



SANDY SPRINGS
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Roswell Road North End Boulevard Project Fact Sheet

P.I. No.: 0019793

Project Location: City of Sandy Springs, Fulton County, GA

Project Description:

This project is located in Fulton County with the City of Sandy Springs as the sponsor. The project will improve all modes of transportation through enhanced pedestrian facilities and intersections within the project limits. The proposed project begins approximately 650 feet south of the SR 9/ Roswell Road and Dunwoody Place intersection and ends at the Archie L. Lindsay Memorial Bridge over the Chattahoochee River tie in, for a total project length of 3018 feet (0.57 miles). SR 9/Roswell Road and Dunwoody Place will have 12-foot shared use path on each side of the road and raised medians added. A new traffic signal is proposed at the intersection of SR 9/Roswell Road and Dunwoody Place and Hannover Park Road that includes two signal controlled right turn lanes from Dunwoody Place onto SR 9/Roswell Road. A new traffic signal is added at the intersection of SR 9/Roswell Road and North River Parkway. Multiple retaining walls are proposed along SR 9/Roswell Road and Dunwoody Place. Roberts Drive is realigned to have a minor road stop-controlled intersection with North River Parkway.

Brief Need & Purpose:

The primary purpose of this project is to improve safety and mobility for all users on SR 9/ Roswell Road and its connecting side roads.

- Proposed Signalized Intersection at SR 9/Roswell Road & North River Parkway and Realignment of Roberts Dr
 - Decrease in conflict points
 - Reduction in crashes
 - Improvements to access management
 - Improvement to multi-modal facilities
- Proposed Realignment Improvements to SR 9/Roswell Road & Dunwoody Place Intersection
 - Reduction in crashes
 - Enhances bicycle/pedestrian accommodations at intersection

Schedule:

- **Concept Design Phase Complete:** Q2 2026
- **Preliminary Design Phase Complete:** Q4 2027
- **Right of Way Acquisition Start Date:** Q3 2027
- **Final Design Phase Complete:** Q3 2028
- **Construction Start Date:** Q4 2028
- **Construction Time:** 18 Months

**A Property Owner Meeting (POM) will be held for impacted property owners in Q2 2027; Notifications will be sent prior to the meeting.*



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Cost Estimates:

Phase	Amount (\$)	Estimate Date	Fiscal Year
Preliminary Engineering	\$3,881,698	Friday, October 03, 2025	2026
Right of Way	\$3,569,000	Tuesday, July 15, 2025	2028
Construction	\$12,862,156	Friday, October 03, 2025	2029
Utilities	\$209,000	Tuesday, July 01, 2025	2029
Total	\$20,521,854		

SR 9/Roswell Road Roadway Classification: Principal Arterial

Existing Typical Section:

- SR 9/Roswell Road
 - Four 11-ft travel lanes with an 11-ft two way left turn lane and sidewalk on each side of the road.
- Dunwoody Place
 - Four 12-ft travel lanes with 12-ft two way left turn lane and sidewalk on each side of the road.
- Side Roads
 - Two 11-ft travel lanes with 6-ft sidewalks.

Proposed Typical Section:

- SR 9/Roswell Road
 - Four 11-ft travel lanes with a 20-ft raised median and 12-ft sidepaths on each side of the road.
- Dunwoody Place
 - Four 11-ft travel lanes with a 12-ft raised median and 12-ft sidepaths on each side of the road.
- Side Roads
 - Two 11-ft travel lanes with 6-ft sidewalks and 10-12-ft sidepaths.

Traffic:

• Max ADT Open Year: 32,575 VPD Max ADT Design Year: 35,975 VPD



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Additional Information:

Section 106 and Section 4(f): There is the potential for the proposed project to have impacts on the historic Issac Roberts House along Roberts Drive. The anticipated impacts are anticipated to be minor at this time and not result in an adverse effect under Section 106 of the National Historic Preservation Act (NHPA) of 1966. However, minor impacts to historic properties are protected by Section 4(f) of the US Department of Transportation Act (US DOT) of 1966, which provides for consideration of park and recreation lands, wildlife and waterfowl refuges, and historic sites during transportation project development. The law, now codified in 49 U.S.C. §303 and 23 U.S.C. §138, applies only to the U.S. DOT and is implemented by the FHWA and the Federal Transit Administration through the regulation [23 Code of Federal Regulations \(CFR\) 774](#).

Before approving a project that uses Section 4(f) property, FHWA must determine that there is no feasible and prudent alternative that avoids the Section 4(f) properties and that the project includes all possible planning to minimize harm to the Section 4(f) properties; or, FHWA makes a finding that the project has a *de minimis* (minor) impact on the Section 4(f) property.

What is *de minimis*?

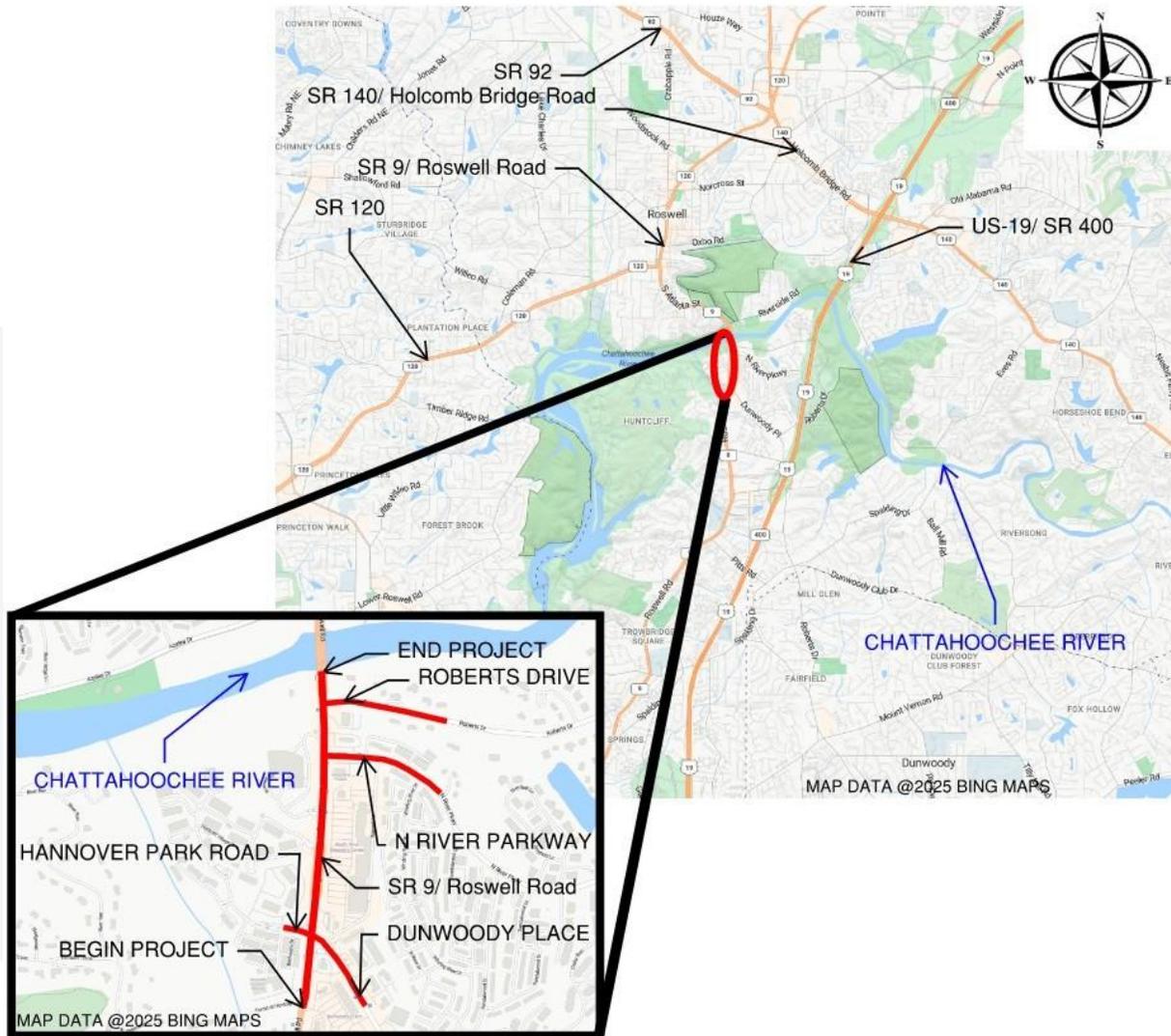
For historic resources, a *de minimis* impact is one that, after taking into account avoidance, minimization, mitigation, and enhancement measures, results in no adverse effect under Section 106 of the NHPA. A *de minimis* impact requires that the Official with Jurisdiction (OWJ), in this case, the Georgia State Historic Preservation Officer (SHPO), must concur with the FHWA that the impact to the property is minor.



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PROJECT LOCATION MAP



SR 9/Roswell Road

From CS 1436/Dunwoody Place to Chattahoochee River

Fulton County

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