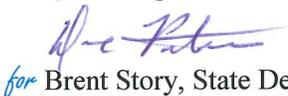


**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

**OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE**

FILE P.I. # 0006911 **OFFICE** Design Policy & Support
CSSTP-0006-00(911)
Fulton County
GDOT District 7 - Metro Atlanta **DATE** July 24, 2013
Intersection Improvement: CR 655/Johnson
Ferry Road @ CR 243/Sandy Springs Circle

FROM  Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

Attached is the approved Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Bobby Hilliard, Program Control Administrator
Genetha Rice-Singleton, State Program Delivery Engineer
Glenn Bowman, State Environmental Administrator
Cindy VanDyke, State Transportation Planning Administrator
Kathy Zahul, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Mike Bolden, State Utilities Engineer
Paul Tanner, Asst. State Transportation Data Administrator
Attn: Systems & Classification Branch
Ken Thompson, Statewide Location Bureau Chief
Rachel Brown, District Engineer
Scott Lee, District Preconstruction Engineer
Sharon Witherspoon, Assistant District Utilities Engineer
Merishia Robinson, Project Manager
BOARD MEMBER - 6th Congressional District

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT**

Project Type: Intersection Improvement P.I. Number: 0006911
 GDOT District: 7 County: Fulton
 Federal Route Number: NA State Route Number: NA

LOCAL LET

Johnson Ferry Road at Sandy Springs Circle Intersection Improvements Project Description: This project consists of intersection improvements at the intersection of CR 655 Johnson Ferry Road and CR 243 Sandy Springs Circle, including the addition of turn lanes, improvements of the intersection skew angle, upgraded traffic signal with pedestrian features, and the addition of curb and gutter and sidewalks 6 to 9 feet wide on each side of the road.

Submitted for approval:

<u><i>Edward F. Culican, Jr.</i></u> Edward F. Culican, Jr., P.E. Jacobs Engineering Group	<u>10-3-12</u> DATE
<u><i>John Thompson</i></u> City of Sandy Springs	<u>9/24/12</u> DATE
<u><i>Bonnie Rice</i></u> Office Head - Office of Program Delivery	<u>11/15/2012</u> DATE
<u><i>Maria Victoria</i></u> GDOT Project Manager	<u>10/25/12</u> DATE

Recommendation for approval:

<u>Program Control Administrator</u> <u>GLENN BOWMAN *T.J.</u>	<u>DATE</u> <u>12/12/2012</u>
<u>State Environmental Administrator</u> <u>KATHY ZAHUL *T.J.</u>	<u>DATE</u> <u>12/10/2012</u>
<u>State Traffic Engineer</u> <u>LISA MYERS *T.J.</u>	<u>DATE</u> <u>11/27/2012</u>
<u>Project Review Engineer</u> <u>PATRICK ALLEN *T.J.</u>	<u>DATE</u> <u>12/26/2012</u>
<u>State Utilities Engineer</u> <u>RACHEL BROWN *T.J.</u>	<u>DATE</u> <u>12/7/2012</u>
<u>District Engineer</u>	<u>DATE</u>
<u>State Transportation Financial Management Administrator</u>	<u>DATE</u>

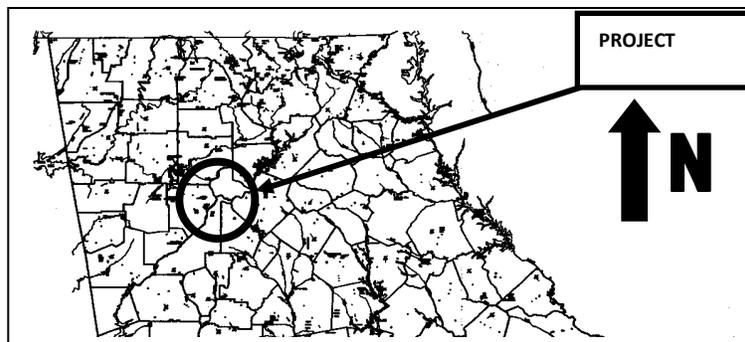
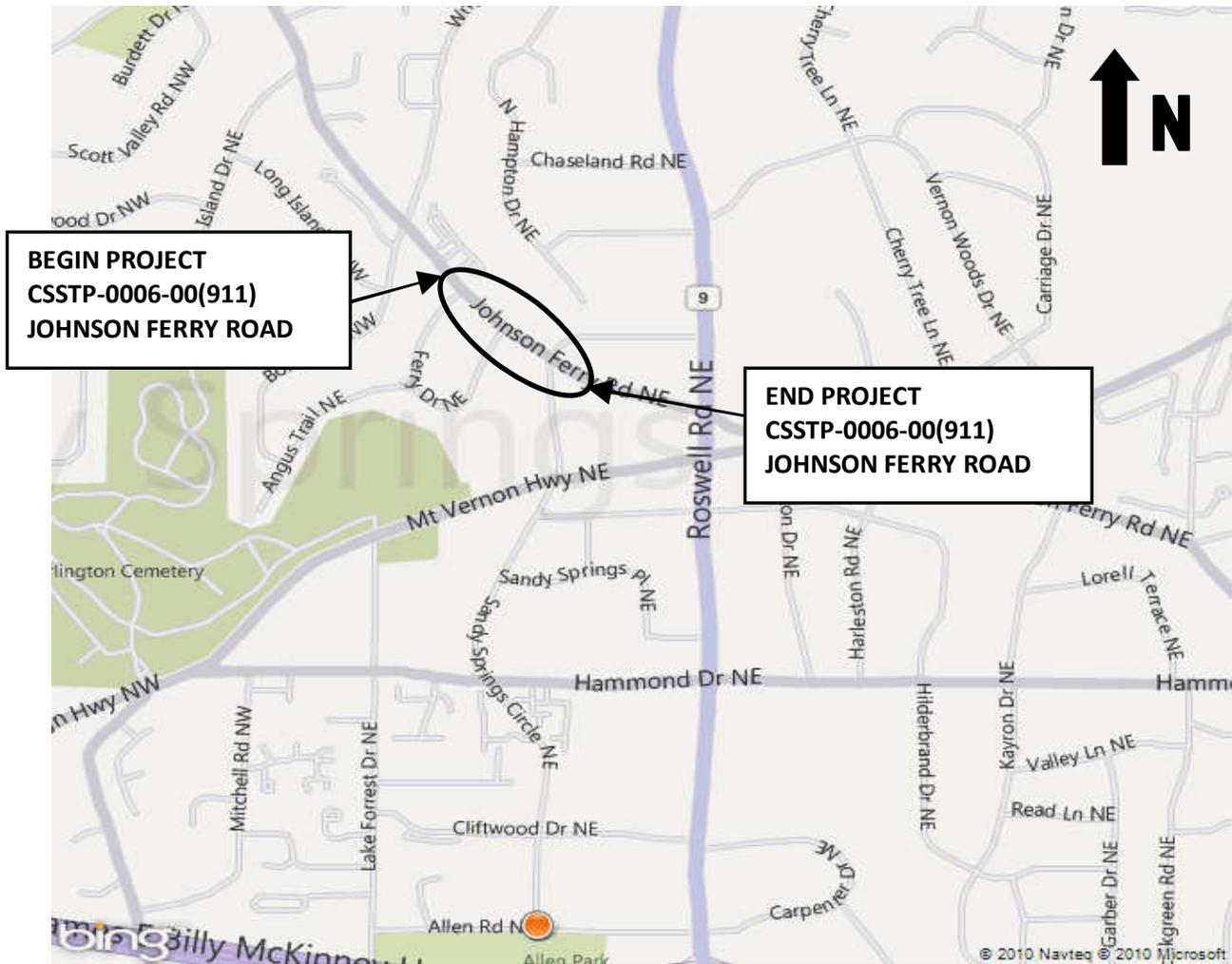
The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and/or the State Transportation Improvement Program (STIP).

<u><i>Cynthia L. Vande</i></u> State Transportation Planning Administrator	<u>11-29-12</u> DATE
---	-------------------------

*** RECOMMENDATIONS ON FILE**

PROJECT LOCATION

PROJECT MAP – Project No. CSSTP-0006-00(911) ; PI No. 0006911; Fulton County



Project Description: This project consists of intersection improvements at the intersection of CR 655 Johnson Ferry Road and CR 243 Sandy Springs Circle, including the addition of turn lanes, improvements of the intersection skew angle, upgraded traffic signal with pedestrian features, and the addition of curb and gutter and sidewalks 6 to 9 feet wide on each side of the road.

PLANNING & BACKGROUND DATA

Project Justification Statement: The purpose of the proposed project is to improve traffic and pedestrian mobility and reduce congestion at the intersection of Johnson Ferry Road and Sandy Springs Circle. Without improvements, Level of Service (LOS) experienced at the intersection is projected to deteriorate from a LOS D to a LOS E, which corresponds to an unacceptable traffic operations condition. By improving the intersection and adding an additional westbound receiving lane through the intersection, the needed increased capacity for westbound traffic will reduce delays experienced at the intersection and improve mobility within the network as a whole.

Description of the proposed project: As part of a phased construction plan for the corridor improvements along Johnson Ferry Road and Glenridge Drive in the City of Sandy Springs, intersection improvements are proposed at the intersection of CR 655 Johnson Ferry Road and CR 243 Sandy Springs Circle. The intersection improvements consist of the addition of turn lanes, improvements of the intersection skew angle, upgraded traffic signal improvements including pedestrian features, and urban shoulders consisting of curb and gutter and 6 to 9 feet wide concrete sidewalks on each side of the road. The existing right-of-way width along Johnson Ferry Road varies between 50 feet and 80 feet, and the proposed right-of-way width varies between 60 feet and 80 feet. The existing right-of-way width along Sandy Springs Circle varies between 70 feet and 90 feet, and the proposed right-of-way width varies between 70 feet and 95 feet. The project is located in the City of Sandy Springs, in Fulton County, Georgia. The total length of project improvements is 0.42 miles.

Federal Oversight: Full Oversight Exempt State Funded Other

MPO: N/A MPO - Atlanta Regional Commission (ARC)
MPO Project TIP # FN-230

Regional Commission: N/A RC – Atlanta Regional Commission
RC Project ID # FN-230

Congressional District(s): 6

Projected Traffic: AADT

Current Year (2012): 15,400 Open Year (2016): 15,700 Design Year (2036): 17,200

Functional Classification (Mainline): Urban Minor Arterial (CR 655 Johnson Ferry Road)
Urban Collector (CR 243 Sandy Springs Circle)

Is this project on a designated bike route? No YES

Is this project located on a pedestrian plan? No YES

Is this project located on or part of a transit network? No YES
MARTA Bus Route and Cobb County Bus Route located within project limits.

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: Several locations within the limits of the intersection improvement project warrant consideration of context sensitive design solutions to minimize or eliminate impacts to the resources identified. These locations or resources are as follows:

- Ferry Heights Historic District – The Ferry Heights subdivision has been identified as an eligible resource for listing in the National Register by the Georgia State Historic Preservation Officer (SHPO). Design modifications are necessary to avoid impacts to the historic district boundary.
- Johnson Ferry Road Streetscape Improvements – A recent streetscape project constructed by the City of Sandy Springs included reduced travel lanes for traffic calming purposes, and shoulder treatments consistent with the City’s Suburban Overlay District Standards. Design modifications are necessary to provide consistency between the City’s recently constructed improvements and the proposed project.
- Sandy Springs Fire Department Station No. 2 – This fire station is located at the project intersection in the SW quadrant. Design considerations are necessary to ensure that service and access are maintained at all times during construction.
- Historic Pecan Trees – Historic pecan trees have been identified on the north side of Johnson Ferry Road east of Sandy Springs Circle. These trees are between the parking lot for the Springs Shopping Center and the north side of Johnson Ferry Road east of Sandy Springs Circle. The City has committed to efforts to maintain these trees.

Context Sensitive Solutions: For each of the issues listed above, the project design has been modified or planned efforts are to be implemented to address each of these issues. The following are the efforts made to address each of these issues:

- Ferry Heights Historic District – The curb line, shoulder and sidewalk in front of the subdivision are being maintained as existing.
- Johnson Ferry Road Streetscape Improvements – Travel lane widths have been modified to 11-feet wide and shoulder treatments have been modified to match the City’s Suburban Overlay District Standards (curb and gutter, 2-foot grass strip, 6-foot wide sidewalk) for consistency between the projects.
- Sandy Springs Fire Department Station No. 2 – Driveway access will be maintained at all times during construction. Special provisions will be included to stipulate that access is required to be maintained at all times during construction. The grade of the driveway for the fire station will be design to not be any steeper than existing.
- Historic Pecan Trees – Improvements along Johnson Ferry Road in this section have been shifted to the south to minimize construction activities near the pecan trees. In the areas adjacent to the trees, sidewalks have been shifted slightly to avoid impacts to the root system of the trees. Tree protection grates and/or other landscaping protection to avoid impacts to the trees may be incorporated. A Landscape Architect and Arborist will be consulted for direction on these protective measures.

DESIGN AND STRUCTURAL DATA

Mainline Design Features:

Roadway Name/Identification: CR 655 Johnson Ferry Road (MP 0.23-0.37) – Between Roswell Road and Sandy Springs Circle

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	3	4	4
- Lane Width(s)	12'	12'	11'
- Median Width & Type	None	14' flush	12' flush
- Outside Shoulder Width & Type	10' urban	16' urban	14' urban

- Outside Shoulder Slope	2%	2%	2%
- Inside Shoulder Width & Type	None	None	None
- Sidewalks	5' (south), none (north)	5'	9'
- Auxiliary Lanes	12' left turn lane westbound	None	12' left turn lane westbound (in flush median)
- Bike Lanes	None	4'	None
Posted Speed	35 mph		35 mph
Design Speed	35 mph	35 mph	35 mph
Min Horizontal Curve Radius	1000'	371'	950'
Superelevation Rate	Normal Crown - 2%	4% max	Reverse Crown
Grade	3%	7% max	4%
Access Control	Partial	Partial	Partial
Right-of-Way Width	80'	60'-80'	80'
Maximum Grade – Crossroad	7%	9% max	8%
Design Vehicle	N/A	WB-40/Bus-40	WB-40/Bus-40
<i>Additional Items as needed</i>			

*According to current GDOT design policy if applicable

Roadway Name/Identification: CR 655 Johnson Ferry Road (MP 0.37-0.41) – Between Sandy Springs Circle and Ferry Drive (East)

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	4	3
- Lane Width(s)	12'	12'	11'
- Median Width & Type	None	14' flush	11' flush
- Outside Shoulder Width & Type	14' urban (north) 12' urban (south)	16' urban	12' urban
- Outside Shoulder Slope	2%	2%	2%
- Inside Shoulder Width & Type	None	None	None
- Sidewalks	9' (north), 5' (south)	5'	6'
- Auxiliary Lanes	12' left turn and right turn lanes eastbound	None	11' left turn lane (in flush median) and 11' right turn lane eastbound
- Bike Lanes	None	4'	None
Posted Speed	35 mph		35 mph
Design Speed	35 mph	35 mph	35 mph
Min Horizontal Curve Radius	1150'	371'	1150'
Superelevation Rate	Normal Crown - 2%	4% max	Reverse Crown
Grade	3%	7% max	4%
Access Control	Partial	Partial	Partial
Right-of-Way Width	60'-70'	60'-80'	70'-80'
Maximum Grade – Crossroad	7%	9% max	8%
Design Vehicle	N/A	WB-40/Bus-40	WB-40/Bus-40
<i>Additional Items as needed</i>			

*According to current GDOT design policy if applicable

Roadway Name/Identification: CR 655 Johnson Ferry Road (MP 0.41-0.54) – Between Ferry Drive (East) and Ferry Drive (West)

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	4	3
- Lane Width(s)	11'	12'	11'
- Median Width & Type	None	14' flush	11' flush
- Outside Shoulder Width & Type	12' urban (south)	16' urban	12' urban
- Outside Shoulder Slope	2%	2%	2%
- Inside Shoulder Width & Type	None	None	None
- Sidewalks	6'	5'	6'
- Auxiliary Lanes	None	None	None
- Bike Lanes	None	4'	None
Posted Speed	35 mph		35 mph
Design Speed	35 mph	35 mph	35 mph
Min Horizontal Curve Radius	1150'	371'	1150'
Superelevation Rate	Normal Crown - 2%	4% max	Normal Crown - 2%
Grade	3%	7% max	4%
Access Control	Partial	Partial	Partial
Right-of-Way Width	50'-70'	60'-80'	60'-80'
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	N/A	WB-40/Bus-40	WB-40/Bus-40
<i>Additional Items as needed</i>			

*According to current GDOT design policy if applicable

Roadway Name/Identification: CR 243 Sandy Springs Circle (MP 0.15-0.20) – Between Roswell Road and Johnson Ferry Road

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	4	4	4
- Lane Width(s)	12'	12'	12'
- Median Width & Type	None	14' flush	12' flush
- Outside Shoulder Width & Type	10' urban (east) 14' urban (west)	16' urban	14' urban
- Outside Shoulder Slope	2%	2%	2%
- Inside Shoulder Width & Type	None	None	None
- Sidewalks	9' (west side only)	5'	9'
- Auxiliary Lanes	Southbound lanes are striped for shared use – inside for thru/left, outside for thru/right	None	12' left turn lane southbound (in flush median)
- Bike Lanes	None	4'	None
Posted Speed	35 mph		30 mph
Design Speed	30 mph	35 mph	30 mph
Min Horizontal Curve Radius	280'	371'	265'
Superelevation Rate	Normal Crown - 2%	4% max	Normal Crown - 2%
Grade	7%	9% max	8%
Access Control	Partial	Partial	Partial

Right-of-Way Width	70'-75'	70'-80'	70'-85'
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	N/A	Bus-40/SU	Bus-40/SU
<i>Additional Items as needed</i>			

*According to current GDOT design policy if applicable

Roadway Name/Identification: CR 243 Sandy Springs Circle (MP 0.20-0.23) – Between Roswell Road and Johnson Ferry Road

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	4	4	4
- Lane Width(s)	12'	12'	12'
- Median Width & Type	6' raised concrete island	14' flush	12' flush
- Outside Shoulder Width & Type	10' urban (east) 14' urban (west)	16' urban	14' urban
- Outside Shoulder Slope	2%	2%	2%
- Inside Shoulder Width & Type	None	None	None
- Sidewalks	9' (west side only)	5'	9'
- Auxiliary Lanes	Southbound lanes are striped for shared use – inside for thru/left, outside for thru/right	None	12' left turn lane southbound (in flush median)
- Bike Lanes	None	4'	None
Posted Speed	35 mph		30 mph
Design Speed	30 mph	35 mph	30 mph
Min Horizontal Curve Radius	280'	371'	265'
Superelevation Rate	Normal Crown - 2%	4% max	Normal Crown - 2%
Grade	7%	9% max	8%
Access Control	Partial	Partial	Partial
Right-of-Way Width	70'-75'	70'-80'	70'-85'
Maximum Grade – Crossroad	3%	7% max	4%
Design Vehicle	N/A	Bus-40/SU	Bus-40/SU
<i>Additional Items as needed</i>			

*According to current GDOT design policy if applicable

Roadway Name/Identification: CR 243 Sandy Springs Circle (MP 0.23-0.26) – Between Johnson Ferry Road and Mt. Vernon Highway

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	4	4	4
- Lane Width(s)	12'	12'	12'
- Median Width & Type	12' flush	14' flush	12' flush
- Outside Shoulder Width & Type	12' urban	16' urban	14' urban
- Outside Shoulder Slope	2%	2%	2%
- Inside Shoulder Width & Type	None	None	None
- Sidewalks	5'	5'	9'
- Auxiliary Lanes	12' left turn lane	None	12' left turn lane

	northbound (in flush median)		northbound (in flush median)
- Bike Lanes	None	4'	None
Posted Speed	35 mph		30 mph
Design Speed	30 mph	35 mph	30 mph
Min Horizontal Curve Radius	280'	371'	265'
Superelevation Rate	Normal Crown - 2%	4% max	Normal Crown - 2%
Grade	7%	9% max	8%
Access Control	Partial	Partial	Partial
Right-of-Way Width	85'-90'	80'	90'-95'
Maximum Grade – Crossroad	3%	7% max	4%
Design Vehicle	N/A	Bus-40/SU	Bus-40/SU
<i>Additional Items as needed</i>			

*According to current GDOT design policy if applicable

Major Structures:

Structure	Existing	Proposed
<i>ID # and/or Location</i>	<i>None</i>	<i>None</i>
<i>Retaining walls</i>	<i>None</i>	<i>Retaining Wall along Johnson Ferry Road west of Sandy Springs Circle</i>
<i>Other</i>	<i>None</i>	<i>None</i>

Major Interchanges/Intersections: CR 655 Johnson Ferry Road at CR 243 Sandy Springs Circle

Utility Involvements: Georgia Power (overhead and underground electric and lighting), Charter Communications (overhead and underground telephone and fiber), Atlanta Gas Light (underground gas), Fulton County Water & Sewer (underground water and sewer) and the City of Sandy Springs (underground water and sewer).

Public Interest Determination Policy and Procedure recommended (Utilities)? YES NO

SUE Required: Yes No

The City of Sandy Springs has committed to performing a SUE investigation for the project.

Railroad Involvement: *N/A*

Right-of-Way:

Required Right-of-Way anticipated: YES NO Undetermined
 Easements anticipated: Temporary Permanent Utility Other

Anticipated number of impacted parcels:	15
Anticipated number of displacements (Total):	0
Businesses:	0
Residences:	0
Other:	0

Location and Design approval: Not Required Required

Off-site Detours Anticipated: No Yes Undetermined

Transportation Management Plan Anticipated: YES NO

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

FHWA/AASHTO Controlling Criteria	YES	Appvl Date (if applicable)	NO	Undetermined
1. Design Speed	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Lane Width	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Shoulder Width	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Bridge Width	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Horizontal Alignment	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Superelevation	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Vertical Alignment	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Grade	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. Stopping Sight Distance	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Cross Slope	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Vertical Clearance	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
12. Lateral Offset to Obstruction	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
13. Bridge Structural Capacity	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>

Design Variances to GDOT standard criteria anticipated:

GDOT Standard Criteria	Reviewing Office	YES	Appvl Date (if applicable)	NO	Undetermined
1. Access Control - Median Opening Spacing	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Median Usage & Width	DP&S	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>
3. Intersection Skew Angle	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Lateral Offset to Obstruction	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Intersection Sight Distance	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Bike & Pedestrian Accommodations	DP&S	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>
7. GDOT Drainage Manual	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Georgia Standard Drawings	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. GDOT Bridge & Structural Manual	Bridge Design	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Roundabout Illumination	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Rumble Strips	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
12. Safety Edge	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>

A Design Variance for median usage and width is anticipated to allow for the use of a 12-foot flush median on Johnson Ferry Road east of Sandy Springs Circle for this project.

A Design Variance for Bicycle and Pedestrian Accommodations is anticipated to allow for the use of City of Sandy Springs Main Street and Suburban Overlay District Standards for shoulder and sidewalk widths and to allow for the omission of bike lanes.

VE Study anticipated: No Yes Completed – Date: 9/29/2011

While a VE Study was not required for this project, elements of the project were affected by the VE Study performed for PI No. 751420. A copy of the VE Implementation Letter for PI No. 751420 is attached for reference for this purpose.

ENVIRONMENTAL DATA

Anticipated Environmental Document:

GEPA: NEPA: Categorical Exclusion EA/FONSI EIS
 Programmatic Categorical Exclusion (PCE)

Air Quality:

Is the project located in a PM 2.5 Non-attainment area? No Yes
 Is the project located in an Ozone Non-attainment area? No Yes

A comparison between the project concept and the conforming plan’s model description shows similar features, except on the eastbound approach to the intersection on Johnson Ferry Road. The project concept provides one lane of traffic on the eastbound approach, while the conforming plan’s model description provides two lanes of traffic.

Environmental Permits/Variations/Commitments/Coordination anticipated:

Permit/ Variance/ Commitment/ Coordination Anticipated	YES	NO	Remarks
1. U.S. Coast Guard Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Forest Service/Corps Land	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. CWA Section 404 Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Tennessee Valley Authority Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Buffer Variance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Coastal Zone Management Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. NPDES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8. FEMA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. Cemetery Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10. Other Permits	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
11. Other Commitments	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
12. Other Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

A NPDES permit is required for this project. Per the PCE, the construction contractor shall acquire the NPDES permit following the award of the contract but prior to the start of construction.

Is a PAR required? No Yes Completed – Date:

NEPA/GEPA: A Programmatic Categorical Exclusion (PCE) for the project was approved on November 1, 2010.

Ecology: An Ecology Assessment has been prepared for the project. Concurrence received for “no-effect” for all protected species identified, and no impacts to streams and wetlands.

History: Ferry Heights Historic District – No Adverse Effect. Concurrence received from Georgia SHPO on May 14, 2010.

Archeology: No archaeology resources present.

Air & Noise:

A qualitative PM 2.5 Hotspot analysis is not required for this project since it is not a project of local air quality concern under 40 CFR 93.123(b)(1). The Clean Air Act and 40CFR 93.116 requirements were met without a hotspot analysis since this project has been found not to be of air quality

concern under 40CFR 93.123(b)(1). Therefore, the project meets statutory transportation conformity requirements without a hotspot analysis.

A noise screening assessment was prepared for the project and was approved on February 9, 2010.

Public Involvement: No Public Involvement activities were required for this project. However, the City of Sandy Springs held two public meetings for the corridor improvements under PI No. 751420, which also included presentation of the improvements proposed for this project. Documentation of the two public meetings are included as attachments to this concept report for reference.

Major stakeholders: Traveling public, City of Sandy Springs, City of Sandy Springs Fire Department, Businesses in the Springs Shopping Center

CONSTRUCTION

Issues potentially affecting constructability/construction schedule:

Grade correction for Sandy Springs Circle at the intersection with Johnson Ferry Road.
High traffic volumes during morning and evening peak hours may require off-hour construction periods.

Early Completion Incentives recommended for consideration: No Yes

PROJECT RESPONSIBILITIES

Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	City of Sandy Springs, Jacobs Engineering Group
Design	City of Sandy Springs
Right-of-Way Acquisition	City of Sandy Springs
Utility Relocation	Utility Owners
Letting to Contract	City of Sandy Springs
Construction Supervision	City of Sandy Springs
Providing Material Pits	To be determined
Providing Detours	N/A
Environmental Studies, Documents, & Permits	City of Sandy Springs
Environmental Mitigation	N/A
Construction Inspection & Materials Testing	City of Sandy Springs

Lighting required: No Yes

The City of Sandy Springs and Georgia Power are responsible for installation and maintenance of lighting under their current franchise agreement for lighting.

Initial Concept Meeting: N/A

Concept Meeting: Held May 24, 2011. No major issues discovered. Requested that the Traffic Engineering Study and VISSIM Report for PI No. 751420 be included for reference in the Concept Report package, and notes that slopes should be 3:1 or flatter adjacent to sidewalk greater than 6-feet in width or a handrail must be provided. Concept Team Meeting minutes are provided as an attachment.

Other projects in the area:

- PI No. 751420 – Johnson Ferry Road and Glenridge Drive Corridor Improvements
- PI No. 0006728 & 0009058 (COSS T-0012) – Roswell Road from Johnson Ferry Road to Abernathy Road Streetscape Improvements – connects to the northern terminus of Roswell Road
- COSS T-0011A – Johnson Ferry Road and Glenridge Drive Streetscape Improvements – connects to the eastern terminus of the project
- PI No. 0005910 (COSS T-0006) – Hammond Drive and Sandy Springs Sidewalk Improvements – LCI Project
- PI No. 753300 – Hammond Drive widening from Dekalb County line to SR 400
- COSS T-0024 – Hammond Drive widening from Roswell Road to Barfield
- COSS T-0014 & 0015 – Sandy Springs Circle sidewalk improvements

Other coordination to date:

- Public involvement: A meeting was held on November 5, 2007 (minutes attached). Another public information open house was held on June 21, 2010 (minutes attached).

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Utility	CST*	Environmental Mitigation	Total Cost
By Whom	GDOT	GDOT	GDOT	GDOT	GDOT	GDOT
\$ Amount	\$50,000	\$0	\$0	\$640,000	\$0	\$690,000
By Whom	COSS	COSS	COSS	COSS	COSS	COSS
\$ Amount	\$200,000	\$1,422,000	\$365,000	\$736,000	\$0	\$2,723,000
By Whom	Total	Total	Total	Total	Total	Total
\$ Amount	\$250,000	\$1,422,000	\$365,000	\$1,372,000	\$0	\$3,413,000
Date of Estimate	6/7/2013	6/7/2013	7/13/2012	6/7/2013	7/13/2012	6/7/2013

*CST Cost includes: Construction, Engineering and Inspection, and Liquid AC Cost Adjustment.

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative: Intersection improvements including two westbound thru lanes			
Estimated Property Impacts:	15 parcels	Estimated Total Cost:	\$3,275,000
Estimated ROW Cost:	\$1,400,000	Estimated CST Time:	12-18 months
Rationale: The preferred alternative for this intersection improvement project includes the addition of turn lanes, improvements of the intersection skew angle, the addition of a second westbound thru lane, traffic signal improvements including pedestrian features, and urban type shoulder treatments with curb and gutter and sidewalks 6 to 9 feet wide on each side of the road. This alternative was ultimately selected as it meets the capacity and operational needs of the project, minimizes property impacts, and does not impact any environmental resources.			

No-Build Alternative: No improvements to the intersection			
Estimated Property Impacts:	0 parcels	Estimated Total Cost:	\$0
Estimated ROW Cost:	\$0	Estimated CST Time:	0 months

Rationale: This alternative does not meet the capacity and operational needs of the project, and therefore was not selected.

Alternative 1: Intersection improvements including one westbound thru lane

Estimated Property Impacts:	12 parcels	Estimated Total Cost:	\$2,800,000
Estimated ROW Cost:	\$1,200,000	Estimated CST Time:	12-18 months

Rationale: A similar alternative to the preferred alternative was investigated, which provided a single westbound thru lane at the intersection. This alternative did reduce construction and right-of-way costs for the project. However, this alternative increased the delays experienced at the intersection for westbound traffic and did not provide sufficient LOS at the intersection. Therefore, this alternative did not meet the capacity and operational needs for the project and was not investigated further.

Alternative 2: Roundabout Alternative

Estimated Property Impacts:	16 parcels	Estimated Total Cost:	\$3,600,000
Estimated ROW Cost:	\$1,600,000	Estimated CST Time:	12-18 months

Rationale: A Roundabout Alternative was investigated for this intersection improvement project. Based on the projected traffic data, a multi-lane Roundabout would be required at this intersection. From a traffic operations standpoint, the roundabout analysis yielded mixed results. The results of the Roundabout Traffic investigations are provided in the Traffic and Safety Study attached to the concept report. The results show that the roundabout operates at an unacceptable level of service F under the NCHRP 572 model, which best represents the present year operating condition when driver familiarity is low. However, under the UK model, which best represents the future year operating condition where driver familiarity has increased, the roundabout operates at an acceptable level of service A. From a design standpoint, several issues exist, including the presence of the Sandy Springs Fire Department Station No. 2 in the southwest quadrant of the intersection and the Ferry Heights Historic District 200 feet west of the intersection, which creates significant challenges in the design to achieve appropriate performance and safety measures of the Roundabout. These issues limit the ability to provide necessary deflection on the western approach leg of the Roundabout, which limits the ability to control speeds entering and exiting the Roundabout. Developing the multi-lane approach for eastbound traffic on Johnson Ferry Road would impact the Ferry Heights Historic District. Additionally, Fire Station access would be modified to only allow right turns from its current driveway location due to the need for a splitter island in front of the driveway at the approach connection to the Roundabout head. Due to these issues, the Roundabout Alternative was not selected for the project.

Comments:

Attachments:

1. Concept Layout
2. Typical sections
3. Detailed Cost Estimates:
 - a. Construction including Engineering and Inspection
 - b. Completed Fuel & Asphalt Price Adjustment forms
 - c. Right-of-Way
 - d. Utilities
 - e. Environmental Mitigation (EPD, etc)
4. Crash summaries
5. Traffic diagrams
6. Capacity analysis summary

County: Fulton

7. Traffic and Safety Study
8. Conforming plan's network schematics showing thru lanes.
9. Concept Team Meeting Minutes (05-24-11)
10. Public Information Meeting Minutes (11-05-07)
11. Public Information Open House Meeting Summary (06-21-10)
12. PFA's and/or SAA's (upon request)
13. Traffic Engineering Report and VISSIM Study for PI No. 751420
14. VE Study Implementation Letter for PI No. 751420 (06-12-12)

APPROVALS

Concur:  7/17/2013
Director of Engineering

Approve: 
Chief Engineer

7/22/13
Date

LEGEND

EXIST. EDGES OF PVMT.	HISTORIC RESOURCE BOUNDARY	PROPOSED ROADWAY
EXIST. PROP. LINES	HISTORIC RESOURCE	PROPOSED SIDEWALK
EXISTING/PROPOSED TRAFFIC SIGNAL	HISTORIC RESOURCE SITE	PROPOSED RAISED MEDIUM
	POTENTIAL DISPLACEMENT	PROPOSED GRASSED MEDIUM

**CONCEPTUAL PLAN
JOHNSON FERRY ROAD AT SANDY SPRINGS CIRCLE
INTERSECTION IMPROVEMENTS**

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT NO. CSSTP-0006-00(911)
PI NO. 0006911
CITY OF SANDY SPRINGS



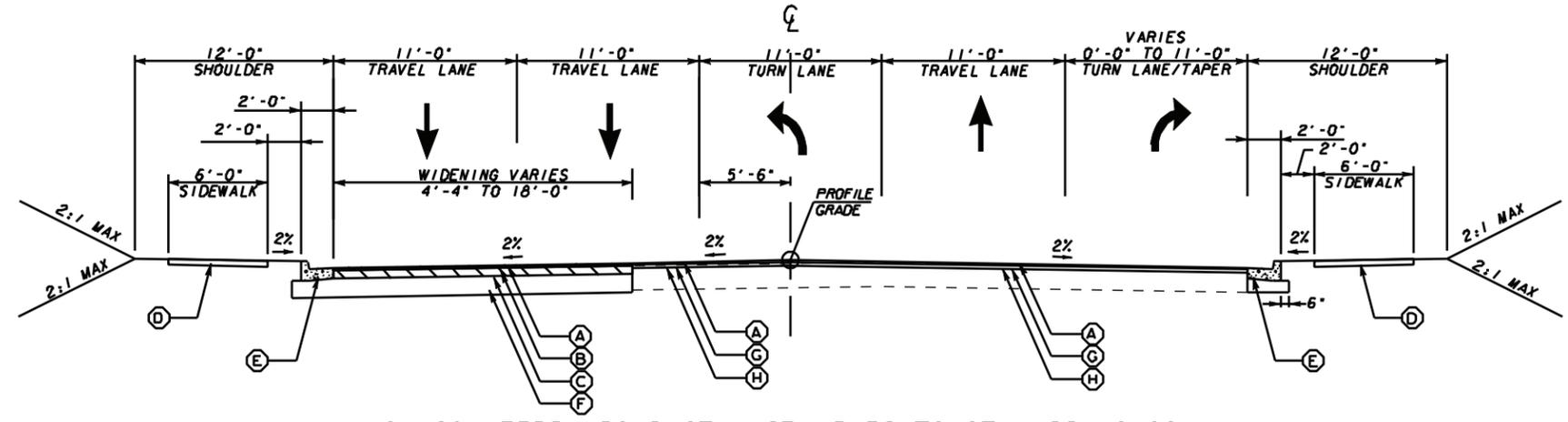
JULY 13, 2012



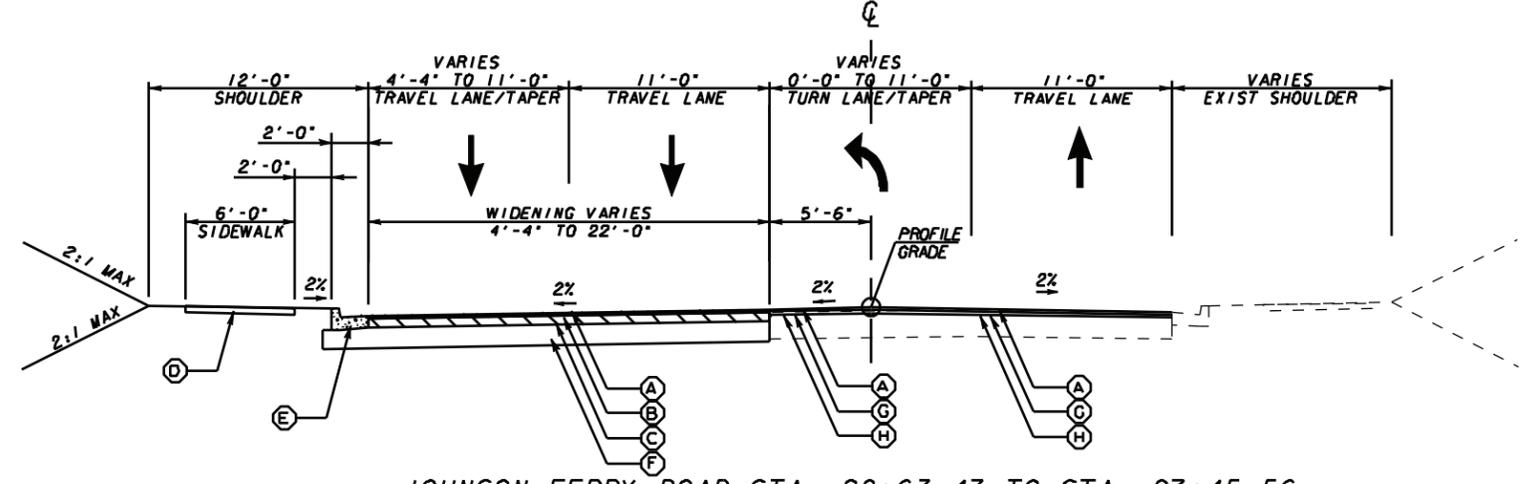
PAVEMENT DESIGN

- (A) RECYCLED ASPHALTIC CONCRETE 12.5 mm SUPERPAVE, GP 2 ONLY, INCL BITUM MATL AND H LIME - 165 LB/SY
- (B) RECYCLED ASPHALTIC CONCRETE 19 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL AND H LIME - 220 LB/SY
- (C) RECYCLED ASPHALTIC CONCRETE 25 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL AND H LIME - 660 LB/SY
- (D) CONCRETE SIDEWALK, 4 INCH THICK GA. DOT CONST. DETAIL A-3
- (E) CONCRETE CURB AND GUTTER, 8 IN X 24 IN, TYPE 2 GA. DOT STD 9032-B
- (F) GRADED AGGREGATE BASE COURSE, 12 INCH THICK
- (G) RECYCLED ASPHALTIC CONCRETE LEVELING, INCL BITUM MATL AND H LIME
- (H) MILL ASPHALTIC CONCRETE PAVEMENT, 1 1/2 INCH DEPTH

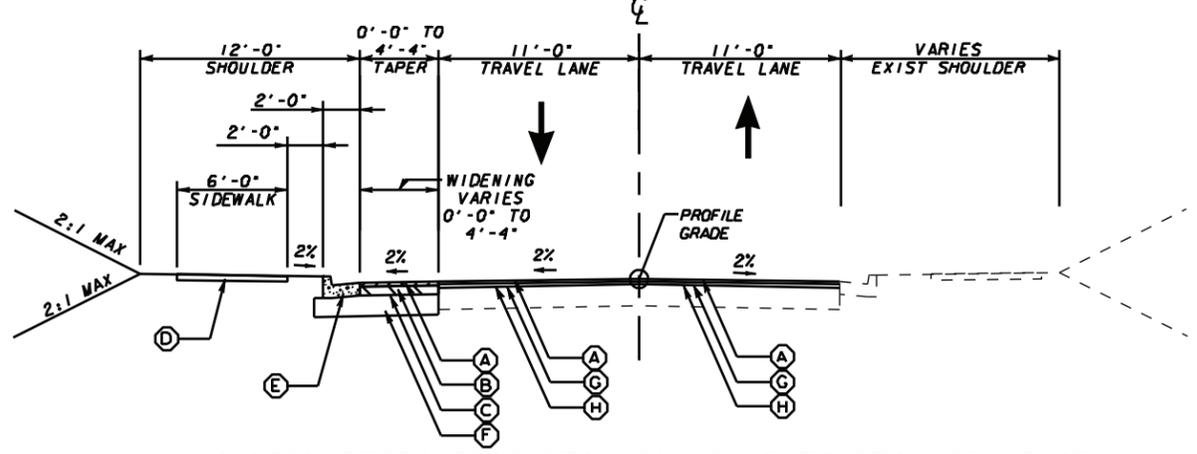
TYPICAL SECTIONS SHOWING SUPER ELEVATION AND TURN LANES ALSO APPLY WHEN PAVEMENT SLOPES IN OPPOSITE DIRECTION - SEE CONSTRUCTION PLAN SHEETS FOR LOCATIONS AND DIRECTION OF SUPER ELEVATION AND LOCATIONS AND DIMENSIONS OF TURN LANES.



JOHNSON FERRY ROAD STA. 27+45.56 TO STA. 28+10.00
NORMAL CROWN SECTION
N. T. S.



JOHNSON FERRY ROAD STA. 22+63.47 TO STA. 27+45.56
NORMAL CROWN SECTION
N. T. S.



JOHNSON FERRY ROAD STA. 21+00.00 TO STA. 22+63.47
NORMAL CROWN SECTION
N. T. S.



REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PROGRAM DELIVERY

TYPICAL SECTIONS

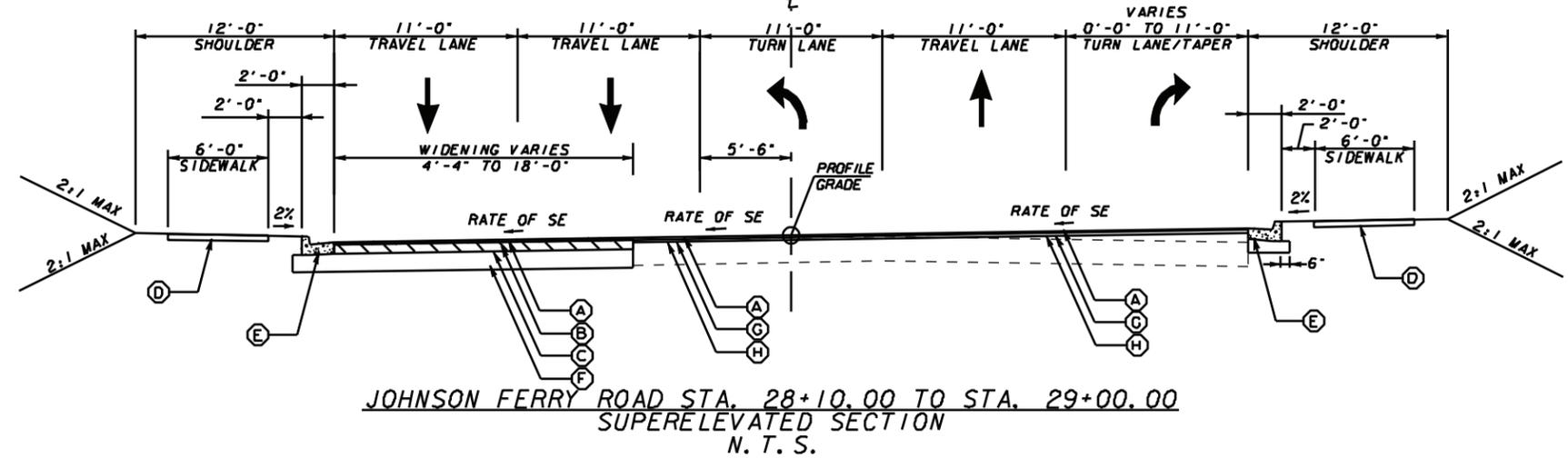
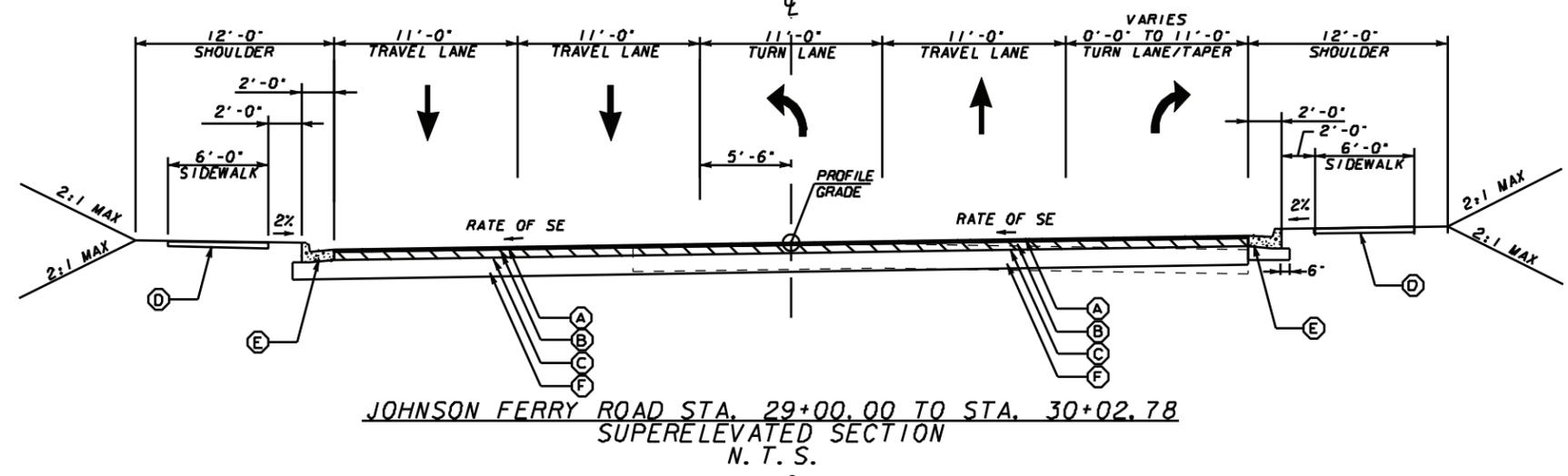
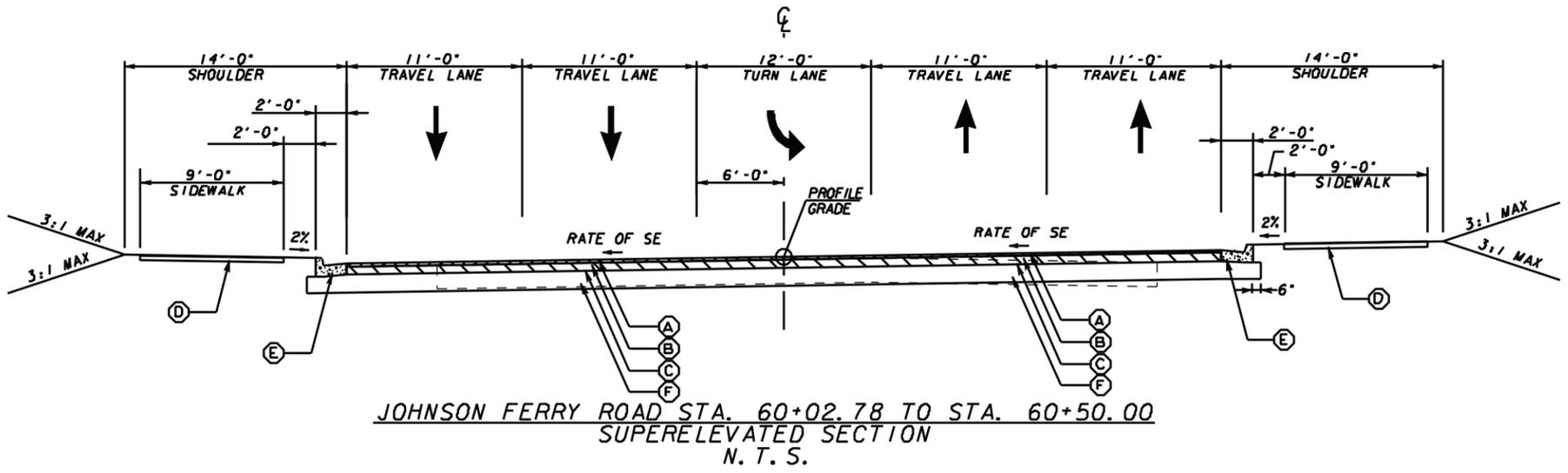
JOHNSON FERRY ROAD AT
SANDY SPRINGS CIRCLE

DRAWING No.
5-01

PAVEMENT DESIGN

- (A) RECYCLED ASPHALTIC CONCRETE 12.5 mm SUPERPAVE, GP 2 ONLY, INCL BITUM MATL AND H LIME - 165 LB/SY
- (B) RECYCLED ASPHALTIC CONCRETE 19 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL AND H LIME - 220 LB/SY
- (C) RECYCLED ASPHALTIC CONCRETE 25 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL AND H LIME - 660 LB/SY
- (D) CONCRETE SIDEWALK, 4 INCH THICK
GA. DOT CONST. DETAIL A-3
- (E) CONCRETE CURB AND GUTTER, 8 IN X 24 IN, TYPE 2
GA. DOT STD 9032-B
- (F) GRADED AGGREGATE BASE COURSE, 12 INCH THICK
- (G) RECYCLED ASPHALTIC CONCRETE LEVELING, INCL BITUM MATL AND H LIME
- (H) MILL ASPHALTIC CONCRETE PAVEMENT, 1 1/4 INCH DEPTH

TYPICAL SECTIONS SHOWING SUPER ELEVATION AND TURN LANES ALSO APPLY WHEN PAVEMENT SLOPES IN OPPOSITE DIRECTION - SEE CONSTRUCTION PLAN SHEETS FOR LOCATIONS AND DIRECTION OF SUPER ELEVATION AND LOCATIONS AND DIMENSIONS OF TURN LANES.



REVISION DATES	

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PROGRAM DELIVERY

TYPICAL SECTIONS

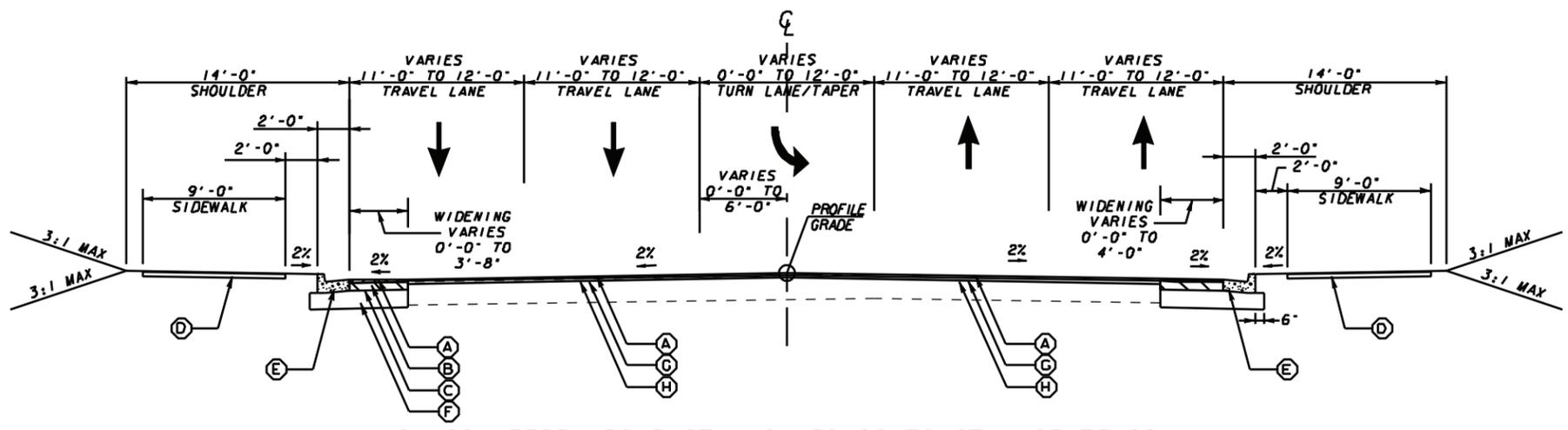
JOHNSON FERRY ROAD AT
SANDY SPRINGS CIRCLE

DRAWING No.
5-02

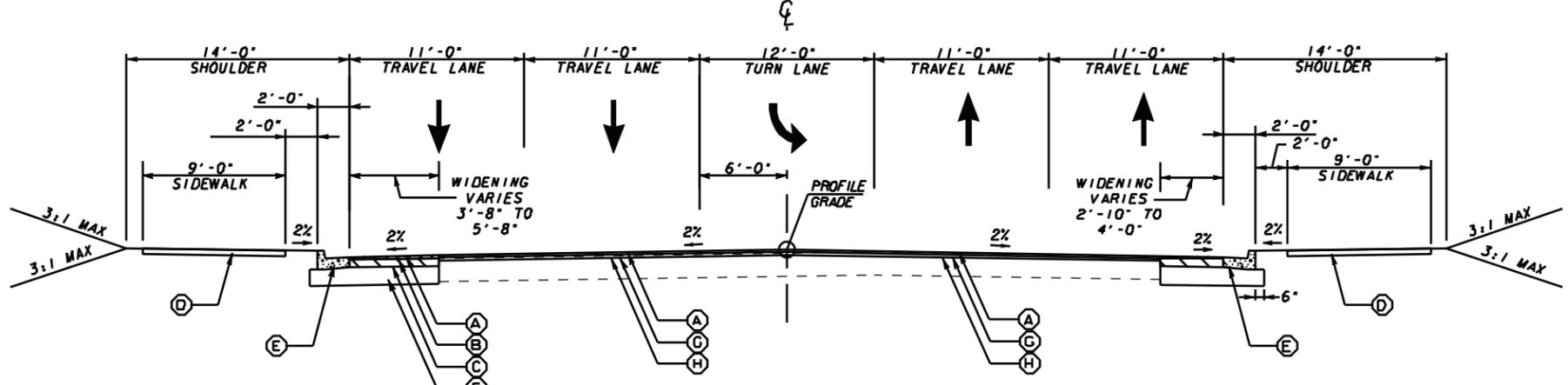
PAVEMENT DESIGN

- (A) RECYCLED ASPHALTIC CONCRETE 12.5 mm SUPERPAVE, GP 2 ONLY, INCL BITUM MATL AND H LIME - 165 LB/SY
- (B) RECYCLED ASPHALTIC CONCRETE 19 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL AND H LIME - 220 LB/SY
- (C) RECYCLED ASPHALTIC CONCRETE 25 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL AND H LIME - 660 LB/SY
- (D) CONCRETE SIDEWALK, 4 INCH THICK GA. DOT CONST. DETAIL A-3
- (E) CONCRETE CURB AND GUTTER, 8 IN X 24 IN, TYPE 2 GA. DOT STD 9032-B
- (F) GRADED AGGREGATE BASE COURSE, 12 INCH THICK
- (G) RECYCLED ASPHALTIC CONCRETE LEVELING, INCL BITUM MATL AND H LIME
- (H) MILL ASPHALTIC CONCRETE PAVEMENT, 1 1/4 INCH DEPTH

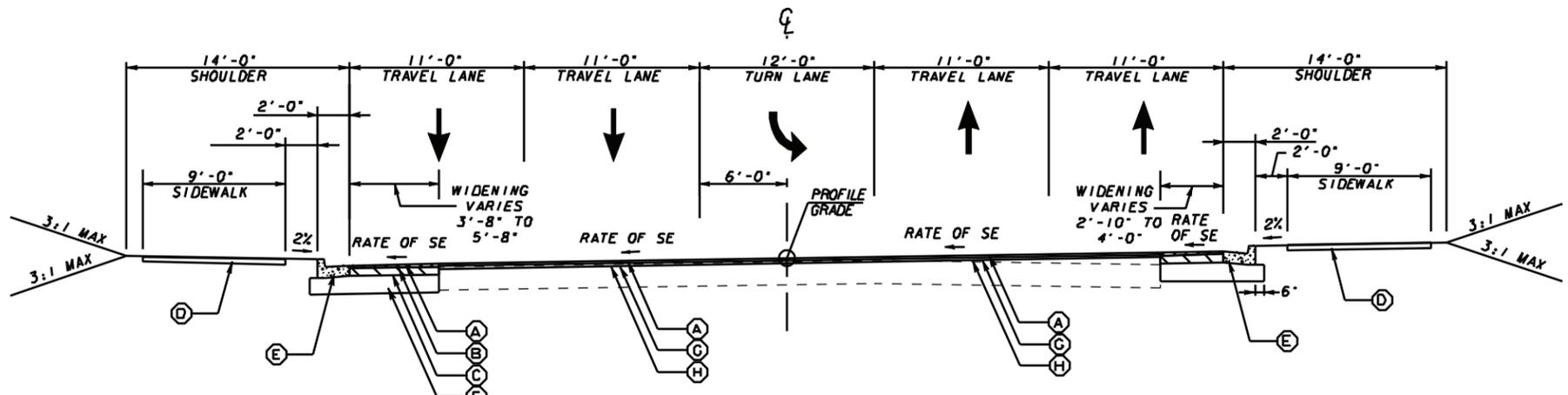
TYPICAL SECTIONS SHOWING SUPER ELEVATION AND TURN LANES ALSO APPLY WHEN PAVEMENT SLOPES IN OPPOSITE DIRECTION - SEE CONSTRUCTION PLAN SHEETS FOR LOCATIONS AND DIRECTION OF SUPER ELEVATION AND LOCATIONS AND DIMENSIONS OF TURN LANES.



JOHNSON FERRY ROAD STA. 64+50.00 TO STA. 65+75.00
NORMAL CROWN SECTION
N. T. S.



JOHNSON FERRY ROAD STA. 61+90.00 TO STA. 64+50.00
NORMAL CROWN SECTION
N. T. S.



JOHNSON FERRY ROAD STA. 60+50.00 TO STA. 61+90.00
SUPERELEVATED SECTION
N. T. S.



REVISION DATES	

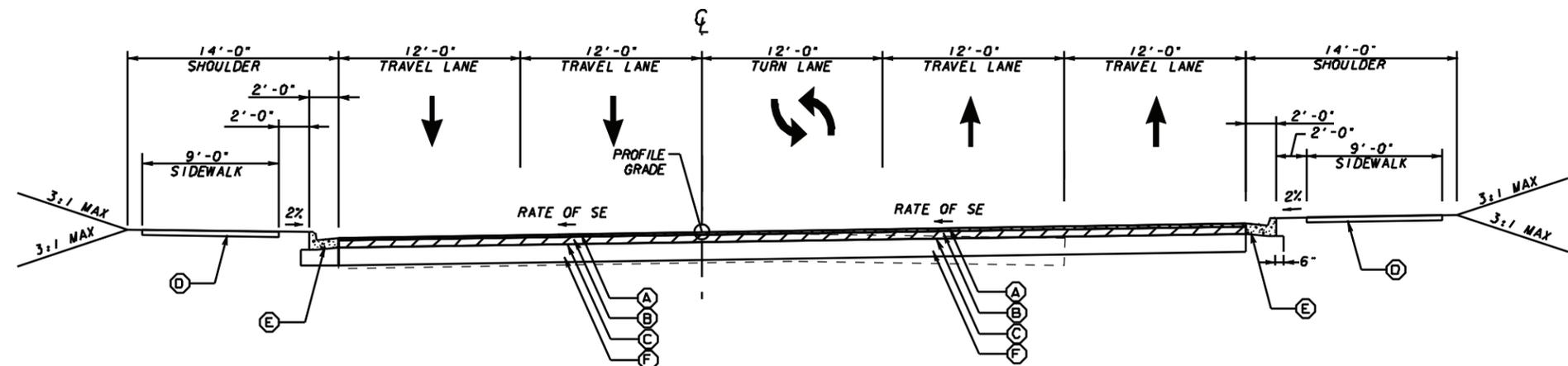
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PROGRAM DELIVERY
TYPICAL SECTIONS
JOHNSON FERRY ROAD AT
SANDY SPRINGS CIRCLE

DRAWING No.
5-03

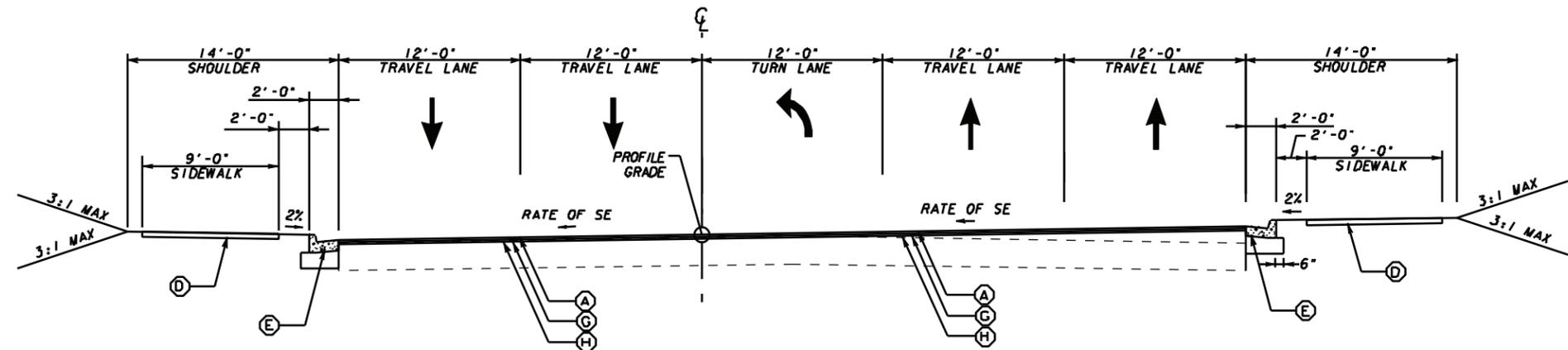
PAVEMENT DESIGN

- (A) RECYCLED ASPHALTIC CONCRETE 12.5 mm SUPERPAVE, GP 2 ONLY, INCL BITUM MATL AND H LIME - 165 LB/SY
- (B) RECYCLED ASPHALTIC CONCRETE 19 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL AND H LIME - 220 LB/SY
- (C) RECYCLED ASPHALTIC CONCRETE 25 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL AND H LIME - 660 LB/SY
- (D) CONCRETE SIDEWALK, 4 INCH THICK GA. DOT CONST. DETAIL A-3
- (E) CONCRETE CURB AND GUTTER, 8 IN X 24 IN, TYPE 2 GA. DOT STD 9032-B
- (F) GRADED AGGREGATE BASE COURSE, 12 INCH THICK
- (G) RECYCLED ASPHALTIC CONCRETE LEVELING, INCL BITUM MATL AND H LIME
- (H) MILL ASPHALTIC CONCRETE PAVEMENT, 1 1/2 INCH DEPTH

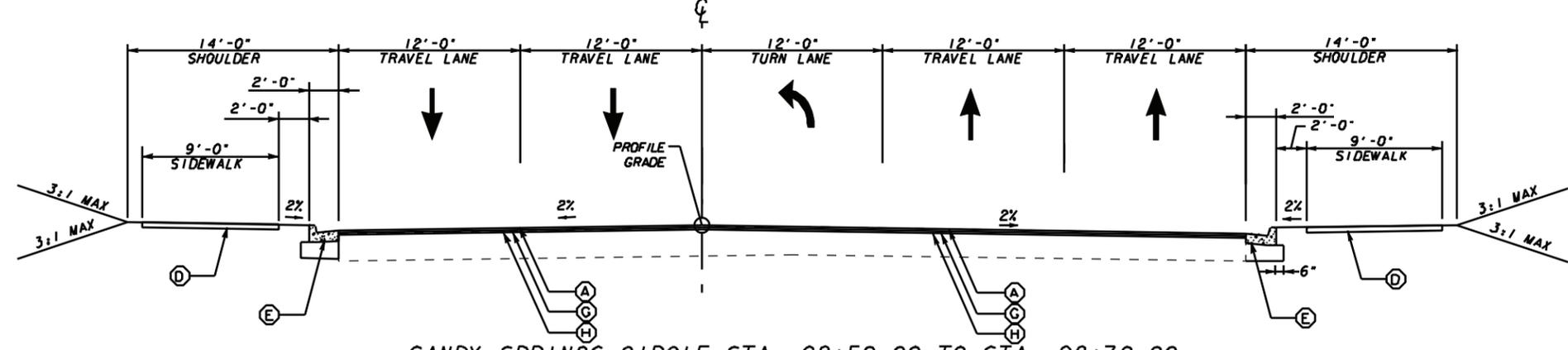
TYPICAL SECTIONS SHOWING SUPER ELEVATION AND TURN LANES ALSO APPLY WHEN PAVEMENT SLOPES IN OPPOSITE DIRECTION - SEE CONSTRUCTION PLAN SHEETS FOR LOCATIONS AND DIRECTION OF SUPER ELEVATION AND LOCATIONS AND DIMENSIONS OF TURN LANES.



SANDY SPRINGS CIRCLE STA. 99+50.00 TO STA. 100+23.00
SUPERELEVATED SECTION
N. T. S.



SANDY SPRINGS CIRCLE STA. 98+72.00 TO STA. 99+50.00
SUPERELEVATED SECTION
N. T. S.



SANDY SPRINGS CIRCLE STA. 98+50.00 TO STA. 98+72.00
NORMAL CROWN SECTION
N. T. S.



REVISION DATES	

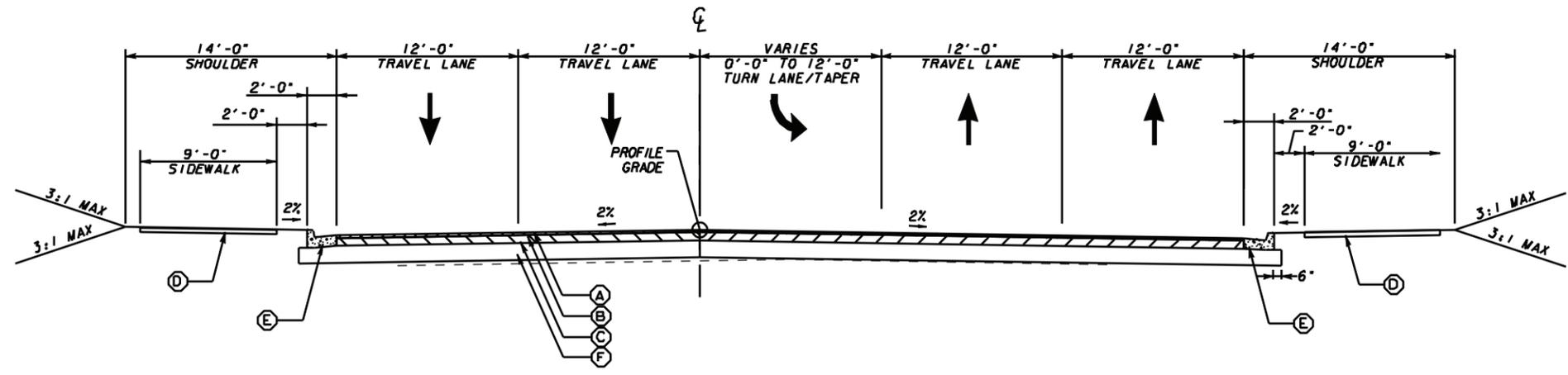
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PROGRAM DELIVERY
TYPICAL SECTIONS
JOHNSON FERRY ROAD AT
SANDY SPRINGS CIRCLE

DRAWING No.
5-04

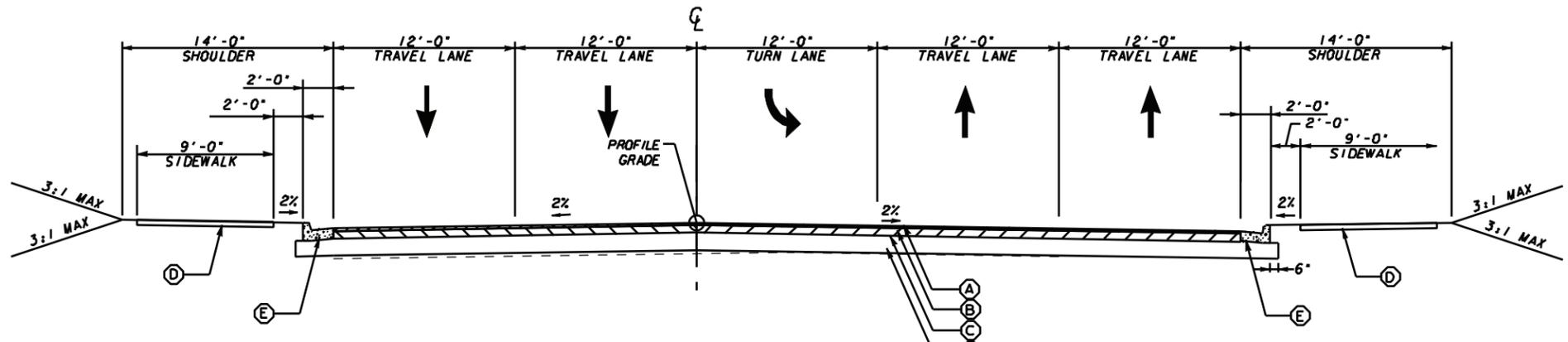
PAVEMENT DESIGN

- (A) RECYCLED ASPHALTIC CONCRETE 12.5 mm SUPERPAVE, GP 2 ONLY, INCL BITUM MATL AND H LIME - 165 LB/SY
- (B) RECYCLED ASPHALTIC CONCRETE 19 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL AND H LIME - 220 LB/SY
- (C) RECYCLED ASPHALTIC CONCRETE 25 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL AND H LIME - 660 LB/SY
- (D) CONCRETE SIDEWALK, 4 INCH THICK GA. DOT CONST. DETAIL A-3
- (E) CONCRETE CURB AND GUTTER, 8 IN X 24 IN, TYPE 2 GA. DOT STD 9032-B
- (F) GRADED AGGREGATE BASE COURSE, 12 INCH THICK
- (G) RECYCLED ASPHALTIC CONCRETE LEVELING, INCL BITUM MATL AND H LIME
- (H) MILL ASPHALTIC CONCRETE PAVEMENT, 1 1/2 INCH DEPTH

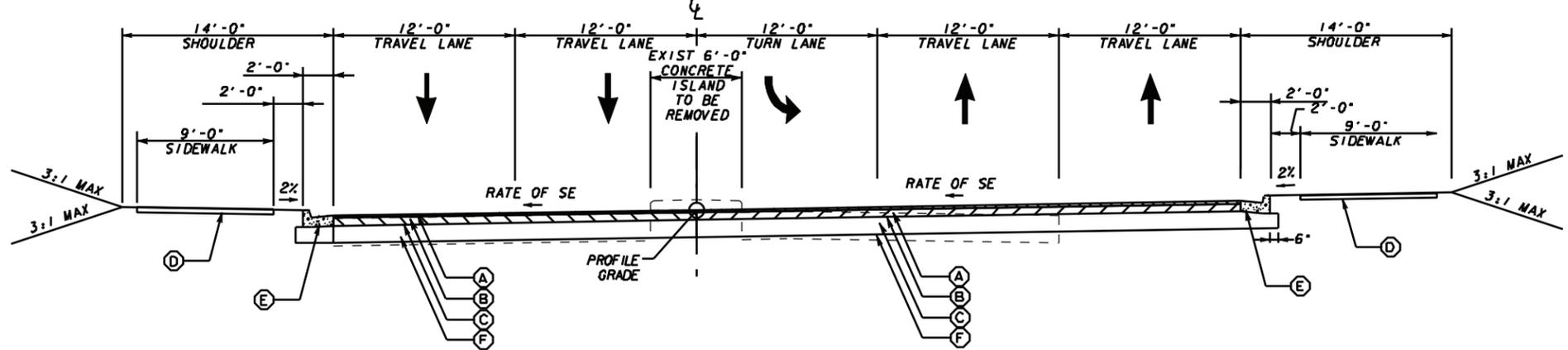
TYPICAL SECTIONS SHOWING SUPER ELEVATION AND TURN LANES ALSO APPLY WHEN PAVEMENT SLOPES IN OPPOSITE DIRECTION - SEE CONSTRUCTION PLAN SHEETS FOR LOCATIONS AND DIRECTION OF SUPER ELEVATION AND LOCATIONS AND DIMENSIONS OF TURN LANES.



SANDY SPRINGS CIRCLE STA. 101+50.00 TO STA. 104+90.00
NORMAL CROWN SECTION
N. T. S.



SANDY SPRINGS CIRCLE STA. 101+28.00 TO STA. 101+50.00
NORMAL CROWN SECTION
N. T. S.



SANDY SPRINGS CIRCLE STA. 100+23.00 TO STA. 101+28.00
NORMAL CROWN SECTION
N. T. S.



REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PROGRAM DELIVERY
TYPICAL SECTIONS
JOHNSON FERRY ROAD AT
SANDY SPRINGS CIRCLE

DRAWING No.
5-05

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No. , , **OFFICE**

, **DATE**

P.I. No.

FROM

TO Lisa L. Myers, Project Review Engineer

SUBJECT REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER

MNGT LET DATE

MNGT R/W DATE

PROGRAMMED COST (TPro W/OUT INFLATION)

CONSTRUCTION \$

RIGHT OF WAY \$

UTILITIES \$

LAST ESTIMATE UPDATE

DATE

DATE

DATE

REVISED COST ESTIMATES

CONSTRUCTION* \$

RIGHT OF WAY \$

UTILITIES \$

* Costs contain % Engineering and Inspection

REASON FOR COST INCREASE

Revised design layout, updated quantities, updated unit prices, revised Right-of-Way calculations spreadsheet

CONTINGENCY SUMMARY

Construction Cost Estimate:	\$ 1,226,462.80	(Base Estimate)
Engineering and Inspection:	\$ 61,323.14	(Base Estimate x 5 %)
Total Liquid AC Adjustment	\$ 83,307.74	(From attached worksheet)
Construction Total:	\$ 1,372,000.00	

REIMBURSABLE UTILITY COST

Utility Owner

Reimbursable Cost

Attachments

JOB DETAIL ESTIMATE

JOB NUMBER : 0006911 SPEC YEAR: 01
 DESCRIPTION: JOHNSON FERRY ROAD AT SANDY SPRINGS CIRCLE INTERSECTION IMPR

ITEMS FOR JOB 0006911

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
1005	150-1000		LS	TRAFFIC CONTROL - CSSTP-0006-00(911)	1.000	45000.00	45000.00
1010	207-0203		CY	FOUND BKFILL MATL, TP II	100.000	43.24	4324.42
1011	210-0100		LS	GRADING COMPLETE - CSSTP-0006-00(911)	1.000	50000.00	50000.00
1015	310-1101		TN	GR AGGR BASE CRS, INCL MATL	3200.000	19.86	63560.32
1020	402-1812		TN	RECYL AC LEVELING, INC BM&HL	1200.000	70.35	84429.61
1025	402-3121		TN	RECYL AC 25MM SP, GP1/2, BM&HL	1600.000	71.29	114073.98
1030	402-3130		TN	RECYL AC 12.5MM SP, GP2, BM&HL	1300.000	82.20	106861.74
1035	402-3190		TN	RECYL AC 19 MM SP, GP 1 OR 2 , INC BM&HL	600.000	81.17	48703.26
1040	413-1000		GL	BITUM TACK COAT	2300.000	2.73	6298.92
1045	432-5010		SY	MILL ASPH CONC PVMT, VARB DEPTH	7600.000	2.57	19552.75
1047	441-0016		SY	DRIVEWAY CONCRETE, 6 IN TK	150.000	33.09	4964.78
1048	441-0018		SY	DRIVEWAY CONCRETE, 8 IN TK	50.000	46.81	2341.00
1050	441-0104		SY	CONC SIDEWALK, 4 IN	3000.000	25.76	77286.33
1055	441-0748		SY	CONC MEDIAN, 6 IN	40.000	53.06	2122.61
1057	441-4020		SY	CONC VALLEY GUTTER, 6 IN	150.000	34.99	5249.61
1058	441-4030		SY	CONC VALLEY GUTTER, 8 IN	50.000	45.27	2263.74
1060	441-6216		LF	CONC CURB & GUTTER/ 8"X24"TP2	3750.000	9.90	37142.89
1065	446-1100		LF	PVMT REF FAB STRIPS, TP2, 18 INCH WIDTH	2500.000	3.84	9617.10
1070	500-3101		CY	CLASS A CONCRETE	100.000	406.25	40625.61
1075	500-9999		CY	CL B CONC, BASE OR PVMT WIDEN	50.000	164.17	8208.68
1080	511-1000		LB	BAR REINF STEEL	10000.000	0.97	9784.30
1090	620-0100		LF	TEMP BARRIER, METHOD NO. 1	300.000	31.31	9395.38
2004	900-0039		SF	BRICK PAVERS	4900.000	5.00	24500.00
2005	550-1180		LF	STM DR PIPE 18", H 1-10	1070.000	36.05	38575.20
2010	550-1240		LF	STM DR PIPE 24", H 1-10	200.000	42.96	8593.85
2015	550-1300		LF	STM DR PIPE 30", H 1-10	190.000	60.27	11452.50
2020	603-2181		SY	STN DUMPED RIP RAP, TP 3, 18"	50.000	37.87	1893.94
2025	668-1100		EA	CATCH BASIN, GP 1	14.000	2053.01	28742.20
2030	668-1110		LF	CATCH BASIN, GP 1, ADDL DEPTH	5.000	204.59	1022.96
2035	668-2100		EA	DROP INLET, GP 1	5.000	1790.01	8950.05
2040	668-2110		LF	DROP INLET, GP 1, ADDL DEPTH	2.000	232.44	464.88
2045	668-4300		EA	STORM SEW MANHOLE, TP 1	5.000	1745.10	8725.52
2050	668-4311		LF	ST SEW MANHOLE, TP 1, A DEP, CL 1	2.000	193.43	386.87
3005	163-0232		AC	TEMPORARY GRASSING	1.000	103.73	103.74
3010	163-0240		TN	MULCH	19.000	247.03	4693.62
3015	163-0300		EA	CONSTRUCTION EXIT	2.000	1248.91	2497.83
3020	163-0520		LF	CONSTR AND REMOVE TEMP PIPE SLOPE DRAIN	100.000	13.28	1328.13
3024	163-0528		LF	CONSTR AND REM FAB CK DAM -TP C SLT FN	400.000	2.93	1172.61
3025	163-0529		LF	CNST/REM TEMP SED BAR OR BLD STRW CK DM	500.000	3.71	1859.31

JOB DETAIL ESTIMATE

3030	163-0550	EA	CONS & REM INLET SEDIMENT TRAP	24.000	116.16	2788.01
3035	165-0010	LF	MAINT OF TEMP SILT FENCE, TP A	500.000	0.84	422.60
3040	165-0030	LF	MAINT OF TEMP SILT FENCE, TP C	2000.000	0.73	1469.00
3045	165-0041	LF	MAINT OF CHECK DAMS - ALL TYPES	200.000	1.88	377.83
3049	165-0071	LF	MAINT OF SEDIMENT BARRIER - BALED STRAW	250.000	1.37	343.42
3050	165-0101	EA	MAINT OF CONST EXIT	6.000	487.57	2925.45
3055	165-0105	EA	MAINT OF INLET SEDIMENT TRAP	24.000	30.63	735.26
3060	171-0010	LF	TEMPORARY SILT FENCE, TYPE A	1000.000	1.45	1450.94
3065	171-0030	LF	TEMPORARY SILT FENCE, TYPE C	4000.000	2.64	10597.36
3070	441-0204	SY	PLAIN CONC DITCH PAVING, 4 IN	50.000	37.56	1878.37
3075	603-7000	SY	PLASTIC FILTER FABRIC	100.000	3.33	333.93
3080	700-6910	AC	PERMANENT GRASSING	2.000	485.99	971.99
3085	700-7000	TN	AGRICULTURAL LIME	2.000	86.51	173.02
3095	700-8000	TN	FERTILIZER MIXED GRADE	2.000	407.29	814.60
3100	700-8100	LB	FERTILIZER NITROGEN CONTENT	100.000	2.14	214.90
3105	700-9300	SY	SOD	4200.000	3.96	16665.81
3107	713-3011	SY	WOOD FIBER BLANKET, TP I, SHOULDERS	1000.000	0.21	216.77
3108	713-3012	SY	WOOD FIBER BLANKET, TP II, SHOULDERS	1000.000	1.06	1062.88
3110	716-2000	SY	EROSION CONTROL MATS, SLOPES	1000.000	0.94	948.02
4001	636-1033	SF	HWY SIGNS, TP1MAT,REFL SH TP 9	120.000	19.55	2346.57
4003	636-2070	LF	GALV STEEL POSTS, TP 7	240.000	8.25	1981.15
4005	653-0120	EA	THERM PVMT MARK, ARROW, TP 2	8.000	80.91	647.28
4010	653-1501	LF	THERMO SOLID TRAF ST 5 IN, WHI	1147.000	0.73	843.97
4015	653-1502	LF	THERMO SOLID TRAF ST, 5 IN YEL	2771.000	0.65	1815.95
4020	653-1704	LF	THERM SOLID TRAF STRIPE,24",WH	161.000	5.04	813.04
4025	653-1804	LF	THERM SOLID TRAF STRIPE, 8",WH	1300.000	2.06	2681.15
4030	653-3501	GLF	THERMO SKIP TRAF ST, 5 IN, WHI	2602.000	0.43	1141.34
4035	653-6006	SY	THERM TRAF STRIPING, YELLOW	492.000	3.54	1743.48
5000	615-1200	LF	DIRECTIONAL BORE - 3 IN	150.000	13.67	2050.85
5001	615-1200	LF	DIRECTIONAL BORE - 5 IN	310.000	12.61	3912.13
5004	639-3004	EA	STEEL STRAIN POLE, TP IV WITH 2-65' MAST ARMS	2.000	15000.00	30000.00
5005	647-1000	LS	TRAF SIGNAL INSTALLATION NO - SIGNAL 1	1.000	75000.00	75000.00
5007	647-2160	EA	PULL BOX, PB-6	6.000	1144.45	6866.73
5010	647-3000	EA	INTERNAL ILLUMIN ST NAME SIGN	4.000	2700.00	10800.00
5015	647-3100	EA	INTERNAL ILLUMIN ST NAME SIGN CONTR ASEM	1.000	400.00	400.00
5020	647-6057	EA	PEDESTAL POLE	1.000	2500.00	2500.00
5025	682-6120	LF	CONDUIT, RIGID, 2 IN	1080.000	11.45	12370.17
5030	682-6222	LF	CONDUIT, NONMETL, TP 2, 2 IN	420.000	6.86	2883.00
5035	682-6233	LF	CONDUIT, NONMETL, TP 3, 2 IN	200.000	4.15	830.25
5040	936-1001	EA	CCTV SYSTEM,TYPE B	1.000	5600.65	5600.66
5045	936-8000	LS	TESTING	1.000	3000.00	3000.00
5050	937-6050	EA	INT VIDEO DET SYS ASMBLY, TP A	11.000	4313.10	47444.13
5055	937-6100	EA	OUTPUT EXPANSION MODULE, TP A	1.000	600.00	600.00
5060	937-8000	LS	TESTING	1.000	1000.00	1000.00
5065	939-1191	EA	VIDEO ENCODER, TYPE B	1.000	3700.00	3700.00
5070	939-2237	EA	GBIC, TYPE D	1.000	500.00	500.00
5075	939-2305	EA	FIELD SWITCH, TYPE C	1.000	1830.55	1830.55
6005	682-9030	LS	LIGHTING SYSTEM	1.000	60000.00	60000.00

ITEM TOTAL

1226462.76

JOB DETAIL ESTIMATE

=====	
INFLATED ITEM TOTAL	1226462.76
TOTALS FOR JOB 0006911	

ESTIMATED COST:	1226462.80
CONTINGENCY PERCENT (5.0):	61323.14
ESTIMATED TOTAL:	1287785.94

PROJ. NO.

CSSTP-0006-00(911)

CALL NO.

P.I. NO.

0006911

DATE

6/7/2013

INDEX (TYPE)

REG. UNLEADED
DIESEL
LIQUID AC

DATE	INDEX
Jun-13	\$ 3.424
	\$ 3.805
	\$ 567.00

Link to Fuel and AC Index:

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt

Price Adjustment (PA)				79947	\$	79,947.00
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	907.20		
Monthly Asphalt Cement Price month project let (APL)			\$	567.00		
Total Monthly Tonnage of asphalt cement (TMT)				235		

ASPHALT	Tons	%AC	AC ton
Leveling	1200	5.0%	60
12.5 OGFC		5.0%	0
12.5 mm	1300	5.0%	65
9.5 mm SP		5.0%	0
25 mm SP	1600	5.0%	80
19 mm SP	600	5.0%	30
	4700		235

BITUMINOUS TACK COAT

Price Adjustment (PA)			\$	3,360.74	\$	3,360.74
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	907.20		
Monthly Asphalt Cement Price month project let (APL)			\$	567.00		
Total Monthly Tonnage of asphalt cement (TMT)				9.878732121		

Bitum Tack

Gals	gals/ton	tons
2300	232.8234	9.87873212

PROJ. NO.

CSSTP-0006-00(911)

CALL NO.

P.I. NO.

0006911

DATE

6/7/2013

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)						0	\$	-
Monthly Asphalt Cement Price month placed (APM)			Max. Cap	60%	\$	907.20		
Monthly Asphalt Cement Price month project let (APL)					\$	567.00		
Total Monthly Tonnage of asphalt cement (TMT)						0		

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0
					0

TOTAL LIQUID AC ADJUSTMENT	\$	83,307.74
-----------------------------------	-----------	------------------

GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 6/6/2013 Project: CSSTP-0006-00(911)
 Revised: County: Fulton
 PI: 6911

Description: Johnson Ferry Rd and Sandy Springs Circle
 Project Termini: JFR @ Sandy Springs Circle Intersection Imp.

Existing ROW: 0
 Required ROW: 18736
 Parcels: 14

Land and Improvements \$1,113,750.00

Proximity Damage	\$100,000.00
Consequential Damage	\$0.00
Cost to Cures	\$200,000.00
Trade Fixtures	\$0.00
Improvements	\$21,000.00

Valuation Services \$34,375.00

Legal Services \$121,950.00

Relocation \$28,000.00

Demolition \$0.00

Administrative \$123,000.00

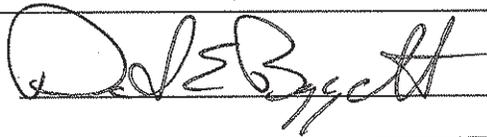
TOTAL ESTIMATED COSTS \$1,421,075.00

TOTAL ESTIMATED COSTS (ROUNDED) \$1,422,000.00

Preparation Credits	Hours	Signature

Prepared By:

Approved By:



CG#: 000060469 (TA) (DATE) 6-6-13

CG#: (DATE)

NOTE: No Market Appreciation is included in this Preliminary Cost Estimate



Technical Memorandum

Date: July 13, 2012

Prepared For: File

Prepared By: Ed Culican

Subject: Summary of Utility Conflicts

Project: Johnson Ferry Road at Sandy Springs Circle Intersection Improvements
Project No. CSSTP-0006-00(911)); PI No. 0006911, COSS T-0010

The purpose of this technical memorandum is to summarize the utility involved on the project, and any potential conflicts and/or relocations necessary for the subject project as documentation for the project Concept Report. The following is the utilities involved and a list of potential conflicts for each facility

Georgia Power – Existing facilities located on the project includes overhead electric and underground electric service for pedestrian light fixtures. After a review of known utility features in the project, it appears that 5 poles will need to be relocated, along with approximately 1040 feet of overhead electric lines. Additionally, 6 existing pedestrian lights will need to be relocated, and 420 feet of underground electric lines may be relocated. Also, a part of this project, approximately 25 additional pedestrian lights will need to be added along with 2600 feet of underground electric service lines for these light fixtures.

Telecommunications – As part of the Georgia Power pole relocations, approximately 750 feet of overhead telecommunication lines will need to be relocated with the Georgia Power electric lines. Also, an ATT telecommunications duck bank has 1 manhole on the project that will need to be adjusted to grade.

Gas – A conflict with an AGL gas line and proposed drainage structures and pipe may exist as part of this project. If the design cannot be adjusted to avoid this conflict, approximately 300 feet of 2" plastic gas line will need to be relocated.

Sanitary Sewer – Three potential conflicts with an existing sanitary sewer lines and proposed drainage structures and pipes may exist. Potential design changes may avoid these conflicts. Also, 10 sanitary sewer manholes will need to be adjusted to grade as part of the project.

Water - Three potential conflicts with an existing water lines and proposed drainage structures and pipes may exist. Potential design changes may avoid these conflicts. Also, 16 water meters, 2 water valves, and 1 fire hydrant will need to be relocated as part of the project.

Summary of Quantities and Costs:

Technical Memorandum – Utility Estimate

April 14, 2011

Page 2

Georgia Power

Relocated poles – 5 ea @ \$800/pole = \$4,000

Relocated overhead lines – 1040 LF @ \$50/LF = \$52,000

Relocated ped lights, services lines, and conduit – 6 ea @ \$6000/light = \$36,000

Relocated ped service lines and conduit – 420 LF (included above)

New ped lights, services lines, and conduit – 25 ea @ \$8500/light = \$212,500

New ped services lines, and conduit – 2600 LF (included above)

Total Electric and Lighting = \$304,500

Telecommunications

Relocated overhead lines – 750 LF @ \$50/LF = \$37,500

Adjust MH to grade – 1 ea @ \$875/MH = \$875

Total Telecommunications = \$38,375

Gas

Relocated 2" plastic line – 300 LF @ \$15/LF = \$4,500

Total Gas = \$4,500

Sanitary Sewer

Adjust MH to grade – 10 ea @ \$875/MH = \$8,750

Total Sanitary Sewer = \$8,750

Water

Relocated water meter – 16 ea @ \$225/WM = \$3,600

Relocated water valve – 2 ea @ \$300/WV = \$600

Relocated fire hydrant – 1 ea @ \$2800/FH = \$2,800

Total Water = \$7,000

Total Project Utility Cost Estimate = \$363,125 use \$365,000

Accident Summary - Johnson Ferry Road (2006-2008)

Johnsons Ferry Road between Roswell Road and Ferry Road (MP 0.00-1.00) Urban Minor Arterial									
Year	Annual Crashes	Crash Rate (per 100 million vehicle-miles (MVM))		Annual Injuries	Injury Rate (per 100 million vehicle-miles (MVM))		Annual Fatalities	Fatality Rate (per 100 million vehicle-miles (MVM))	
		Road Segment	Statewide Average		Road Segment	Statewide Average		Road Segment	Statewide Average
2006	28	410	531	3	44	201	0	0	1.51
2007	24	351	514	5	73	190	0	0	1.47
2008	26	378	471	6	87	176	0	0	1.46
Average	26	380	505	5	68	189	0	0	1.48

Collisions by Crash Type – Johnson Ferry Road (2006-2008)

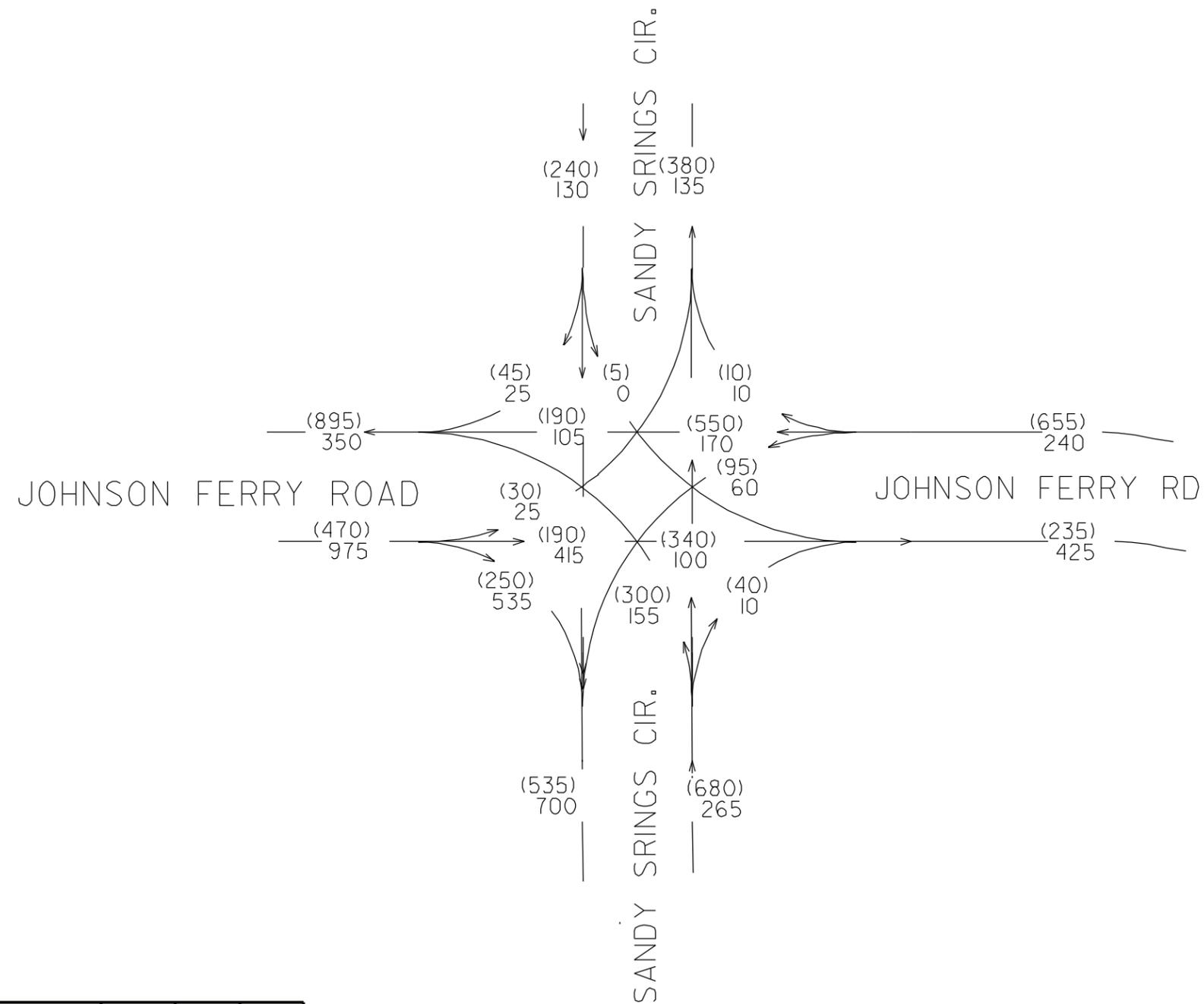
Collision Type	2006		2007		2008	
	Number	Percent	Number	Percent	Number	Percent
Angle	5	18%	4	17%	7	27%
Head On	2	7%	1	4%	2	8%
Rear End	17	61%	13	54%	10	38%
Sideswipe	4	14%	4	17%	5	19%
Other	0	0%	2	8%	2	8%

Accident Summary - Sandy Springs Circle (2006-2008)

Sandy Springs Circle between Roswell Road and Mt. Vernon Highway (MP 0.00-1.00) Urban Collector									
Year	Annual Crashes	Crash Rate (per 100 million vehicle-miles (MVM))		Annual Injuries	Injury Rate (per 100 million vehicle-miles (MVM))		Annual Fatalities	Fatality Rate (per 100 million vehicle-miles (MVM))	
		Road Segment	Statewide Average		Road Segment	Statewide Average		Road Segment	Statewide Average
2006	52	1674	510	7	225	184	0	0	1.70
2007	46	715	475	9	140	166	0	0	1.33
2008	27	422	443	3	47	154	0	0	1.12
Average	42	937	476	6	137	168	0	0	1.38

Collisions by Crash Type – Sandy Springs Circle (2006-2008)

Collision Type	2006		2007		2008	
	Number	Percent	Number	Percent	Number	Percent
Angle	21	40%	13	28%	12	44%
Head On	2	4%	4	9%	0	0%
Rear End	19	37%	18	39%	11	41%
Sideswipe	8	15%	8	17%	2	7.5%
Other	2	4%	3	7%	2	7.5%



SEGMENT NAME	T	S.U.	COMB.
JOHNSON FERRY ROAD	2.6%	2.3%	0.3%

FIGURE 1
JOHNSON FERRY ROAD AT
SANDY SPRINGS CIRCLE
EXISTING (2012) DHV
AM (PM) = 000 (000)

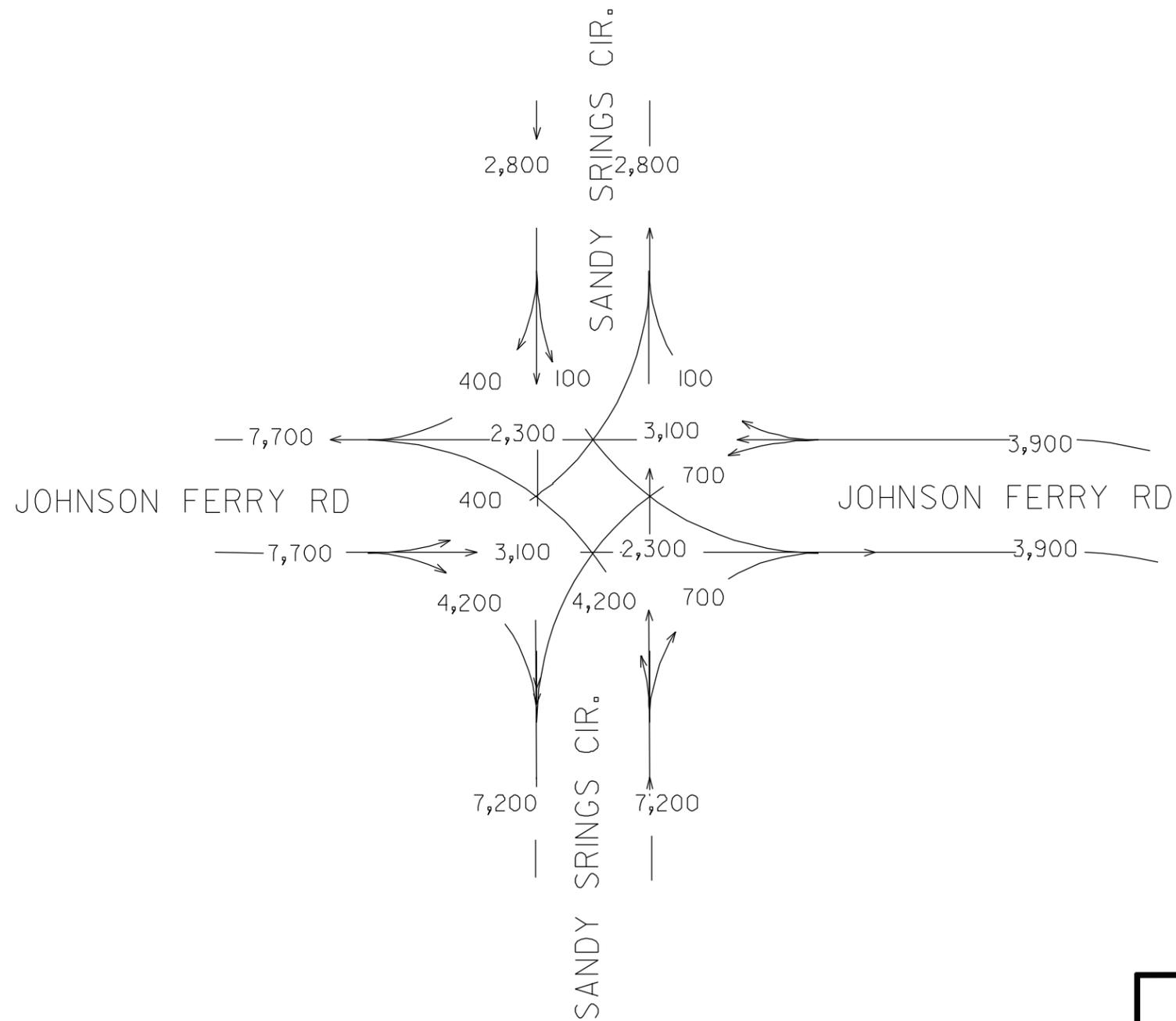
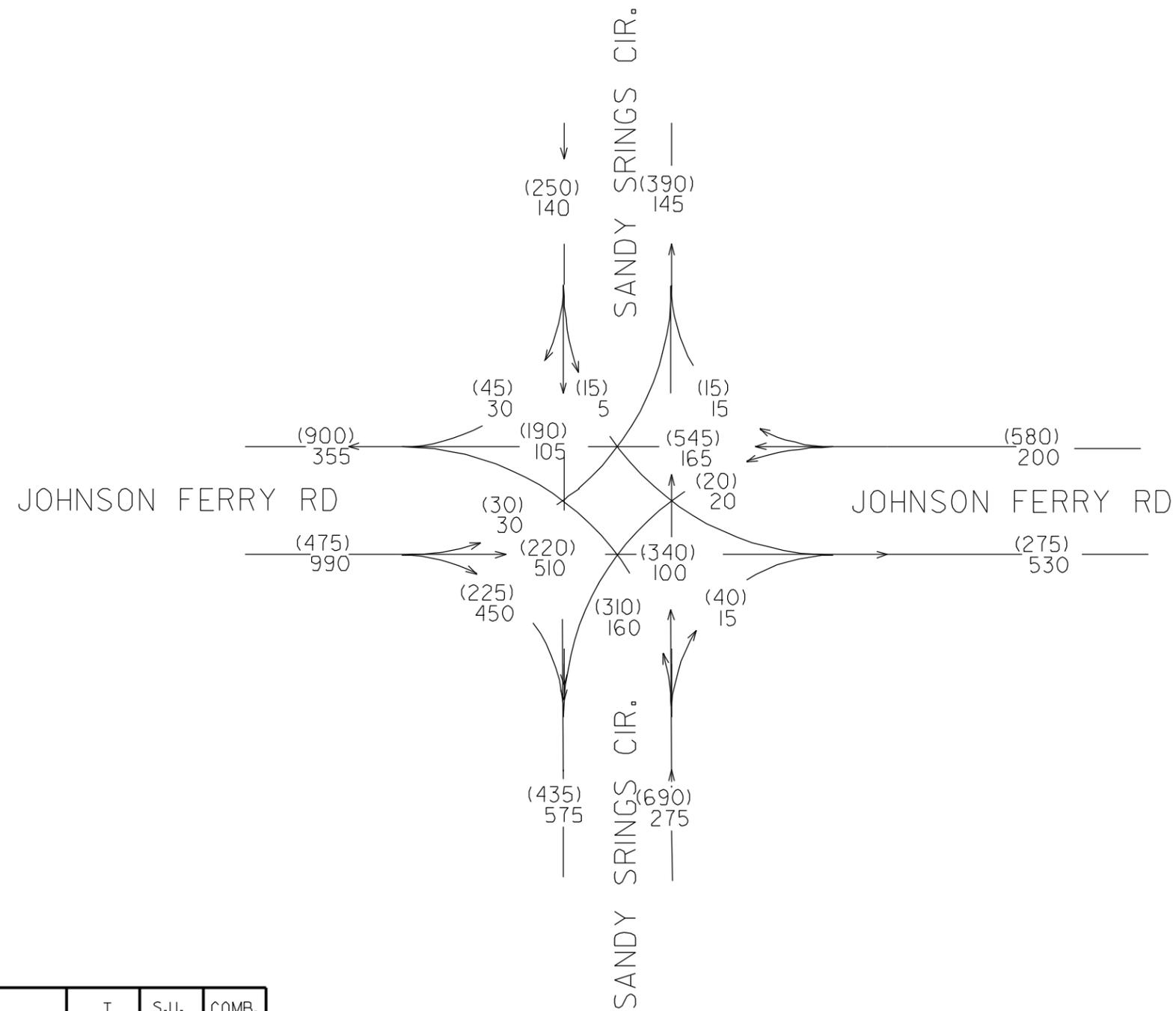


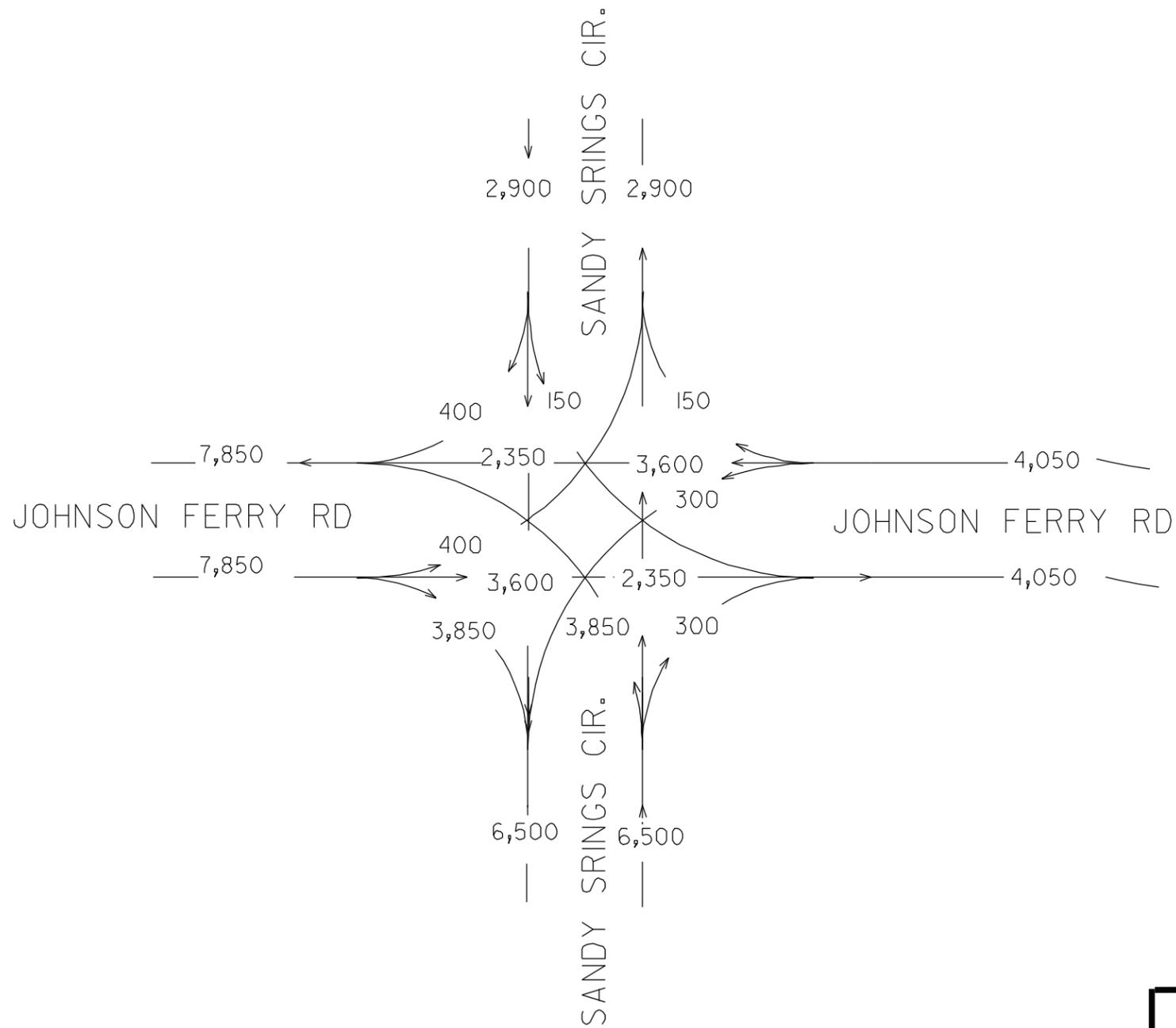
FIGURE 2
JOHNSON FERRY ROAD AT
SANDY SPRINGS CIRCLE
EXISTING (2012)
AVERAGE DAILY TRAFFIC (000)

SEGMENT NAME	24 HR T	S.U.	COMB.
JOHNSON FERRY ROAD	4.2%	3.4%	0.8%



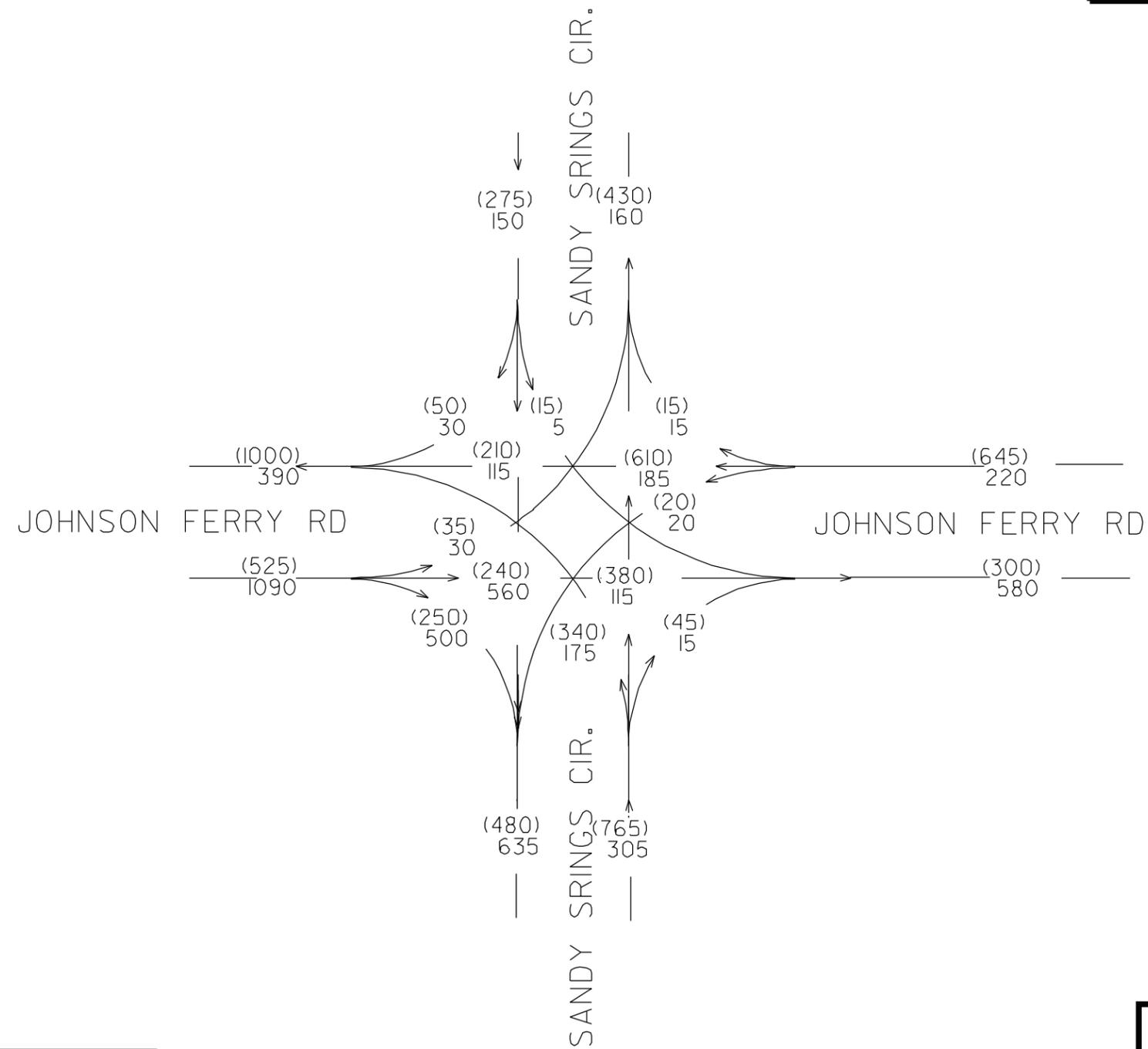
SEGMENT NAME	T	S.U.	COMB.
JOHNSON FERRY ROAD	2.6%	2.3%	0.3%

FIGURE 3
JOHNSON FERRY ROAD AT
SANDY SPRINGS CIRCLE
DESIGN YEAR (2016) DHV
AM (PM) = 000 (000)



SEGMENT NAME	24 HR T	S.U.	COMB.
JOHNSON FERRY ROAD	4.2%	3.4%	0.8%

FIGURE 4
JOHNSON FERRY ROAD AT
SANDY SPRINGS CIRCLE
DESIGN YEAR (2016)
AVERAGE DAILY TRAFFIC (000)



SEGMENT NAME	T	S.U.	COMB.
JOHNSON FERRY ROAD	2.6%	2.3%	0.3%

FIGURE 5
JOHNSON FERRY ROAD AT
SANDY SPRINGS CIRCLE
DESIGN YEAR (2036) DHV
AM (PM) = 000 (000)

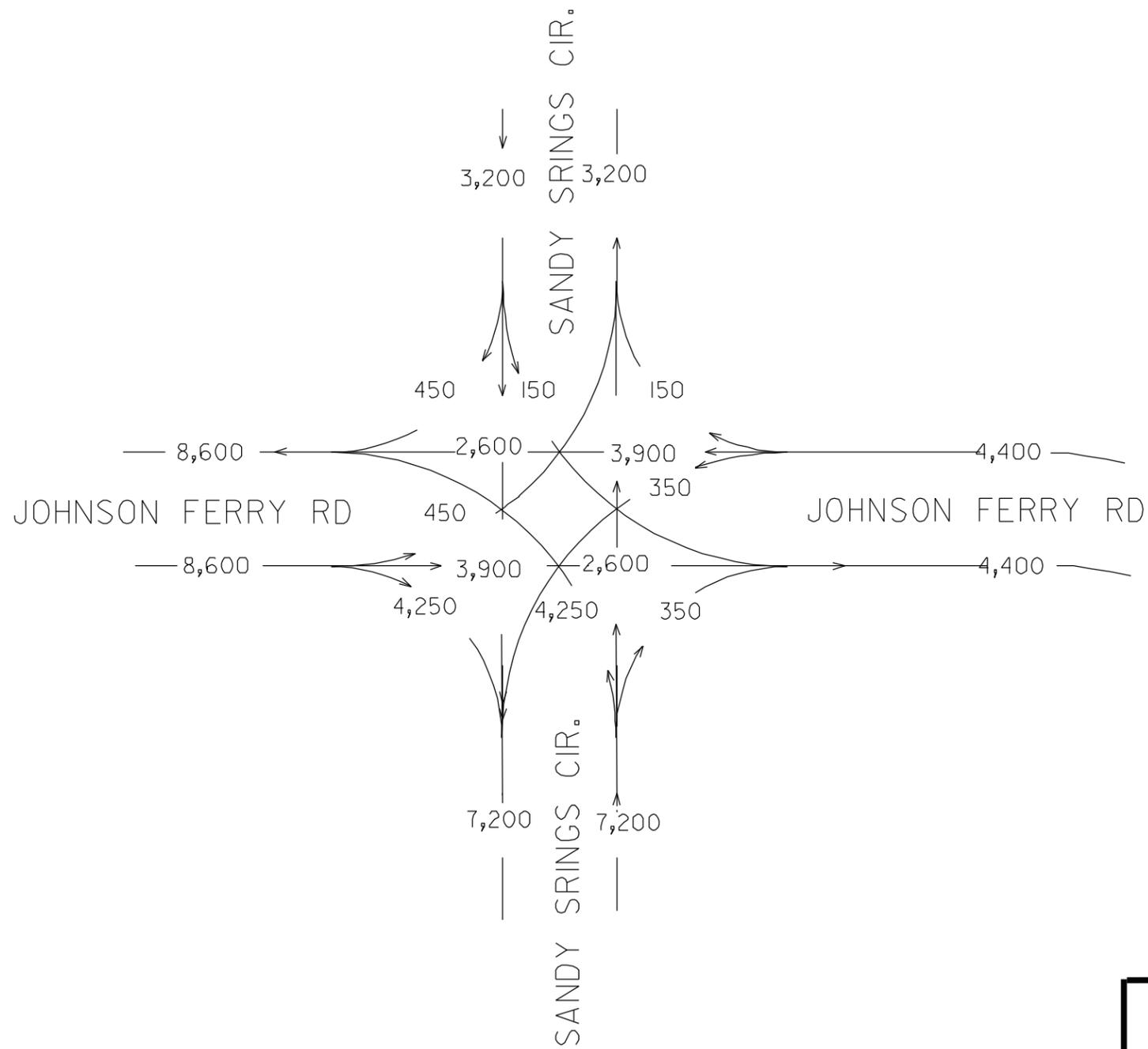


FIGURE 6
JOHNSON FERRY ROAD AT
SANDY SPRINGS CIRCLE
DESIGN YEAR (2036)
AVERAGE DAILY TRAFFIC (000)

SEGMENT NAME	24 HR T	S.U.	COMB.
JOHNSON FERRY ROAD	4.2%	3.4%	0.8%

Level of Service

A level of service (LOS) analysis was performed to evaluate the traffic operations of the study intersection. Since this intersection is part of the corridor improvements along Johnson Ferry Road and Glenridge Drive in the City of Sandy Springs, a VISSIM analysis was completed for the entire project area. A detailed report presenting VISSIM model development and calibration process for the Johnson Ferry Road project and a summary of validation and analysis results can be found in Appendix A. These results have been updated based on the updated traffic counts and projections completed for the project, which were approved on March 12, 2013.

Table 1 presents the results of the intersection LOS analysis for the Johnson Ferry Road and Sandy Springs Circle intersection. As shown in Table 2, by 2036, the study intersection is expected to operate at LOS C and E in the AM and PM peak hours without improvements. With the improvements proposed as part of this project, this intersection is expected to operate at LOS C and D in the AM and PM peak hours.

Table 1: VISSIM Model Intersection Level-of-Service Results

Intersection	Approach	Existing (2012)		No Build (2016)		Build (2016)		No Build (2036)		Build (2036)	
		AM Delay/LOS	PM Delay/LOS								
Johnson Ferry Road @ Sandy Springs Circle	Northbound	52.2 (D)	57.6 (E)	48.1 (D)	73.8 (E)	45.1 (D)	54.2 (D)	63.5 (E)	75.3 (E)	48.4 (D)	53.9 (D)
	Southbound	59.2 (E)	65.7 (E)	57.8 (E)	75.3 (E)	55.4 (E)	65.0 (E)	56.6 (E)	77.1 (E)	56.3 (E)	58.7 (E)
	Eastbound	11.9 (B)	22.1 (C)	12.1 (B)	29.2 (C)	12.6 (B)	28.7 (C)	14.7 (B)	32.1 (C)	13.5 (B)	30.1 (C)
	Westbound	14.7 (B)	59.6 (E)	14.8 (B)	59.2 (E)	15.3 (B)	59.2 (E)	16.0 (B)	57.7 (E)	15.4 (B)	65.2 (E)
	Intersection LOS	22.8 (C)	50.6 (D)	22.2 (C)	58.7 (E)	22.5 (C)	50.9 (D)	25.9 (C)	59.7 (E)	23.5 (C)	51.8 (D)

**TRAFFIC & SAFETY
STUDY**

**Johnson Ferry Road at Sandy Springs Circle
Intersection Improvements**

Project Number: CSCTP-0006-00(911)
P. I. Number: 0006911
County: Fulton

Prepared for:
Georgia Department of Transportation

June 2012
Revised May 2013

Background

The project is located in the City of Sandy Springs, Georgia at the intersection of Johnson Ferry Road and Sandy Springs Circle, including the approaches along each roadway segment. Cities adjacent to Sandy Springs include Dunwoody, Chamblee, and Roswell, Georgia. The Chattahoochee River is located less than two miles of the intersection. Land use within the project corridor includes residential, commercial, municipal (i.e. fire station and future City Hall) and undeveloped areas.

Need and Purpose

The purpose of the proposed project is to improve traffic and pedestrian mobility and reduce congestion at the intersection of Johnson Ferry Road and Sandy Springs Circle. Without improvements, level of service experienced at the intersection is projected to deteriorate from a LOS D to a LOS E, which corresponds to an unacceptable traffic operation condition. By improving the intersection and adding an additional westbound receiving lane through the intersection, the needed increased capacity for westbound traffic will reduce delays experienced at the intersection and improve mobility within the network as a whole.

Project Description

As part of a phased construction plan for the corridor improvements along Johnson Ferry Road and Glenridge Drive in the City of Sandy Springs, intersection improvements are proposed at the Sandy Springs Circle intersection with Johnson Ferry Road (see **Figure 1**, Project Location Map). The intersection improvements consist of the addition of turn lanes, modification of the existing traffic signal and pedestrian features, and curb and gutter and sidewalk on each side of the road. The sidewalks and pedestrian features will comply with established ADA requirements. The existing right-of-way along Johnson Ferry Road varies between 50 feet and 80 feet, and the proposed right-of-way varies between 60 feet and 80 feet. Along Sandy Springs Circle, the existing right-of-way varies between 70 feet and 90 feet, and the proposed right-of-way varies between 70 feet and 95 feet.

Level of Service

A level of service (LOS) analysis was performed to evaluate the traffic operations of the study intersection. Since this intersection is part of the corridor improvements along Johnson Ferry Road and Glenridge Drive in the City of Sandy Springs, a VISSIM analysis was completed for the entire project area. A detailed report presenting VISSIM model development and calibration process for the Johnson Ferry Road project and a summary of validation and analysis results can be found in Appendix A.

Table 1 presents the results of the intersection LOS analysis for the Johnson Ferry Road and Sandy Springs Circle intersection. As shown in Table 2, by 2036, the study intersection is expected to operate at LOS C and E in the AM and PM peak hours without improvements. With the improvements proposed as part of this project, this intersection is expected to operate at LOS C and D in the AM and PM peak hours.

Figure 1: Project Location Map

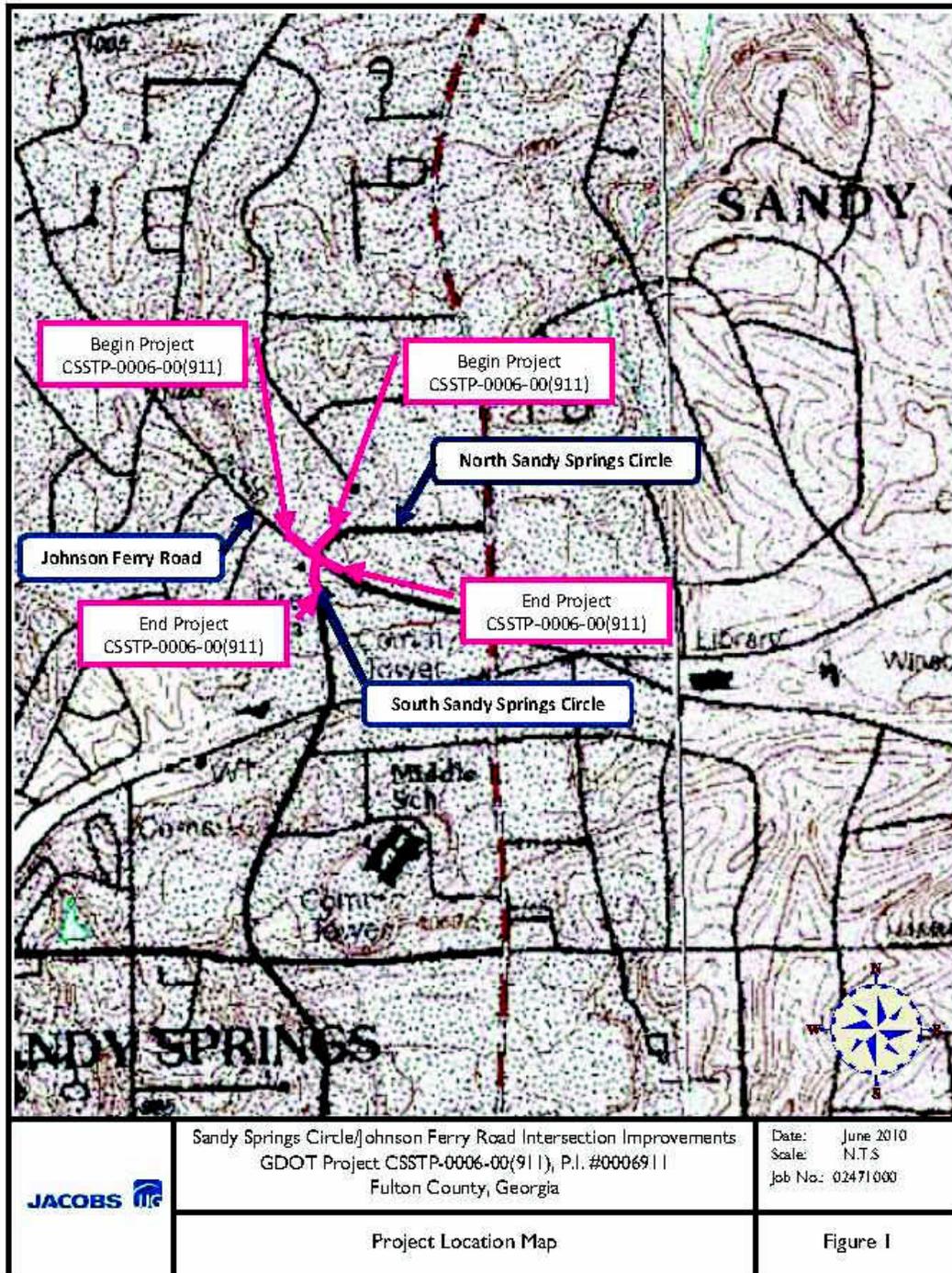


Table 1: VISSIM Model Intersection Level-of-Service Results

Intersection	Approach	Existing (2012)		No Build (2016)		Build (2016)		No Build (2036)		Build (2036)	
		AM Delay/LOS	PM Delay/LOS								
Johnson Ferry Road @ Sandy Springs Circle	Northbound	52.2 (D)	57.6 (E)	48.1 (D)	73.8 (E)	45.1 (D)	54.2 (D)	63.5 (E)	75.3 (E)	48.4 (D)	53.9 (D)
	Southbound	59.2 (E)	65.7 (E)	57.8 (E)	75.3 (E)	55.4 (E)	65.0 (E)	56.6 (E)	77.1 (E)	56.3 (E)	58.7 (E)
	Eastbound	11.9 (B)	22.1 (C)	12.1 (B)	29.2 (C)	12.6 (B)	28.7 (C)	14.7 (B)	32.1 (C)	13.5 (B)	30.1 (C)
	Westbound	14.7 (B)	59.6 (E)	14.8 (B)	59.2 (E)	15.3 (B)	59.2 (E)	16.0 (B)	57.7 (E)	15.4 (B)	65.2 (E)
	Intersection LOS	22.8 (C)	50.6 (D)	22.2 (C)	58.7 (E)	22.5 (C)	50.9 (D)	25.9 (C)	59.7 (E)	23.5 (C)	51.8 (D)

A roundabout analysis was completed for the study intersection for the 2036 Build condition. This analysis was completed for a multilane roundabout since the existing intersection has multilane approaches. **Table 2** present the results of the roundabout analysis using the GDOT Roundabout Analysis Tool. This tool utilized two roundabout analyses methodologies: Table 2 presents the results using the NCHRP-Report 572 analysis methodology and the UK formula referenced in the 2000 FHWA Roundabout guide. The NCHRP Model is based on an analytical method based on gap acceptance behavior on roundabouts in the United States. The formula yields a lower value for capacity because of source data taken from US roundabouts where driver familiarity is lower. The UK model is based on an empirical method based on the geometric features of the source roundabouts. The formula typically yields a higher value for capacity because the source data taken is taken from roundabouts in the UK where familiarity is higher.

Table 2 presents the results of the roundabout analysis. Per GDOT guidance, the NCHRP-572 model yields a conservative Entry Capacity and is best applied to the present year when driver familiarity is low; while the UK model yields a liberal Entry Capacity and is best applied in the future year when driver familiarity has increased. For these reasons, Table 2 presents the results of the 2036 Build condition roundabout. Utilizing the UK Model to analyze 2036 Build conditions, all approached are expected to operate at LOS A in 2036.

Crashes

Reducing crash frequencies is also a desirable objective of the intersection improvement project. Crash data from 2006-2008 for the Johnson Ferry Road and Sandy Springs Circle were obtained from GDOT. Since this project is an intersection project and the improvements are isolated to short sections on each approach, crash rates tend to be skewed for the road segment when analyzing only the limits of the intersection improvements along each approach. To more accurately display the crash rates experienced, a one mile segment of each road was analyzed to better assess the crash data for each roadway.

Table 2: 2036 Build Condition Roundabout Level-of-Service Analysis Summary

GDOT Roundabout Analysis Tool – NCHRP – 572 Model									
Build Conditions (2036)									
Approach	AM Peak				PM Peak				
	LOS	Delay (sec)	V/C Ratio	95% Queue	LOS	Delay (sec)	V/C Ratio	95% Queue	
Johnson Ferry Road - East approach	A	5.7	0.28	30	F	111.7	1.17	637	
Johnson Ferry Road – West approach	F	98.4	1.17	855	A	9.6	0.61	107	
Sandy Springs Circle-South approach	A	9.5	0.48	68	E	36.2	0.95	406	
Sandy Springs Circle North approach	A	5.3	0.19	18	C	15.6	0.57	88	
GDOT Roundabout Analysis Tool – UK Model									
Johnson Ferry Road - East approach	A	1.9	0.11	10	A	3.3	0.40	52	
Johnson Ferry Road – West approach	A	3.2	0.51	77	A	2.2	0.26	26	
Sandy Springs Circle – South approach	A	2.2	0.18	17	A	2.7	0.39	50	
Sandy Springs Circle – North approach	A	1.8	0.08	6	A	2.7	0.18	17	

A summary of the crash data for each of the roadway segments are shown in Tables 3 - 6. In Table 3, it is noted that Johnson Ferry Road experiences lower than average crash, injury, and fatality rates for its functional classification. In Table 5, Sandy Springs Circle experiences a significantly higher crash rate than statewide averages for its functional classification. This is primarily due to the location of four major intersections (Roswell Road, Johnson Ferry Road, Mt. Vernon Highway, and Hammond Drive) within the one mile segment of Sandy Springs Circle analyzed. Sandy Springs Circle does experiences lower than average injury and fatality rates compared to the statewide average rates for its respective functional classifications. Although rear end crashes were the most common type of crash, the data reveal a high number of angle crashes along Sandy Springs Circle. These types of crashes are likely due to the heavily congested conditions experienced at the intersection throughout much of the day.

Table 3: Crash Analysis- Johnson Ferry Road (2006-2008)

Johnsons Ferry Road between Roswell Road and Ferry Road (MP 0.00-1.00)									
Urban Minor Arterial									
Year	Annual Crashes	Crash Rate (per 100 million vehicle-miles (MVM))		Annual Injuries	Injury Rate (per 100 million vehicle-miles (MVM))		Annual Fatalities	Fatality Rate (per 100 million vehicle-miles (MVM))	
		Road Segment	Statewide Average		Road Segment	Statewide Average		Road Segment	Statewide Average
2006	28	410	531	3	44	201	0	0	1.51
2007	24	351	514	5	73	190	0	0	1.47
2008	26	378	471	6	87	176	0	0	1.46
Average	26	380	505	5	68	189	0	0	1.48

Table 4: Collisions by Crash Type – Johnson Ferry Road (2006-2008)

Collision Type	2006		2007		2008	
	Number	Percent	Number	Percent	Number	Percent
Angle	5	18%	4	17%	7	27%
Head On	2	7%	1	4%	2	8%
Rear End	17	61%	13	54%	10	38%
Sideswipe	4	14%	4	17%	5	19%
Other	0	0%	2	8%	2	8%

Table 5: Crash Analysis- Sandy Springs Circle (2006-2008)

Sandy Springs Circle between Roswell Road and Mt. Vernon Highway (MP 0.00-1.00) Urban Collector									
Year	Annual Crashes	Crash Rate (per 100 million vehicle-miles (MVM))		Annual Injuries	Injury Rate (per 100 million vehicle-miles (MVM))		Annual Fatalities	Fatality Rate (per 100 million vehicle-miles (MVM))	
		Road Segment	Statewide Average		Road Segment	Statewide Average		Road Segment	Statewide Average
2006	52	1674	510	7	225	184	0	0	1.7
2007	43	715	475	9	140	166	0	0	1.33
2008	27	422	443	3	47	154	0	0	1.12
Average	42	937	476	6	137	168	0	0	1.38

Table 6: Collisions by Crash Type – Sandy Springs Circle (2006-2008)

Collision Type	2006		2007		2008	
	Number	Percent	Number	Percent	Number	Percent
Angle	21	40%	13	28%	12	44%
Head On	2	4%	4	9%	0	0%
Rear End	19	37%	18	39%	11	41%
Sideswipe	8	15%	8	17%	2	7.5%
Other	2	4%	3	7%	2	7.5%

Appendices:

Appendix A: VISSIM ANALYSIS REPORT - Johnson Ferry Road and Glenridge Drive Corridor Improvements

Appendix B: Traffic Diagrams

**TRAFFIC & SAFETY
STUDY**

**Johnson Ferry Road at Sandy Springs Circle
Intersection Improvements**

APPENDIX A

**VISSIM ANALYSIS REPORT -
Johnson Ferry Road and Glenridge Drive
Corridor Improvements**

**TRAFFIC & SAFETY
STUDY**

**Johnson Ferry Road and Glenridge Drive
Corridor Improvements**

Project Number: STP00-9252-00(007)
P. I. Number: 751420
County: Fulton

Prepared for:
Georgia Department of Transportation

July 2012
Revised May 2013

NEED AND PURPOSE

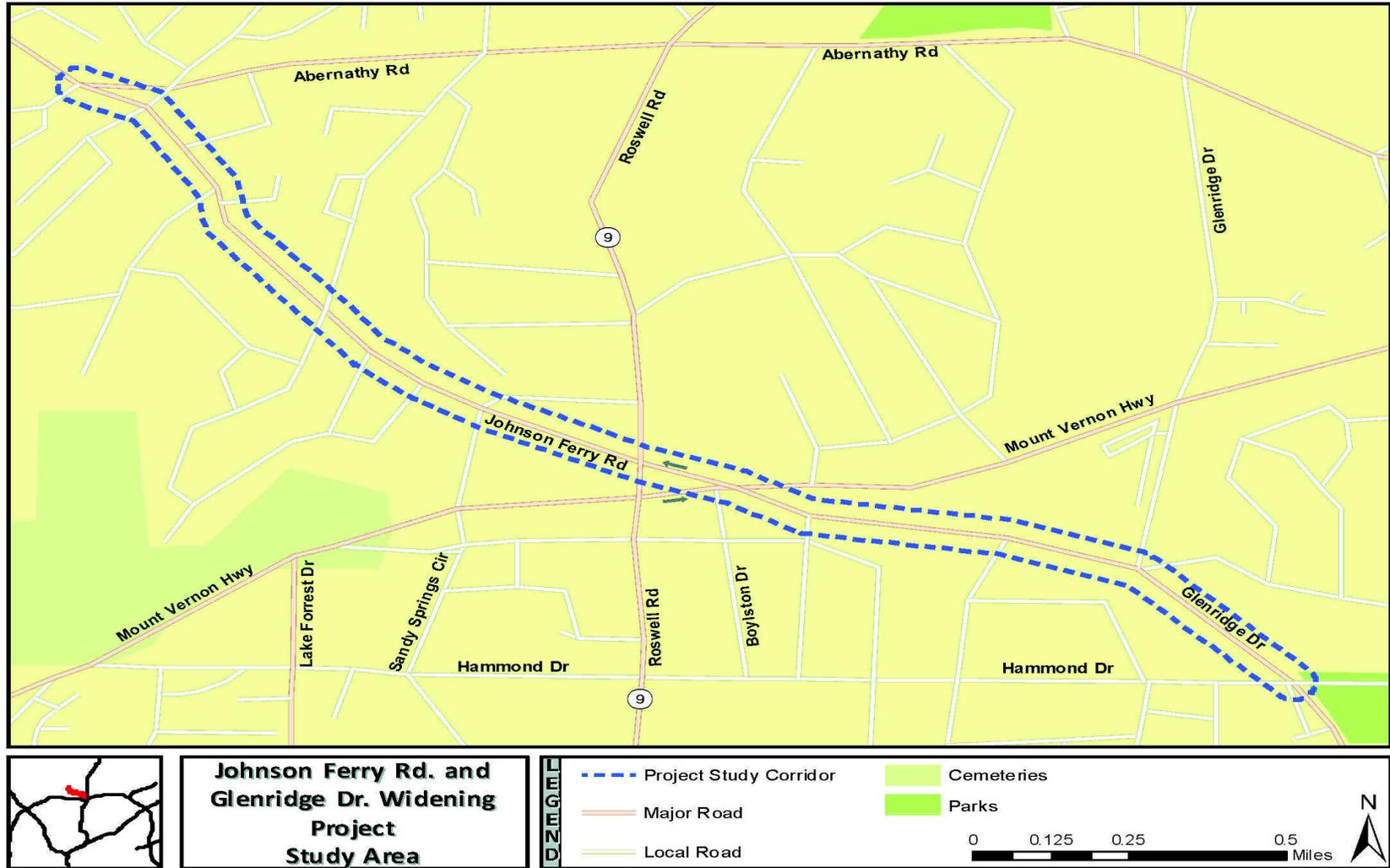
Introduction

The project corridor is located in the City of Sandy Springs, Georgia and begins at the intersection of Johnson Ferry Road and Abernathy Road and terminates at the intersection of Glenridge Drive and Hammond Drive. Land use within and around the project corridor includes residential, commercial, private and public organizations (i.e. churches, a library and a city park) and undeveloped areas. **Figure 1** shows the project location map.

The existing corridor is a mix of two-lane and four-lane facilities. The section of Johnson Ferry Road from Sandy Springs Circle to Mt. Vernon Highway is a four-lane section from Sandy Springs Circle to Roswell Road, and then has one-way pair arrangements along Johnson Ferry Road and Mt. Vernon Highway (refer to **Figure 1**) to the Johnson Ferry Road and Mt. Vernon Highway intersection. After this intersection, Johnson Ferry Road and Mt. Vernon Highway become two-lane facilities. Roswell Road through the project corridor is a four-lane facility with an 11-foot flush median.

The land uses within the existing corridor are typically commercial/retail developments with some residential areas at the eastern terminus. On Johnson Ferry Road between Sandy Springs Circle and Glenridge Drive, there are several major commercial and retail developments. Municipal land uses in the corridor include Fire Station #2, near the Sandy Springs Circle intersection, and the Sandy Springs branch of the Fulton County Library near the Johnson Ferry Road and Glenridge Drive intersection. The future Sandy Springs City Hall complex is planned for the old Target building located on the south side of Johnson Ferry Road between Sandy Springs Circle and Roswell Road. The total length of the corridor improvements is 2.19 miles.

Figure 1: Project Location Map



Project Description

The proposed project includes both traffic operation and pedestrian improvements in the predominately commercial areas of the project corridor. Along Johnson Ferry Road east of Sandy Springs Circle to the eastern intersection of Mt Vernon Highway, traffic operation and pedestrian improvements are proposed. The typical section for Johnson Ferry Road from Sandy Springs Circle to Roswell Road consists of four 11-foot lanes with a 12-foot flush median, curb and gutter and sidewalks on both sides of the roadway. The typical section for Johnson Ferry Road from Roswell Road to Boylston Road consists of three 11-foot lanes, curb and gutter and sidewalks on both sides of the roadway. The typical section for Mt. Vernon Highway from Roswell Road to Boylston Road consists of two 11-foot lanes with curb and gutter on both sides of the roadway.

Between Boylston Road and the eastern intersection of Johnson Ferry Road and Mt. Vernon Highway, two roundabouts are proposed. The first roundabout is proposed at the Johnson Ferry Road, Mt. Vernon Highway and Boylston Road intersection. The second roundabout is proposed at the Johnson Ferry Road, Mt. Vernon Highway and the Vernon Towers driveway. There is a common section of Johnson Ferry Road and Mt. Vernon Highway between the two proposed roundabouts. Along Johnson Ferry Road from Mt. Vernon Highway to Glenridge Drive, streetscape improvements including traffic calming measures and sidewalks are proposed. **Figure 2** shows the proposed roundabouts.

Traffic Analysis and Level of Service (LOS)

VISSIM micro-simulation software was utilized to analyze the traffic conditions of the study intersection under existing, future no-build and build conditions. For future condition, the GDOT Roundabout Analysis Tool was also utilized during the concept development phase. As an analysis tool, the GDOT Roundabout Analysis Tool provides useful measures for roundabouts such as capacity, queue, and delay. As a design tool, it allows the designer to quickly gauge initial geometric constraints (single lane, multilane, bypass lanes, etc.), that could not be known without some level of traffic analysis.

The Roundabout Analysis Tool is most useful when determining the feasibility of a roundabout at an intersection and should accompany any preliminary study.

Table 1 presents the results of the VISSIM analysis of study area signalized intersections for Existing (2012), Future No-Build (2016 and 2036), Future Build (2016 and 2036) conditions. As shown in Table 1, three of the seven study signalized intersections experience failing LOS (LOS E or LOS F) in the existing traffic conditions. By 2036 five of the seven intersections are expected to experience failing LOS (LOS E or LOS F) conditions without improvements. The implementation of this project will result in LOS improvements at the intersections of Johnson Ferry at Sandy Springs Circle and Roswell Road and the intersections of Mt. Vernon at Sandy Springs Circle and Roswell Road. As a result of the proposed project, these intersections are expected to operate at LOS D or better in the 2036 Build Condition. All other study intersections are not proposed to be improved as part of this project.

Table 2 present the results of the roundabout analysis using the GDOT Roundabout Analysis Tool. This tool utilized two roundabout analyses methodologies: Table 2 presents the results using the NCHRP-Report 572 analysis methodology and the UK formula referenced in the 2000 FHWA Roundabout guide. The NCHRP Model is based on an analytical method based on gap acceptance behavior on roundabouts in the United States. The formula yields a lower value for capacity because of source data taken from US roundabouts where driver familiarity is lower. The UK model is based on an empirical method based on the geometric features of the source roundabouts. The formula typically yields a higher value for capacity because the source data taken is taken from roundabouts in the UK where familiarity is higher.

Table 2 presents the results of the roundabout analysis. Per GDOT guidance, the NCHRP-572 model yields a conservative Entry Capacity and is best applied to the present year when driver familiarity is low; while the UK model yields a liberal Entry Capacity and is best applied in the future year when driver familiarity has increased. For these reasons, Table 2 presents the results of the 2036 Build condition at the two roundabouts. Utilizing the UK Model to analyze 2036 Build conditions, all approached are expected to operate at LOS A in 2036.

Table 1: VISSIM Intersection Level-of-Service Results

Intersection	Existing (2012)		No Build (2016)		Build (2016)		No-Build (2036)		Build (2036) with Roundabout	
	AM (Delay/LOS)	PM (Delay/LOS)	AM (Delay/LOS)	PM (Delay/LOS)	AM (Delay/LOS)	PM (Delay/LOS)	AM (Delay/LOS)	PM (Delay/LOS)	AM (Delay/LOS)	PM (Delay/LOS)
Sandy Springs Circle @ Roswell Road	134.9 (F)	44.8 (D)	134.4 (F)	48.8 (D)	31.2 (C)	44.1 (D)	154.1 (F)	73.4 (E)	41.1 (D)	45.0 (D)
Johnson Ferry Road @ Sandy Springs Circle	22.8 (C)	40.2 (D)	22.2 (C)	44.9 (D)	21.6 (C)	41.2 (D)	24.1 (C)	44.1 (D)	22.1 (C)	45.1 (D)
Johnson Ferry Road @ Roswell Road	109.5 (F)	67.4 (E)	117.9 (F)	74.1 (E)	44.2 (D)	52.9 (D)	133.0 (F)	100.4 (F)	44.0 (D)	44.9 (D)
Mount Vernon Road @ Sandy Springs Circle	27.2 (C)	36.5 (D)	27.1 (C)	36.4 (D)	26.3 (C)	30.3 (C)	27.5 (C)	37.3 (D)	27.1 (C)	31.0 (C)
Mount Vernon Road @ Roswell Road	40.9 (D)	87.4 (F)	51.0 (D)	102.2 (F)	31.6 (C)	49.9 (D)	58.1 (E)	105.0 (F)	48.1 (D)	50.7 (D)
Mount Vernon Road @ Boylston Road/Johnson Ferry Road	18.4 (B)	30.7 (C)	32.1 (C)	39.8 (D)	N/A*	N/A*	28.2 (C)	102.0 (F)	N/A*	N/A*
Johnson Ferry Road @ Mount Vernon Road	9.3 (A)	26.1 (C)	27.1 (C)	36.7 (D)	N/A*	N/A*	27.2 (C)	96.4 (F)	N/A*	N/A*

Note: * Refer to the Roundabout Analysis (Table 2) for the capacity analysis results

Table 2: 2036 Build Condition Roundabout Level-of-Service Analysis Summary

GDOT Roundabout Analysis Tool – NCHRP – 572 Model									
Build Conditions (2036)									
Roundabout	Approach	AM Peak				PM Peak			
		LOS	Delay (sec)	V/C Ratio	95% Queue	LOS	Delay (sec)	V/C Ratio	95% Queue
Eastern Roundabout	Johnson Ferry Road - East approach	A	6.5	0.20	18	B	10.2	0.48	66
	Johnson Ferry Road – West approach	E	49.5	1.03	595	B	12.8	0.76	202
	Mount Vernon Road - South approach	A	5.5	0.36	42	B	13.9	0.71	160
	Driveway – North approach	A	4.6	0.02	2	A	6.5	0.04	3
Western Roundabout	Johnson Ferry Road - East approach	A	5.7	0.44	59	C	19.3	0.86	306
	Johnson Ferry Road – West approach	A	8.1	0.52	79	A	6.4	0.27	29
	Mount Vernon Road - West approach	C	19.7	0.78	203	A	8.5	0.51	77
	Driveway – North approach	A	4.5	0.01	1	A	6.3	0.01	1
GDOT Roundabout Analysis Tool – UK Model									
Eastern Roundabout	Johnson Ferry Road - East approach	A	2.0	0.07	6	A	2.3	0.17	16
	Johnson Ferry Road – West approach	A	2.8	0.47	69	A	2.3	0.35	42
	Mount Vernon Road – South approach	A	1.8	0.16	14	A	2.4	0.28	31
	Driveway – North approach	A	1.8	0.01	1	A	2.1	0.01	1
Western Roundabout	Johnson Ferry Road - East approach	A	1.9	0.20	20	A	2.5	0.40	52
	Johnson Ferry Road – West approach	A	2.1	0.21	21	A	2.0	0.10	9
	Mount Vernon Road - West approach	A	2.5	0.29	32	A	2.1	0.20	20
	Driveway – North approach	A	1.7	0.00	0	A	2.1	0.00	0

1.1 Safety

Increasing safety is also an objective of the Johnson Ferry Road project. Crash data from 2007-2009 was obtained for study area roadways. A summary of the crash data for the project corridor is shown in Tables 3-8. As shown in Tables 3 and 5, Johnson Ferry Road and Roswell Road experienced significantly higher crash and injury rates than statewide averages for their respective functional classification. Johnson Ferry Road experienced crash and injury rates almost three times higher than statewide average, while this segment of Roswell Road experienced crash rates approximately five times higher than statewide average and injury rates approximately three times higher. As shown in Table 7, Mt. Vernon Highway experiences crash and injury rates slightly lower than statewide averages for this three year period.

These high crash rates are most probably a result of the heavily congested conditions on these roadways throughout much of the day. Tables 4, 6, and 8 present the types of crashes experienced on these roadway for the same time period. Although rear end crashes were the most common type of crash, this data does reveal a high number of angle crashes. By providing improved operation and reducing congestion, this project would likely help alleviate these high crash rates.

Table 3: Crash Analysis – Johnson Ferry Road (2007-2009)

Johnson Ferry Road (Wright Road to Glenridge Drive) – Urban Minor Arterial									
Year	Annual Crashes	Crash Rate (per 100 million vehicle-miles (MVM))		Annual Injuries	Injury Rate (per 100 million vehicle-miles (MVM))		Annual Fatalities	Fatality Rate (per 100 million vehicle-miles (MVM))	
		Road Segment	Statewide Average		Road Segment	Statewide Average		Road Segment	Statewide Average
2007	139	1588	514	34	389	126	0	0	1.47
2008	117	1328	471	25	284	116	0	0	1.46
2009	87	1004	463	33	381	114	0	0	1.07
Average	114	1307	483	31	351	119	0	0	1.33

Table 4: Collisions by Crash Type – Johnson Ferry Road (2007-2009)

Collision Type	2007		2008		2009	
	Number	Number	Number	Number	Percent	Number
Angle	39	28%	33	28%	18	21%
Head On	2	1%	2	2%	1	1%
Rear End	80	58%	69	59%	58	67%
Sideswipe	12	9%	12	10%	7	8%
Other	6	4%	1	1%	3	3%
Total	139		117		87	

Table 5: Crash Analysis – Roswell Road (2007-2009)

Roswell Road (Hilderbrand Dr to Sandy Springs Circle) – Urban Principal Arterial									
Year	Annual Crashes	Crash Rate (per 100 million vehicle-miles (MVM))		Annual Injuries	Injury Rate (per 100 million vehicle-miles (MVM))		Annual Fatalities	Fatality Rate (per 100 million vehicle-miles (MVM))	
		Road Segment	Statewide Average		Road Segment	Statewide Average		Road Segment	Statewide Average
2007	94	2730	549	12	348	133	0	0	1.51
2008	101	3013	524	17	507	125	0	0	1.33
2009	69	2118	536	18	552	131	0	0	1.29
Average	88	2620	536	16	469	130	0	0	1.38

Table 6: Collisions by Crash Type – Roswell Road (2007-2009)

Collision Type	2007		2008		2009	
	Number	Percent	Number	Number	Percent	Number
Angle	36	38%	42	41%	21	30%
Head On	2	2%	2	2%	2	3%
Rear End	40	43%	41	41%	38	55%
Sideswipe	15	16%	14	14%	7	10%
Other	1	1%	2	2%	1	2%
Total	94		101		69	

Table 7: Crash Analysis – Mt. Vernon Highway (2007-2009)

Mount Vernon Road (Sandy Springs Circle to Glenridge Dr) – Urban Minor Arterial									
Year	Annual Crashes	Crash Rate (per 100 million vehicle-miles (MVM))		Annual Injuries	Injury Rate (per 100 million vehicle-miles (MVM))		Annual Fatalities	Fatality Rate (per 100 million vehicle-miles (MVM))	
		Road Segment	Statewide Average		Road Segment	Statewide Average		Road Segment	Statewide Average
2007	22	682	514	4	124	126	0	0	1.47
2008	13	428	471	3	99	116	0	0	1.46
2009	8	271	463	1	34	114	0	0	1.07
Average	14	460	483	3	86	119	0	0	1.33

Table 8: Collisions by Crash Type – Mt. Vernon Highway (2007-2009)

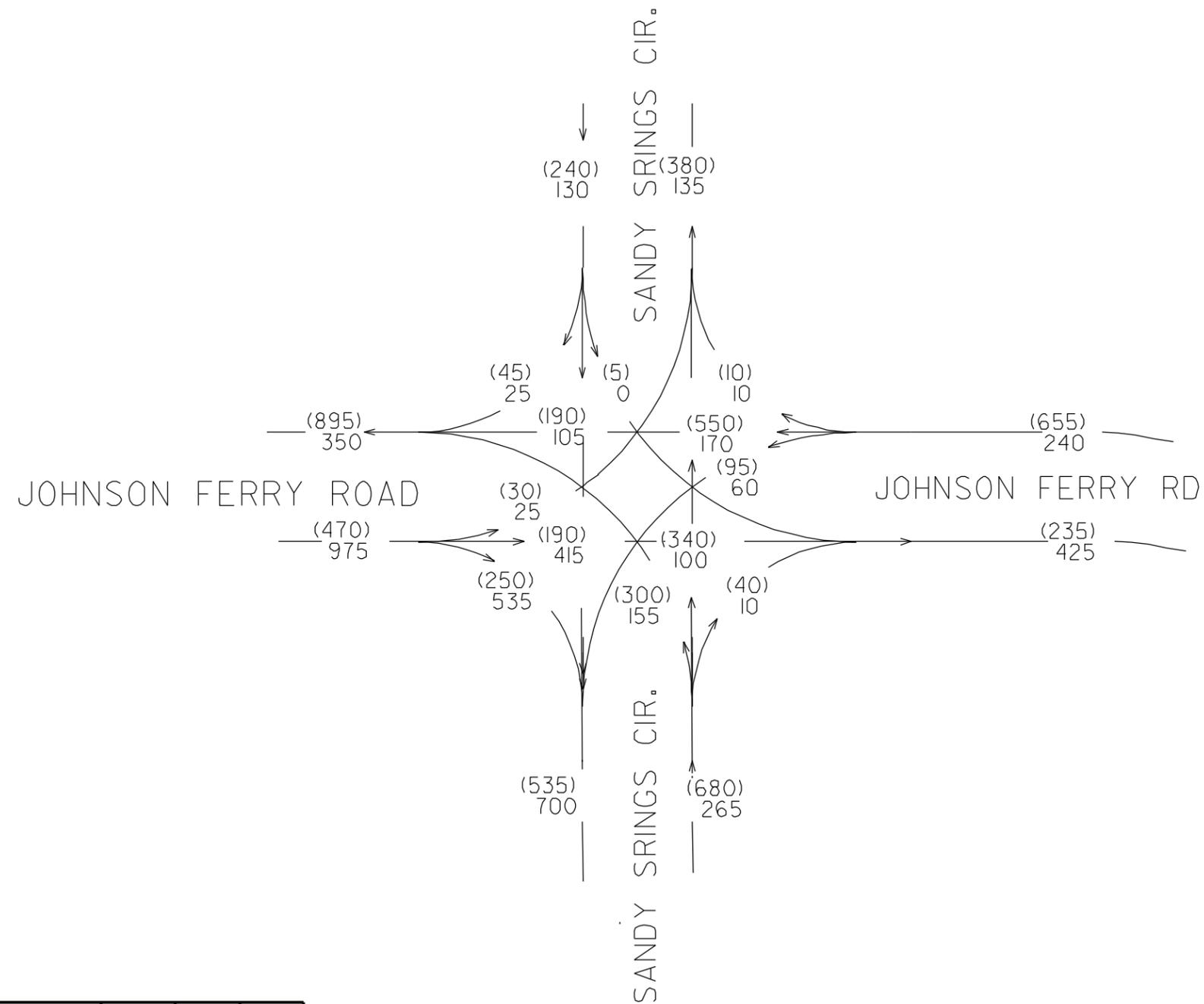
Collision Type	2007		2008		2009	
	Number	Percent	Number	Percent	Number	Percent
Angle	7	32%	7	54%	3	38%
Head On	2	9%	-	-	-	-
Rear End	8	36%	4	31%	3	38%
Sideswipe	5	23%	2	15%	2	24%
Other	-	-	-	-	-	-
Total	22		13		8	

**TRAFFIC & SAFETY
STUDY**

**Johnson Ferry Road at Sandy Springs Circle
Intersection Improvements**

APPENDIX B

Traffic Diagrams



SEGMENT NAME	T	S.U.	COMB.
JOHNSON FERRY ROAD	2.6%	2.3%	0.3%

FIGURE 1
JOHNSON FERRY ROAD AT
SANDY SPRINGS CIRCLE
EXISTING (2012) DHV
AM (PM) = 000 (000)

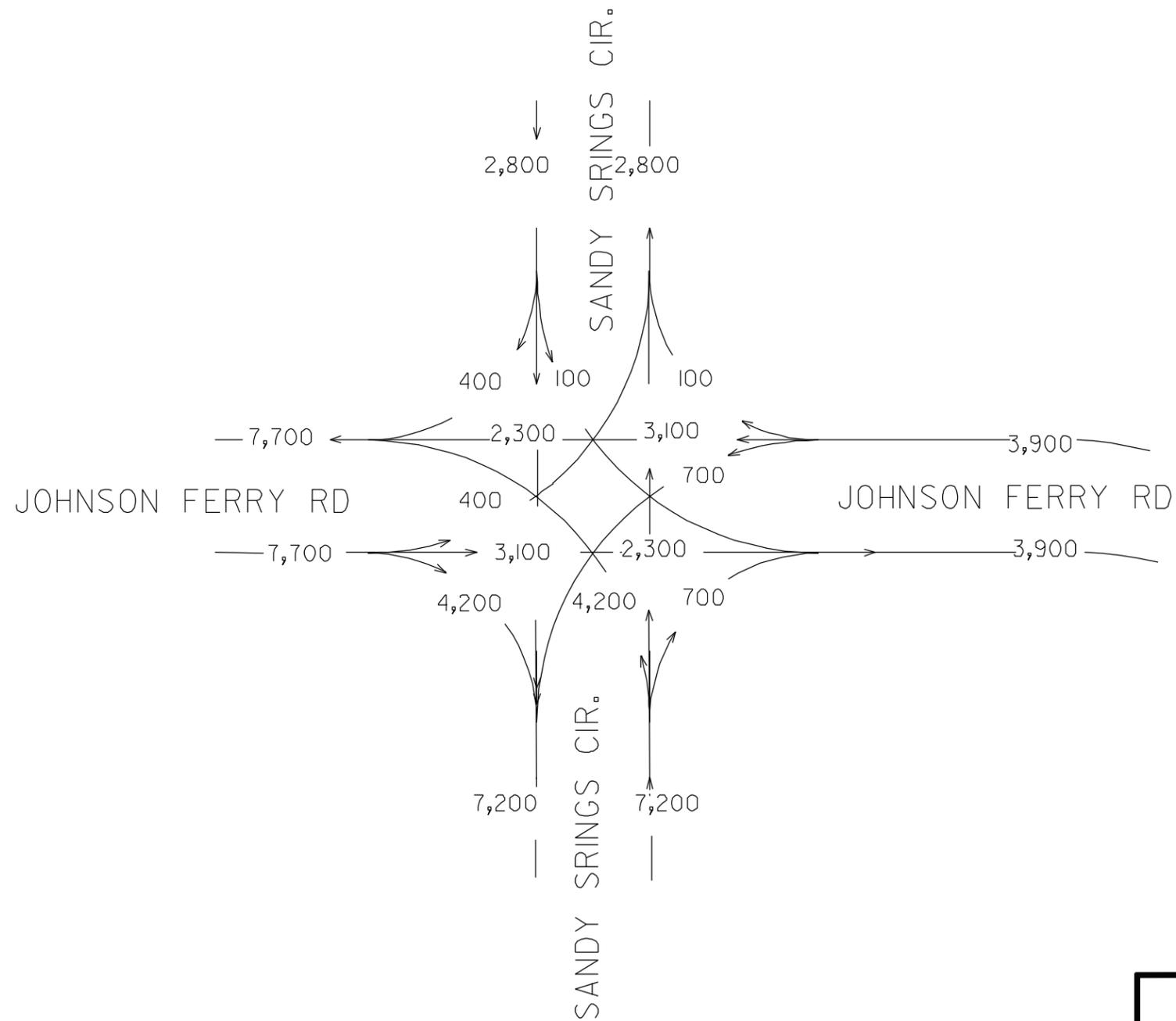
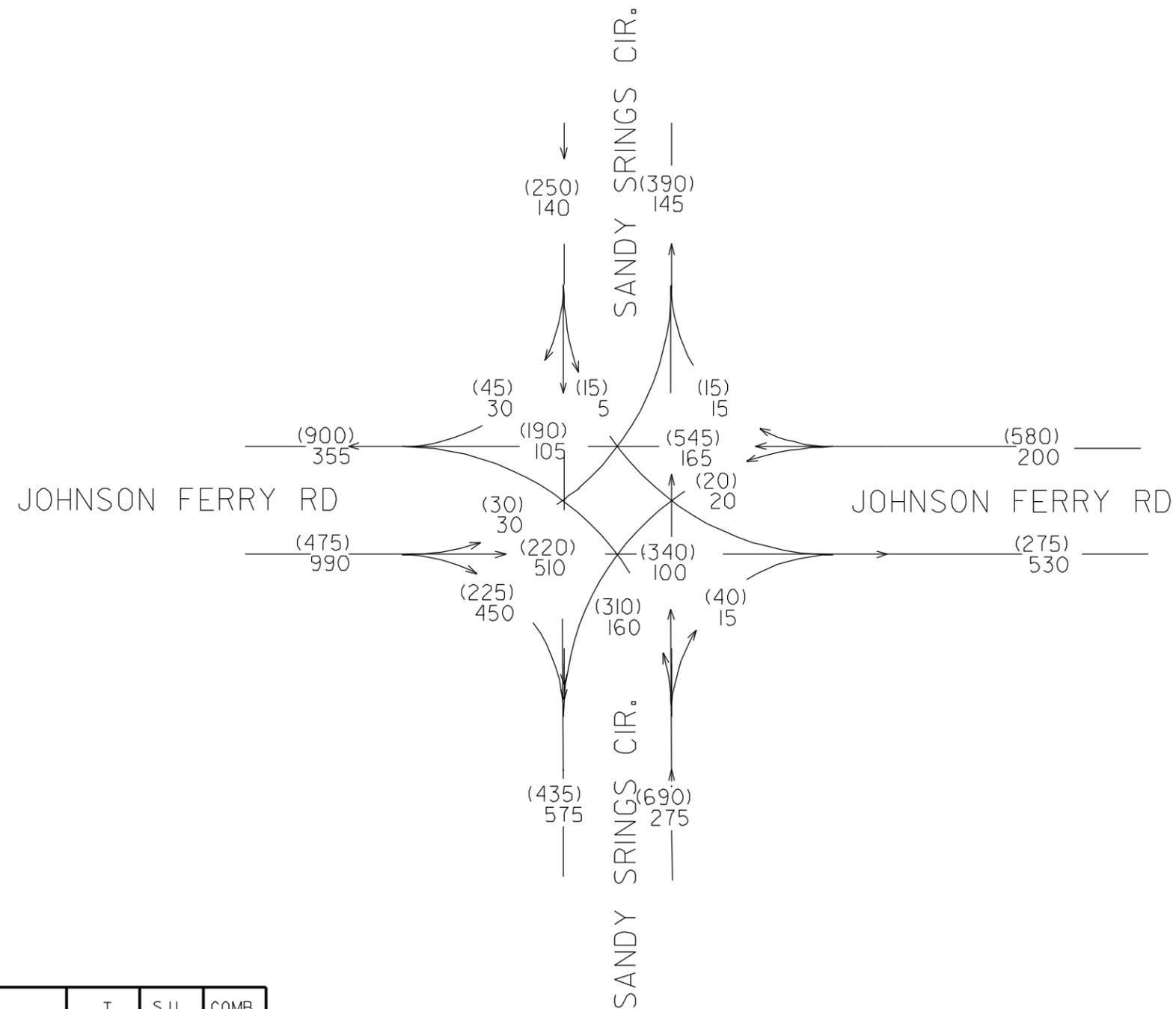


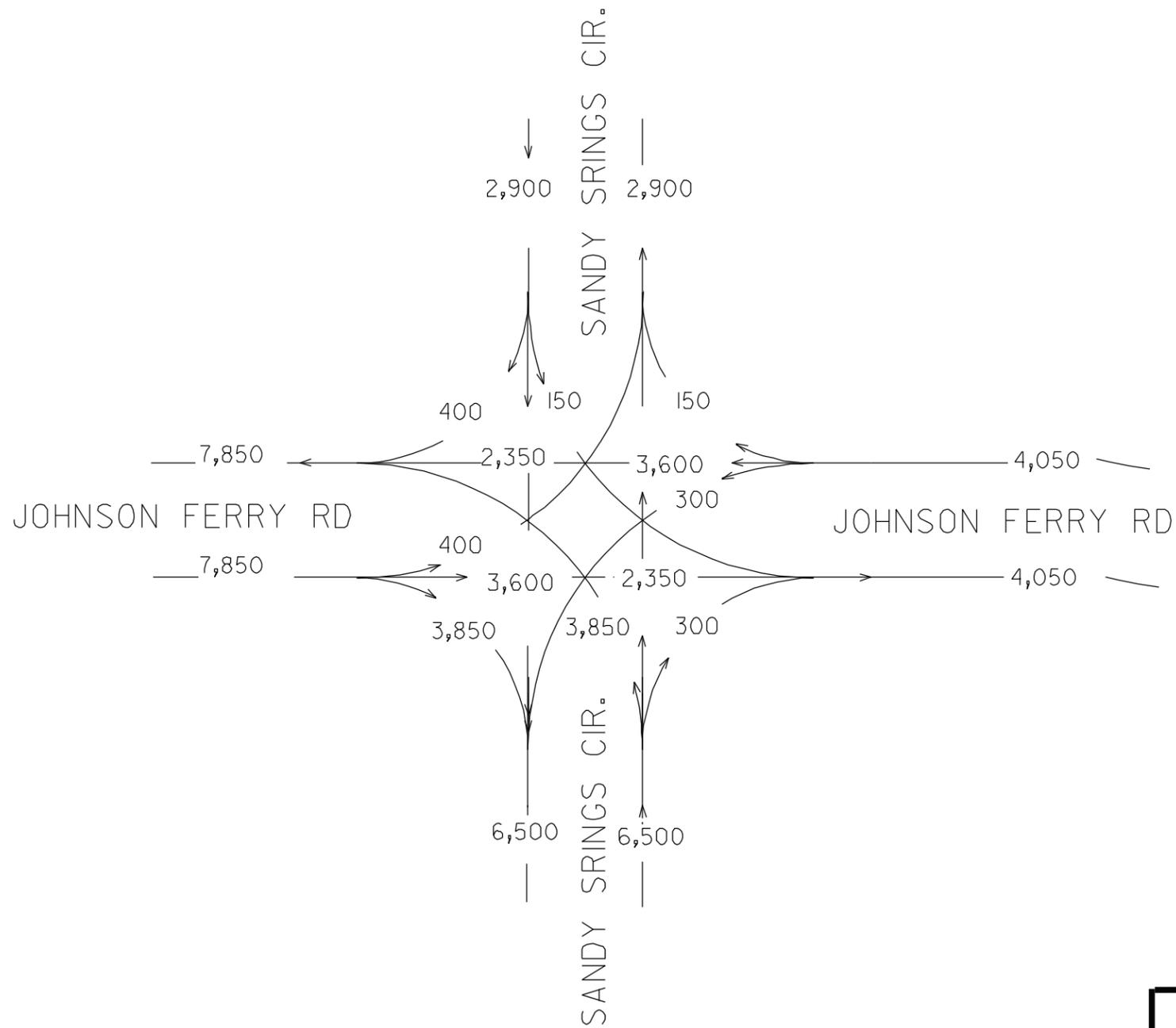
FIGURE 2
JOHNSON FERRY ROAD AT
SANDY SPRINGS CIRCLE
EXISTING (2012)
AVERAGE DAILY TRAFFIC (000)

SEGMENT NAME	24 HR T	S.U.	COMB.
JOHNSON FERRY ROAD	4.2%	3.4%	0.8%



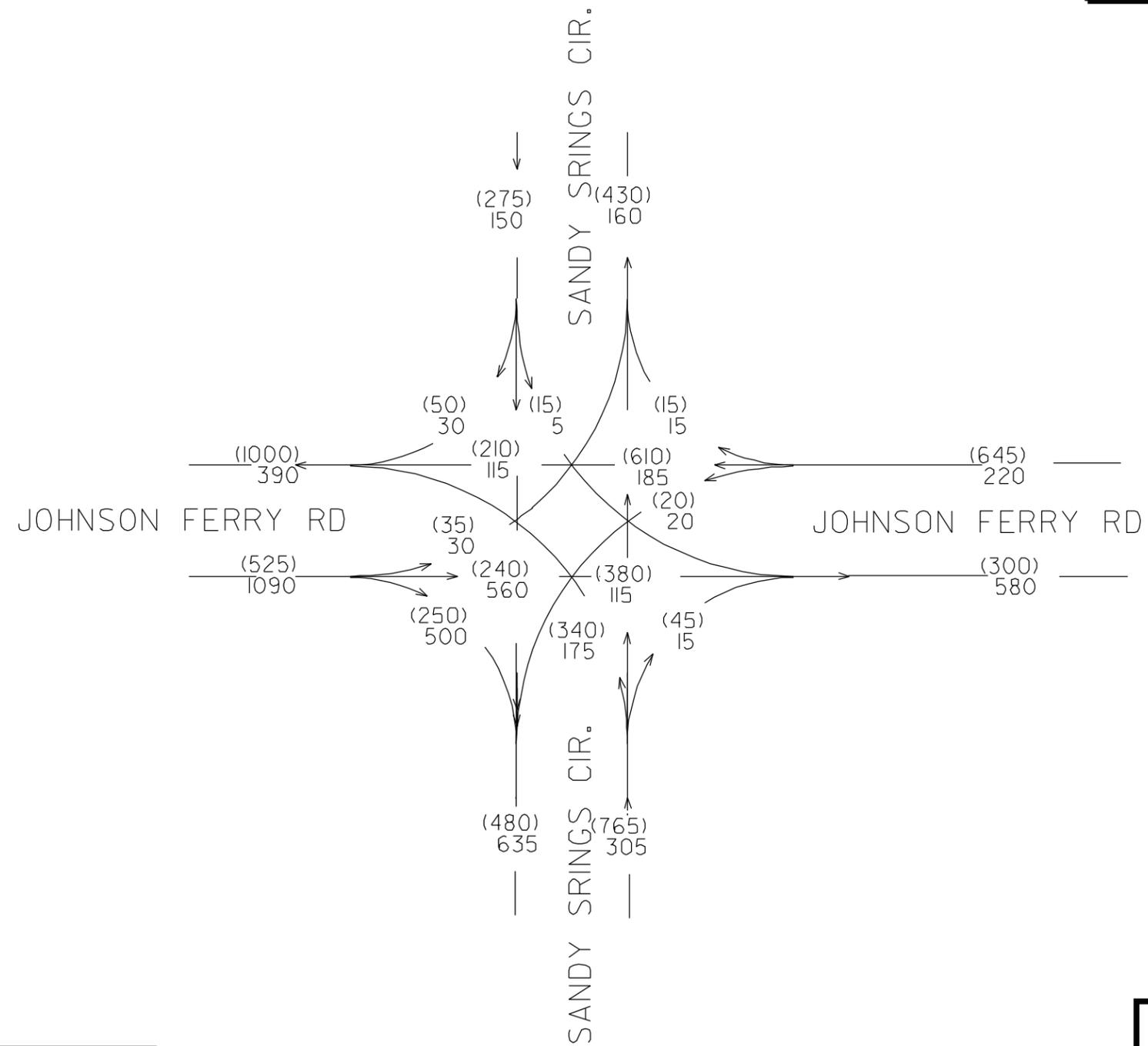
SEGMENT NAME	T	S.U.	COMB.
JOHNSON FERRY ROAD	2.6%	2.3%	0.3%

FIGURE 3
JOHNSON FERRY ROAD AT
SANDY SPRINGS CIRCLE
DESIGN YEAR (2016) DHV
AM (PM) = 000 (000)



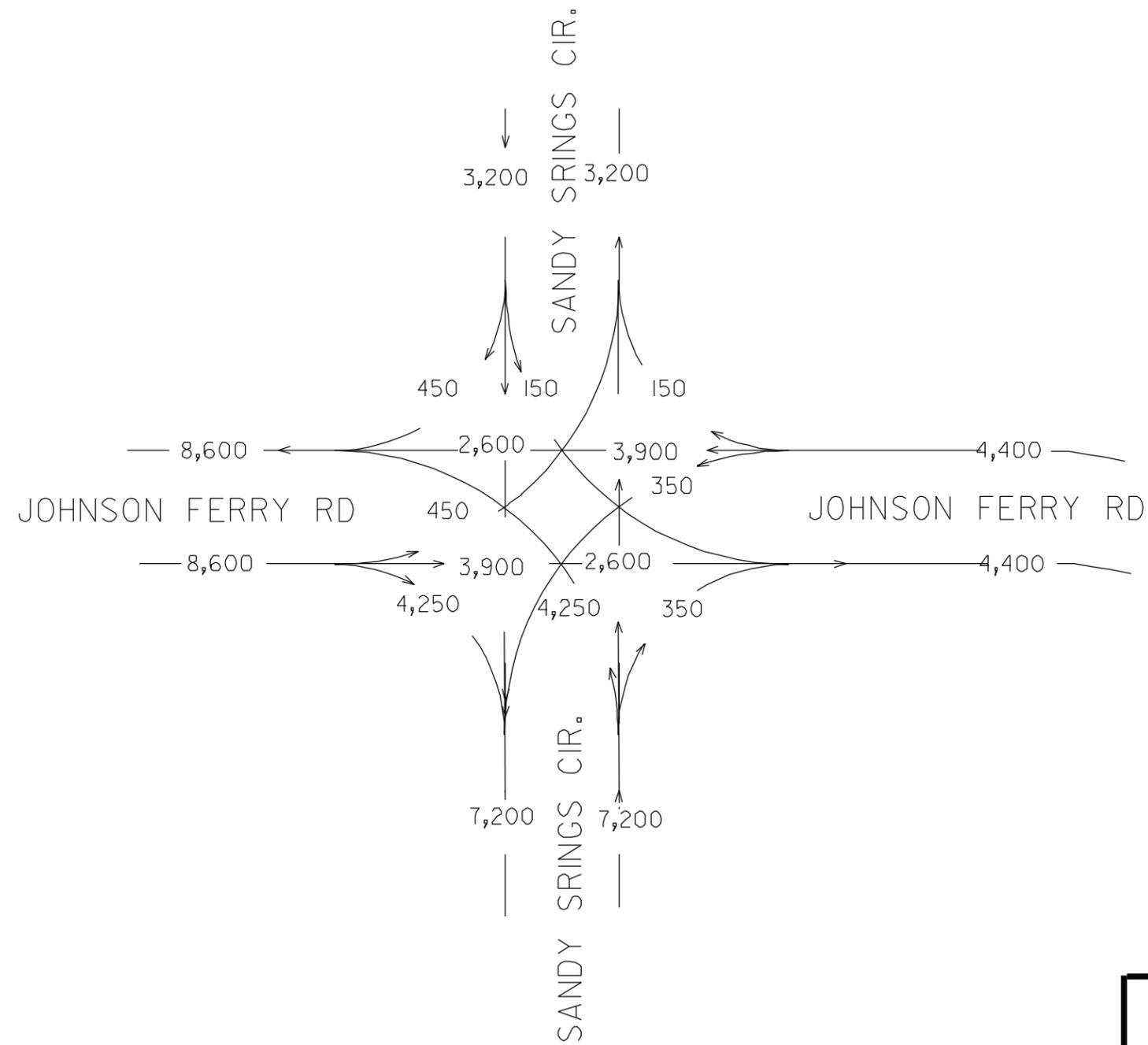
SEGMENT NAME	24 HR T	S.U.	COMB.
JOHNSON FERRY ROAD	4.2%	3.4%	0.8%

FIGURE 4
JOHNSON FERRY ROAD AT
SANDY SPRINGS CIRCLE
DESIGN YEAR (2016)
AVERAGE DAILY TRAFFIC (000)



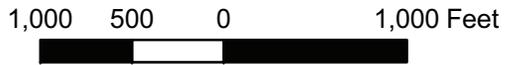
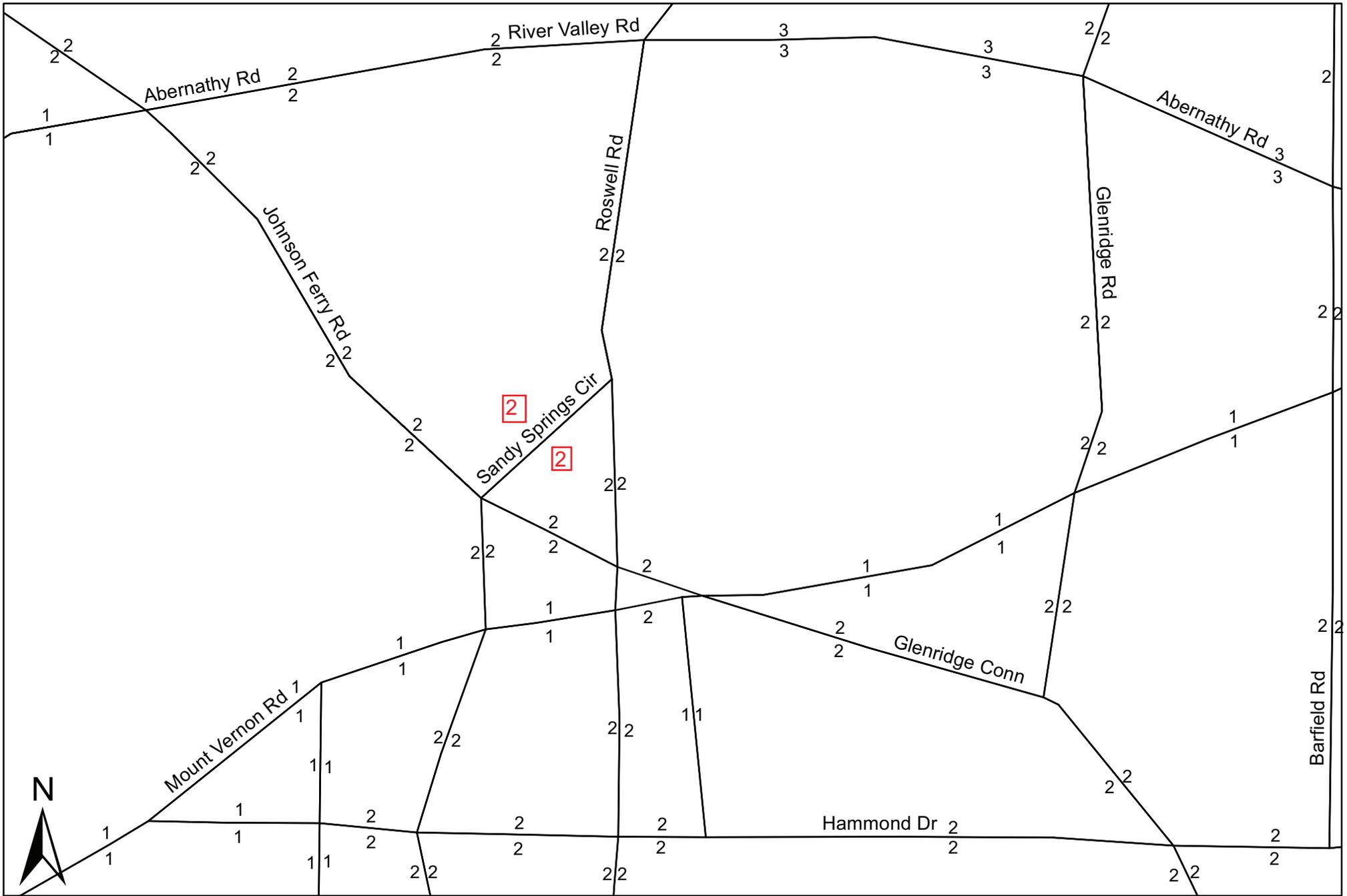
SEGMENT NAME	T	S.U.	COMB.
JOHNSON FERRY ROAD	2.6%	2.3%	0.3%

FIGURE 5
JOHNSON FERRY ROAD AT
SANDY SPRINGS CIRCLE
DESIGN YEAR (2036) DHV
AM (PM) = 000 (000)



SEGMENT NAME	24 HR T	S.U.	COMB.
JOHNSON FERRY ROAD	4.2%	3.4%	0.8%

FIGURE 6
JOHNSON FERRY ROAD AT
SANDY SPRINGS CIRCLE
DESIGN YEAR (2036)
AVERAGE DAILY TRAFFIC (000)



Source: ARC 2030 Travel Demand Model



Meeting Minutes

Date: June 6, 2011

Location: GDOT District 7 Conference Room 144/145

Meeting Date: May 24, 2011

Time: 10:00 am – 12:00 pm

Prepared By: Ed Culican

Subject: Concept Team Meeting Minutes

Project: Johnson Ferry Road at Sandy Springs Circle Intersection Improvements
Project No. CSSTP-0006-00(911)); PI No. 0006911, COSS T-0010

The purpose of these meeting minutes is to document the Concept Team Meeting discussion held for the referenced project and identify action items required from the discussion. The following are the meeting minutes for the Concept Team Meeting:

Gerald Ford opened the meeting and passed around a sign in sheet (attached). Then all attendees went around the room for introductions with name and office/firm representing.

Mr. Ford then passed the discussion to Ed Culican for the project description. This project is the intersection improvements at Johnson Ferry Road at Sandy Springs Circle located in the City of Sandy Springs, in Fulton County, Georgia. As part of the corridor improvement project for Johnson Ferry Road under PI No. 751420, a traffic study was completed and a VISSIM model was prepared which incorporated this project intersection in the model, to determine the existing deficiencies of the corridor and improvements needed to improve the traffic operations to acceptable level of service. Several deficiencies were identified, including inadequate storage on Roswell Road NB traffic turning left onto Johnson Ferry Road, undesirable operating condition where eastbound traffic crossing Roswell Road needs to turn right onto Roswell, the left onto Mt Vernon, and at this project intersection, the intersection does not have enough westbound thru traffic capacity, which results in delays, an unacceptable LOS F operating condition, and queuing for westbound traffic on Johnson Ferry Road across Roswell Road to the proposed Roundabouts on PI No. 751420. To reduce the delays and improve the intersection to an acceptable LOS, an additional westbound thru lane is proposed. Additionally, geometric improvements are proposed at the intersection, including intersection angle improvements, which provide improved lane alignment north and south of Johnson Ferry Road, vertical profile improvements along Sandy Springs Circle to improve vertical curve K values to current criteria at the intersection, and improved turn lane storage lengths on each of the intersection approaches.

Mr. Ford then requested comments from the various offices involved in the project:

ROW - No comment

Utilities - Georgia Power to relocate within the right-of-way. This will include pedestrian lighting. The City has a franchise agreement with GA Power to resolve this issue.

Tom Black with the City of Sandy Springs then noted that the City has several initiatives in the area of note regarding utilities. The City is planning to redevelop the block of parcels located in the old Target complex as its future City Hall. This includes the bank located on the SE corner of the intersection. This area of the City has water quality issues and the City is planning improvements. Most of the development in the area does not have appropriate detention or no detention at all leading to the water quality issues. The City is planning as part of the City Hall development to incorporate detention to improve water quality. Also, he noted that the property in the NE corner has talked about future redevelopment, and the City is planning to work with this to provide necessary detention either open pond or underground along the frontage of Johnson Ferry Road parallel to their existing parking lot.

Environmental - No comments. PCE document approved on 11-1-10.

Traffic Operations - Requested a copy of the Traffic Engineering and Safety Report for PI No. 751420, and a copy of the VISSIM Report. Roundabout memo included in the concept report package should be removed and a traffic engineering report should be provided for the intersection, which includes the GDOT roundabout worksheet for the intersection. Also, the HCM 2010 has additional roundabout analysis tools for the investigation of the roundabout analysis. The TE Study and roundabout study should be included as an attachment in the next concept report submittal.

Mr. Ford then discussed funding for the project. Currently, funding is in 2012 for Construction. This is a tight schedule considering the concept isn't approved. Mr. Ford noted that it is likely that the concept report won't be approved until August 2011. The schedule and funding need to be reconciled, and the City and GDOT will revise the proposed schedule off line.

Lighting plans for pedestrian lighting will need to be provided for approval

UST's - No UST's on the project. It was questioned whether the Fire Station had UST's. The City noted that they believed the Fire Station had an above ground tank, and a Phase 1 Assessment of the tank was completed in the last three years. GDOT requested a copy of the latest Phase 1 Assessment.

Construction Authorization date currently at the end of FY 2012. Need to evaluate this date since the concept report has not been approved.

Then Mr. Ford began the review of the Concept Report.

Concept Report

Sheet 1 – Indicate “Local Let” next to the Project Number

Sheet 2 – Place the project location circle centered on the intersection, adjust begin and end project labels to include the road name, place begin and end project arrows on the road where the begin and end occurs, add north arrow to both project maps.

Sheet 3 – Indicate that the Need and Purpose Statement is approved, including date, add statement concerning conformance with the plan model, indicate that Johnson Ferry Road is a Urban Minor Arterial.

Sheet 5 – Move the level of environmental analysis heading to the next page.

Sheet 6 – Adjust the construction funding to indicate the appropriate splits between GDOT and COSS, change project responsibilities for relocation of utilities, letting of contract, and supervision of construction to COSS.

Sheet 7 – Adjust the schedule dates as agreed upon between GDOT and COSS, revise roundabout alternative per the findings of the Traffic and Safety Study Report, Indicate the Need and Purpose Statement is approved including date of approval.

Sheet 8 – Include the traffic and Safety Study Report as an attachment, update Concept Team Meeting Minutes date to the date held.

Attachments

Cost Estimate

- Are traffic signals to be mast arm or span wire? Use Mast Arms, and adjust costs to reflect this.
- Are Traffic Signal signs lighted? Yes - add pay items as necessary
- Note - that due to the intersection skew, a supplemental head may be required on the north leg. be sure to include this in the estimate.
- Signing and Marking cost may be low. Use actual pay item numbers, quantities and costs when determining signing and marking quantities for the cost estimate
- Wood fiber blanket for erosion control has been used effectively in recent projects with good results. Be sure to provide this item in the estimate.
- Mulch - Use 15 ton/AC as a basis for this quantity
- ATMS Conduit needs to be included for fiber and should be coordinated with the City's ATMS plan for the area. Short runs of ATMS conduit (50' or less) are paid for as type 2, and longer runs of conduit (greater than 50') are paid for as Type 3.
- Directional Bore - will this item be needed for the project?

Typical sections:

- The typical section shows 9' sidewalk without handrail and a 2:1 max slope. If the 2:1 slope is held, handrail will need to be added to the typical. If the slope is adjusted to 3:1 or flatter, no handrail is necessary. We will adjust the slopes to 3:1 to alleviate this issue.

- GDOT recommends that all sidewalk be 6-foot wide per current standards. The sidewalks proposed match the overlay district requirements for the City of Sandy Springs and will remain unchanged.

Other comments:

The City will be performing a SUE investigation for this intersection.

The Traffic Engineering Report should include the roundabout analysis, and signal design.

It was also noted that some staff are being replaced on the project. It is expected that the project will be shifted downtown, and that Albert Shelby will be the new GDOT PM.

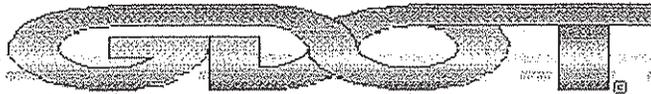
Action Items:

- Revise the Concept Report as noted in the meeting minutes.
- Jacobs to include the Traffic Engineering Report for the intersection on the updated submittal for the Concept Report. Also, include copies of the Traffic Engineering Report and the VISSIM Report for Pi No. 751420 for reference.
- City of Sandy Springs and GDOT to resolve the project schedule.
- City of Sandy Springs to provide GDOT a copy of the Phase 1 Assessment of the UST's at the Fire Station if available.
- Cost Estimate to be revised as noted above. Cost estimate to be provided in CES as soon as project is available in the CES program with Jacobs access provided.
- Adjust typical section slopes to 3:1 where sidewalk width is greater than 6-feet wide.

This is my understanding of the items discussed at the meeting. If there are any questions, please contact Ed Culican for clarification.

Attachments

Sign In Sheet



Georgia Department of Transportation
DISTRICT SEVEN PRECONSTRUCTION

MEETING RECORD OF ATTENDEES

Purpose: Concept Review Team Meeting

Johnson Ferry Rd @ Sandy Springs Circle Project

P.I.: 0006911, City of Sandy Springs

Location: D7 Conference RM 144/145

Date: May 24th, 2011

Hour: 10am- 12pm

Moderator: Gerald Ford

<u>Name</u>	<u>Organization</u>	<u>Telephone</u>	<u>Email Address</u>
-------------	---------------------	------------------	----------------------

1. <u>Scott Lee</u>	<u>GDOT</u>	<u>770 986-1257</u>	<u>Slee@dot.ga.gov</u>
---------------------	-------------	---------------------	------------------------

2. <u>Gerard Ford</u>	<u>GDOT</u>	<u>770 986-1257</u>	<u>Gford@dot.ga.gov</u>
-----------------------	-------------	---------------------	-------------------------

3. <u>Daniel Gethi</u>	<u>GDOT</u>	<u>770 986-1257</u>	<u>Dgethi@dot.ga.gov</u>
------------------------	-------------	---------------------	--------------------------

4. <u>Cindy Terzway</u>	<u>GDOT</u>	<u>4-631-1979</u>	<u>cterzway@dot.ga.gov</u>
-------------------------	-------------	-------------------	----------------------------

5. <u>Greg Ramsey</u>	<u>Sandy Springs</u>	<u>7/266-2554</u>	<u>greg.ramsey@sandyspringsga.org</u>
-----------------------	----------------------	-------------------	---------------------------------------

6. <u>Garrin Coleman</u>	<u>Sandy Springs</u>	<u>7/200-2017</u>	<u>garrin.coleman@sandyspringsga.org</u>
--------------------------	----------------------	-------------------	--

7. <u>KEN WERHO</u>	<u>GDOT T.O. TMC</u>	<u>404-635-8144</u>	<u>KWERHO@DOT.GA.GOV</u>
---------------------	----------------------	---------------------	--------------------------

8. <u>ED CULICAN</u>	<u>JACOBS</u>	<u>678.236.5027</u>	<u>ED.CULICAN@JACOBS.COM</u>
----------------------	---------------	---------------------	------------------------------

9. <u>Tom Black</u>	<u>Sandy Springs</u>	<u>404-867-5598</u>	<u>Thomas.Black@sandyspringsga.org</u>
---------------------	----------------------	---------------------	--

10. <u>GERALD FORD</u>			
------------------------	--	--	--

11. <u>Mac Cranford</u>	<u>GDOT</u>	<u>770-986-1260</u>	<u>mcranford@dot.ga.gov</u>
-------------------------	-------------	---------------------	-----------------------------

12. <u>KESHA W. WYNN</u>	<u>GDOT TRAFOPS</u>	<u>770-986-1775</u>	<u>kwynn@dot.ga.gov</u>
--------------------------	---------------------	---------------------	-------------------------

13. <u>EDWIN REGIS</u>	<u>D-7 Traffic Ops</u>	<u>7-986-1773</u>	
------------------------	------------------------	-------------------	--

14. <u>LINDA WASHINGTON</u>	<u>GDOT</u>	<u>770-986-1555</u>	<u>LWASHINGTON@DOT.GA.GOV</u>
-----------------------------	-------------	---------------------	-------------------------------

15. _____

16. _____

17. _____

18. _____



**Johnson Ferry Road & Glenridge Corridor Improvements
Public Information Meeting**

**November 5, 2007
Meeting Minutes**

Add: Transcribed by: Bridgette Gray, Transcriber
Community Development

CALL to Order	Jon Drysdale called the meeting to order at 6:30 p.m.
----------------------	---

I.	Andre Gregory – Dorothy C. Benson Senior Multi-Purpose Complex, Facility Manager
-----------	---

Good evening everyone. My name is Andre Gregory. I am the facility manager of the Dorothy C. Benson Senior Multi-Purpose Complex and on behalf of Fulton County Board of Commissioners and Fulton County Manager; I would like to welcome you to the Dorothy C. Benson Senior Multi-Purpose Complex. A lot of people don't know that you are actually sitting in the building that is the largest known day facility for seniors in the nation. We have been recognized by the Clinton administration. We have had delegations from across the world from Japan and all the way to Africa, to come and see us here at the Benson Complex. Just so you will know we are here Monday through Friday. Actually Monday through Saturday now. From 8:30 to 5 and on Tuesdays and Thursdays we are here from 5:30 to 9 so we have extended our hours and we are also open on Saturday. Those extended hours are for those senior adults 55 and older who are interested in using our facility but you may still work. So if any of you are interested in our facility and what we do here, I have some schedules out there on the table there and please come and ask me and I will be more than happy to give you some more information on the Benson Complex. Once again, welcome.

Deputy Director - Jon Drysdale

Good evening. I am Jon Drysdale of Public Works in Sandy Springs and we thank you all for coming tonight. We are going to stress this a few times. This is a fact finding meeting. We are basically trying to collect information and input from the citizens and the public. Particularly those who live and drive and work along the corridor. We are going to have an opportunity for you to stand up and talk into the microphone so we can get it recorded. We are going to get the whole thing transcribed and have that available.

But first before we get started I would like to introduce Councilwoman Ashley Jenkins. She is the representative for most of this project area and she would like to talk first.

Councilwoman - Ashley Jenkins

Thank you Jon. Thanks for coming out tonight. Everybody knows there is a triangle and the roads around the triangle are one of our worst intersections in Sandy Springs. So I am very excited that we are kicking off the T-11, and it is called the T-11, the T-11 project tonight. Several of you over the last couple of years have e-mailed me your thoughts, comments, questions about this. I went to Georgia not Georgia Tech. I have no engineering experience but what I do with your comments and questions is send it to these guys and I want you to continue thinking when he talks about fact finding we mean go ask us some questions and give us your comments. JJ and these engineers are going to take those under consideration. When they start trying to figure out how we are fix this horrible pretzel or triangle, however you call it. But we do want your input and that is why we have done a project advisory team to make sure that we have representatives from each of the effected areas.

We have Jane Saperstein who runs Sandy Springs Plaza. We have Al Reddeck from Mt. Vernon Towers, Bruce McLean from Mt. Vernon Woods, Bruce Morreen from Mt. Vernon Presbyterian School, Doug Faglicia

from Glenridge Hammond Subdivision and Bruce Tuttle from Aberdeen Forest. Bridget Lawler is going to be here from Mt. Air and Linda Steger is her from Johnson-Ferry as well.

We wanted to make sure that the stakeholders were involved and they will be meeting in small groups with engineers as well and then we will come back to the big groups. But we didn't want to have to have these big huge meetings once a month that you all had to attend. So we asked representatives from the neighborhoods to attend those. So if you live in one of those neighborhoods and want to stay informed I would certainly get with those individuals so that you can stay on top of what is going on. But we do want your comments and questions and concerns. You can air them tonight or you can always e-mail me, you can e-mail John but you are more than welcome to e-mail and I will make sure that they get into hands. Again, I really appreciate you guys coming out tonight. This is going to be a very important development in Sandy Springs. Thank you.

Deputy Director - Jon Drysdale

I am sorry that we ran out of copies. We estimated a hundred people and I think that we have more than that. So if you want a copy of this handout make sure you let us know up front.

A little about it is that the front page tells you some key information and key addresses. Also we would like to have written comments by November 19th if possible but we will take them whenever you have them. That is kind of a goal to collect as much of the input as we can by the 19th. There is a third page in here that is a project data sheet that is basically talking about the purpose and the description. This project starts at the Abernathy-Johnson Ferry intersection on the west and then it moves through the triangle area at Roswell Road and continues east and then into Glenridge and then all the way to the Hammond-Glenridge intersection. This is a federal funded project. It has got several funds and city funds associated with it. So we go through the Georgia DOT planning and development process which is rigorous but it allows for lots of opportunities for public input and involvement. Plus GDOT gets opportunities to review the findings too.

The preliminary schedule is down at the bottom of the third page and Ed is going to talk a little bit more about the schedule in a minute. This page that shows the map, it has got an inset that shows the red line. The red line shows the starting and ending points of the corridor. The next page, if you want to tear this off and give us your ideas about how to drive through the triangle area and we will take those plus the comment sheet. The comment sheet at the back, please remove that and write your comments and turn them into Dana. She is sitting by the back door over there.

The city went through a competitive process of collecting consulting engineers and we selected JJ and Goulding and this is one of the most complicated projects that we have. We are glad to have Ed Culican here as our Project Manager who will speak next.

Ed Culican – Jordan, Jones & Goulding

Thanks Jon. Like Jon said, my name is Ed Culican and I am with Jordan, Jones & Golding. We are doing the design for this project. John has talked a little bit about the corridor starting on Johnson-Ferry at the Abernathy Road intersection which is going east towards Roswell Road, through the triangle area and gets to the Johnson-Ferry Glenridge Drive intersection near the library. Then follows Glenridge Drive southward towards Hammond Drive. That is where the projects ends and ties into another project that the city is also looking at.

What we are looking at right now is that we are starting off the concept development. What we are engaged in right now with the city is concept, database, preparation and environmental screening. This is all part of the federal process that we have to go through with federally funded projects like this one. Currently we are in the database collection phase right now. If you look in the handout, there is a flow chart that kind of goes through the process of developing a concept at the beginning. Right now we are collecting traffic data as well as survey data and some of the environmental data including some of the ecology field work and some of the history field work.

Some of the traffic collection you might have seen in traffic. There are two counters out there. Some of the other things that you have might not have seen is some video recording. We are actually looking at actual movements through the triangle so that we can get accurate count of who is actually making that one-way movement and what how we can study that see what the best options are through there.

Schedule, right now if you look at the sheet right now, we are in the data collection. We will continue that through December. Most of our traffic data has been collected but we are still collecting survey data. Some of the things that you might have seen out there, we did go out there and look and identify potentially specimen trees with white ribbons. Those white ribbons are indicative of anything. Right now other than it being a specimen tree. It doesn't mean that it is going to be cut down and it doesn't mean that it is going to be saved. We are just right now getting the information so that we can accurately identify what it is and what type of tree it is and then proceed forward with that. We have fielded a lot of phone calls about that. I think the city staff has also fielded a lot of phone calls about the white ribbons and we conveyed that same information.

Some other things that we have done is fielded other phones, some of the things that has been told. Some people talked about having septic systems in their front yards and if you can convey that to us at this meeting that would be great. Just any kind of information that you can give to us at this point so that we can have a database of what kind of issues that you see so we can fully develop our concept.

Deputy Director - Jon Drysdale

What we would like to do now, so that we can get it recorded, we would like to form a line and make comments into this microphone and we will document a few bullets while we are going. We are going to transcribe it word for word and have it as a regular document. Again, we don't have any answers tonight unfortunately. We just got mainly, if you have any questions or comments we really want all of those so feel free to come up here and we are going to allow about thirty minutes for that. Then we will hang around after that if anybody wants to talk about particular pieces of property.

PUBLIC COMMENTS

Joe Cleveland: My name is Joe Cleveland (inaudible to low) and I can remember part of the history of this project. The sidewalk portion between Sandy Springs Circle and Johnson's Ferry and Abernathy were intended to be pedestrian oriented sidewalks with possibilities of weekend bike lanes and I support that. I also support the ??? of the intersection. In terms of the intersection I think you have to live with this option in terms of making an impact. However, do you really consider taking the road under Roswell Road and making it into an underpass? It helps the flow on Roswell Road and cut the flow around Johnson-Ferry and just in general given the hilly nature of Sandy Springs any opportunities for an underpass would be welcomed. My main concern that is that there is a lack of institutional memory. Many of the neighborhoods that supported the widening of Abernathy did so because we were told that Johnson-Ferry would remain a two-lane road between Johnson-Ferry (Applause – inaudible). Our support for Abernathy was conditional and one of the options here was why was Johnson-Ferry four lane (inaudible). That I guarantee would be a fight. That will affect neighborhoods, large neighborhoods that would impact the fringes of some neighborhoods. It is really not what we fought for Abernathy for twelve years and then the certainty didn't just actually come up on the agenda, even for discussion.

But I do support the bike lanes and the median and just as a general rule and staff are trying to put a light at every intersection. Try to find a way to eliminate the light because the lights stop traffic where the roundabout, the under passes or any alternative form of design to keep the traffic flowing. Thank you.

Jon Drysdale: I have one comment on that, we have stressed that Post Buckley I am sorry J J & G, I got my consultants mixed up. They are going to study the situation in the future. They are going to study the Abernathy being improved and the re-alignment of Abernathy Johnson-Ferry intersection. Not taking into consideration the way it is right now.

Mike Stolarski: Hi my name is Mike Stolarski and I live at 730 Glen Ferry Trail. This as a point, Glen Ferry Subdivision was not notice, we were not given notice. So in the future if we could be given a heads up I would appreciate it. Our concern, my concern and I am also the President of (inaudible – to low) and one of the things that I am concerned about is that corridor improvement is really going to be a nice euphemism for let's say one thing but let's flow a lot of traffic through this area in the future. We have six children in our community. Well four right now and two on the way, in a nine home cul-de-sac that under the age of four. So

the last thing we need is to have more cars coming flowing that area. We need fewer cars that are in front of our homes. These children deserve our attention.

On the environmental fund I am concerned with lots of apartments. I do not know what is going to be taken out but that is a concern that isn't irreplaceable and just for property rights (inaudible) Drainage is another issue. If we go and add another two or three whatever lanes it would be a flood. We already have soupy backyards to begin with and it is going to get even (inaudible) for the rain to have a good source so that the waters will run off into our backyards. Thank you.

Alice Elizabeth Knight: My name is M. Elizabeth Knight and I live 61 Ferry Drive at the corner of Ferry Drive and Johnson Ferry Road. I am here tonight with my neighbor Mary Beth (inaudible) who owns the house across the street at the other corner of Ferry Drive and Johnson Ferry Road. Speaking for myself, I am here in entirety on opposition to any widening or additional lanes on Johnson Ferry Road. I considered this first of all I would like to second what the other speaker said concerning neighborhood support for the widening of Abernathy. That was entirely depending upon no changes, no four lanes, or turn lanes on Johnson Ferry Road. Second, from my own perspective I believe that any change or any study of change between Roswell Road and Abernathy along Johnson Ferry Road is premature until the project concerning Abernathy Road is complete. Only then could know how traffic ties are truly affected by suddenly having four lanes instead of two to what is a long end bottleneck in our city. So I would like to see any decisions about Johnson Ferry Road completely stopped and taken of the block until (inaudible). At the intersection, that is not really a major concern but I do feel very strongly about Johnson Ferry Road. Also an owner of more than a dozen of fifty plus year old (inaudible) trees would be necessarily chopped down (applause – inaudible).

Jon Drysdale: Thank you.

Michael Nolan: Hi my name is Michael Nolan of 210 Marsh Glen Point. I am slightly out of the triangle area and I am right off of Johnson Ferry near Riverside and anything that you do to Johnson Ferry is going to affect me. I was almost in a car accident today trying to get here. Because trying to get out of my subdivision, Breakwater, at this time is virtually impossible. I called to ask if the light can be retimed between Berkshire and Sandy Springs Circle. I was told the answer is no and I was told the reason why is because the lights are more than a quarter of a mile apart. I don't understand that but that is what I was told. There is no evidence now that it can take between 10 to 15 minutes to get out of my subdivision and then you literally have to risk your life trying to take a left unto Johnson Ferry Road in the direction of Sandy Springs Circle. If you widened that road that lane already people consider Johnson Ferry their personal speed strip. If you would add some more lanes there is going to be more people going even faster which would make it even more dangerous and it would take even longer to get out. So unless you can either retime the lights or maybe even have a light at the intersection where the subdivision is, then I would strongly oppose any widening.

Jon Drysdale: Thank you. One other project (applause) the city is undertaking is a traffic control center where we will be able to deal with control signals at different times of the day remotely by observing traffic so that all the signals that we have are in a plan to bring in the mode to be able to control them remotely and observe them through cameras.

Gary Drisdeck: Hi my name is Gary Drisdeck and I am also from the Glen Ferry Subdivision. I live at 40 Glen Ferry Trail. I hope that the point of the gentlemen that just spoke and coming out of our subdivision at Johnson Ferry (inaudible) that is a two lane however. I think that the points that were made it was a four lane road (inaudible echoing sound) I just don't know how that would be possible. (inaudible – echoing sound) Thank you for your consideration.

Bridgett Lawler: Hi my name is Bridget Lawler and I live on Long Island Drive in the Mountain Air Springs neighborhood. My concern was the areas that were looking at is along Johnson Ferry a good portion of the traffic is mostly through traffic and if we are trying to do revitalization of downtown Sandy Springs, I don't see how it's a possibility to increase Johnson Ferry from two to four lanes and how additional traffic would help in the revitalization of our downtown. It is not going to make that be more pedestrian friendly or biker friendly or for families to get to the restaurants, to the shops, when the traffic is too heavy for us to get out of our neighborhoods.

Jon Drysdale: Thank you.

George Shukis. – Good evening. My name is George Shukis. I am the President of Lyndon Ferry Homeowner's Association and I realize that I am the third person from the neighborhood to come up here.

We did not get notice and I would like to reiterate that point. We would appreciate your courtesy and are not too impressed about this requirement for being noticed. Number one, I think that you could have made a discussion and need to come to the fact that the reason you need to widen this road is to widen the bridges of the Chattahoochee. This project is the primary beneficiary of the residents of Cobb County, not for Fulton County, not for Sandy Springs. (Applause). I have a real problem with subsidizing those people who have decline in the quality of life and the increase of the emissions, carbons (inaudible - echoing sound) at a greater concentrate rate of speed. I am insulted by the fact that the City of Sandy Springs do not care about the safety of our children. They don't care about the increase of the present day conditions of pedestrians and bikers and everybody else that have a right to use the thoroughfare in this city and in the state.

Secondly, I think there is going to be a tremendous evaluation of property values along Johnson Ferry. Nobody wants to have a house along the four-lane highway. We did not buy houses along a four-lane highway. (Applause). I think your project although, I think there is a lot merit in terms of what its intention is. But I want to recall the fact that the road to hell was paved with good intentions and this is going to be a four-lane road going to hell and don't you think you are really exacerbating and already bad problem? We are not going to get any benefit out this project outside of getting more construction (inaudible – echoing sound) and I will also reaffirm the fact that whatever resources it takes to hinder the delay or to hinder this project trust me they will be there. Thank you.

Mayo J. Elliott – I am Mayo Jack Elliot my lovely wife and I have lived in the Sandy Springs area at 25 River Points Drive and that is on the other side of Brandon Mills Road. From Sandy Springs we have said goodbye to eight of our children. Two of them live in the Atlanta area not in Sandy Springs. I am in favor of your project and the progress. When we first came, when I first came to Sandy Springs area, Roswell Road was just two lanes wide on Abernathy. Surely, no one will argue that Roswell Road shouldn't still be two lanes but we need to realize there will be traffic problems surely. But let's get with it and move on.

Jon Drysdale: Thank you.

Bruce MacLane. – Hi my name is Bruce MacLane. I am in the Aberdeen Forest Subdivision and our concern is the getting in and out of our neighborhood as well. Particularly through south bound on Glenridge trying to hang a left into our neighborhood currently that is extremely dangerous given that the light was put in about ten years ago. If we have four lanes going through there our concerns is the cars going faster and the problems that go along with that.

Jennifer Nichols: Hi my name is Jennifer Nichols and I live on the corner Johnson Ferry and Glen Ferry. I have two small children and expecting a third and on a daily basis I am worried for my two children going more than ten feet from my front door because the traffic is so bad from Johnson Ferry. I have never in three years seen a police officer out there trying to manage speed or just activity of the drivers which sometime can be extremely erratic. I would like to propose that somebody do some sort of traffic analysis and speeding, and clock their speeding on that road during this project. Some of these things can be avoided with (inaudible) as oppose to widening the road and driving people crazier and making it a more unsafe environment.

Jon Drysdale: The city has some speed trailers. You may have seen them around. The one that points out your speed. We control those and we can probably move those in quicker and collect data from that in addition to data that they are collecting and we will pass this information on to the police department to about not seeing any police protection in there.

Julie Squires: Thank you for presenting tonight. I am Julie Squires and I live at 180 River Springs Drive just off of Abernathy River Valley Johnson Ferry intersection. I would just like to give a philosophical appeal. Having integrated the Abernathy Road Way I would like to see Sandy Springs evolved into, we had a very special (inaudible – echoing sound) and I see that is user friendly (inaudible – to low) a library, there is a community theater.

Tracey Stolarski: Hi I am Tracey Stolarski and I live at 730 Glen Ferry Trail on the corner of Glen Ferry and Johnson Ferry. I just have a question and a point of clarification on your plan, we are not clear on what the green ban means. We notice that there are a lot of houses that have numbers on them and there are red markings with names on them. But then it progresses in our subdivisions that have nine homes. There are three homes that are not in the green ban but only two homes directly listed as to make us believe that is something to be taken down. So I think that you would probably appreciate one more clarification of that. We came in here (inaudible) what the plans means, what these mean and it is not very self-explanatory.

Ed Culican: The green is more just an outline of what the study area is. We haven't looked at any improvements yet. We haven't gotten to that point yet. So to say that what we are going to do right now is a four-lane or a two-lane; we haven't gotten to that point yet. We are just collecting data. The red property owner names are just a property owner name just to help you to out to identify where your property is.

Jon Drysdale: Let me add to that. The red property line is based on initial research done by the surveyors and that was before they started doing their complete data collection. So there are some lines on there that have changed and ownership that has changed and that would be reflected more when we get more into the concept stage. But this was prepared at the early part of the project before they got all that data collection done.

Robert Harville: My name is Robert Harville. I reside at 570 Valley Lane. The study area cuts through or by many single family residential neighborhoods that are well established. Any significant alterations or improvements will increase in capacity and bring significant pressure on potentially affecting the rezoning pressures in Sandy Springs. I think that the effect on land use planning and comprehensive planning and therefore future rezoning should be considered as part of the study because one affects the other. Our land use planning and the effect that it may have and if it is pertinent to have greater neighborhoods in the future, I think that would be giving them a disservice.

Jane Whiteman: Good evening. I am Jane Whiteman I live at 6590 Long Acres Drive. Which is between Johnson Ferry and Abernathy; one block long I feel that we have been side-winded by this plan. For those who are aware of that area when Abernathy has finished, along Long Acres Drive we will only be able to turn right not left going onto Abernathy. We have given up a lot of (inaudible) in that area. We thought that when we became a city that we were going to be secured by all politicians and that you would look out for our well being and we feel like we have gotten a slight (inaudible) with this program right here. Because once that this been developed we would not be able to get out of our street on Johnson Ferry. We will have to turn right on Johnson Ferry towards Cobb County if we don't want to get killed turning to get into Sandy Springs.

I think that need to be looked at very seriously and a little more consideration for the people have lived here for many years, paid taxes, support the City of Sandy Springs becoming a city and I am glad that you are listening to us tonight. Thank you.

Jon Drysdale: One thing to point out is all the side streets and the intersecting side streets. Data is being collected on them too and they are part of the model that will be built for seeing the operations.

Dick Farmer: I am Dick Farmer 80 Glendrige Drive. I have two questions. One is what is the origin of the project? Who and when did this project come to be? Who proposed and when was that proposal made? The second question I have is From the very beginning of Sandy Springs, the origin of the city of Sandy Springs we were assured that there would be attention paid to the citizen's input. Yet from the first major project of the city, the undertaking of the tree ordinance, the city ignored its own consultant. They ignored the Citizen's Advisory the meeting had put together and they ignored the citizen's input and produce a tree ordinance different than what was recommended. Subsequently we have had the same type of process happen on the Comprehensive Plan. Many, many recommendations of the Citizen's Advisory were ignored when the city approved the comprehensive plan.

What assurance do we have if any that this project is going to be any different that the city council has already made up their mind to do something and this is a sham process what we are going through tonight?

Jon Drysdale: We don't see it as a sham process. The project was started by the City Council. There was an earmark so it was provided by federal funds to study this area. That earmark was started basically before the city became a city.

Dick Farmer: That means someone has had to ask for that one before Sandy Springs even came to can be.

Jon Drysdale: Right.

Dick Farmer: We were told that it was Sandy Springs project.

Jon Drysdale: Well the money was turned and the control of the project was turned over to the City of

Sandy Springs as a local sponsor as opposed to a GDOT project.

Dick Farmer: GDOT came up with this project as (inaudible)?

Jon Drysdale: Not the federal earmark.

Dick Farmer: (Inaudible - to low). But who asked for it? Someone had to originate that.

Jon Drysdale: We don't have a lot of detail on that. The federal procedures are pretty sketchy. There is like one page of information to Congress. They don't sort of tie the local jurisdictions tremendously.

Dick Farmer: (Inaudible - to low), initially denied involvement in that. Only subsequently after Sandy Springs became the City of Sandy Springs did it admit its involvement. That is why I am skeptical.

Jon Drysdale: There is a House earmark and a Senate earmark. Both of them were by the local representatives .

Dick Farmer: Yeah but someone had to ask for it. That is the question. Someone out of Cobb County discussed with someone out of Dekalb County.

Jon Drysdale: I think that it is Fulton County. But again we don't have a whole lot of history on that one. I think it is Fulton County

Dick Farmer: I think that you owe us the city of Sandy Springs owes us a sense of the history of this project, where it came from, who is asking for it. A lot of people here indicate that they are not confident with the new project of the city. So if we had some sense of where it came from. . . .

Jon Drysdale: We will dig into as much as we can. Again, we can't get a whole lot of information about some of the previous stuff that was done.

Dick Farmer: Thank you.

Walter Ilgenfritz: (sp). – I am Walter Ilgenfritz and I live on River Wood Drive and thank God I am no longer in the vicinity of this mess that you all are trying to sneak off on us this ridiculous plan. Look at your little map see if can maybe answer some question for me. I see a red line going through where Johnson Ferry, there is a nice big line where there is two lanes and this gets red. Well, if that thing is expanded, at the cost of several of our Sandy Springs (inaudible) maybe millions of dollars of construction and property (inaudible) then those people out in Cobb County would say we can get it going faster. Where is it going? The problem with the red line is when you get down here on Glendridge Parkway it goes off the map like this and it goes into

Jon Drysdale: This project stops at Hammond and Glenridge.

Walter Ilgenfritz: It stops at Hammond? The (inaudible – echoing sound) Hammond Drive that is going to be the worst intersection in the whole city. I think what you are saying is crazy and before you could get into agreement on that I think what you better is, let's wait and see what the widening of Abernathy Road is going to do. That is already underway (Applause) I will fight like a tiger to get you guys to lay off of this thing.

Michael Weber: Good evening my name is Michael Weber and I live in Bright Point in a condo (inaudible) and that in the city council district and I am nowhere near this but then again I might be the next one around the corner from a project. We don't even know what the intentions are. I appreciate you explaining the fact that, that green slot is definitive of removal of any those homes but it is still there. The thing about it is, like the gentlemen before and a few others said who is getting the benefit here? We basically talked about grid benefit, let's talk about cost benefit. What is it going to cost? I am not talking about dollars and cents so much as land value and who is it going to benefit? You already have got things in place. The Hammond

Drive is going through changes finishing on Abernathy Road. Let's see what that does and maybe you are. Maybe there are some things you are not telling all of us. Not that you are hiding anything but this is being recorded and I have got it rewritten to terms of the city. Let's see what the project do before any potential. . . One person comes here and asks a question and that is like yelling fire in a quiet room and the fireman don't

think that. I understand you know, the threat might have compounded more by our thoughts from what we have seen in past. If you are saying and you are trying to prove that, then great. One thing that can make a suggestion when you talk about the evil triangle, let's get rid of the triangle you know what I mean. I was firefighter here for 15 of my twenty years. I know what it is like in all types of fire apparatus when those vehicles are making a right on Roswell then that quick left on Mt. Vernon what that can do to a fire truck and not wreck you fire chief or whatever. Let's a look at doing what improvements we can that won't affect the citizen's, the homeowner's okay. Then you rid of some of business I have heard that from Council Paul (inaudible) let's take a look at that study about getting rid of what we call the "Snake Trail". Turning right on Roswell and an immediate left on Mt. Vernon to get back on Johnson Ferry and follow Johnson Ferry all the way through.

David Davondi: My name is David Davondi and I live at 42 Johnson Ferry Road. I have a suggestion. Behind the river and the city of Roswell they have three lanes which is dedicated to traffic coming out during the morning or night and much of the traffic is created by the morning or the night users of Cobb County. (Inaudible- hard to understand) We have children and there is a lot of people (inaudible difficult to understand)

Jon Drysdale: Thank you. We have got five more minutes for open mike.

Susan Delgado – Hi I am Susan Delgado and I live at 710 Glen Ferry Trail and wasn't living in Sandy Springs at the time when the (inaudible) citizens came together. But clearly I felt the strains of that (inaudible). One of the key things that I heard about Sandy Springs was that we were interested in conserving our neighborhood and the citizens would focus on it. Although I heard recently that Sandy Springs is something like the seventh most wonderful city in the state. It is important to grow the community. I understand that we need to protect the citizens, the property and green space. I just want to also comment that I agree we need to wait until the Abernathy project has been completed and delayed that is a long time. Also I think that what we are doing rather than protecting the City of Sandy Springs we are fueling the (inaudible) for Cobb County. (Applause).

Michael Nolan: Michael Nolan again with a different mission. I am a little disturbed when you mentioned that you didn't know who started the project and it just raises the question, I am not making any accusations but raising a logical question. Who is selecting the contractors to do the work and what might be the relationship between those contractors and the mystery person who asked that the project be done? Thank you.

Wesley Johnson – Hi guys. My name is Wesley Johnson and I live at 529 Johnson Ferry. That is at the corner of Karron and that is the intersection of Karron and Johnson Ferry near the Presbyterian Elementary School. I bought that house three years ago and I have worked in the dairy for many years. All my friends live here and specifically that area because there is not really a lot of traffic on that part of Johnson Ferry. In fact, it seems to me that less traffic goes on the other of that train where Mt. Vernon is than in the Dunwoody area everybody is going and Abernathy. To take through there doesn't really make too much sense other than I guess making one Johnson Ferry. That is what the firefighter was saying but I would like to keep that because I have got two children three and one and a half and I would really like to keep that kind of traffic from being right next to school. I am right next to that school although kids go down that street without their parents. People might speed down there and I don't have the problems that some of my friends have at the other side where people are (inaudible). Thank you.

Jon Drysdale: Okay thank you.

Tom Williams: My name is Tom Williams and I live on (inaudible) Road which is one of the side streets right there near Abernathy Park. I think what has a lot of people really concerned here is the (inaudible) on this whole project has remarkable similarities that is identical to DOT a project that was being advanced and studied back in 1970s and on into the 1980s. Which was the capital project that steered the community toward the Abernathy Road Corridor which was the most viable solution to channel all of the traffic (inaudible). (inaudible) wasn't responsible for that. To the GA 400 interchange to the business districts and

so forth for the traffic. Johnson Ferry road on the other hand is even worse than the Sandy Springs revitalization of the community for the next ten years or more (inaudible - echoing sound) to be improved with pedestrian lanes and bikes and maintaining the same characters of roads to have a pleasant neighborhood streets.

I think that what we really need to be considering here in Sandy Springs is to have an alternate route of different styles and categories. We are going to have the almost super highway of Abernathy Road. With this interchange that is thrown in, evidently at Hammond Drive and 400 and on Hammond Drive that is taking on super highway and all the way on up to Mt. Vernon through the heart of Sandy Springs, there is a lot of traffic on that road. Let's leave the Johnson Ferry Corridor a pleasant neighborhood street that is an alternate route when traffic gets heavy. Because the other thing that is going to happen as we are all aware of, the lights along Abernathy and Johnson Ferry (inaudible). There is traffic along the (inaudible) Johnson Ferry back to Sandy Springs Circle with Roswell Road (inaudible) which we are going to sit waiting for lights to change, just like it does now, because the original capacity to get cars over the river and move them on the other side. That is all I have to say.

Jon Drysdale: Thank you.

Mr. Chairman I want to thank you for coming out tonight and giving the people an opportunity to hear what the proposal is. I am not sure of your proposal is going to solve anything and I am not a newcomer. I have been seventy-seven years. I was just sitting back there thinking, you know our government is concerned about holes in the border between Mexico and the United States to keep them from coming over. I suggested that we close that bridge to keep Cobb County out (inaudible – applause). I was born in Tulsa County and reared most of my life right here in Sandy Springs. But there is a, absolutely no win situation to what you are presenting to this group here tonight. The people that have worked all of their lives to have a home and if you bring that highway through Sandy Springs, you are doing a disservice to these people. Running them out of their homes to where they can not . . . They are already buying them now and the prices of homes sold that the people can't afford. The working class of people and I am not saying the Cobb County people don't work but there is not a person over there that is still coming over here to work that didn't know about the traffic problems before they came. I appreciate (applause) to end here tonight and I appreciate the Council of Sandy Springs working to try and solve something but let's don't throw the baby out with the bath water. (Applause).

Jon Drysdale: Last one.

Susan Beard: Thank you. My name is Susan Beard and I live in Mt. Vernon Woods and grew up in Mt. Vernon Woods. My mother lives in Mt. Vernon Towers so she is another area that has been affected by this. I consider it sort of a (inaudible) between the area of Mt. Vernon (inaudible). Actually I didn't come here with any suggestions but actually the comments there is some that really made sense. Someone suggested maybe we should keep the character of the Johnson Ferry and others at Mt. Vernon Highway may be different from Hammond and Abernathy. Maybe think of making Mt. Vernon and the Johnson Road at least on the east side of Roswell Road walking friendly. More pedestrian friendly. That is where the library is, that is where the school is and maybe some of the designs can be made so they are not contusive to so much traffic going that route. (Inaudible) which is already getting to be a major thoroughfare into Abernathy. We should make the streets be more pedestrian and neighborhood friendly. (Applause).

Jon Drysdale: Can I get a show of hands, how many people read about this in the newspaper? Read about the meeting? We are trying to see the effectiveness of our outreach? Okay and how many people saw the signs? Okay and how many got personal letters or anything like that? Okay.

Michael Stolarski: Michael Stolarski 730 Glen Ferry Trail. My basic point is this we pay a premium to live to live in Sandy Springs and we are the ones who are being harmed potentially by this scenario and it is really only benefiting those who are out in Cobb County. Who didn't pay a premium who pay about half the taxes that we do and relatively speaking and it is for the benefit of them and not for the benefit of us and we the people of Sandy Springs who it is incumbent upon our elected officials here in Sandy Springs. To not defend those good friends of ours out in Cobb County but to defend you know we the people their elected representatives in Sandy Springs. Thank you.

Bob Beard: Bob Beard 6326 Vernon Wood Drive. A suggestion to the planners is to consider making both Johnson Ferry and Mt. Vernon Highway on the east side of Roswell Road two lanes again like they were many years ago and then don't allow, if they make those two lanes in both directions, do not allow a left turn onto Roswell Road from Johnson Ferry. There is one small intersection would have to be dealt with near the

library where everything comes together. But that most alleviates the triangle issue itself and not have to deal with two lane roads through the rest of the project. Thank you.

Again we really thank you for coming and we thank you for input. The City Council has not given any specific direction at all. They have given data collection and we have not made any decisions. We really appreciate the input so fill out a comment card for Dana. If you want to give another comment we still have a transcriber person here that could take your comments verbally if you like. We will stay around a few more minutes. Thank you.

Meeting Adjournment	The meeting was adjourned at 7:42 p.m.
----------------------------	--



October 19, 2010

**Johnson Ferry Road and Glenridge Drive Corridor Improvements
Project STP00-9252-00(007), Fulton County
P.I. No. 751420**

Public Information Open House (PIOH) Summary of Comments

COMMENT TOTALS:

A total of 64 people attended the public information open house held for the subject project on June 21, 2010 from 5:00 to 7:00 PM at the Benson Center.

From those attending, 28 comment forms, 0 letters and 0 verbal statements were received. An additional 8 comments (2 comment forms, 1 letter, and 5 e-mail responses) were received during the ten-day comment period following the public information open house, for a total of 36 comments. They are summarized as follows:

No. Opposed	No. In Support	Uncommitted	Conditional
<u>1</u>	<u>20</u>	<u>3</u>	<u>12</u>

MAJOR CONCERNS:

Improving traffic flow - positive comments regarding two-way traffic flow on Johnson Ferry Rd. (JFR) and Mt. Vernon Hwy. Some commenters feel that JFR and Mt. Vernon Hwy. must be widened to four lanes for traffic to improve. Roundabout concepts received mixed comments, some feel they would slow traffic too much and confuse drivers, others like the safety and traffic calming provided by roundabouts. A few comments had concerns about project costs and property acquisitions. A few comments expressed concern that pedestrian facilities had not been given adequate consideration in the proposed designs.

OFFICIALS:

Officials attending included the following:
Chip Collins, City Council

*Public
Works*

Summary of Comments
STP00-9252-00(007), PI No. 751420, Fulton County
October 19, 2010
Page 2

MEDIA:

Sandy Springs Reporter (Newspaper)
Northside Neighbor (Newspaper)

DISPOSITION OF COMMENTS:

JJG/Jacobs will respond to all comments on behalf of the City of Sandy Springs. The comments have been reviewed and will be responded to as follows:

COMMENT TYPE	COMMENT #	NATURE OF COMMENT	PROPOSED RESPONSE
Design	2	Request for bike lanes along Johnson Ferry Road to access Abernathy Park. Supporter of better traffic flow at intersections and not widening.	Bike lanes are not proposed as this roadway segment is not within the GDOT Bike Plan corridor. To improve traffic flow at intersections, the addition of auxiliary turn lanes is necessary to reduce delays. Also, to improve traffic flow within the triangle area, two way operations are proposed on the segments between Roswell Road and Boylston Road and the addition of the Double Roundabout configuration. In predominate residential areas of the corridor, widening is not proposed.
	3, 30*	Prefers Alt. 1A	Noted
	4, 9	Prefers Alt. 1B or 2B	Noted
	5, 6, 7, 8*, 17*, 21, 23, 24, 25, 28, 29*, 34*	Prefers Alt. 2B	Noted
	8*	Prefers Alt. 2B with modifications to remove one of the traffic circles. Requests a left-hand turn movement onto Hildebrand going south of Roswell Rd.	Both roundabouts are necessary to maintain connectivity with all existing traffic flow movements and achieving acceptable Levels of Service. Hildebrand Drive is outside the project corridor under Alt 2B.
	10	Supports removing triangle which houses Eddie Auto, mattress store, and rug store.	Noted. The proposed project alternatives meet the project's purpose and need while maintaining most of the properties within the triangle area.
	11*, 12*, 14, 26*, 27	Prefers Alt. 1B.	Noted.
	13	Requests a stop sign at the Johnson Ferry/Glenridge intersection.	Traffic control improvements will be evaluated at this intersection during project development.
	15*, 22*	Requests JFR be 4-laned.	The 4-lane option for JFR was evaluated and considered as part of the concept development process for the corridor. It was determined that streetscape improvements within predominate residential areas of the corridor met the purpose and need of the project and is consistent with the Comprehensive Transportation Plan developed by the City of Sandy Springs.

Design (continued)	16	Concerned with putting a roundabout at the Mt Vernon Towers intersection. Requests "speed tables" between Mt. Vernon High School and Vernon Woods Dr. and in front of school entrances and the library.	Roundabout at Mt. Vernon Towers is necessary for traffic at this intersection under each of the roundabout alternatives. Placing a signal at this intersection in lieu of the roundabout under the double roundabout concept is not recommended as it will cause traffic flow disruption at the west roundabout at Johnson Ferry Road and Boylston Road. It appears that the speed tables requested are outside of the project corridor.
	17*	Two-way traffic on JFR and Mt. Vernon Hwy. is needed. Supports Alt. 2B if it moves traffic effectively.	Noted. Alt 2B has been evaluated to operate at a LOS "A" based on current traffic projections.
	18	Supports Alt. 1A or 1B but questions their safety.	Noted. Safety is evaluated for each project alternative and is developed into the project design.
	19, 29*, 31*	Request for the design to focus on pedestrians and not cars.	The alternatives have been developed to improve traffic and pedestrian operations within the corridor. Additional pedestrian operation improvements are under consideration as part of the concept development.
	20	Request to make JFR and Mt. Vernon Hwy. two-way streets.	Johnson Ferry Road and Mt. Vernon Hwy. are proposed as two-way operations under each alternative. Making these two segments two-way only as a start is not feasible as the improvements will "snow ball" away from the area noted and improvements will be necessary to provide connectivity to this area.
	22*	Requests Mt. Vernon Hwy. be 4-laned from SR 400 to Roswell Road.	Most of this area is outside the project corridor.

Design (continued)	30*	Concern about design at Sandy Springs Circle intersection. Supports bike lanes, sidewalks and landscaping within the corridor.	The extended right turn lane on Sandy Springs Circle is necessary based on the projected traffic for this movement. The extended through lane on Johnson Ferry Road is necessary based on the projected traffic for this movement. This through lane is reduced 500 feet west of the intersection to allow for traffic to merge from two lanes to one lane west of the intersection. It is projected that this lane extension will not affect the right turn movement from Sandy Springs Circle. Bike lanes are not proposed as this roadway segment is not within the GDOT Bike Plan corridor. Sidewalks will be added within the corridor improvements and landscaping will be considered.
	31*	Concerned about the width of the JFR and Roswell Rd. intersection and speed of traffic in this area. Suggests placing trees in the median to encourage drivers to slow down and provide a refuge for pedestrians.	The lane configuration at the Johnson Ferry Road and Roswell Road intersection are necessary for the traffic projected at the intersection. Installing a median for pedestrian refuge may be considered for additional pedestrian safety at crossings. Placing trees in the median is not encouraged as the trees may restrict pedestrians from driver sight lines. Landscaping on shoulders may be considered.
	32*	Likes all four designs shown at the meeting.	Noted
	33	Requests a median between Sandy Springs Circle and Brusters establishment on JFR as well as mid-block crossings or pedestrian island in the Wright Road and Bonnie Lane area. Provided comments on other Sandy Springs projects.	A raised median and mid-block crossings between Sandy Springs Circle and Roswell Road will be considered. Pedestrian improvements at the Wright Road/Bonnie Lane intersection with JFR will be considered.

Design (continued)	34*	Recommends reworking Alt. 2B to allow access to Boylston and combine into one large roundabout.	The double roundabout alternative maintains connectivity for each of the six independent traffic connections in this area while minimizing the costs of the project. Combining to one large roundabout and moving the Mt. Vernon Towers connection may still provide the same connectivity, but will require additional right-of-way to build the larger roundabout, may result in additional displacements of businesses and residential properties and increase the cost of construction.
	35	Concerned about Mt. Vernon Towers intersection. Suggests special training for older residents on how to use traffic circles.	Noted. Public outreach to Mt. Vernon Towers concerning the use of the roundabouts will be considered.
	36	Does not support the use of roundabouts – believes they are only effective for low volumes of traffic.	The traffic analysis shows that the double roundabout concept is projected to operate at a Level of Service “A” based on current traffic projections.

COMMENT TYPE	COMMENT #	NATURE OF COMMENT	PROPOSED RESPONSE
Right-of-Way	26*, 30*	Request to keep Eddie’s Garage.	The proposed project alternatives meet the project purpose and need while maintaining most of the properties within the triangle area.

COMMENT TYPE	COMMENT #	NATURE OF COMMENT	PROPOSED RESPONSE
Traffic Operations	1	Unhappy with signal timing along Roswell Road.	The timing of signals along Roswell Road is predominately outside the project corridor and beyond the scope of this project.
	11*	Believes traffic circles/roundabouts slow traffic considerably.	The traffic analysis shows that the double roundabout concept is projected to operate at a Level of Service "A" based on current traffic projections.
	12*	Concerned with placing a roundabout at the library intersection.	A roundabout at this intersection is necessary for each of the roundabout alternatives to maintain connectivity for all approaches to this intersection.
	15*, 32*	Concerned that the double roundabout will confuse people.	Public outreach concerning the use of the roundabout may be considered.
	26*	Requests a right-turn lane on east Johnson Ferry Road turning north and a left-turn signal on Glenridge to Aberdeen Forest.	Currently, a joint use through/right turn lane is present on Johnson Ferry for right turning traffic to Roswell Road north. Will consider a dedicated right turn lane at this location. Traffic operational improvements will be evaluated at the Glenridge Drive intersection with Aberdeen Forest during project development.

REVIEWING OFFICE	COMMENT #	NATURE OF COMMENT	PROPOSED RESPONSE
Environment			

Summary of Comments
STP00-9252-00(007), PI No. 751420, Fulton County
October 11, 2010
Page 8

Attached is the PIOH Sign-In Sheet, a complete transcript of the comments received during the comment period and a copy of the public information open house handout for review.

If you have any questions about the comments or proposed responses, please either email or call Jennifer Mathis (JJG/Jacobs) at (704) 527-4106 or jennifer.mathis@jacobs.com.

Attachments



October 19, 2010

Ms. Barbara Giles
307 Greyfield Lane
Sandy Springs, GA 30350

Dear Ms. Giles,

Thank you for attending the Public Information Open House (PIOH) for the Johnson Ferry Road and Glenridge Drive Corridor Improvements (GDOT Project Number: STP00-9252-00(007), Fulton County. P.I. No. 751420, COSS Proj. No. T-0011) held on June 21, 2010 at the Benson Center.

As a brief reminder, the project proposes to do the following:

- Improve traffic congestion and safety, and
- Improve vehicular and pedestrian operations.

Approximately 64 people attended the meeting. Of the 28 comments received at the meeting, 15 were FOR the project, three were UNCOMMITTED, and 10 were CONDITIONAL.

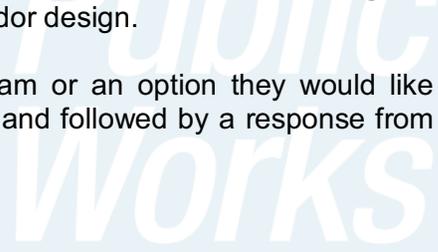
Within the 10-day comment period following the meeting, two additional written comments, one letter, and five e-mail comments were received. Of these eight comments, five were FOR the project, one was OPPOSED, and two gave CONDITIONAL support of the project. Therefore, a total of 36 comments were received.

Four concept alternatives were shown at the PIOH: Alternatives 1A, 1B, 2A and 2B. The table below provides the number of people who supported each concept alternative.

Alternative	Number of People who Support the Alternative
Alternative 1A	3
Alternative 1B	8
Alternative 2A	0
Alternative 2B	17

The main concerns received related to improving traffic flow and were positive for providing two-way traffic flow along Johnson Ferry Road and Mt. Vernon Highway. Some commenters felt that Johnson Ferry Road and Mt. Vernon Highway must be widened to four lanes for traffic to improve. The roundabout concepts received mixed comments. Some commenters felt the traffic circles would slow traffic too much and confuse drivers, while others like the safety and traffic calming provided by the roundabouts. Several other comments expressed concern that pedestrian facilities had not been given adequate consideration and should be the focus of the proposed corridor design.

A few comments received posed direct questions to the project team or an option they would like considered. As such, those specific comments are described below and followed by a response from the City:



- One commenter requested that bike lanes be included in the project design along Johnson Ferry Road to access Abernathy Park and supports better traffic flow at intersections instead of widening.

Bike lanes are not proposed as part of the roadway design since this area of Johnson Ferry Road is not within the GDOT Bike Plan corridor. To improve traffic flow at intersections, the addition of auxiliary turn lanes is necessary to reduce delays. Also, to improve traffic flow within the triangle area, two way operations are proposed on the segments between Roswell Road and Boylston Road along with the addition of the Double Roundabout configuration. In predominate residential areas of the corridor, widening is not proposed.

- One commenter requested that one of the two roundabouts shown in Alternative 2B be removed and that a left-hand turn movement be added to Hildebrand going south of Roswell Rd.

Both roundabouts are necessary to maintain connectivity with all existing traffic flow movements and achieving acceptable Levels of Service (LOS). Hildebrand Drive is outside the project corridor under Alternative 2B.

- One commenter supported the removal of the triangle which houses Eddie's Auto, a mattress store, and a rug store.

The proposed project alternatives meet the project's purpose and need while maintaining most of the properties within the triangle area.

- One commenter requested a stop sign at the Johnson Ferry Road/Glenridge Drive intersection.

Traffic control improvements will be evaluated at this intersection during project development.

- Two commenters requested that Johnson Ferry Road be widened to four-lanes.

A four-lane option for Johnson Ferry Road was evaluated and considered as part of the concept development process for the corridor. It was determined that streetscape improvements within predominate residential areas of the corridor met the purpose and need of the project and is consistent with the Comprehensive Transportation Plan developed by the City of Sandy Springs.

- One commenter expressed concern with placing a roundabout at the Mt Vernon Towers intersection and requested "speed tables" between Mt. Vernon High School and Vernon Woods Drive and in front of school entrances and the library.

The placement of a roundabout at Mt. Vernon Towers is necessary for traffic at this intersection under each of the roundabout alternatives. Placing a signal at this intersection in lieu of the roundabout under the double roundabout concept is not recommended as it will cause traffic flow disruption at the west roundabout of Johnson Ferry Road and Boylston Road. It appears that the speed tables requested are outside of the project corridor.

- Three commenters requested that the design focus on pedestrians and not cars.

The alternatives have been developed to improve traffic and pedestrian operations within the corridor. Additional pedestrian operation improvements are under consideration as part of the concept development.

- One commenter stated that the only improvements necessary were to convert both Johnson Ferry Road and Mt. Vernon Highway to two-way streets.

Johnson Ferry Road and Mt. Vernon Highway are proposed as two-way operations under each alternative. Making these two segments two-way, only as a start, is not feasible as the improvements will “snow ball” away from the area noted and improvements will be necessary to provide connectivity to this area.

- One commenter requested that Mt. Vernon Highway be widened to four lanes from SR 400 to Roswell Road.

Most of this area is located outside of the project corridor and is not considered a part of the proposed improvements.

- One commenter expressed concern about the design at the Sandy Springs Circle intersection and supports the addition of bike lanes, sidewalks and landscaping within the corridor.

The extended right-turn lane on Sandy Springs Circle is necessary based on the projected traffic for this movement. The extended through-lane on Johnson Ferry Road is necessary based on the projected traffic for this movement. This through-lane is reduced 500 feet west of the intersection to allow for traffic to merge from two-lanes to one-lane west of the intersection. It is projected that this lane extension will not affect the right-turn movement from Sandy Springs Circle. Bike lanes are not proposed as this roadway segment is not within the GDOT Bike Plan corridor. Sidewalks will be added as part of the corridor improvements and landscaping will be considered.

- One commenter expressed concern about the width of the Johnson Ferry Road and Roswell Road intersection and the speed of traffic in this area. A suggestion was made to place trees in the median to encourage drivers to slow down and provide a refuge for pedestrians.

The lane configuration proposed at the Johnson Ferry Road and Roswell Road intersection is necessary for the traffic projected at the intersection. Installing a median for pedestrian refuge may be considered for additional pedestrian safety at crossings. Placing trees in the median is not encouraged as the trees may restrict pedestrians from driver sight lines. Landscaping on shoulders may be considered.

- One commenter requested a median between Sandy Springs Circle and the Bruster's establishment on Johnson Ferry Road as well as mid-block crossings or a pedestrian island in the Wright Road and Bonnie Lane area.

A raised median and mid-block crossings between Sandy Springs Circle and Roswell Road will be considered. Pedestrian improvements at the Wright Road/Bonnie Lane intersection with Johnson Ferry Road will also be considered.

- One commenter recommended reworking Alternative 2B to allow access to Boylston Road and combine the two proposed roundabouts into one large roundabout.

The double roundabout alternative maintains connectivity for each of the six independent traffic connections in this area while minimizing the cost of the project. Combining to one large roundabout and moving the Mt. Vernon Towers connection may still provide the same connectivity, but will require additional right-of-way to build the larger roundabout, may result in additional displacements of businesses and residential properties and increase the cost of construction.

- One commenter expressed concern about the Mt. Vernon Towers intersection and suggested special training for older residents on how to use traffic circles.

Public outreach to Mt. Vernon Towers residents concerning the use of the roundabouts will be considered.

- One commenter expressed unhappiness with the signal timing along Roswell Road.

The timing of signals along Roswell Road is predominately outside the project corridor and beyond the scope of this project.

- One commenter believes traffic circles/roundabouts slow traffic considerably.

The traffic analysis performed for the proposed project shows that the double roundabout concept is projected to operate at a Level of Service "A" (i.e. free flow conditions) based on current traffic projections.

- One commenter expressed concern about placing a roundabout at the library intersection.

A roundabout at the library intersection is necessary for each of the roundabout alternatives to maintain connectivity for all approaches at this intersection.

- Two commenters expressed concern that the double roundabout will confuse people.

Public outreach concerning the use of the roundabout may be considered.

- One commenter requested a right-turn lane on east Johnson Ferry Road turning north and a left-turn signal on Glenridge Drive to Aberdeen Forest.

Currently, a joint use through/right-turn lane is present on Johnson Ferry Road for right turning traffic to Roswell Road north. The design team will investigate and consider a dedicated right-turn lane at this location. Traffic operational improvements will be evaluated at the Glenridge Drive intersection with Aberdeen Forest during project development.

Project T-0011, Open House
Response to Citizen Comments
April 15, 2011
Page 5 of 5

All comments have been made a part of the project record.

Again, thank you for attending this public information open house and for giving us your comments. If you should have any questions or need additional information, please contact the Project Manager Greg Ramsey, P.E. at (770) 730-5600.

Sincerely,

Thomas Black
Public Works Director

**TRAFFIC & SAFETY
STUDY**

**Johnson Ferry Road and Glenridge Drive
Corridor Improvements**

Project Number: STP00-9252-00(007)
P. I. Number: 751420
County: Fulton

Prepared for:
Georgia Department of Transportation

July 2012
Revised May 2013

NEED AND PURPOSE

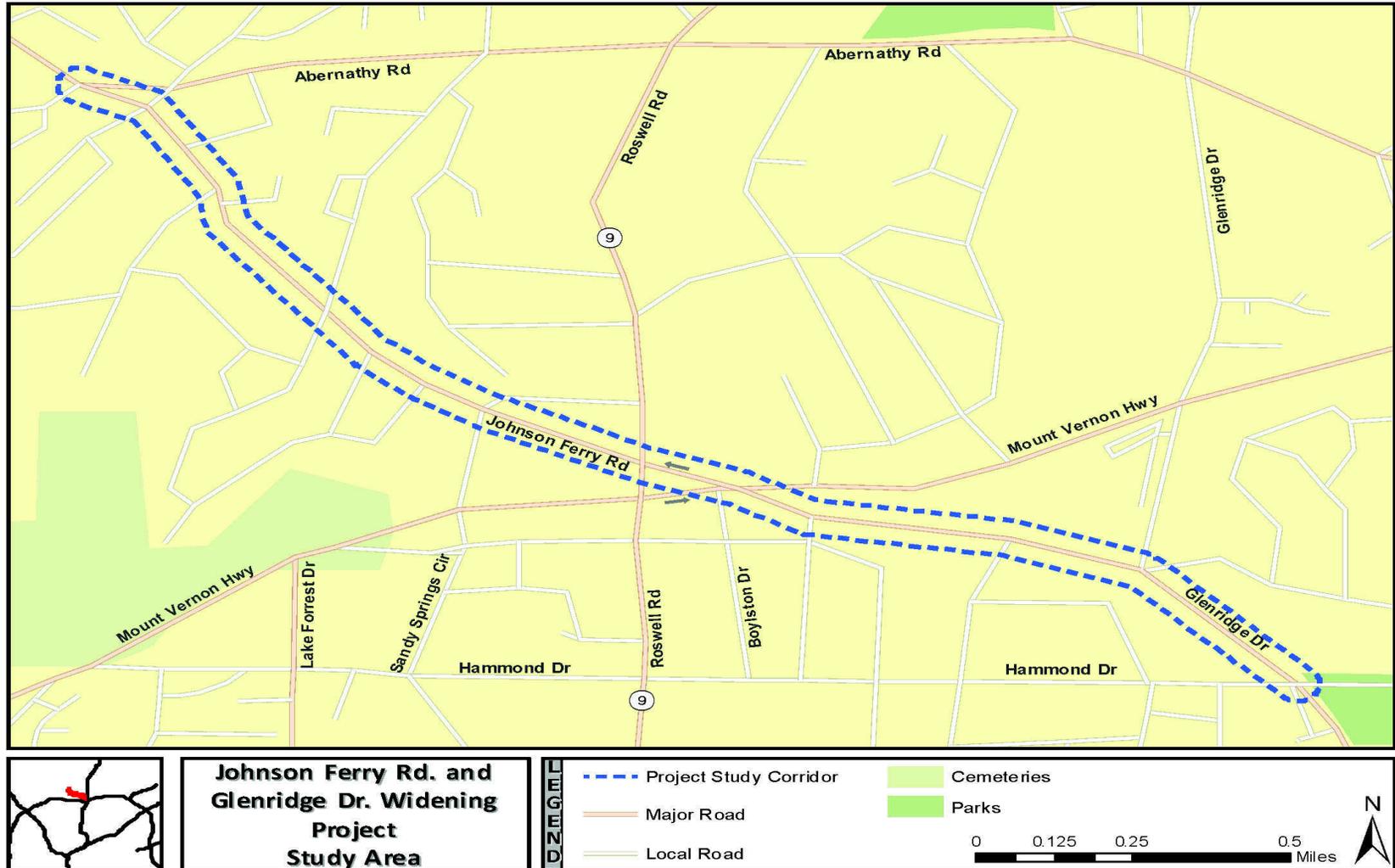
Introduction

The project corridor is located in the City of Sandy Springs, Georgia and begins at the intersection of Johnson Ferry Road and Abernathy Road and terminates at the intersection of Glenridge Drive and Hammond Drive. Land use within and around the project corridor includes residential, commercial, private and public organizations (i.e. churches, a library and a city park) and undeveloped areas. **Figure 1** shows the project location map.

The existing corridor is a mix of two-lane and four-lane facilities. The section of Johnson Ferry Road from Sandy Springs Circle to Mt. Vernon Highway is a four-lane section from Sandy Springs Circle to Roswell Road, and then has one-way pair arrangements along Johnson Ferry Road and Mt. Vernon Highway (refer to **Figure 1**) to the Johnson Ferry Road and Mt. Vernon Highway intersection. After this intersection, Johnson Ferry Road and Mt. Vernon Highway become two-lane facilities. Roswell Road through the project corridor is a four-lane facility with an 11-foot flush median.

The land uses within the existing corridor are typically commercial/retail developments with some residential areas at the eastern terminus. On Johnson Ferry Road between Sandy Springs Circle and Glenridge Drive, there are several major commercial and retail developments. Municipal land uses in the corridor include Fire Station #2, near the Sandy Springs Circle intersection, and the Sandy Springs branch of the Fulton County Library near the Johnson Ferry Road and Glenridge Drive intersection. The future Sandy Springs City Hall complex is planned for the old Target building located on the south side of Johnson Ferry Road between Sandy Springs Circle and Roswell Road. The total length of the corridor improvements is 2.19 miles.

Figure 1: Project Location Map



Project Description

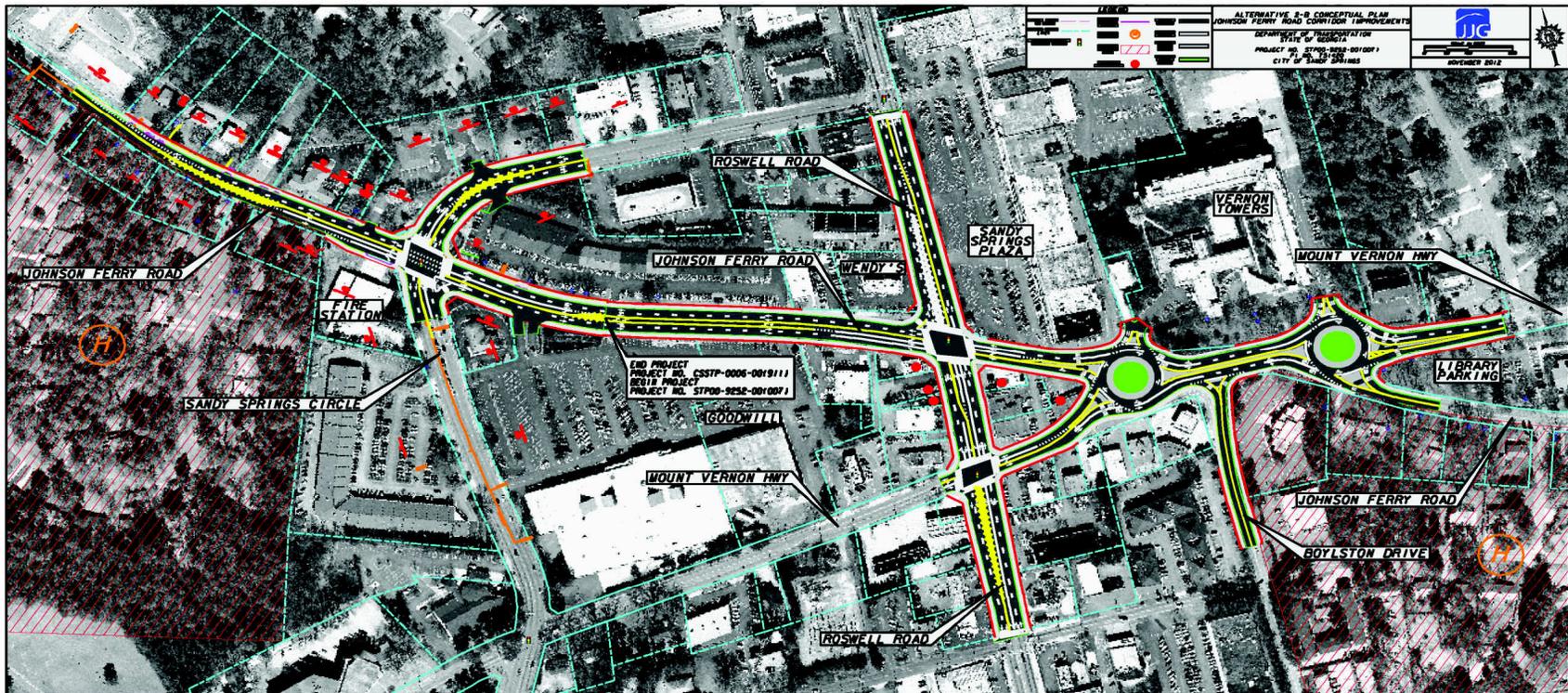
The proposed project includes both traffic operation and pedestrian improvements in the predominately commercial areas of the project corridor. Along Johnson Ferry Road east of Sandy Springs Circle to the eastern intersection of Mt Vernon Highway, traffic operation and pedestrian improvements are proposed. The typical section for Johnson Ferry Road from Sandy Springs Circle to Roswell Road consists of four 11-foot lanes with a 12-foot flush median, curb and gutter and sidewalks on both sides of the roadway. The typical section for Johnson Ferry Road from Roswell Road to Boylston Road consists of three 11-foot lanes, curb and gutter and sidewalks on both sides of the roadway. The typical section for Mt. Vernon Highway from Roswell Road to Boylston Road consists of two 11-foot lanes with curb and gutter on both sides of the roadway.

Between Boylston Road and the eastern intersection of Johnson Ferry Road and Mt. Vernon Highway, two roundabouts are proposed. The first roundabout is proposed at the Johnson Ferry Road, Mt. Vernon Highway and Boylston Road intersection. The second roundabout is proposed at the Johnson Ferry Road, Mt. Vernon Highway and the Vernon Towers driveway. There is a common section of Johnson Ferry Road and Mt. Vernon Highway between the two proposed roundabouts. Along Johnson Ferry Road from Mt. Vernon Highway to Glenridge Drive, streetscape improvements including traffic calming measures and sidewalks are proposed. **Figure 2** shows the proposed roundabouts.

Traffic Analysis and Level of Service (LOS)

VISSIM micro-simulation software was utilized to analyze the traffic conditions of the study intersection under existing, future no-build and build conditions. For future condition, the GDOT Roundabout Analysis Tool was also utilized during the concept development phase. As an analysis tool, the GDOT Roundabout Analysis Tool provides useful measures for roundabouts such as capacity, queue, and delay. As a design tool, it allows the designer to quickly gauge initial geometric constraints (single lane, multilane, bypass lanes, etc.), that could not be known without some level of traffic analysis.

Figure 2: Proposed Improvements to Johnson Ferry Road, Mt. Vernon Hwy, and Roswell Road



The Roundabout Analysis Tool is most useful when determining the feasibility of a roundabout at an intersection and should accompany any preliminary study.

Table 1 presents the results of the VISSIM analysis of study area signalized intersections for Existing (2012), Future No-Build (2016 and 2036), Future Build (2016 and 2036) conditions. As shown in Table 1, three of the seven study signalized intersections experience failing LOS (LOS E or LOS F) in the existing traffic conditions. By 2036 five of the seven intersections are expected to experience failing LOS (LOS E or LOS F) conditions without improvements. The implementation of this project will result in LOS improvements at the intersections of Johnson Ferry at Sandy Springs Circle and Roswell Road and the intersections of Mt. Vernon at Sandy Springs Circle and Roswell Road. As a result of the proposed project, these intersections are expected to operate at LOS D or better in the 2036 Build Condition. All other study intersections are not proposed to be improved as part of this project.

Table 2 present the results of the roundabout analysis using the GDOT Roundabout Analysis Tool. This tool utilized two roundabout analyses methodologies: Table 2 presents the results using the NCHRP-Report 572 analysis methodology and the UK formula referenced in the 2000 FHWA Roundabout guide. The NCHRP Model is based on an analytical method based on gap acceptance behavior on roundabouts in the United States. The formula yields a lower value for capacity because of source data taken from US roundabouts where driver familiarity is lower. The UK model is based on an empirical method based on the geometric features of the source roundabouts. The formula typically yields a higher value for capacity because the source data taken is taken from roundabouts in the UK where familiarity is higher.

Table 2 presents the results of the roundabout analysis. Per GDOT guidance, the NCHRP-572 model yields a conservative Entry Capacity and is best applied to the present year when driver familiarity is low; while the UK model yields a liberal Entry Capacity and is best applied in the future year when driver familiarity has increased. For these reasons, Table 2 presents the results of the 2036 Build condition at the two roundabouts. Utilizing the UK Model to analyze 2036 Build conditions, all approached are expected to operate at LOS A in 2036.

Table 1: VISSIM Intersection Level-of-Service Results

Intersection	Existing (2012)		No Build (2016)		Build (2016)		No-Build (2036)		Build (2036) with Roundabout	
	AM (Delay/LOS)	PM (Delay/LOS)	AM (Delay/LOS)	PM (Delay/LOS)	AM (Delay/LOS)	PM (Delay/LOS)	AM (Delay/LOS)	PM (Delay/LOS)	AM (Delay/LOS)	PM (Delay/LOS)
Sandy Springs Circle @ Roswell Road	134.9 (F)	44.8 (D)	134.4 (F)	48.8 (D)	31.2 (C)	44.1 (D)	154.1 (F)	73.4 (E)	41.1 (D)	45.0 (D)
Johnson Ferry Road @ Sandy Springs Circle	22.8 (C)	40.2 (D)	22.2 (C)	44.9 (D)	21.6 (C)	41.2 (D)	24.1 (C)	44.1 (D)	22.1 (C)	45.1 (D)
Johnson Ferry Road @ Roswell Road	109.5 (F)	67.4 (E)	117.9 (F)	74.1 (E)	44.2 (D)	52.9 (D)	133.0 (F)	100.4 (F)	44.0 (D)	44.9 (D)
Mount Vernon Road @ Sandy Springs Circle	27.2 (C)	36.5 (D)	27.1 (C)	36.4 (D)	26.3 (C)	30.3 (C)	27.5 (C)	37.3 (D)	27.1 (C)	31.0 (C)
Mount Vernon Road @ Roswell Road	40.9 (D)	87.4 (F)	51.0 (D)	102.2 (F)	31.6 (C)	49.9 (D)	58.1 (E)	105.0 (F)	48.1 (D)	50.7 (D)
Mount Vernon Road @ Boylston Road/Johnson Ferry Road	18.4 (B)	30.7 (C)	32.1 (C)	39.8 (D)	N/A*	N/A*	28.2 (C)	102.0 (F)	N/A*	N/A*
Johnson Ferry Road @ Mount Vernon Road	9.3 (A)	26.1 (C)	27.1 (C)	36.7 (D)	N/A*	N/A*	27.2 (C)	96.4 (F)	N/A*	N/A*

Note: * Refer to the Roundabout Analysis (Table 2) for the capacity analysis results

Table 2: 2036 Build Condition Roundabout Level-of-Service Analysis Summary

GDOT Roundabout Analysis Tool – NCHRP – 572 Model									
Build Conditions (2036)									
Roundabout	Approach	AM Peak				PM Peak			
		LOS	Delay (sec)	V/C Ratio	95% Queue	LOS	Delay (sec)	V/C Ratio	95% Queue
Eastern Roundabout	Johnson Ferry Road - East approach	A	6.5	0.20	18	B	10.2	0.48	66
	Johnson Ferry Road – West approach	E	49.5	1.03	595	B	12.8	0.76	202
	Mount Vernon Road - South approach	A	5.5	0.36	42	B	13.9	0.71	160
	Driveway – North approach	A	4.6	0.02	2	A	6.5	0.04	3
Western Roundabout	Johnson Ferry Road - East approach	A	5.7	0.44	59	C	19.3	0.86	306
	Johnson Ferry Road – West approach	A	8.1	0.52	79	A	6.4	0.27	29
	Mount Vernon Road - West approach	C	19.7	0.78	203	A	8.5	0.51	77
	Driveway – North approach	A	4.5	0.01	1	A	6.3	0.01	1
GDOT Roundabout Analysis Tool – UK Model									
Eastern Roundabout	Johnson Ferry Road - East approach	A	2.0	0.07	6	A	2.3	0.17	16
	Johnson Ferry Road – West approach	A	2.8	0.47	69	A	2.3	0.35	42
	Mount Vernon Road – South approach	A	1.8	0.16	14	A	2.4	0.28	31
	Driveway – North approach	A	1.8	0.01	1	A	2.1	0.01	1
Western Roundabout	Johnson Ferry Road - East approach	A	1.9	0.20	20	A	2.5	0.40	52
	Johnson Ferry Road – West approach	A	2.1	0.21	21	A	2.0	0.10	9
	Mount Vernon Road - West approach	A	2.5	0.29	32	A	2.1	0.20	20
	Driveway – North approach	A	1.7	0.00	0	A	2.1	0.00	0

1.1 Safety

Increasing safety is also an objective of the Johnson Ferry Road project. Crash data from 2007-2009 was obtained for study area roadways. A summary of the crash data for the project corridor is shown in Tables 3-8. As shown in Tables 3 and 5, Johnson Ferry Road and Roswell Road experienced significantly higher crash and injury rates than statewide averages for their respective functional classification. Johnson Ferry Road experienced crash and injury rates almost three times higher than statewide average, while this segment of Roswell Road experienced crash rates approximately five times higher than statewide average and injury rates approximately three times higher. As shown in Table 7, Mt. Vernon Highway experiences crash and injury rates slightly lower than statewide averages for this three year period.

These high crash rates are most probably a result of the heavily congested conditions on these roadways throughout much of the day. Tables 4, 6, and 8 present the types of crashes experienced on these roadway for the same time period. Although rear end crashes were the most common type of crash, this data does reveal a high number of angle crashes. By providing improved operation and reducing congestion, this project would likely help alleviate these high crash rates.

Table 3: Crash Analysis – Johnson Ferry Road (2007-2009)

Johnson Ferry Road (Wright Road to Glenridge Drive) – Urban Minor Arterial									
Year	Annual Crashes	Crash Rate (per 100 million vehicle-miles (MVM))		Annual Injuries	Injury Rate (per 100 million vehicle-miles (MVM))		Annual Fatalities	Fatality Rate (per 100 million vehicle-miles (MVM))	
		Road Segment	Statewide Average		Road Segment	Statewide Average		Road Segment	Statewide Average
2007	139	1588	514	34	389	126	0	0	1.47
2008	117	1328	471	25	284	116	0	0	1.46
2009	87	1004	463	33	381	114	0	0	1.07
Average	114	1307	483	31	351	119	0	0	1.33

Table 4: Collisions by Crash Type – Johnson Ferry Road (2007-2009)

Collision Type	2007		2008		2009	
	Number	Number	Number	Number	Percent	Number
Angle	39	28%	33	28%	18	21%
Head On	2	1%	2	2%	1	1%
Rear End	80	58%	69	59%	58	67%
Sideswipe	12	9%	12	10%	7	8%
Other	6	4%	1	1%	3	3%
Total	139		117		87	

Table 5: Crash Analysis – Roswell Road (2007-2009)

Roswell Road (Hilderbrand Dr to Sandy Springs Circle) – Urban Principal Arterial									
Year	Annual Crashes	Crash Rate (per 100 million vehicle-miles (MVM))		Annual Injuries	Injury Rate (per 100 million vehicle-miles (MVM))		Annual Fatalities	Fatality Rate (per 100 million vehicle-miles (MVM))	
		Road Segment	Statewide Average		Road Segment	Statewide Average		Road Segment	Statewide Average
2007	94	2730	549	12	348	133	0	0	1.51
2008	101	3013	524	17	507	125	0	0	1.33
2009	69	2118	536	18	552	131	0	0	1.29
Average	88	2620	536	16	469	130	0	0	1.38

Table 6: Collisions by Crash Type – Roswell Road (2007-2009)

Collision Type	2007		2008		2009	
	Number	Percent	Number	Number	Percent	Number
Angle	36	38%	42	41%	21	30%
Head On	2	2%	2	2%	2	3%
Rear End	40	43%	41	41%	38	55%
Sideswipe	15	16%	14	14%	7	10%
Other	1	1%	2	2%	1	2%
Total	94		101		69	

Table 7: Crash Analysis – Mt. Vernon Highway (2007-2009)

Mount Vernon Road (Sandy Springs Circle to Glenridge Dr) – Urban Minor Arterial									
Year	Annual Crashes	Crash Rate (per 100 million vehicle-miles (MVM))		Annual Injuries	Injury Rate (per 100 million vehicle-miles (MVM))		Annual Fatalities	Fatality Rate (per 100 million vehicle-miles (MVM))	
		Road Segment	Statewide Average		Road Segment	Statewide Average		Road Segment	Statewide Average
2007	22	682	514	4	124	126	0	0	1.47
2008	13	428	471	3	99	116	0	0	1.46
2009	8	271	463	1	34	114	0	0	1.07
Average	14	460	483	3	86	119	0	0	1.33

Table 8: Collisions by Crash Type – Mt. Vernon Highway (2007-2009)

Collision Type	2007		2008		2009	
	Number	Percent	Number	Percent	Number	Percent
Angle	7	32%	7	54%	3	38%
Head On	2	9%	-	-	-	-
Rear End	8	36%	4	31%	3	38%
Sideswipe	5	23%	2	15%	2	24%
Other	-	-	-	-	-	-
Total	22		13		8	

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: STP00-9252-00(007) Fulton **OFFICE:** Engineering Services
P.I. No.: 751420-
Johnson Ferry Rd/Glenridge Drive **DATE:** June 12, 2012
From Abernathy-Hammond/Including 1-Way Pair

FROM: Lisa L. Myers, State Project Review Engineer *llm*

TO: Bobby K. Hilliard, PE, State Program Delivery Engineer
Attn.: Albert Shelby

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above project was held September 12-15, 2011. Revised responses were received on June 11, 2012. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project. Please note, if the implementation of a VE recommendation requires a Design Exception or Design Variance, it (DE or DV) must be requested separately.

ALT #	Description	Potential Savings/ LCC	Implement	Comments
A-2	Combine the dual roundabouts into a single large oval roundabout and shift the eastern roundabout 75 feet to the west.	Proposed = \$136,000 Actual = \$124,000	Yes, with modifications	Based on the Roundabout peer review the entire recommendation will not be implemented, because it is a necessity to maintain the interior circulation. However, the design team agreed to shift the eastern roundabout to the west to reduce the right of way impacts to an adjacent parking lot.
A-4	Shift Johnson Ferry Road alignment south to avoid taking Right of Way from the strip mall on the north side.	\$351,000	Yes	This will be done.
A-8	Construct a 12-foot center turn lane in lieu of a 14-foot center turn lane on Johnson Ferry Road to match the width of the other center turn lanes.	\$156,000	Yes	This will be done.
A-10	Eliminate the Roswell Road NB outside lane north of Johnson Ferry Road.	\$1,000,000	Yes	This will be done.

A-11	Acquire all the Right of Way for the proposed 6-lane Roswell Road section and the intersection approaches from the west side of the existing roadway.	\$725,000	Yes	This will be done.
B-1	Eliminate the SB Roswell Road left turn at Mount Vernon Highway and use the lane for additional NB left turn storage at Johnson Ferry Road.	\$0	No	While the SB left turn lane was not originally included in the concept, the city of Sandy Springs (the local sponsor) has requested that it be added to provide necessary access to businesses in the SE quadrant of this intersection.
B-2	Eliminate the SB Roswell Road left turn lane at Mount Vernon Highway and make Roswell Road 5-lanes wide with a single NB left turn lane at Johnson Ferry Road.	\$1,196,000	No	Removing the second NB left turn lane at Roswell Road and Johnson Ferry Road will not address the demand which causes the northbound traffic to back up. The dual NB left turns will eliminate the current condition which has projected traffic volumes of 430 VPH for this left turn movement.
B-2.1	Eliminate the Roswell Road SB and NB left turn lanes at Mount Vernon Highway and make Roswell Road 5 lanes wide with an extended single NB left turn lane at Johnson Ferry Road.	\$1,176,000	No	Removing the second NB left turn lane at Roswell Road and Johnson Ferry Road will not address the demand which causes the northbound traffic to back up. The dual NB left turns will eliminate the current condition which has projected traffic volumes of 430 VPH for this left turn movement.
I-6	Construct a six foot sidewalk with a three foot grass area in lieu of a nine foot sidewalk with a three foot grass area.	\$731,000	No	The nine foot sidewalk width adheres to the constraints of the current City of Sandy Springs Main Street and Suburban Overlay District Standards. This is the only section of Johnson Ferry Road which requires the wider section for pedestrians between Sandy Springs Circle and Roswell Road.
I-7	Construct a two-foot wide brick area in-lieu-of a 3-foot wide grass area between the sidewalk and the curb and gutter.	\$202,000	No	The proposed nine-foot shoulder with a six foot sidewalk and three foot grass strip adheres to the constraints of the current City of Sandy Springs Main Street and Suburban Overlay District Standards for this network of roads.

The Office of Engineering Services concurs with the Project Manager's responses.

Approved:  Date: 6/12/12
Gerald M. Ross, PE, Chief Engineer

LLM/MJS

Attachments

c: Russell McMurry
Bobby Hilliard/Stanley Hill/Albert Shelby
Cindy Treadway
Melissa Harper
Lee Upkins
Ken Werho/Nabil Raad
Matt Sanders