



November 4, 2020

Re: Responses to Open House Comments for PI#(s): 0009640, Fulton County - SR 9 Pedestrian Bridge over the Chattahoochee River

Thank you for your comments concerning the proposed project referenced above. We appreciate your participation and the input that was received as a result of the virtual open house comment period from September 26, 2020 to October 10, 2020. Every written comment received will be made part of the project's official record.

In keeping with Governor Brian Kemp's directive to keep government agencies and municipalities functioning as Georgia combats the COVID-19 pandemic, the City of Roswell is moving forward by placing project information for review and feedback into an internet platform to comply with social distancing and avoiding crowds of 10+ people. A total of **40** people formally commented using the internet platform or through email (labeled "Comment via email" with the question in italics). Of those commenting **31** were in **support** of the project, **2** were **opposed**, **1** was **uncommitted**, and **6** expressed **conditional support**.

The persons sending in comments within the comment period raised the following questions. The City of Roswell has prepared this one response letter that addresses all comments received so that everyone can be aware of the questions raised and the responses given. Please find the comments summarized below (in *italics*) followed by our response.

- *"This is a great idea if there will be enough people using it compared to the number crossing here now. That won't happen. Therefore, this is a waste of money."*

Response: This project was identified and is supported by both Roswell and Sandy Springs to improve pedestrian safety and access to recreational facilities arising from increasing pedestrian recreational use in parks and multi-use trails in Roswell, and existing and planned recreational facilities connecting to recreational use areas such as Island Ford in Sandy Springs.

- *"I support this project as it will increase mobility in our two communities and help better connect us. It will also provide additional recreational opportunities as it will provide a safe way for bikers and pedestrians to cross the river and access both sides of it; This is a great idea and would be used all the time; Fantastic idea. Much needed; This pedestrian and cycle bridge is overdue!"*

Response: Thank you for your support of the project.

- *"Hello, I am a Roswell resident that bikes down the Roswell RD corridor to Sandy Springs for work. A lot of us do, but the scariest most dangerous part of our commute is the Roswell RD/Chattahoochee bridge. The road is uneven, the sidewalk is very narrow, and the railing is too low for safety on a bike with risk of falling into the river. Please, this is not only good for the park, but it is a necessity for the safety of your working commuters that choose alternate transportation."*

Response: Thank you for your support of the project.

- *“The bridge is a great idea. A bike, pedestrian walking and a pedestrian running space going two-ways would be great along with a stop and pictures area. Would it be possible to get a conceptual drawing of the bridge? Thanks for requesting input and your efforts in this project.”*

Response: Please refer to the webpage for conceptual drawings of the bridge and additional information about the project: www.roswellgov.com/chattahoocheebridge .

- *“Please put the pedestrian and bike multimodal bridge on the west side of the road bridge. Putting it on the east side makes no sense at all as soon as there is continuous sidewalk on both sides of SR-9 once the gateway project is completed. The west side would provide better, safer access to the most residents. It would minimize interactions with traffic since people could go right past the new 3-way intersection with Azalea-Riverside across the overpass and without having to cross the spur road. It would facilitate better tourism and interest from residents because the better views of the river at sunset, toward the west. This is not just a simple preference. This makes a tremendous difference in the usability and safety of the project on the Roswell side of the river.”*

Response: The alignment on the east side of SR 9 was selected because it will connect with the multi-use trail on the east side of SR 9 proposed with the Roswell Gateway Project (GDOT PI No. 721010). The Gateway project does not construct sidewalk on the west side of SR 9 south of Chattahoochee Circle due to topography issues. Also, while there are utility conflicts on both sides of SR 9, overhead powerlines on the west side would require the pedestrian bridge to be located much further west from SR 9 to avoid relocation of the power lines. One of the identified major issues with a potential west side alignment was safe conveyance of pedestrians across SR 9 to Roberts Drive. Traffic volumes at this intersection may not warrant a traffic signal, which would also include pedestrian facilities such as crosswalks and pedestrian signal heads. While mid-block crossings are possible, they are not preferred from a safety standpoint, particular with site distance concerns for traffic traveling northbound on SR 9.

- *“Great idea! However, I think bring on the opposite side (Azalea) would be better considering more people walk, run and ride on the Azalea side than on Riverside. It would be nice to fly the state flags of all 50 states or of great sports figures rather than just having a concrete structure.”*

Response: Please see the above response regarding selection of the east side alignment.

Additional finishes and visual design for the bridge will be considered. However, any improvements will need to consider the impact they may have on bridge and lighting design including, mounting flag poles to the structure. Because the bridge faces and is within the Chattahoochee River National Recreation Area (CRNRA), the National Park Service (NPS) will be consulted for any effects design finishes have to the visual aesthetics to the CRNRA. The National Park Service (NPS) supports the current project design.

- *“I wanted to add one additional comment. I would actually love to be able to attach a image to this comment with some recommendations that I think are very important. Right now to access the Riverwalk Trail or bridge from the north or to access the new trail proposed on 9 from the trail you HAVE to cross at a crosswalk. With the proposed trails being added under the two bridges if at least the one on the west side was a boardwalk that directly could provide an underpass connection to the highway 9/gateway multi-use trail this would allow all users walking, biking, wheelchair, strollers, etc. to be able to move between the bridge, the riverwalk trail and the gateway trail without ever having to cross a roadway. Please see the Cochran Shoals NPS unit for a perfect example of how something like this can and should work. This provides multiple connections to get around the area including one car free option that is an underpass of the 285 bridge and the Interstate North Parkway bridge and is a huge improvement of the connectivity and safety of the connections in that area.”*

Response: There are constraints with location of the pedestrian bridge on the east side of SR 9. The project was designed for construction within existing SR 9 right-of-way to avoid impacting NPS property and a known archaeological site. With this alignment there is not sufficient space to construct a connecting trail to the Riverside Trail between the proposed pedestrian bridge and SR 9, and any connecting trail to the east of the proposed bridge would require use of NPS land and be within an archaeological site. With completion of the Roswell Gateway Project there will be connection with the existing Riverside Trail. However, until that project is complete, access to the Riverside Trail from the proposed pedestrian bridge would be using existing pedestrian crosswalks at the SR 9/Azalea Road/Riverside Road intersection to safely cross to the west side of SR 9, across the right turn lane of Azalea Drive to the Riverside Trail. A graphic has been included on the project web page: www.roswellgov.com/chattahoocheebridge

- *“Would love to see the project move forward as quickly as possible. Has taken WAY too long and this is the only crossing of the river for miles for bikes and pedestrians. I do have concerns with the project being constructed and not having adequate pedestrian facilities to access the bridge and cross the road which I understand will be part of a separate project.-- I would request the City of Roswell build a connection from the Riverwalk to the south west corner of the intersection of Atlanta Rd and Azalea otherwise people will not be able to safely access the bridge or be able to safely get from the bridge to the Riverwalk trail.*

Additionally, shutting down the riverwalk trail for a 9/10 months or more will have major negative implications for users, particularly those on bikes as there is no safe roadway access for people on bikes and children. Figuring out a way to allow access around that intersection would be ideal if at all possible especially on weekends. –

Consider covered seating areas at some of the "rest" locations Last, I think it is important for the bridge to be lit. –

Last, I would suggest the bridge should have overhead lighting but also some aesthetic lighting below on the arches”

Response: Please see the response to the previous comment, and graphic on the project web page.

Alternatives were researched to continue use of the Riverside Trail through the construction site, unfortunately there were no options identified that did not provide safety concerns. The trail is only anticipated to be closed in this area for 9-10 months and would be restored to its current condition once the rock jetty for construction is removed.

The current design is for uncovered benches at rest areas. Covered benches will be considered for inclusion in the project design. The design team will consider the design effects of a covered bench area and provide a concept for this suggestion. If covered benches can be accommodated in the project design without adverse impacts to the bridge structure and lighting design, the concept will be uploaded to the project web page www.roswellgov.com/chattahoocheebridge.

The current plan for the bridge includes LED lighting at 70-foot intervals, on alternating sides of the bridge. Light fixtures would be an acorn type style, consistent with lighting fixtures in the City of Roswell. Consideration for any aesthetic lighting, such as under the bridge, will need to be coordinated with the city policies and NPS policies regarding light pollution on NPS managed lands.

- *"hi -- I love this project! While there has been debate as to which side of SR9 is best for this bridge, i like the side currently chosen because it will give Roswell residents and other visitors to the river easy access to the commercial center just across the bridge -- both North River Tavern, as well as the North River Shopping Center, whose main tenant has recently vacated which makes that site ready to be developed as a mixed use commercial development. Sandy Springs has indicated their intent that this North River Shopping Center become a mixed use commercial development.*

If the pedestrian bridge was on the other side, it would be a "bridge to nowhere" or would require a crossing of the very dangerous downhill part of SR9 in Sandy Springs -- so i like it where it is proposed. Access to commercial options along the Roswell river trail has long been a missing piece of the puzzle, and building commercial options along the river on the Roswell side just has not happened, so with access to these amenities in Sandy Springs via the bridge, this missing piece will have a workable solution.

Further, while Sandy Springs has indicated their goal of redeveloping North River Shopping Center into a mixed use center, obviously it has to be viable, and i believe that by providing access to the Fulton County parks located on the Roswell side of the river, this bridge will make redevelopment of the North River Shopping Center more viable as well, and as it is so close to Roswell, this center would be an amenity for Roswell as much if not more so than it would be for Sandy Springs. My one request -- please find a way to connect this bridge to the riverwalk trail that passes below it -- either with a ramp that extends toward Riverside Park or by a separate sidewalk/boardwalk that goes from the southeast intersection of Azalea and SR9 directly south to the riverwalk trail passing under the new bridge -- or some other solution that puts the bridge squarely on the trail. thank you!"

Response: The alignment on the east side of SR 9 was selected because it will connect with the multi-use trail on the east side of SR 9 proposed with the Roswell Gateway Project (GDOT PI No. 721010). The Gateway project does not construct sidewalk on the west side of SR 9 south of Chattahoochee Circle due to topography issues. Also, while there are utility conflicts on both sides of SR 9, overhead powerlines on the west side would require the pedestrian bridge to be located much further west from SR 9 to avoid relocation of the power lines. One of the identified major issues with a potential west side alignment was safe conveyance of pedestrians across SR 9 to Roberts Drive. Traffic volumes at this intersection may not warrant a traffic signal, which would also include pedestrian facilities such as crosswalks and pedestrian signal heads. While mid-block crossings are possible, they are not preferred from a safety standpoint, particular with site distance concerns for traffic traveling northbound on SR 9.

There are constraints with the location of the pedestrian bridge on the east side of SR 9. The project was designed for construction within existing SR 9 right-of-way to avoid impacting NPS property and a known archaeological site. With this alignment there is not sufficient space to construct a connecting trail to the Riverside Trail between the proposed pedestrian bridge and SR 9, and any connecting trail to the east of the proposed bridge would require use of NPS land and be within an archaeological site. With completion of the Roswell Gateway Project there will be connection with the existing Riverside Trail. However, until that project is complete access to the Riverside Trail from the proposed pedestrian bridge would be using existing pedestrian crosswalks at the SR 9/Azalea Road/Riverside Road intersection to safely cross to the west side of SR 9, across the right turn lane of Azalea Drive to the Riverside Trail. A graphic has been included on the project web page: www.roswellgov.com/chattahoocheebridge

- *"I like the plan. On the North accessway, I recommend a connection between the existing multi-use trail (running beneath SR9 and over the big creek bridge) and the proposed SR9 pedestrian bridge access trail, even if this is merely a stairway. It would be a shame if pedestrians and cyclists would have to risk Riverside Rd or clambering up a dirt embankment to cross the river. If such a connection is planned, I don't see it on the plans"*

Response: Please see previous response.

- *"I oppose Roswell residents paying for a new, freestanding pedestrian bridge parallel to highway 9. The benefit to Roswell is insignificant. I'd like to see a pedestrian bridge between the existing exercise path and Island Ford and the national park on the south bank of the Chattahoochee. If Sandy Springs wants a bridge to access Roswell amenities on the north side, they should build and fund it."*

Response: This is a jointly sponsored and funded project between Sandy Springs and Roswell and addresses a safety concern for pedestrians using the SR 9 bridge between Roswell and Sandy Springs. To address your concerns of potential projects for connection to Island Ford please contact Sandy Springs at (770) 730-5600.

- *"I would hope that sometime with the next 10-20 years the SR 9 vehicular bridge will be widened or replaced. Does this project take this into consideration?"*

Response: The pedestrian bridge will be approximately 30 feet from SR 9; that would accommodate any future bridge reconstruction of SR 9. To our knowledge, the City of Roswell has no plans to replace or improve the SR 9 bridge in the near future, however, you may contact the GDOT District 7 Planning Office at (770) 216-3810 with your questions and to inquire about any plans the City of Roswell has for repair or replacement of the bridge.

- *“Sounds like a good idea but I couldn't see drawings of what it might look like...are they posted yet? Hard to be in favor or not until we see a visual”*

Response: Please refer to webpage for conceptual drawings of the bridge and additional information about the project: www.roswellgov.com/chattahoocheebridge .

- *“I know similar bridges have been built in other cities and are used for tourists and connecting hiking or biking trails. I am just curious about the purpose of this one and do have a little concern about safety with it. I think lighting and safety features are important to its development, which I'm sure you have already taken into account. There are other aspects along the river that I would rather see developed, such as the project around the mill, including the historic home on Riverside Drive. I'm not sure what is happening with these.”*

Response: Please refer to the webpage for conceptual drawings of the bridge and additional information about the project: www.roswellgov.com/chattahoocheebridge . The current plan for the bridge includes LED lighting at 70-foot internals, on alternating sides of the bridge. Light fixtures would be an acorn type style, consistent with lighting fixtures in the City of Roswell. Consideration for any aesthetic lighting, such as under the bridge, will need to be coordinated with the city policies, and NPS policies regarding light pollution on NPS managed lands. Funding for this project are specifically designated for projects such as the pedestrian bridge and can't be used for other purposes. Funding for projects such as the one you reference would come from other funding sources designated for that specific purpose.

- *“This is a much-needed project that will benefit the public and both jurisdictions. It can contribute significantly to the revitalization of the north end of Sandy Springs as well as to recreational amenities/opportunities in both cities. It will hopefully connect to other trails in the cities, especially along the River. I just hope it doesn't take too long to complete and that the view towards the Hwy 9 bridge from the pedestrian bridge will be improved from what it looks like now from the river. Both the highway and pedestrian bridges should be signature, “you have arrived” bridges and not just steel and concrete structures like today. The investment in public art in the area would also be a plus. Finally, views from river trails should be opened up, even though in the River Corridor. Along the Roswell Riverwalk Trail, there are vast stretches where you hardly know there is a river on the other side of the overgrowth.”*

Response: The purpose of the project is to provide a safer alternative to SR 9 for residents of Roswell and Sandy Springs using pedestrian facilities and recreational areas. Sandy Springs and Roswell both have pedestrian improvement plans with a focus on connectivity. The anticipated construction time for the pedestrian bridge is approximately

18 to 20 months. The bridge railing currently includes an aesthetic element. The design team will take into consideration art along the bridge, however space constraints make art on the bridge difficult. Aesthetics along the multi-use trail with the Roswell Gateway Project is under consideration and a citizen advisory committee is being created. Part of their responsibility is discussing aesthetic enhancements along the SR 9 corridor and public art may be one of those components. Please contact Karen Zitomer with the Roswell Community Relations Office at (770) 641-3727 to learn more about the citizen group and if you wish to be involved.

- *"This is a great project and overdue. My only comments are to ensure the offset from the existing Roswell Rd bridge is sufficient for any possible future widening and associated construction.*

Secondly, that a lane divider striping is included as in other PATH projects. I assume this will match up with the Sandy Springs Trails master plan.

Lastly, I suggest looking at alternative construction materials for the spans (composites?) that may save construction time and money. The rendering looks great...it will make the Roswell bridge look bad, so it may need some refurbishing as well."

Response: The pedestrian bridge will be approximately 30 feet from SR 9 that would accommodate any future bridge reconstruction of SR 9. To our knowledge the City of Roswell has no plans to replace or improve the SR 9 bridge in the near future. However, you may contact the GDOT District 7 Planning Office at (770) 216-3810 with your questions and any plans the City of Roswell has for repair or replacement of the bridge.

Center lane striping is included for the pedestrian bridge.

Different materials were considered for the bridge and supports in the concept development phase. Materials were selected to provide a cost-effective aesthetic element to the bridge design as well as meet strength and structure requirements needed to support the bridge.

- *"Hello planners, Is there a way to see the comments others have submitted?"*

Response: Yes, a response letter with all comments provided will be sent to those who have provided contact information. They will also be posted on the web page: www.roswellgov.com/chattahoocheebridge.

- *"Would love to see lighting UNDER the new bridge AND the older vehicular bridge. Would make the bridge MUCH more attractive at night. Thanks."*

Response: Consideration for any aesthetic lighting, such as under the bridge, will need to be coordinated with the city policies, and NPS policies regarding light pollution on NPS managed lands.

- *"Thanks for seeking input on this important and needed project. I will always support pedestrian and bike access, green space and park land. A few suggestions. For the*

lighting I recommend shielded, dark sky friendly lighting rather than acorn lights (they also just look better). I recommend using a color scheme/design on the bridge that is more historic or natural to blend in with the great viewshed that exists along that part of Highway 9 and the River.”

Response: The current plan for the bridge includes LED lighting at 70-foot internals, on alternating sides of the bridge. Light fixtures would be an acorn type style, consistent with lighting fixtures in City of Roswell. Consideration for any aesthetic lighting will need to be coordinated with the city policies, and NPS policies regarding light pollution on NPS managed lands. Color and color temperature of the lights meet design standards for pedestrian lighting and have been coordinated with the city and NPS. The proposed lighting plan is designed to limit lighting overspill from pedestrian bridge to SR 9 or areas beyond the existing ROW and onto NPS lands.

- *“I think it's a great idea. I'm wondering what plans are in place to bring people and/or businesses to the north end of Sandy Springs? Will a recreational space be built on the Sandy Springs side of the Hooch? Thank you.”*

Response: Please contact the Sandy Springs Recreation Department at (770) 730-5600 for future recreation plans.

- *“I like the project, but my concern is blocking the greenway during construction. This trail is used by hundreds of people each day and probably over a thousand on the weekends. The only detour around is on Riverside Road which has no sidewalk. It would include a two lane bridge over Vickery Creek without sidewalks and a dangerous intersection at Atlanta Street and Riverside. I think that a good solution would be to wait until the gateway project has at least one of the new bridges completed. I feel that if a safe detour is not provided, it will be unsafe for pedestrians and cyclists and clog roadways.”*

Response: Access to the Riverside Trail from the proposed pedestrian bridge would be using existing pedestrian crosswalks at the SR 9/Azalea Road/Riverside Road intersection to safely cross to the west side of SR 9, across the right turn lane of Azalea Drive to the Riverside Trail. Alternatives were researched to continue use of the Riverside Trail through the construction site, unfortunately there were no options identified that did not provide safety concerns. The trail is only anticipated to be closed in this area for 9-10 months and would be restored to its current condition once the rock jetty for construction is removed. A graphic has been included on the project web page: www.roswellgov.com/chattahoocheebridge. The schedule for the Roswell Gateway Project is much further out than this project, and completion of the SR 9 pedestrian bridge is anticipated well in advance of the Roswell Gateway Project.

- *“What precautions are planned to be put in place during the 2yr construction phase to ensure the safety of boaters, rafters, fisherman passing under the construction area or existing bridge?”*

Response: Extensive conversations have been held during project development between Roswell, Georgia DOT, and the NPS that has resulted in commitment letters detailing a number of construction related items, including safety for recreational users along the

river. The Commitment Letters can be found on the project web page: www.roswellgov.com/chattahoocheebridge.

- *“What will be the most narrow part of the river during construction that could potentially disrupt the flow of boaters, rafters, and others?”*

Response: The rock jetties required to aid in construction would only be constructed one at a time and extend into the river approximately halfway across. This construction design would allow for approximately 135 feet minimum of the river available for users during construction activities.

- *“Please confirm that at no point the passage will be more restrictive than 45ft, preventing boats and rafts from passing safely.”*

Response: Please see the response above.

- *“Based on your studies, what will the temporary jetties/cofferdams do to the existing sandbar problems we have in that area?”*

Response: Temporary construction access should not permanently impact the shallow sandbar area, which is located downstream of Big Creek confluence with the Chattahoochee River. The commitment letters developed between Roswell, Georgia DOT, and NPS include requirements for monitoring and notification of increased siltation during heavy rain events. The Commitment Letters can be found on the project web page: www.roswellgov.com/chattahoocheebridge.

- *“What is being done to ensure silt and sand are not collecting upstream from the construction site during the 2yr construction phase, worsening the existing situation?”*

Response: Please see the response above.

- *“With flooding along Riverside Drive, Don White Park, and St. Andrews Church already an issue, what remediation is being implemented to ensure this problem is not made worse by the construction project and any temporary restrictions put on the water flow from the rock jetties and constructions?”*

Response: We understand that flooding is an issue in this area. The final bridge will not raise flood elevations in the project area. Flooding has been considered with the construction of the project and the project team is taking precautions to minimize impacts from flooding during construction. These include installation of four 60-inch barrel culverts through each jetty to facilitate water flow. The commitment letters developed between Roswell, Georgia DOT, and NPS include requirements for monitoring and notifications during heavy rain events. The Commitment Letters can be found on the project web page: www.roswellgov.com/chattahoocheebridge. The proposed pedestrian bridge, including temporary construction activities such as the rock jetties, were included in a hydrology study and determined that the project construction would not significantly or permanently change flood elevations within flood zones determined by the Federal Emergency Management Agency (FEMA).

- *“Will the permanent 6 new piles be aligned with the current structure or introduce new pinch points when going under the existing bridge?”*

Response: Yes, the new pedestrian bridge piers will be aligned with the adjacent SR9 piers.

- *“Immediately following the completion of the project, what current funds are allocated to address any silt collection upstream of the construction area?”*

Response: There are no funds allocated for silt collection upstream. In the Commitment Letters developed between Roswell, Georgia DOT, and the NPS, there are stipulations to monitoring flooding during construction to minimize and control silt collection. The Commitment Letters can be found on the project web page: www.roswellgov.com/chattahoocheebridge.

- *“What studies have been done to identify the impact the permanent structures will have on silt collecting in the area moving forward?”*

Response: Please see the response above regarding Commitment Letters developed between Roswell, Georgia DOT, and the NPS.

- *“What will be the final distance between the permanent pile structures (total of 6)?”*

Response: The spacing of the supports is approximately 70 feet and align with the bridge bents on the SR9 bridge.

- Comment via email: *“Thank you for posting for the PHOH. I wholeheartedly support the project and was interested in more details on it to comment on, esp. how it will connect back on either side. Are there more details that can be publicly shared?”*

Response: There are constraints with location of the pedestrian bridge on the east side of SR 9. The project was designed for construction within existing SR 9 right-of-way to avoid impacting NPS property and a known archaeological site. With this alignment there is not sufficient space to construct a connecting trail to the Riverside Trail between the proposed pedestrian bridge and SR 9, and any connecting trail to the east of the proposed bridge would require use of NPS land and be within an archaeological site. With completion of the Roswell Gateway Project there will be connection with the existing Riverside Trail. However, until that project is complete access to the Riverside Trail from the proposed pedestrian bridge would be using existing pedestrian crosswalks at the SR 9/Azalea Road/Riverside Road intersection to safely cross to the west side of SR 9, across the right turn lane of Azalea Drive to the Riverside Trail. A graphic has been included on the project web page, as well as other design and project information: www.roswellgov.com/chattahoocheebridge

- Comment via email: *“I just skimmed the information provided by you on Nextdoor about the proposed Chattahoochee River Pedestrian Bridge. Though the plan looks to be excellent to me, I am disappointed that there were little to no facts or sketches putting this*

project in context with the proposed GA 9/Atlanta Street project. I have not seen any plans for that project recently. I was under the impression from a year or two ago that a traffic circle was anticipated to be placed at the junction of Azalea Drive/Riverside Drive and Atlanta Street, and, if so, it would seem that the melding of that traffic circle and the access to the pedestrian bridge would be important. How a cyclist or pedestrian would need to negotiate the traffic circle when coming from the north or the west to the pedestrian bridge would be a key point (as would moving through that area from the east). Though I am confident that the designers have worked all that out, it would be nice to see it. Also, I would be interested in seeing a proposed time line."

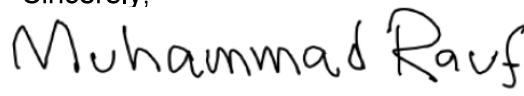
Response: Please refer to the web page for the Roswell Gateway Project for details and contact information about that project:

<https://www.roswellgov.com/government/departments/transportation/what-we-are-working-on/historic-gateway-project>.

The time frame for construction of the SR 9 pedestrian bridge is approximately 18-20 months.

Again, thank you for your comments. Should you have further questions, comments or concerns, please call the City of Roswell project manager, Darrell DeJean, at (770) 594-6274, or the environmental analyst, Josh Earhart, at (678) 932-2228.

Sincerely,


11/20/2020

Muhammad Rauf, PE, PTOE
Director of Transportation
City of Roswell, Georgia

ED/EPEI-HH

cc: Kevin Abel, GDOT Board Member (District 6)
Lucy McBath, State Representative (District 6)
Mary Robichaux, State Senator (District 48)
Darrell DeJean, City of Roswell Project Manager (via email)
PDF for Project File