**1**
1200 - 1215	0	0	**0**	0	0	**0**	**0**	
1215 - 1230	0	0	**0**	0	0	**0**	**0**	
1230 - 1245	0	0	**0**	0	0	**0**	**0**	
1245 - 0700	1	0	**1**	1	0	**1**	**2**	**2**
1300 - 1315	1	0	**1**	0	0	**0**	**1**	
1315 - 1330	0	0	**0**	1	0	**1**	**1**	
1330 - 1345	0	0	**0**	0	0	**0**	**0**	
1345 - 0800	0	0	**0**	0	0	**0**	**0**	**2**
1400 - 1415	0	0	**0**	0	0	**0**	**0**	
1415 - 1430	0	0	**0**	0	0	**0**	**0**	
1430 - 1445	0	0	**0**	0	0	**0**	**0**	
1445 - 0700	0	0	**0**	0	0	**0**	**0**	**0**
1500 - 1515	0	0	**0**	0	0	**0**	**0**	
1515 - 1530	1	0	**1**	0	0	**0**	**1**	
1530 - 1545	1	0	**1**	0	0	**0**	**1**	
1545 - 0800	1	0	**1**	0	0	**0**	**1**	**3**
1600 - 1615	2	0	**2**	2	0	**2**	**4**	
1615 - 1630	2	0	**2**	0	0	**0**	**2**	
1630 - 1645	0	0	**0**	0	0	**0**	**0**	
1645 - 0700	0	0	**0**	1	0	**1**	**1**	**7**
1700 - 1715	0	0	**0**	0	0	**0**	**0**	
1715 - 1730	2	0	**2**	0	0	**0**	**2**	
1730 - 1745	0	0	**0**	0	0	**0**	**0**	
1745 - 0800	2	0	**2**	0	0	**0**	**2**	**4**
1800 - 1815	1	0	**1**	0	0	**0**	**1**	
1815 - 1830	1	0	**1**	1	0	**1**	**2**	
1830 - 1845	2	0	**2**	2	0	**2**	**4**	
1845 - 0900	0	0	**0**	0	0	**0**	**0**	**7**
1900 - 1915	0	0	**0**	0	0	**0**	**0**	
1915 - 1930	0	0	**0**	0	0	**0**	**0**	
1930 - 1945	0	0	**0**	0	0	**0**	**0**	
1945 - 2000	2	0	**2**	0	0	**0**	**2**	**2**

Session Total	30	0	30	14	0	14	**44**	
Session Average	0.54	0.00	0.54	0.25	0.00	0.25	**0.79**	
Session Percentage	100.00	0.00	**68.18**	100.00	0.00	**31.82**		

Pedestrian Count || EB WB 15min

Sandy Springs, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Ped Zone 9
GA-9 Roswell Rd NE,
at Roswell Rd NE

Date
Tuesday, May 3, 2022

Weather
Mostly Cloudy
76°F

Lat/Long
33.985071°, -84.350583°

Click here for Map

0600 - 2000 (14h Session)
EB WB 15min

	Eastbound			Westbound			15min	60min
TIME	Peds	P/Cycle	Total	Peds	P/Cycle	Total	Total	Total
0600 - 0615	3	0	**3**	0	0	**0**	**3**	
0615 - 0630	0	0	**0**	0	0	**0**	**0**	
0630 - 0645	3	0	**3**	0	0	**0**	**3**	
0645 - 0700	3	0	**3**	4	0	**4**	**7**	**13**
0700 - 0715	3	0	**3**	1	0	**1**	**4**	
0715 - 0730	4	0	**4**	6	0	**6**	**10**	
0730 - 0745	0	0	**0**	2	0	**2**	**2**	
0745 - 0800	1	0	**1**	2	0	**2**	**3**	**19**
0800 - 0815	1	0	**1**	0	0	**0**	**1**	
0815 - 0830	2	0	**2**	1	0	**1**	**3**	
0830 - 0845	1	0	**1**	1	0	**1**	**2**	
0845 - 0700	1	0	**1**	0	0	**0**	**1**	**7**
0900 - 0915	0	0	**0**	1	0	**1**	**1**	
0915 - 0930	1	0	**1**	1	0	**1**	**2**	
0930 - 0945	0	0	**0**	1	0	**1**	**1**	
0945 - 0800	1	0	**1**	2	0	**2**	**3**	**7**
1000 - 1015	0	0	**0**	1	0	**1**	**1**	
1015 - 1030	1	0	**1**	0	0	**0**	**1**	
1030 - 1045	0	0	**0**	1	0	**1**	**1**	
1045 - 0700	2	0	**2**	1	0	**1**	**3**	**6**
1100 - 1115	0	0	**0**	2	0	**2**	**2**	
1115 - 1130	0	0	**0**	1	0	**1**	**1**	
1130 - 1145	0	0	**0**	0	0	**0**	**0**	
1145 - 0800	0	0	**0**	0	0	**0**	**0**	**3**
1200 - 1215	0	0	**0**	0	0	**0**	**0**	
1215 - 1230	0	0	**0**	0	0	**0**	**0**	
1230 - 1245	0	0	**0**	1	0	**1**	**1**	
1245 - 0700	0	0	**0**	3	0	**3**	**3**	**4**
1300 - 1315	0	0	**0**	1	0	**1**	**1**	
1315 - 1330	0	0	**0**	1	0	**1**	**1**	
1330 - 1345	0	0	**0**	0	0	**0**	**0**	
1345 - 0800	1	0	**1**	3	0	**3**	**4**	**6**
1400 - 1415	2	0	**2**	0	0	**0**	**2**	
1415 - 1430	2	0	**2**	2	0	**2**	**4**	
1430 - 1445	2	0	**2**	0	0	**0**	**2**	
1445 - 0700	0	0	**0**	3	0	**3**	**3**	**11**
1500 - 1515	0	0	**0**	0	0	**0**	**0**	
1515 - 1530	0	0	**0**	2	0	**2**	**2**	
1530 - 1545	2	0	**2**	0	0	**0**	**2**	
1545 - 0800	2	0	**2**	3	0	**3**	**5**	**9**
1600 - 1615	1	0	**1**	3	0	**3**	**4**	
1615 - 1630	1	0	**1**	1	0	**1**	**2**	
1630 - 1645	0	0	**0**	0	0	**0**	**0**	
1645 - 0700	1	0	**1**	2	0	**2**	**3**	**9**
1700 - 1715	0	0	**0**	1	0	**1**	**1**	
1715 - 1730	0	0	**0**	1	0	**1**	**1**	
1730 - 1745	1	0	**1**	0	0	**0**	**1**	
1745 - 0800	3	0	**3**	2	0	**2**	**5**	**8**
1800 - 1815	2	0	**2**	4	0	**4**	**6**	
1815 - 1830	0	0	**0**	1	0	**1**	**1**	
1830 - 1845	3	0	**3**	2	0	**2**	**5**	
1845 - 0900	1	0	**1**	1	0	**1**	**2**	**14**
1900 - 1915	0	0	**0**	0	0	**0**	**0**	
1915 - 1930	0	0	**0**	1	0	**1**	**1**	
1930 - 1945	0	0	**0**	1	0	**1**	**1**	
1945 - 2000	3	0	**3**	1	0	**1**	**4**	**6**

Session Total	54	0	54	68	0	68	**122**
Session Average	0.96	0.00	0.96	1.21	0.00	1.21	**2.18**
Session Percentage	100.00	0.00	**44.26**	100.00	0.00	**55.74**	

Pedestrian Count || EB WB 15min

Sandy Springs, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Ped Zone 10
GA-9 Roswell Rd NE,
at Driveway

Date
Tuesday, May 3, 2022

Weather
Mostly Cloudy
76°F

Lat/Long
33.909895°, -84.378858°

Click here for Map

0600 - 2000 (14h Session)
EB WB 15min

	Eastbound			Westbound			15min	60min
TIME	Peds	P/Cycle	Total	Peds	P/Cycle	Total	Total	Total
0600 - 0615	0	0	**0**	0	0	**0**	**0**	
0615 - 0630	0	0	**0**	1	0	**1**	**1**	
0630 - 0645	0	0	**0**	4	0	**4**	**4**	
0645 - 0700	0	0	**0**	0	0	**0**	**0**	**5**
0700 - 0715	0	0	**0**	0	0	**0**	**0**	
0715 - 0730	0	0	**0**	0	0	**0**	**0**	
0730 - 0745	0	0	**0**	0	0	**0**	**0**	
0745 - 0800	0	0	**0**	0	0	**0**	**0**	**0**
0800 - 0815	0	0	**0**	0	0	**0**	**0**	
0815 - 0830	0	0	**0**	0	0	**0**	**0**	
0830 - 0845	0	0	**0**	0	0	**0**	**0**	
0845 - 0700	0	0	**0**	0	0	**0**	**0**	**0**
0900 - 0915	0	0	**0**	1	0	**1**	**1**	
0915 - 0930	1	0	**1**	0	0	**0**	**1**	
0930 - 0945	0	0	**0**	0	0	**0**	**0**	
0945 - 0800	0	0	**0**	0	0	**0**	**0**	**2**
1000 - 1015	0	0	**0**	0	0	**0**	**0**	
1015 - 1030	1	0	**1**	2	0	**2**	**3**	
1030 - 1045	0	0	**0**	0	0	**0**	**0**	
1045 - 0700	0	1	**1**	0	0	**0**	**1**	**4**
1100 - 1115	0	0	**0**	1	0	**1**	**1**	
1115 - 1130	0	0	**0**	0	0	**0**	**0**	
1130 - 1145	0	0	**0**	0	0	**0**	**0**	
1145 - 0800	0	0	**0**	0	0	**0**	**0**	**1**
1200 - 1215	0	0	**0**	0	0	**0**	**0**	
1215 - 1230	0	0	**0**	1	0	**1**	**1**	
1230 - 1245	0	0	**0**	0	0	**0**	**0**	
1245 - 0700	0	0	**0**	0	0	**0**	**0**	**1**
1300 - 1315	0	0	**0**	0	0	**0**	**0**	
1315 - 1330	0	0	**0**	0	0	**0**	**0**	
1330 - 1345	0	0	**0**	0	0	**0**	**0**	
1345 - 0800	0	0	**0**	0	0	**0**	**0**	**0**
1400 - 1415	0	0	**0**	0	0	**0**	**0**	
1415 - 1430	0	0	**0**	0	0	**0**	**0**	
1430 - 1445	1	0	**1**	1	0	**1**	**2**	
1445 - 0700	0	0	**0**	0	0	**0**	**0**	**2**
1500 - 1515	0	0	**0**	0	0	**0**	**0**	
1515 - 1530	0	0	**0**	0	0	**0**	**0**	
1530 - 1545	0	0	**0**	0	0	**0**	**0**	
1545 - 0800	0	0	**0**	0	0	**0**	**0**	**0**
1600 - 1615	0	0	**0**	0	0	**0**	**0**	
1615 - 1630	0	0	**0**	0	0	**0**	**0**	
1630 - 1645	0	0	**0**	0	0	**0**	**0**	
1645 - 0700	0	0	**0**	0	0	**0**	**0**	**0**
1700 - 1715	0	0	**0**	0	0	**0**	**0**	
1715 - 1730	0	0	**0**	0	0	**0**	**0**	
1730 - 1745	0	0	**0**	0	0	**0**	**0**	
1745 - 0800	0	0	**0**	0	0	**0**	**0**	**0**
1800 - 1815	0	0	**0**	0	0	**0**	**0**	
1815 - 1830	0	0	**0**	2	0	**2**	**2**	
1830 - 1845	0	0	**0**	0	0	**0**	**0**	
1845 - 0900	0	0	**0**	0	0	**0**	**0**	**2**
1900 - 1915	0	0	**0**	0	0	**0**	**0**	
1915 - 1930	0	0	**0**	0	0	**0**	**0**	
1930 - 1945	0	0	**0**	0	0	**0**	**0**	
1945 - 2000	0	0	**0**	0	0	**0**	**0**	**0**

Session Total	3	1	4	13	0	13	**17**
Session Average	0.05	0.02	0.07	0.23	0.00	0.23	**0.30**
Session Percentage	75.00	25.00	**23.53**	100.00	0.00	**76.47**	

PEDESTRIAN SIGNAL WARRANT ANALYSIS

Time Period	**Segment Total **** between Northwood Drand El Taco Veloz
6:00 AM to 7:00 AM	20
7:00 AM to 8:00 AM	28
8:00 AM to 9:00 AM	12
9:00 AM to 10:00 AM	9
10:00 AM to 11:00 AM	10
11:00 AM to 12 noon	5
12:00 noon to 1:00 PM	7
1:00 PM to 2:00 PM	8
2:00 PM to 3:00 PM	13
3:00 PM to 4:00 PM	12
4:00 PM to 5:00 PM	16
5:00 PM to 6:00 PM	12
6:00 PM to 7:00 PM	23
7:00 PM to 8:00 PM	8
Max Hourly Xings	28
Roswell Rd Speed Limit	35 MPH
Xing Distance	
Roswell Rd Volume	> 1500 vph
Xing Threshold for PHB	20
PHB warrant met?	YES
MARTA Bus Stops	902699; 906290
Peak Hour Total Ons/Offs	50

** Represents the total of Zone 7, 9, and 10 Pedestrian Counts

ATTACHMENT 3

SANDY SPRINGS
GEORGIA

Roswell Road Transit and Streetscape Improvements
Public Open House

Thank you for attending the Public Information Open House for the Roswell Road Transit and Streetscape Improvements.

The purpose of this meeting is to provide the public an opportunity to provide input on the proposed improvements in affiliation with this project.

City of Sandy Springs representatives will be available this evening to discuss this project in detail as well as proposed locations.

You can provide your comments by Friday, September 16 using any of the following formats:

- Provide your comment card to a staff member before you leave tonight's meeting.
- Online at: http://spr.gs/roswellroad
- Mail in your comment card to Jesus Sanchez of Sandy Springs, Public Works, 1 Galambos Way, Sandy Springs, Georgia 30328.

Again, thank you for attending. Your input is greatly appreciated. If you should have any questions or need additional information, please email jsanchez@SandySpringsga.gov

SANDY SPRINGS
GEORGIA

Roswell Road Transit and Streetscape Improvements Public Meeting Comment Card

August 18, 2022

Please print responses.

Name _____

Address _____

_____

_____

Please share your specific feedback via the survey at: http://spr.gs/roswellroad

General Comments: _____

_____

_____

_____

_____

_____

_____

_____

_____

How did you hear about this Open House? (check) ☐ ***Newspaper*** ☐ ***Signs*** ☐ ***Sandy Springs Website***

☐ ***Word of Mouth*** ☐ ***Social Media*** ☐ ***Other*** _____

Was the location of the Open House convenient for you to attend? ☐ **Yes** ☐ **No**

If no, please suggest a general location that is more convenient to your community.

_____

Was the time of the meeting convenient for you to attend? ☐ **Yes** ☐ **No**

If no, please suggest a time frame that is more convenient for you. _____

Were your questions answered by Sandy Springs representatives? ☐ **Yes** ☐ **No**

Do you understand the City's plans for the future after attending this meeting? ☐ **Yes** ☐ **No**

SANDY SPRINGS™

GEORGIA

Roswell Road Transit and Streetscape Improvements Public Meeting - August 18, 2022

Name	Address	Email
[illegible]	211 Sandy circle	williamstroy68@yahoo.com
Ted Davis	5230 Green Oak Court	tdavis@ktslaw.com
Erin Jamal	242 Mantiny Lane	erinjamal90@gmail.com
Josette Marshall	5501 Glenridge Dr.	j3h2010@gmail.com
[illegible]	4570 Northside DR	[illegible]
EMMANUEL CARRIER	5155 VERNON SPRINGS TRL	emmanuelcarrier@hotmail.com
Jim Dickert	5645 Glen Errol Rd	n/a
RONDA SMITH	76 LONG ISLAND PL SS 30328	president@sandyspringscouncil.org
Gemma Patel	495 Franklin Rd Atlanta GA 30342	gemmakpatel@gmail.com

PLEASE PRINT CLEARLY

SANDY SPRINGS™

GEORGIA

Roswell Road Transit and Streetscape Improvements Public Meeting - August 18, 2022		
Name	**Address**	**Email**
Theodore Davis III	5230 Green Oak Court	theodorehdavisiii@gmail.com
MICHAEL ZALANTIS	2004 Wheaton Way	mzalantis@yahoo.com
Susan MAZAR	5350 timber trail	susmaz2@aol.com
Xavier Jamal	242 Meeting Lane	xavierjamal1@gmail.com
Vladimir Shklovsky	4530 Jolyn Pl	pondinabottle@gmail.com
Brent Schwieger	5555 Roswell RD	Schwieger comcastnet
Joya Goolsby	9465 Huntcliff Trce	joyceegoolsby@
DOUG FALCIGLIA	5925 BROOKGREEN	DMR3@JUNO.com
Ethan Carrier	5155 Vernon Springs Trl NW	ethannamcarrier2021@gmail.com

PLEASE PRINT CLEARLY

SANDY SPRINGS™

GEORGIA

Roswell Road Transit and Streetscape Improvements Public Meeting - August ~~18~~ 25, 2022		
Name	**Address**	**Email**
Bob Pepalis	Sandy Springs Reporter	bob@springspublishing.com
Celia Crespo	Sandisprins	
Robert Nelson	145 Northwood Dr	willant1560aol.com
Hovorm Bulu	145 Norhood Dr 116-	
eufemia Calvillo		
Eugenia Calvillo	Ciudad de Sandy.	
Carmen Santiago	145 ~~[illegible]~~ Northwood Dr	csantiago070@gmail.

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GEORGIA

25

Roswell Road Transit and Streetscape Improvements Public Meeting - August 18, 2022		
Name	**Address**	**Email**
Gemma Patel	495 Franklin Rd 30342	gemmakpatel@gmail.com
Adriana Espaul	201 Northwood DR Apt GG 30342	adrianaespaul4044117035@gmail.com

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SANDY SPRINGS
GEORGIA

October 1, 2022

Re: Responses to Open House Comments for Sandy Springs Project T-0019
Roswell Rd/SR 9 Transit and Streetscape Improvements

Thank you for your comments concerning the proposed project referenced above. We appreciate your participation and the input that was received as a result of the *August 18, 2022 Public Information Open House* (open house), August 25 Community Assistance Center (CAC) Community Meeting, and *Virtual Public Information Open House* (VPIOH). Every written comment received is hereby made part of this Project's record.

A total of 18 people attended the in-person open house at City Hall and 9 attended the CAC community meeting, and 553 people viewed the VPIOH website.

The attendees of the open house and those persons submitting comments within the comment period raised the following questions, suggestions, and/or concerns. The City of Sandy Springs has prepared this response memo to address all comments received so that everyone can be aware of the questions raised and the City's responses. Please find the comments summarized below (in *italics*) followed by our response.

1. *Bus stop shelter to be built beside Crème de la Crème daycare should be large enough to block sun + rain, not their tiny ones. You should build the proposed crosswalk between Windsor and long island. That is a big hill very hard for pedestrians to walk to an existing crossing. Plus more crosswalks will encourage long distance drivers to use 400 instead of Roswell. Add bollards to protect Creme day care - multiple cars going north miss the bend and drive at full speed into the daycare parking lot where they can murder kids.*

   Response: Bus stop shelters have been coordinated with MARTA and will be installed to their current standards (April 2021). Proposed crosswalk between Windsor and Long Island requires an additional engineering study.

2. *Project will be helpful for people who cannot afford a car. I do not really see why the project is broken into 3 phases. Why it cannot be done in 1 phase.*

   Response: The project is proposed to be broken down into 3 phases in order to more practically manage the design and construction. At the public meeting, it was indicated that the priority order will progress from the southern phase to the northern phase. That was based on which phases are anticipated to be able to be designed and permitted the soonest based on the concept layout as shown. However, design, right of way acquisition, and permitting will begin for the entire corridor at the same time. The order of construction of the phases will be based on completion of those efforts.

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3. *I attended the open house on Aug 18. As a homeowner in the City Springs district (Atwater subdivision), I look forward to improvement in aesthetics on that stretch of Roswell Rd. (The transit aspects are secondary to me). Anything will be an improvement on the "phase 3" portion. However, the idea of a "signalled" pedestrian crosswalk just south of I-285 is almost ludicrous. The traffic volume (and congestion) on that portion of Roswell Rd is currently very high. Adding a crosswalk that will periodically stop traffic will be nightmarish for drivers. Expect folks "to contact their congressman" on that blunder! The signalled crosswalk works okay farther down Roswell Rd near Fountain Oaks plaza. However, the traffic volume is less, in addition to other factors. If a pedestrian crossing is essential for phase 3 (i.e. to obtain FTA funding), consider a pedestrian bridge or other alternatives. Also, include much landscaping on phase 3 to visually shield the eyesores of businesses.*

   Response: The proposed signal would be two-phase (i.e. the pedestrian crossing of SB Roswell Road does not require NB Roswell Road traffic to be stopped, and vice versa). The median provides refuge between the pedestrian crossing phases. A pedestrian bridge would be cost prohibitive and impactful to property. ADA compliance requires significant costs and property footprint to build ramps/elevators. The pedestrian signal could be timed appropriately to sync with phasing of the signal at the I-285/Roswell Rd intersection to the north. The signalized crosswalk location requires permitting with GDOT, including satisfying GDOT requirements for traffic operations and placement relative to the intersection.

4. *There are more pedestrians illegally crossing Roswell Rd in the phase 3 section due to a lack of sidewalks/crosswalks. It seems dangerous. In my opinion, this area should be considered for updates before phase 1. There is a lot more housing in this condensed area than there is further south; therefore, resulting in more walkability.*

   Response: The concern is noted. Please see the response to Item #2 regarding project phasing above.

5. *Sidewalks on both sides of the road are important. Windsor parkway to forest hills drive sidewalk is dangerous because it's so close to the road and there is no curb there. Would love to see some greenery islands in the middle of the road in some places, would bring a nicer feel to the very urban road.*

   Response: Landscaping will be evaluated based on available space within medians and buffers between curb and sidewalk. Please note that landscaping is required to meet certain standards for height and placement to ensure that driver and pedestrian sight lines are not obscured.

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6. *Great concepts. Would love to see more landscaping.*

   Response: Landscaping will be evaluated based on available space within medians and buffers between curb and sidewalk. Please note that landscaping is required to meet certain standards for height and placement to ensure that driver and pedestrian sight lines are not obscured.

7. *there need to be actual bays for buses (MARTA and others) to pull into when pulling up to a stop. they are kept out of the way of traffic and passengers can safely get on board. the side lane a bus could pull in to will help with flow of traffic and cars.*

   Response: Bus bays are beyond the scope of funding and purpose of this project.

8. *Great start! Medians and sidewalks are needed all along Roswell Road. Anything to prevent left hand turns when not at a traffic light should be design priority.*

   Response: These concerns are noted. The priority for the current project is for pedestrian access to transit services. The proposed sidewalks and medians support that priority.

9. *The mid-block crossing below I-285 needs to be a split crossing with separate signalized crossings, preferably linked to the traffic signals directly north and south of the crossing. Not only would this help to minimize the impact on traffic, this would also be a safer alternative compared to the single mid-block crossing by both providing a safety island in the middle and not forcing pedestrians to make a mad dash across the crossing in case they arrive near the end of the signal.*

   Across from the Fountain Oaks shopping center for the property owned by Belle Isle Square Assoc LLC, the southernmost entry/exit point needs to have its markers moved forward. As currently constructed, it is exceedingly dangerous for any cars exiting at that point because the line of sight towards oncoming traffic is heavily obstructed.

   For the properties owned by Abbbco Ventures LLC, instead of having multiple "right in, right out" access points, one of those points should be closed entirely, preferably the one right by the north part of Starbucks. The area would still have a sufficient number of access points, and the one in question is not easy to use due to the parking space arrangements and the lane design around Starbucks.

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While multiple traffic lights have been marked for signal timing modifications, the Roswell-Glenridge signal should be among them. More specifically, it should be more responsive towards traffic conditions and shorten specific signals when needed, particularly the southbound Roswell turn signal onto Glenridge, as the light often lasts much longer than is needed.

Response: The proposed signal would be two-phase (i.e. the pedestrian crossing of SB Roswell Road does not require NB Roswell Road traffic to be stopped, and vice versa). The median provides refuge between the pedestrian crossing phases. The pedestrian signal could be timed appropriately to sync with phasing of the signal at the I-285/Roswell Rd intersection to the north. The signalized crosswalk location requires permitting with GDOT, including satisfying GDOT requirements for traffic operations and placement relative to the intersection.

The Fountain Oaks shopping center area will be reviewed for improvement to the sight distance conditions. The proposed project is expected to improve this condition because the over-growth would be cleared and graded flat for the sidewalk.

Driveway configurations will continue to be evaluated with the final design and through coordination with property owners.

Roswell Rd-Glenridge Drive intersection improvements are beyond the scope of this project. The comment regarding signal timing and responsiveness to traffic volumes will be passed along to City of Sandy Springs Transportation Management Center (TMC) staff.

Again, thank you for your comments. Should you have further questions or comments, please contact the City of Sandy Springs project manager, David Sustaita, at DSustaita@SandySpringsga.gov.

ATTACHMENT 4

MEMORANDUM

To: W. Wesley Waters, P.E.
David Sustaida
City of Sandy Springs

From: Mike Rushing, P.E.
Jerome Sin, P.E.
Kimley-Horn

Date: October 27, 2022

Subject: T0019 Roswell Road Transit Access Project
Sandy Springs, GA
Concept Design Alternatives Analysis

Kimley-Horn and Associates, Inc. was retained by the City of Sandy Springs (City) to provide professional engineering services for the Roswell Road Transit Access project. The purpose of the project is to complete the pedestrian network that serves Metropolitan Atlanta Rapid Transit Authority (MARTA) Bus Route 5 and to provide total walk-up access to transit elements along Roswell Road (SR 9) in southern Sandy Springs, Georgia.

Due to the length of the project, alternatives analysis focused on six key locations along the corridor, highlighted in markups delivered by the City on January 4, 2022, and identified as Segments A through F. At each of these locations, alternatives were examined that balance the intent of the *Roswell Road Small Area Plan* with construction costs and right-of-way implications, including impacts to commercial parking spaces. As a foundation for the design, The *Roswell Road Small Area Plan* proposed shoulder cross-sectional areas that include a 5-ft tree lawn and a 6-ft sidewalk, highlighted in **Attachment A**. One working assumption is that the cross-sectional areas include edge of pavement treatments, either in the form of a 30-in curb and gutter, which is the preferred design to aid in stormwater drainage and increase the buffer between vehicles and pedestrians, or a 6-in header curb.

Throughout the Concept Design phase, the project team visited the corridor on multiple occasions and regularly engaged with City staff to produce several iterations of the project design. The purpose of this memo is to aid the City in its evaluation of pursuing preferred alternatives in the context of the entire project as it progresses to the Preliminary Design phase.

Segment A

Segment A is located on Roswell Road from Meadowbrook Drive to Windsor Parkway and is approximately 450-ft long. Alternatives include a 5-ft concrete median at Old Windsor Parkway or no concrete median, and a sidewalk along the west side of Roswell Road. The design characteristics of the three alternatives are shown in **Attachment B** and are as follows:

Alternative 1
- 0-ft to 2-ft grass buffer
- 6-ft sidewalk
- 30-in curb and gutter
- 5-ft raised median

Alternative 2
- 5-ft grass buffer
- 8-ft sidewalk
- 30-in curb and gutter
- 5-ft raised median

Alternative 3
- 2-ft grass buffer
- 6-ft sidewalk
- 30-in curb and gutter

In Segment A, the design team has selected Alternative 1 due to its smaller design footprint and subsequent reduced construction costs and right-of-way impacts, while maintaining a minimum 6-ft sidewalk. In addition, this alternative minimizes existing utility poles relocations.

Segment B

Segment B is located along the east side of Roswell Road between Hedden Street and 350-ft north of Mystic Place and is approximately 1,150-ft long. The alternatives include varying grass buffer and sidewalk widths versus a standard 5-grass buffer and 8-ft sidewalk along both sides of Roswell Road in this area. The design characteristics of the two alternatives are shown in **Attachment B** and are as follows:

Alternative 1
- West side
  - 2-ft to 5-ft grass buffer
  - 6-ft to 8-ft sidewalk
  - 30-in curb and gutter
- East side
  - 2-ft to 4-ft grass buffer
  - 6-ft to 8-ft sidewalk
  - 30-in curb and gutter

Alternative 2
- 5-ft grass buffer
- 8-ft sidewalk
- 30-in curb and gutter

In Segment B, the design team has selected Alternative 1 due to its smaller design footprint and subsequent reduced construction costs and right-of-way impacts, while maintaining a minimum 6-ft sidewalk. As this segment fronts multiple commercial properties, the smaller design footprint also minimizes parking space displacements and required right-of-way.

Segment C

Segment C is located along the east side of Roswell Road, between Franklin Road, fronting the property of 4883 Roswell Road (Sovereign Place LLC), to the north property line and is approximately 870-ft long. The design characteristics of the two alternatives are shown in **Attachment B** and are as follows:

Alternative 1

- 0-ft to 2-ft grass buffer
- 6-ft to 8-ft sidewalk
- 30-in curb and gutter
- Turndown sidewalk

Alternative 2

- 5-ft grass buffer
- 8-ft sidewalk
- 30-in curb and gutter
- Turndown sidewalk

In Segment C, the design team has selected Alternative 1 due to its smaller design footprint and subsequent reduced construction costs and right-of-way impacts, while maintaining a minimum 6-ft sidewalk. In addition, this alternative minimizes existing decorative fence relocations.

Segment D

Segment D is located along the east side of Roswell Road from Forest Hills Drive to approximately 325-ft north of Forest Hills Drive and is approximately 325-ft long. The alternatives include a turndown sidewalk with guardrail over the curb line versus a parapet wall. The design characteristics of the two alternatives are shown in **Attachment B** and are as follows:

Alternative 1

- 2-ft grass buffer
- 8-ft sidewalk
- 30-in curb and gutter
- Guardrail
- Turndown sidewalk

Alternative 2

- 2-ft grass buffer
- 8-ft sidewalk
- 30-in curb and gutter
- Parapet wall and guardrail

In Segment D, the design team has selected Alternative 1 due to the reduced construction costs of installing a turndown sidewalk with a guardrail versus a parapet wall. This segment is ideal for a turndown sidewalk as the grade differential between the proposed sidewalk elevation and the existing ground is minimal and there are no existing driveways or MARTA bus stops along the length of the turndown sidewalk. The project footprint for both alternatives is similar.

Segment E

Segment E is located along the east side of Roswell Road, north of Beachland Drive along the Kirsten Webster Realty LLC property and is approximately 235-ft long. The alternatives include a turndown sidewalk with guardrail over the curb line versus a parapet wall. The design characteristics of the two alternatives are shown in **Attachment B** and are as follows:

Alternative 1

- 2-ft grass buffer
- 8-ft sidewalk
- 30-in curb and gutter
- Guardrail
- Turndown sidewalk

Alternative 2

- 2-ft grass buffer
- 8-ft sidewalk
- 30-in curb and gutter
- Parapet wall and guardrail

In Segment E, the design team has selected Alternative 1 due to the reduced construction costs of installing a turndown sidewalk with a guardrail versus a parapet wall. This segment is ideal for a turndown sidewalk as the grade differential between the proposed sidewalk elevation and the existing ground is minimal and there are no existing driveways or MARTA bus stops along the length of the turndown sidewalk. The project footprint for both alternatives is similar.

Segment F

Segment F is located at the northeast corner of Roswell Road and Lake Placid Drive and is approximately 235-ft long. Alternatives 1 and 2 include a concrete median and accommodates a bus shelter per MARTA bus stop relocation plans; Alternative 2 includes a U-turn eyebrow to accommodate passenger vehicles; Alternative 3 does not include a concrete median and cannot accommodate a bus shelter or bus stop. The design characteristics of the alternatives are shown in **Attachment B** and are as follows:

Alternative 1

- 2-ft grass buffer
- 6-ft sidewalk
- 6-in header curb
- 5-ft raised median
- Parapet wall

Alternative 2

- 2-ft grass buffer
- 6-ft sidewalk
- 30-in curb and gutter
- 5-ft raised median
- U-turn eyebrow to accommodate passenger vehicles
- Parapet wall

Alternative 3

- 2-ft grass buffer
- 6-ft sidewalk
- 30-in curb and gutter
- Guardrail
- Turndown sidewalk

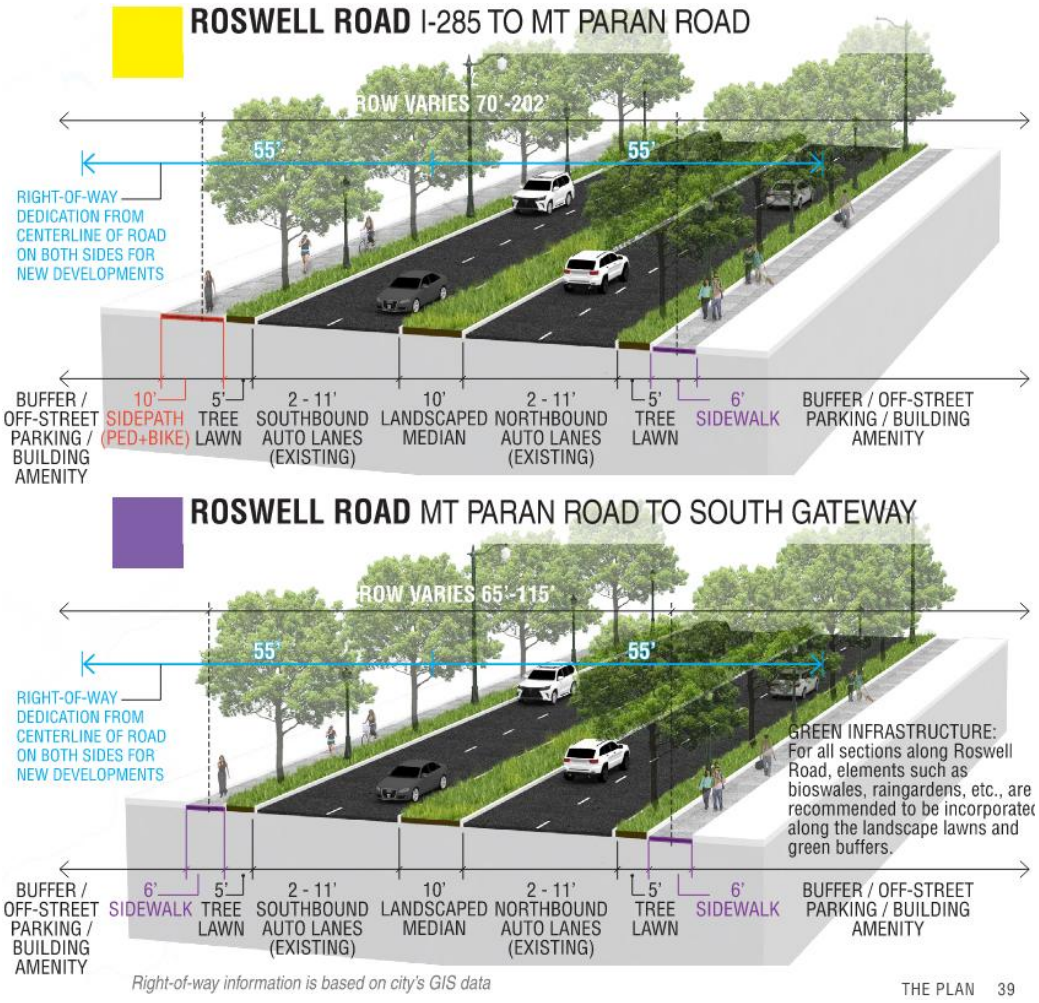
In Segment F, the design team has selected Alternative 1 due to its smaller design footprint and subsequent reduced construction costs and right-of-way impacts. In addition, the impacts to the existing signal infrastructure are reduced as the existing signal strain poles may be retained. While U-turns are not accommodated, vehicles may access both Parcels 60 and 61 through an inter-parcel connection in the rear of the properties.

Attachments

The following attachments are included in supplement to this memorandum:

A. Project Location Map
B. Alternative Design Displays

Attachment A



Roswell Road Small Area Plan, February 2017

Attachment B

Legend

SEGMENT A - ALTERNATIVE 1

0-FT TO 2-FT GRASS BUFFER
6-FT SIDEWALK
30-IN CURB AND GUTTER
5-FT RAISED MEDIAN

SANDY SPRINGS CITY LIMIT

1
KSDH PROPERTIES LLC
(4502 ROSWELL RD)

2
ABBBCO VENTURES LLC
(4520 ROSWELL RD)

3
ABBBCO VENTURES LLC
(4540 ROSWELL RD)

4
CITY OF SANDY SPRINGS
DEVELOPMENT
(4600 ROSWELL RD)

PARKING SPACES
TO REMAIN

0' GRASS +
6' SIDEWALK

2' GRASS +
6' SIDEWALK

ACCESS CHANGED
TO RIGHT-IN/RIGHT-OUT

ACCESS CHANGED
TO RIGHT-IN/RIGHT-OUT

PARKING SPACES
TO REMAIN

marta Bus Stop

ROSWELL RD / SR 9

PROPOSED
CONCRETE
MEDIAN

EXISTING
TRANSMISSION POLES
(TYP.)

EXISTING
DISTRIBUTION POLES
(TYP.)

MEADOWBROOK DR

WALTRUST PROPERTIES INC
(4535 ROSWELL RD)

OLD WINDSOR PKWY

LILEEAN HILL &
ELIZABETH BLACK
(4555 ROSWELL RD)

marta Bus Stop

SCALE IN FEET
0 15 30 60

SEGMENT A - ALTERNATIVE 2

5-FT GRASS BUFFER
8-FT SIDEWALK
30-IN CURB AND GUTTER
5-FT RAISED MEDIAN

SANDY SPRINGS CITY LIMIT

1
KSDH PROPERTIES LLC
(4502 ROSWELL RD)

2
ABBBCO VENTURES LLC
(4520 ROSWELL RD)

3
ABBBCO VENTURES LLC
(4540 ROSWELL RD)

4
CITY OF SANDY SPRINGS
DEVELOPMENT
(4600 ROSWELL RD)

N

PARKING SPACES
TO BE IMPACTED

5' GRASS +
8' SIDEWALK

5' GRASS +
8' SIDEWALK

ACCESS CHANGED
TO RIGHT-IN/RIGHT-OUT

ACCESS CHANGED
TO RIGHT-IN/RIGHT-OUT

PARKING SPACES
TO BE IMPACTED

marta Bus Stop

ROSWELL RD / SR 9

PROPOSED
CONCRETE
MEDIAN

EXISTING
TRANSMISSION POLES
(TYP.)

EXISTING
DISTRIBUTION POLES
(TYP.)

MEADOWBROOK DR

WALTRUST PROPERTIES INC
(4535 ROSWELL RD)

OLD WINDSOR PKWY

LILEEAN HILL &
ELIZABETH BLACK
(4555 ROSWELL RD)

marta Bus Stop

SCALE IN FEET
0 15 30 60

SEGMENT A - ALTERNATIVE 3

2-FT GRASS BUFFER
6-FT SIDEWALK
30-IN CURB AND GUTTER

SANDY SPRINGS CITY LIMIT

1
KSDH PROPERTIES LLC
(4502 ROSWELL RD)

2
ABBBCO VENTURES LLC
(4520 ROSWELL RD)

3
ABBBCO VENTURES LLC
(4540 ROSWELL RD)

4
CITY OF SANDY SPRINGS
DEVELOPMENT
(4600 ROSWELL RD)

2' GRASS +
6' SIDEWALK

PARKING SPACES
TO REMAIN

2' GRASS +
6' SIDEWALK

ACCESS CHANGED
TO RIGHT-IN/RIGHT-OUT

ACCESS CHANGED
TO RIGHT-IN/RIGHT-OUT

PARKING SPACES
TO REMAIN

marta
Bus
Stop

ROSWELL RD / SR 9

EXISTING
TRANSMISSION POLES
(TYP.)

EXISTING
DISTRIBUTION POLES
(TYP.)

MEADOWBROOK DR

WALTRUST PROPERTIES INC
(4535 ROSWELL RD)

OLD WINDSOR PKWY

LILEEAN HILL &
ELIZABETH BLACK
(4555 ROSWELL RD)

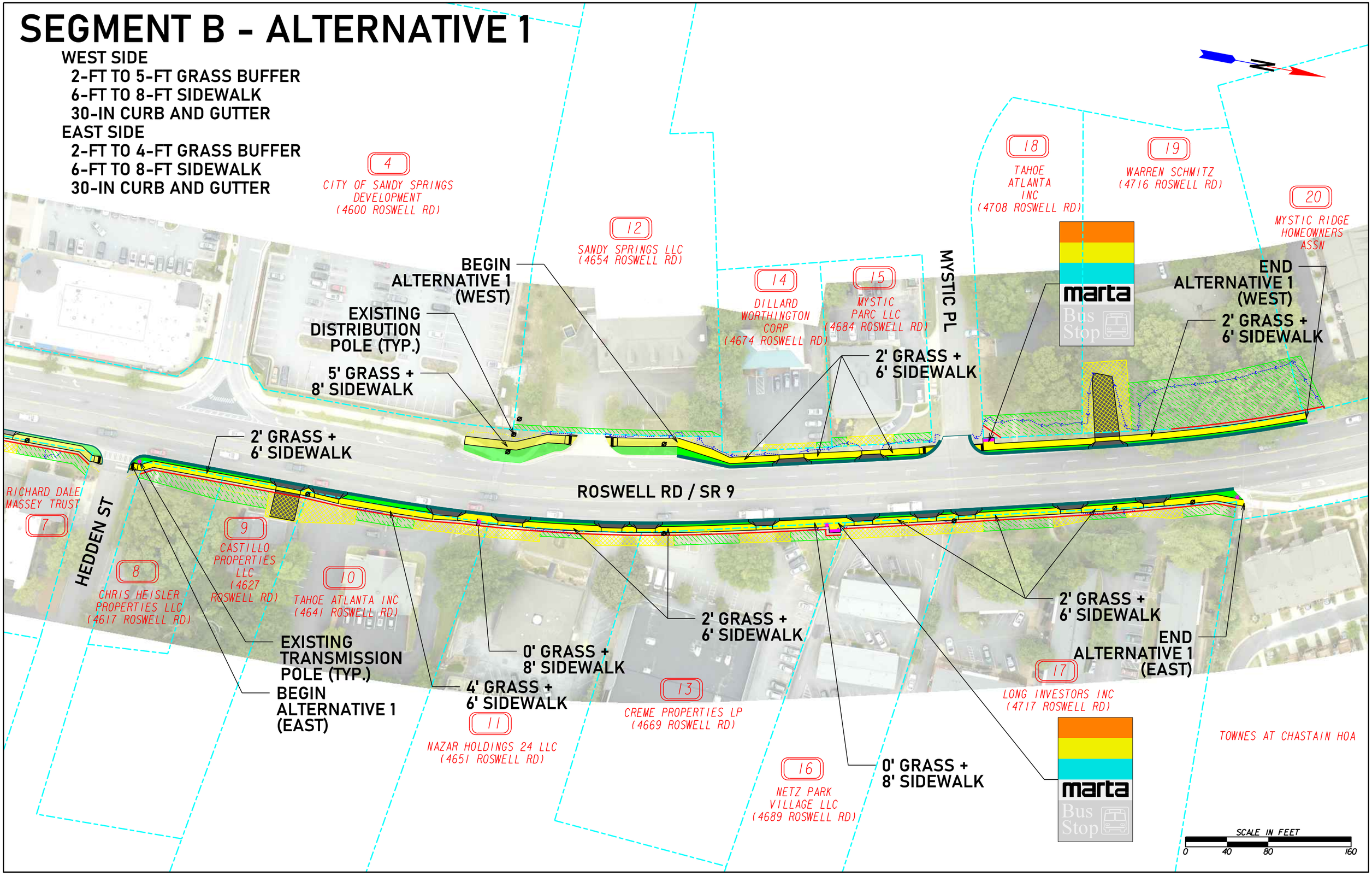
marta
Bus
Stop

SCALE IN FEET
0 15 30 60

SEGMENT B - ALTERNATIVE 1

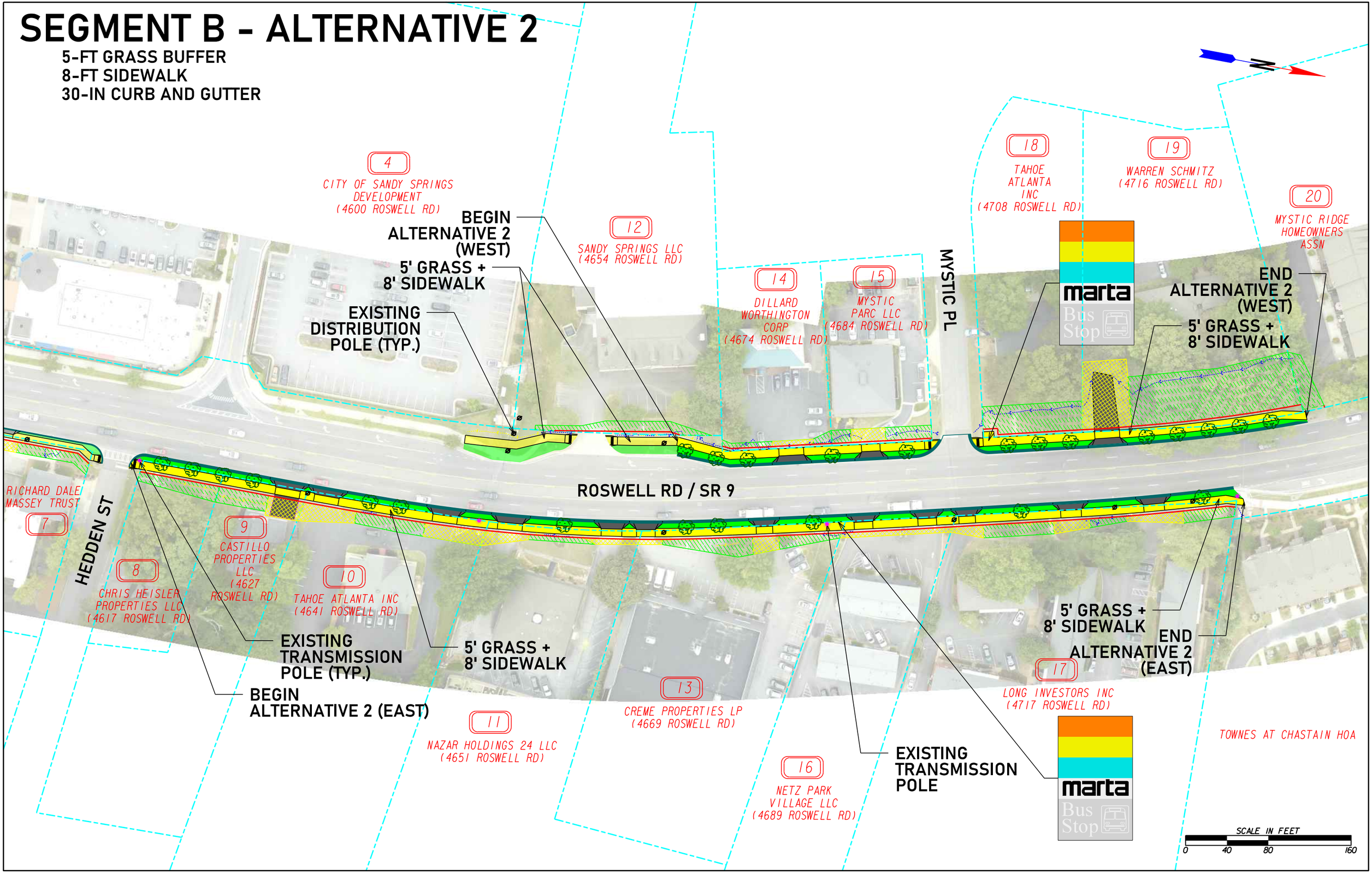
WEST SIDE
- 2-FT TO 5-FT GRASS BUFFER
- 6-FT TO 8-FT SIDEWALK
- 30-IN CURB AND GUTTER

EAST SIDE
- 2-FT TO 4-FT GRASS BUFFER
- 6-FT TO 8-FT SIDEWALK
- 30-IN CURB AND GUTTER



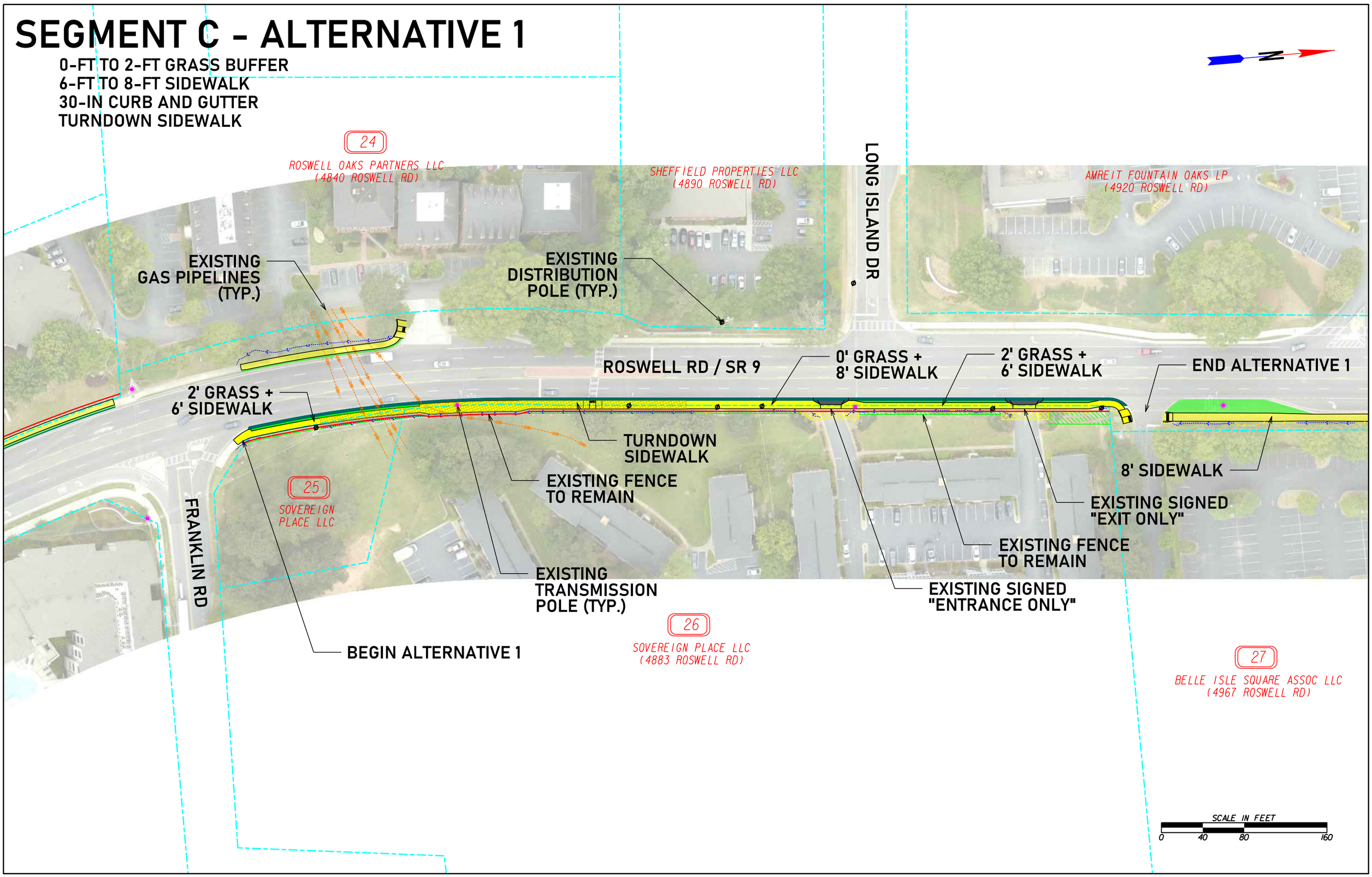
SEGMENT B - ALTERNATIVE 2

5-FT GRASS BUFFER
8-FT SIDEWALK
30-IN CURB AND GUTTER



SEGMENT C - ALTERNATIVE 1

0-FT TO 2-FT GRASS BUFFER
6-FT TO 8-FT SIDEWALK
30-IN CURB AND GUTTER
TURNDOWN SIDEWALK



SEGMENT C - ALTERNATIVE 2

5-FT GRASS BUFFER
8-FT SIDEWALK
30-IN CURB AND GUTTER
TURNDOWN SIDEWALK

24
ROSWELL OAKS PARTNERS LLC
(4840 ROSWELL RD)

SHEFFIELD PROPERTIES LLC
(4890 ROSWELL RD)

AMREIT FOUNTAIN OAKS LP
(4920 ROSWELL RD)

LONG ISLAND DR

EXISTING
GAS PIPELINES
(TYP.)

EXISTING
DISTRIBUTION
POLE (TYP.)

ROSWELL RD / SR 9

5' GRASS +
8' SIDEWALK

5' GRASS +
8' SIDEWALK

END ALTERNATIVE 2

8' SIDEWALK

5' GRASS +
8' SIDEWALK

EXISTING FENCE
TO BE RELOCATED

TURNDOWN
SIDEWALK

EXISTING
TRANSMISSION
POLE (TYP.)

EXISTING SIGNED
"EXIT ONLY"

EXISTING FENCE
TO BE RELOCATED

EXISTING SIGNED
"ENTRANCE ONLY"

25
SOVEREIGN
PLACE LLC

FRANKLIN RD

BEGIN ALTERNATIVE 2

26
SOVEREIGN PLACE LLC
(4883 ROSWELL RD)

27
BELLE ISLE SQUARE ASSOC LLC
(4967 ROSWELL RD)

SCALE IN FEET
0 40 80 160

SEGMENT D - ALTERNATIVE 1

2-FT GRASS BUFFER
8-FT SIDEWALK
30-IN CURB AND GUTTER
GUARDRAIL
TURNDOWN SIDEWALK

FOUR ZERO SIX FOUR
ROSWELL ROAD LLC
(5064 ROSWELL RD)

FOREST BUILDING PLAZA
(5150 ROSWELL RD)

EXISTING
DISTRIBUTION
POLE (TYP.)

GUARDRAIL

ROSWELL RD / SR 9

BEGIN
ALTERNATIVE 1

END
ALTERNATIVE 1

2' GRASS +
8' SIDEWALK

TURNDOWN SIDEWALK

TIE TO EXISTING
GUARDRAIL

FOREST HILLS DR

EXISTING
TRANSMISSION
POLE (TYP.)

34
NO DEED
INFO FOUND
(5095 ROSWELL RD)

35
MICHAEL SUGARMAN
(5157 ROSWELL RD)

marta
Bus
Stop

SCALE IN FEET
0 15 30 60

SEGMENT D - ALTERNATIVE 2

2-FT GRASS BUFFER
8-FT SIDEWALK
30-IN CURB AND GUTTER
PARAPET WALL AND GUARDRAIL

FOUR ZERO SIX FOUR
ROSWELL ROAD LLC
(5064 ROSWELL RD)

FOREST BUILDING PLAZA
(5150 ROSWELL RD)

EXISTING DISTRIBUTION POLE (TYP.)

GUARDRAIL

ROSWELL RD / SR 9

BEGIN ALTERNATIVE 2

END ALTERNATIVE 2

FOREST HILLS DR

TIE TO EXISTING GUARDRAIL

PARAPET WALL

2' GRASS + 8' SIDEWALK

EXISTING TRANSMISSION POLE (TYP.)

34
NO DEED
INFO FOUND
(5095 ROSWELL RD)

35
MICHAEL SUGARMAN
(5157 ROSWELL RD)

marta Bus Stop

SCALE IN FEET
0 15 30 60

SEGMENT E - ALTERNATIVE 1

2-FT GRASS BUFFER
8-FT SIDEWALK
30-IN CURB AND GUTTER
GUARDRAIL
TURNDOWN SIDEWALK

MT PARAN RD

HDK PROPERTIES LLLP
(5252 ROSWELL RD)

MC CLESKY
PROPERTIES PTNRSHP
(590 ROSWELL RD)

EXISTING
TRANSMISSION
POLE (TYP.)

BEGIN
ALTERNATIVE 1

EXISTING
DISTRIBUTION
POLE (TYP.)

ROSWELL RD / SR 9

GUARDRAIL

END ALTERNATIVE 1

RIGHT-IN/RIGHT-OUT
DRIVEWAY TO BE
CONSTRUCTED BY
OTHERS

TURNDOWN SIDEWALK

2' GRASS +
8' SIDEWALK

5' GRASS +
8' SIDEWALK

marta
Bus
Stop

BEACHLAND DR

41
BELLE MANOR LLC
(5229 ROSWELL RD)

42
KIRSTEN WEBSTER
REALTY LLC
(220 BEACHLAND DR)

43
MARY LAMBROS
(5275 ROSWELL RD)

SCALE IN FEET
0 15 30 60

SEGMENT E - ALTERNATIVE 2

2-FT GRASS BUFFER
8-FT SIDEWALK
30-IN CURB AND GUTTER
PARAPET WALL Ø
AND GUARDRAIL

MT PARAN RD

HDK PROPERTIES LLLP
(5252 ROSWELL RD)

MC CLESKY
PROPERTIES PTNRSHP
(590 ROSWELL RD)

EXISTING
TRANSMISSION
POLE (TYP.)

ROSWELL RD / SR 9

BEGIN
ALTERNATIVE 2

EXISTING
DISTRIBUTION
POLE (TYP.)

RIGHT-IN/RIGHT-OUT
DRIVEWAY TO BE
CONSTRUCTED BY
OTHERS

GUARDRAIL

PARAPET WALL

2' GRASS +
8' SIDEWALK

END ALTERNATIVE 2

41
BELLE MANOR LLC
(5229 ROSWELL RD)

marta
Bus
Stop

BEACHLAND DR

42
KIRSTEN WEBSTER
REALTY LLC
(220 BEACHLAND DR)

43
MARY LAMBROS
(5275 ROSWELL RD)

SCALE IN FEET
0 15 30 60

SEGMENT F - ALTERNATIVE 1

2-FT GRASS BUFFER
6-FT SIDEWALK
HEADER CURB
PARAPET WALL
5-FT RAISED MEDIAN

LAKE PLACID DR

DEVELOPMENT AUTHORITY OF FULTON COUNTY

RRSC 2014 LLC
(5670 ROSWELL RD)

ROSWELL ROAD DEV PARTNERS LLC
(5680 ROSWELL RD)

N

marta Bus Stop

EXISTING DISTRIBUTION POLE (TYP.)

PROPOSED CONCRETE MEDIAN

ROSWELL RD / SR 9

2' GRASS +
6' SIDEWALK

PARAPET WALL

POTENTIAL BUS SHELTER

48" CMP

48" CMP

59
ROSWELL FOOD MART ENT INC
(5645 ROSWELL RD)

BEGIN ALTERNATIVE 1

marta Bus Stop

END ALTERNATIVE 1

60
BRADFORD CONDOS
(5641 ROSWELL RD)

61
VR HARRISON LIMITED PARTNERSHIP
(5675 ROSWELL RD)

SCALE IN FEET
0 15 30 60

SEGMENT F - ALTERNATIVE 2

2-FT GRASS BUFFER
6-FT SIDEWALK
30-IN CURB AND GUTTER
5-FT RAISED MEDIAN
U-TURN EYEBROW TO ACCOMMODATE PASSENGER VEHICLES
PARAPET WALL

LAKE PLACID DR

DEVELOPMENT AUTHORITY OF FULTON COUNTY

RRSC 2014 LLC
(5670 ROSWELL RD)

ROSWELL ROAD DEV PARTNERS LLC
(5680 ROSWELL RD)

N

marta Bus Stop

EXISTING DISTRIBUTION POLE (TYP.)

PROPOSED CONCRETE MEDIAN

ROSWELL RD / SR 9

48" CMP

48" CMP

59
ROSWELL FOOD MART ENT INC
(5645 ROSWELL RD)

BEGIN ALTERNATIVE 2

U-TURN "EYEBROW" TO ACCOMMODATE PASSENGER VEHICLES

POTENTIAL BUS SHELTER

PARAPET WALL

2' GRASS + 6' SIDEWALK

EXISTING FENCE TO REMAIN

marta Bus Stop

END ALTERNATIVE 2

60
BRADFORD CONDOS
(5641 ROSWELL RD)

61
VR HARRISON LIMITED PARTNERSHIP
(5675 ROSWELL RD)

SCALE IN FEET
0 15 30 60

SEGMENT F - ALTERNATIVE 3

2-FT GRASS BUFFER
6-FT SIDEWALK
30-IN CURB AND GUTTER
GUARDRAIL
TURNDOWN SIDEWALK

LAKE PLACID DR

DEVELOPMENT AUTHORITY OF FULTON COUNTY

RRSC 2014 LLC
(5670 ROSWELL RD)

ROSWELL ROAD DEV PARTNERS LLC
(5680 ROSWELL RD)

N

marta Bus Stop

EXISTING DISTRIBUTION POLE (TYP.)

ROSWELL RD / SR 9

GUARDRAIL

TURNDOWN SIDEWALK

48" CMP

48" CMP

59
ROSWELL FOOD MART ENT INC
(5645 ROSWELL RD)

BEGIN ALTERNATIVE 3

2' GRASS + 6' SIDEWALK

60
BRADFORD CONDOS
(5641 ROSWELL RD)

61
VR HARRISON LIMITED PARTNERSHIP
(5675 ROSWELL RD)

marta Bus Stop

END ALTERNATIVE 3

SCALE IN FEET
0 15 30 60

ATTACHMENT 5

Rushing, Mike

From: Sanchez, Jesus <JSanchez@SandySpringsga.gov>
Sent: Wednesday, July 22, 2020 2:25 PM
To: Bradley, Michael
Cc: DeBellotte, Yvonne; Waters, Wesley
Subject: RE: Categorical Exclusion for Environmental Documentation

Michael,
THANK YOU VERY MUCH for the information and the quick response. We just wanted to make sure.
By the way, how are you folks doing with your final RFQ review?
Have a great day!!
Jesus

From: Bradley, Michael <mbradley1@itsmarta.com>
Sent: Wednesday, July 22, 2020 1:49 PM
To: Sanchez, Jesus <JSanchez@SandySpringsga.gov>
Cc: DeBellotte, Yvonne <ydebellotte@itsmarta.com>
Subject: RE: Categorical Exclusion for Environmental Documentation

Hello Jesus,
This grant/project received a determination of Categorical Exclusion (CE) C-list which does not require the documentation of a D-list CE. CE's are the most common type of NEPA approval FTA processes. The joint Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) regulation 23 CFR Part 771.117(a) identifies the types of actions that qualify for CE determinations. Since this is the case the approval date would be that of the FTA Award of the Grant Agreement. The Award Date of the grant was **8/1/2019**.
Thanks,
Michael

From: Sanchez, Jesus [mailto:JSanchez@SandySpringsga.gov]
Sent: Wednesday, July 22, 2020 9:34 AM
To: Bradley, Michael <mbradley1@itsmarta.com>; DeBellotte, Yvonne <ydebellotte@itsmarta.com>
Subject: Categorical Exclusion for Environmental Documentation
Good morning Michael/Yvonne,
I hope you folks are doing well.
As you know we are in the process completing the RFQ. But we wanted to make sure that the project had the environmental documentation complete. If you notice on page 11 of the attached document (highlighted in yellow) the document seems to have been approved but where the date is supposed to be there is no date. So we aren't quite sure that it was approved.
Is there any possible way that you could find out for me if the environment documentation was in fact approved?
Or maybe you can lead me to someone that may help?
Thanks,

Jesus Sanchez, P.E.
CIP Project Manager - Public Works
City of Sandy Springs
Phone: 770.206.2556 | Cell: 470-702-8178
1 Galambos Way, Sandy Springs, GA 30328
SandySpringsGA.gov | Facebook.com/SandySpringsGA | Twitter.com/SandySpringsGA
City Springs - CitySprings.com | Facebook.com/CitySprings | Twitter.com/CitySprings | Instagram.com/VisitCitySprings

ATTACHMENT 6

T0019 Project Schedule