

Project Justification Statement:

The purpose of the proposed project is to improve vehicular and pedestrian mobility and reduce congestion in downtown Sandy Springs by alleviating the bottleneck conditions that exist for east-west traffic on Johnson Ferry Road and Mt. Vernon Highway and north-south traffic on Roswell Road. In addition, pedestrian mobility would improve with the addition of continuous sidewalks on both sides of Johnson Ferry Road and Mt. Vernon Highway. Restoring Johnson Ferry Road and Mt. Vernon Highway to a two-way operation just east of Roswell Road would eliminate the need for east-west traffic to utilize Roswell Road. This project would also improve study area intersections to provide sufficient capacity to accommodate existing and future traffic volumes.

Project Description:

The proposed project includes the improvements of traffic operations and pedestrian facilities in the predominately commercial areas of the Johnson Ferry Road and Mt. Vernon Highway corridors in the City of Sandy Springs, Georgia. The typical section for Johnson Ferry Road from Roswell Road to Boylston Drive would consist of three 11-foot lanes with curb, gutter, and sidewalks on both sides of the roadway. The typical section for Mt. Vernon Highway from Roswell Road to Boylston Drive would include two 11-foot lanes with curb and gutter on both sides of the roadway. The proposed right-of-way along Johnson Ferry Road would vary between 60 feet and 100 feet.

Two single-lane roundabouts are proposed. The first roundabout is proposed west of the Johnson Ferry Road, Mt. Vernon Highway, and Boylston Drive intersection. The second roundabout is proposed at the Johnson Ferry Road, Mt. Vernon Highway, and the Mt. Vernon Towers driveway intersection. There is a common section of Johnson Ferry Road and Mt. Vernon Highway between the two proposed roundabouts. The typical section in this area would consist of four 11-foot lanes with curb, gutter, and sidewalks on both sides of the roadway. Along Roswell Road, the existing typical section would be maintained including two 10-foot lanes in each direction with a 10-foot median.

Previous Alternatives Considered:

The following is a summary of the alternatives previously considered along Johnson Ferry Road and Mt. Vernon Highway in the project area.

- **Johnson Ferry Road to Mt. Vernon Highway Alternative 1:** This alternative provided a 4-lane section; two 12-foot travel lanes in each direction and 20-foot raised median along Johnson Ferry Road between Sandy Spring Circle and east of the intersection of Johnson Ferry Road and Mt. Vernon along Mt. Vernon Highway. This alternative also provided a 4-lane section; two 12-foot travel lanes in each direction and 20-foot raised median along Mt. Vernon Highway between Sandy Spring Circle and Johnson Ferry Road.
- **Johnson Ferry Road to Mt. Vernon Highway Minimum Alternative 1-A:** This alternative provided a 4-lane section; two 12-foot travel lanes in each direction and a 14-foot flush, striped median along Johnson Ferry Road. The termini for this alternative were the Johnson Ferry Road and Sandy Springs Road intersection and the intersection of Johnson Ferry Road and Mt. Vernon Highway near the Fulton County Library. Mt. Vernon Highway between Roswell Road and Johnson Ferry Road would be reconstructed to a 3-lane section along with the reconfiguration of the intersection of Johnson Ferry Road, Boylston Drive, and Mt. Vernon Highway.
- **Johnson Ferry Road to Mt. Vernon Highway Alternative 2:** This alternative provided a 4-lane section; two 12-foot travel lanes in each direction and 20-foot raised median along Johnson Ferry Road between Sandy Spring Circle and east of the Johnson Ferry Road and Mt. Vernon Highway intersection. This alternative provided a 4-lane section; two 12-foot travel lanes in each direction and 20-foot raised median along Mt. Vernon Highway between Sandy Spring Circle and Johnson Ferry Road.
- **Johnson Ferry Road to Mt. Vernon Highway Minimum Alternative 2A:** This alternative addressed the traffic congestion both along Johnson Ferry Road, Roswell Road and Mt. Vernon Road. This alternative provided a 4-lane section; two 12-foot travel lanes in each direction and 14-foot flush median along Johnson Ferry Road between Sandy Spring Circle and east of the Johnson Ferry Road and Mt. Vernon Highway intersection. This alternative provided dedicated left turn lanes along Mt. Vernon Highway between Roswell Road and Johnson Ferry Road.

- **Grid Network Alternative:** This alternative would construct two separate east/west corridors that can operate independent of each other. The improvements entailed realigning and reconstructing Mt. Vernon Highway between Roswell Road and Johnson Ferry Road east of the Fulton County Library and providing four 12-foot travel lanes. Johnson Ferry Road would be realigned between Roswell Road and Mt. Vernon Highway east of the Fulton County Library and provide four 12-foot travel lanes. Between the two realigned roadways, there would be two new north/south roadways proposed east of Roswell Road.
- **Single Roundabout Alternative:** This alternative provided a single-lane approach/departure roundabout at the intersection of Johnson Ferry Road and Mt. Vernon Highway near the Fulton County Library. The proposed roundabout would comprise of four legs that include existing Johnson Ferry Road (two directions), east Mt. Vernon Highway, and the driveway to the Mt. Vernon Towers development.

Previous Public Outreach:

Two previous Public Information Open Houses (PIOHs) were held for the proposed project on November 5, 2007 and June 21, 2010. The November 5, 2007 PIOH was held at the Dorothy C. Benson Senior Multi-Purpose Complex located at 6500 Vernon Woods Drive, Sandy Springs, Georgia, 30328 from 6:30 to 8:00 PM. Approximately 100 people were in attendance at this meeting. The project scope at the time of this meeting was much larger and included improvements beginning at the Johnson Ferry Road/Abernathy Road intersection through the triangle area and Johnson Ferry Road/Glenridge Drive intersection near the Sandy Springs library and then along Glenridge Drive southward towards Hammond Drive.

As a result of the input and comments received during the November 2007 PIOH, a second PIOH was held on June 21, 2010 at the Dorothy C. Benson Senior Multi-Purpose Complex from 5:00 to 7:00 PM. A total of 64 people attended the PIOH. The June 2010 PIOH focused on the improvements of Johnson Ferry Road between Sandy Springs Circle and Glenridge Drive, more specifically, the "triangle" section where Mt. Vernon Highway and Johnson Ferry Road become one-way pairs immediately east of Roswell Road. The purpose of the PIOH was to obtain community feedback on two different design alternatives. The first alternative involved intersection improvements and widening of the roadway, and the second alternative involved traffic circles adjacent to the library and area streets that intersect with one another.