

State Route 9 – Historic Gateway Project

- Project Background and Timeline
- Safety concerns and project challenges
- Project Concept
- NPS Mitigation Project
- Right-of-Way Status
- Historic Gateway Committee
 - recommendations
- Project Modifications (possibilities and consequences)





Project Background & Timeline

- **1992 – GDOT programmed initial preliminary engineering funds**
- **2008 - Roswell's current effort started to revise concept**
- **2011-2012 Extensive public outreach efforts occurred**
 - 4 public meetings / 14+ meetings with civic groups & stakeholders
 - Since 2011 over 46 meetings (open to public) held to discuss project details including Committee meetings, Work sessions, and Mayor and Council meetings
- **2012 - Concept approved and design started**
 - Project won 2012 "Best Context Sensitive Design and Public Participation Award" by Georgia Partnership for Transportation Quality.
- **2016 – Environmental Assessment initiated**
- **2016 - Project included on the 2016 TSPLOST list – approved by City and by voters**
- **2018 - GDOT authorized ROW funding in 2018**
- **2020 - Atlanta Regional Commission (ARC) awarded \$8m + GDOT Committed \$25m in Construction funding**
- **2022 - Construction funds added into ARC Transportation Improvement Program (TIP)**

Corridor deficiencies and challenges:



- **Safety concerns and crash history**
 - Reversible Lane – unsafe / driver confusion
 - Antiquated equipment (overhead signals), maintenance concerns, parts unavailable. police response during failures
 - Lack of turn lanes (left or right) along corridor
 - No places for MARTA buses to stop (block travel lane)
 - Inadequate bike/ped accommodations along roadway
 - No pedestrian crossings exist between SR-120/Marietta Hwy and Riverside/Azalea
- ***Structurally deficient and functionally obsolete bridge over Big Creek (recommended for immediate replacement)***
- Level-of-Service (LOS) Rating = "F"
- Extensive queuing at Riverside/Azalea and at SR-120
- Historic and Cultural Resources
- National Park and Chattahoochee River (Fed/State Agencies permitting)





Project Concept – Overview of Improvements:

- Two permanent lanes in both directions (24 hours per day) to remove the reversible lanes
- A new grade-separated intersection at Riverside / Azalea and SR-9
 - New traffic signal at a T-intersection on SR-9 and a roundabout on Riverside Rd.
- **Replace the 64 year old bridge on Riverside Road over Big Creek**
- New hiking trails and pedestrian bridge within Nat'l Park (to reactivate the Vickery Creek Unit).
- Safe access for pedestrians and cyclists, including: multi-use trails, sidewalks, and five new pedestrian crossings across SR-9.
- Over 200 trees in medians and along roadside to restore and enhance the existing tree canopy
- Raised Medians to prevent majority of unsafe left turn movements
- **Roundabouts will help with Traffic Calming and operational/safety improvements**
- New dual left turn lanes from northbound SR-9 to westbound SR-120/Marietta Hwy
- Aesthetic improvements to sidewalks and retaining walls



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Project Concept (background)



Project Purpose and Need

Roswell Historic Gateway Project purposes:

- Improve **safety** for all modes in the corridor
- Promote economic sustainability and **business development**
- Provide **balanced transportation network and mobility** for all users
- Replace structurally deficient **Riverside Bridge** over Vickery Creek

Project should consider following transportation needs:

- **Preservation** of natural environment/historic resources along corridor
- Provide a “**gateway entrance**” into the Roswell Historic district
- Create/enhance **ped and bike connections** between river and square
- Improve traffic operations and **safety** at Riverside/Azalea intersection



ORIGINAL SLIDE FROM JANUARY 2012 PRESENTATION TO MAYOR AND COUNCIL



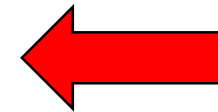
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Project Concept (background)



Azalea/Riverside Intersection Alternatives

- Challenging environment: volumes, grades, crossings, flooding
- Considered six different at-grade/grade-separated solutions; shortlisted to three presented at December Public Meeting
- Overwhelming public preference for interchange (Alternative 6)



ORIGINAL SLIDE FROM JANUARY 2012 PRESENTATION TO MAYOR AND COUNCIL



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Project Concept (background)



Source: Approved Concept Report (2013)

Context Sensitive Solutions:

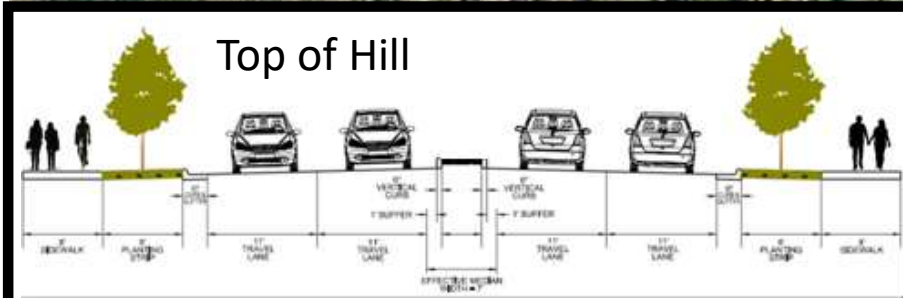
The project considered alternatives that minimized impacts to resources and ROW. The preferred design concept requires between 0 to 30 feet of ROW along SR 9 frontage, and takes only one structure (at the Jones Drive roundabout location). **There was community consensus to grade-separate Riverside / Azalea under SR 9** to reduce crash rates and separate these roadways with different functions. **A single-quadrant interchange (with innovative design to minimize environmental impacts) will provide significant crash reduction and capacity benefits compared to the current full-movement at-grade intersection.**

Single quadrant interchange was overwhelming public preference at City Council public briefing held on January 9, 2012.



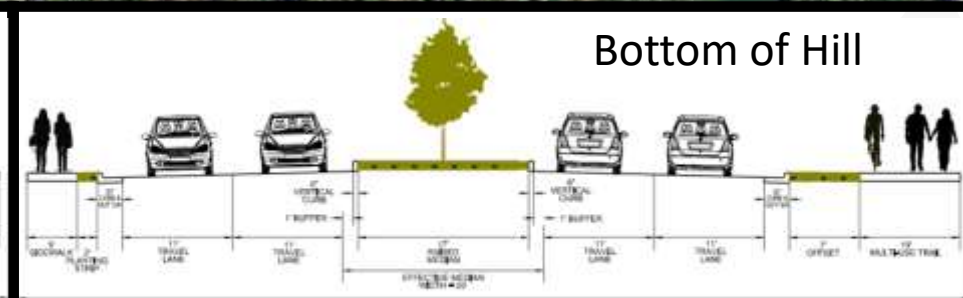
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Approved Concept with typical sections



Typical Section includes:

- 11' Travel Lanes
- 4' Raised Median
- 16' Planting Strips (trees)
- 8' Multi-Use Paths (sidewalks both sides)



Typical Section includes:

- 11' Travel Lanes
- 17' Raised Median (trees)
- 10' Multi-use Path (sidewalk)
- 5' Sidewalk (north of River Mill Condos)



Approved Concept with typical sections

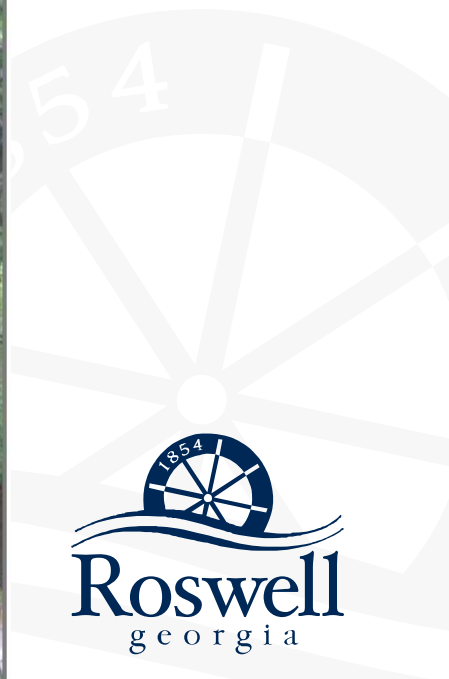
PROJECT OVERVIEW KEY MAP



Approved Concept – Artist rendering



Location 1: NEW ROUNDABOUT ON RIVERSIDE ROAD (LOOKING WEST)



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Approved Concept – Artist rendering



Location 6: NEW ROUNDABOUT ON SR-9 AT CHURCH ST (LOOKING NW)



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Approved Concept – Artist rendering



Location 7: NEW ROUNDABOUT ON SR-9 AT KING ST. (LOOKING NORTH)



Approved Concept – Artist rendering



Location 8: SR-9 AT SR-120 (LOOKING SOUTH)



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Riverside Road (over Big Creek)

- Year Built: **1958 (age 64)** Bridge rating is worst in City.
- Average Daily Traffic: 10,510
- Average Daily Truck Traffic: 109 (bridge is weight restricted – signs posted)
- Structural Evaluation: 2 - Intolerable requiring high priority of replacement
- Deck Geometry: 2 - Intolerable requiring high priority of replacement
- Type of Work Proposed: 31 - Replacement of bridge or other structure because of substandard load carrying capacity or substandard bridge roadway geometry.



Posted weight limits
On Riverside Road



2015 photo (Bridge inspection)

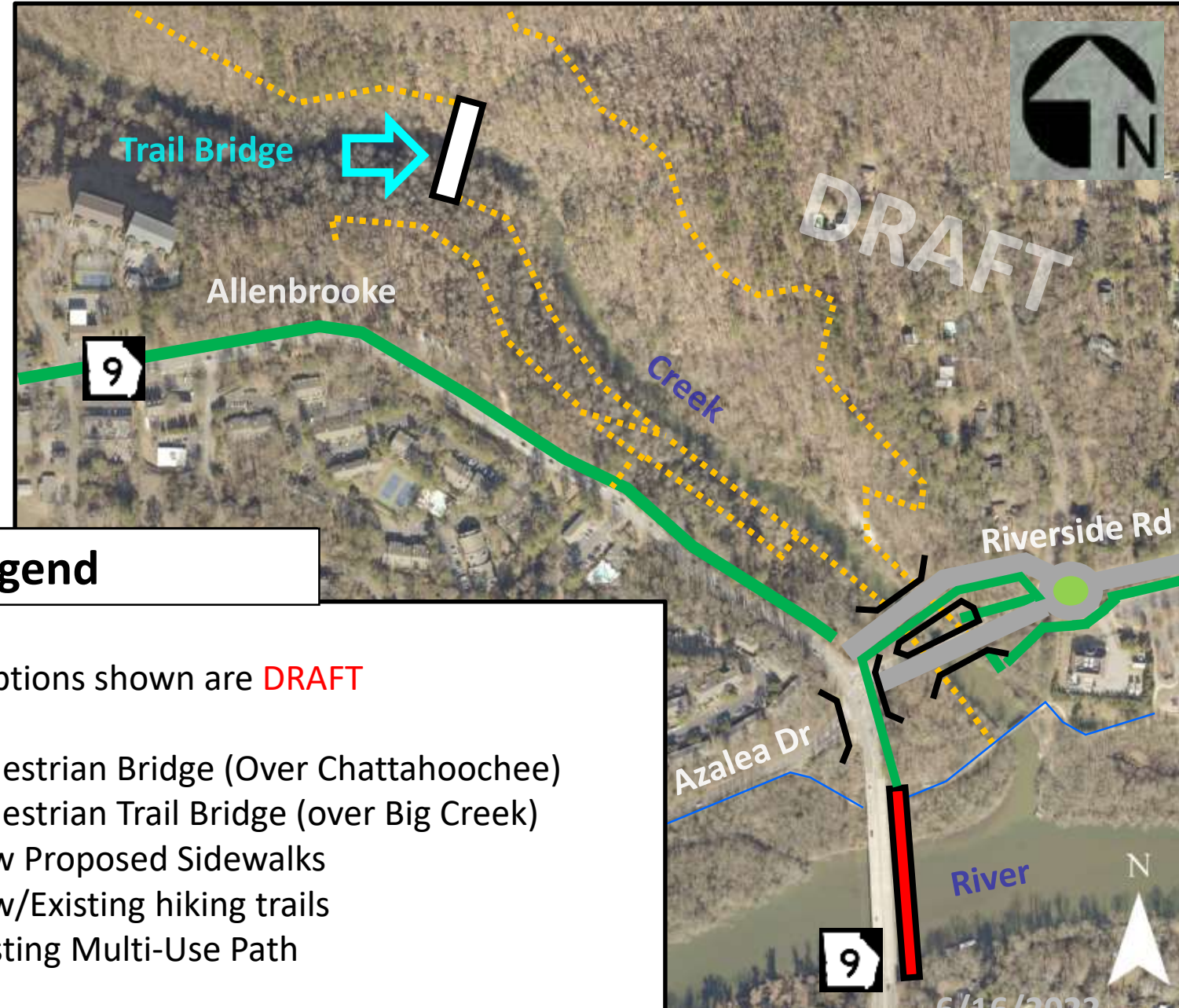


NPS Mitigation Project

Cost = \$3,200,000

Roswell is funding required improvements to offset impacts to the National Park:

- New soft surface hiking trails
- Reconstruct Allenbrooke Parking Lot
- New pedestrian bridge over Big Creek to connect to trail leading up to covered bridge/waterfall area.



Prior questions and responses





1. ROW Status of project (as of 6/13/2022):

9 acquired by GDOT

9 options pending

2 condemnation pending

43 under negotiation (*18 of 43 parcels on hold until EA/FONSI/4(f) approval*)

4 parcels being appraised

67 total parcels on corridor

2. Sound wall near Apartment Complex

(NW quadrant of SR-9 and Azalea Dr)

Required by air & noise analysis (NEPA - National Env Policy Act).

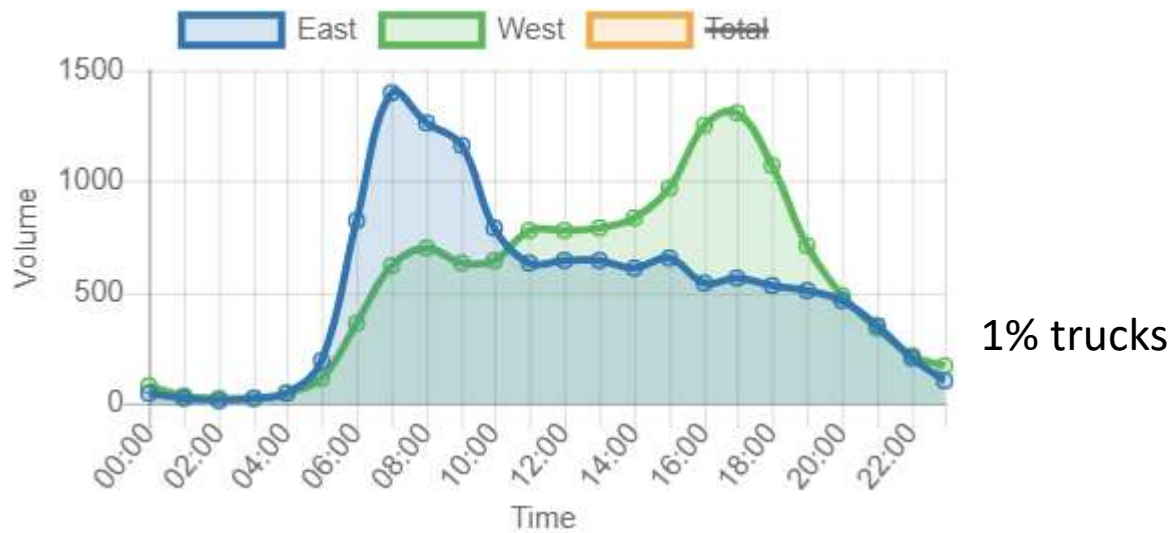




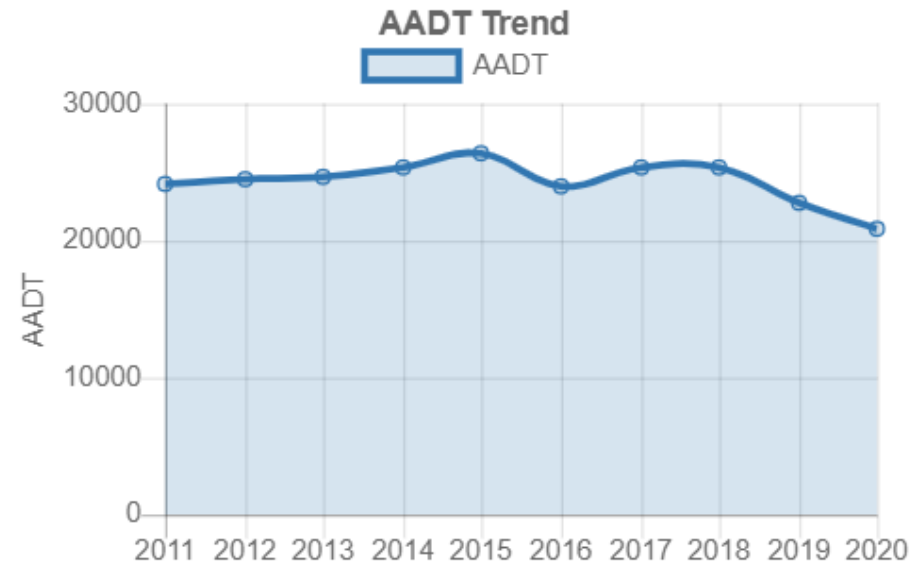
3. Traffic Counts on SR-9 Corridor



Average Hourly Volume



Traffic Count Station (on SR-9 near Jones Drive near center of project)



Riverside Connector meets peak traffic flow requirements

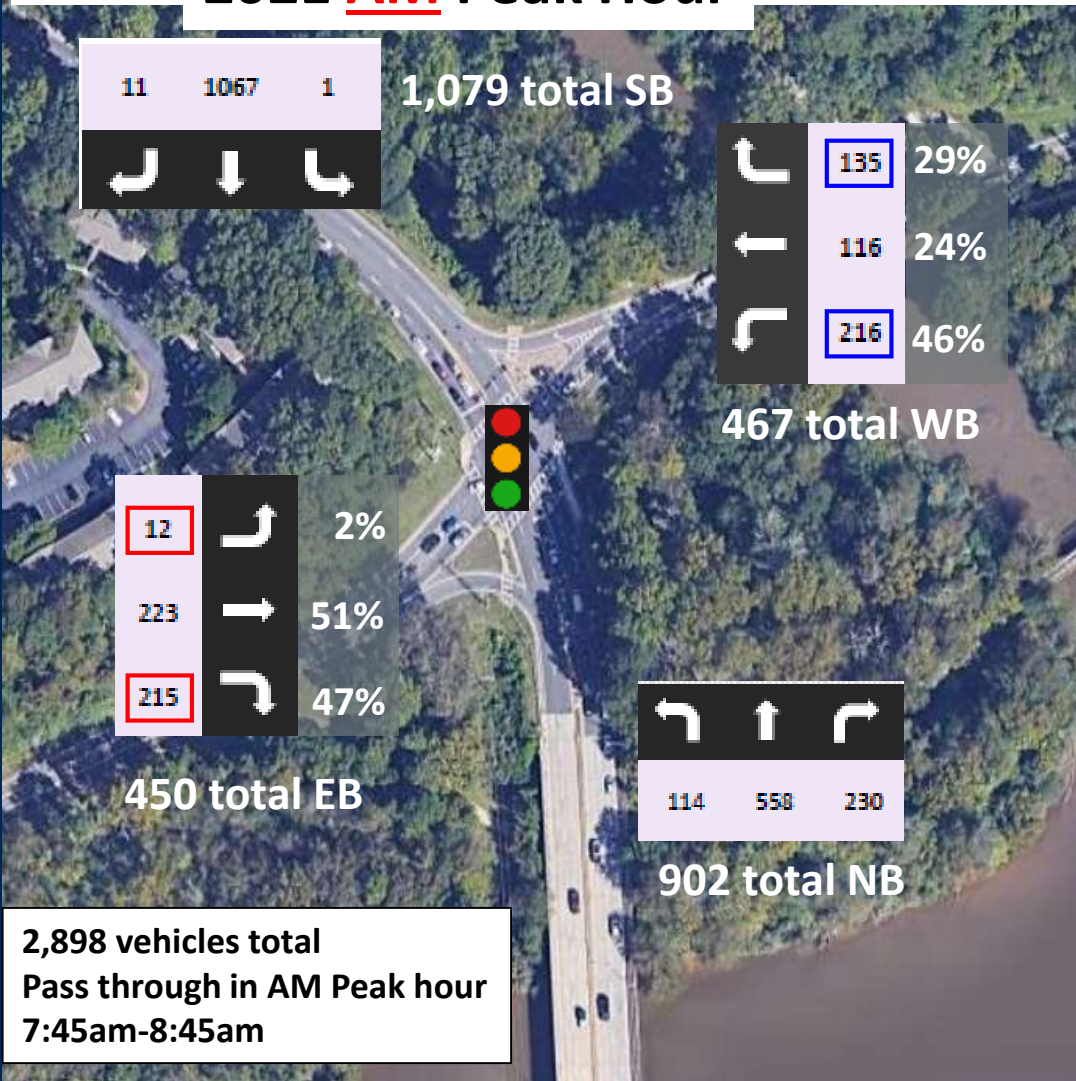


Pre-Project: 2,898 vehicles use intersection in AM peak hour (7:45am-8:45am)

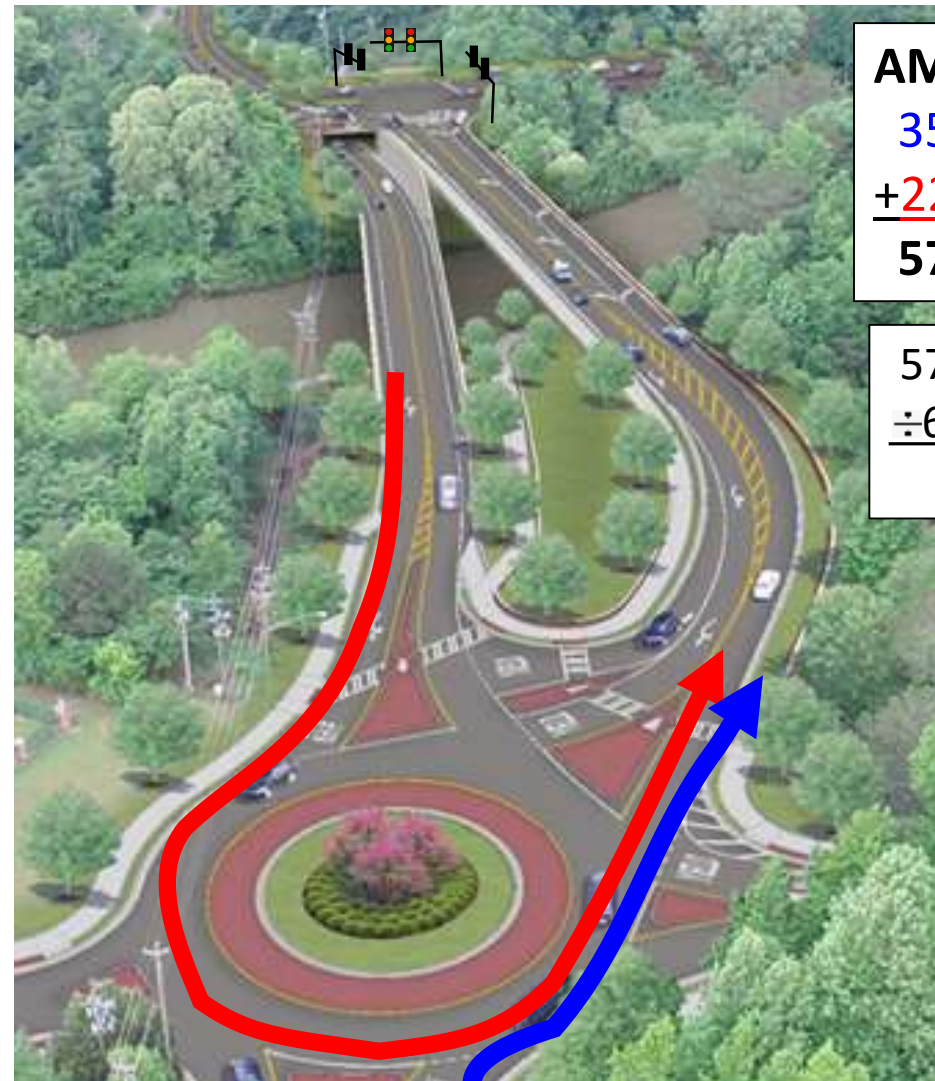
Post Project: 2,559 vehicles use intersection **12% reduction from intersection (all traffic)**

36% reduction of Riverside/Azalea traffic from ever touching SR-9

2021 AM Peak Hour



2,898 vehicles total
Pass through in AM Peak hour
7:45am-8:45am



AM Peak Hour
351 WB from Riverside
+227 EB from Azalea
578 total

578 vehicles in peak hour
÷60 minutes
9.6 cars per min

*Southbound NO LEFT turn active during AM Rush House



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Riverside Connector meets peak traffic flow requirements

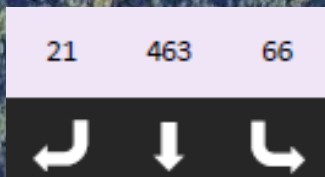


Pre-Project: 3,327 vehicles use intersection in AM peak hour (7:45am-8:45am)

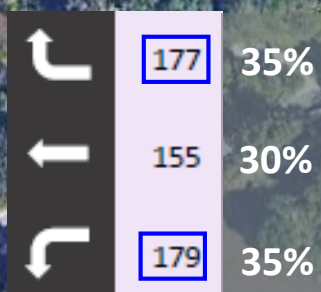
Post Project: 2,950 vehicles use intersection **11% reduction from intersection (all traffic)**

38% reduction of Riverside/Azalea traffic from ever touching SR-9

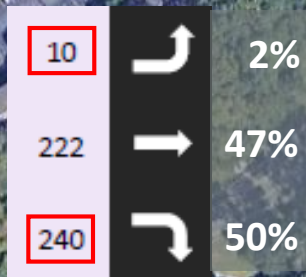
2021 PM Peak Hour



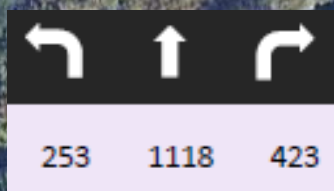
550 total SB



511 total WB

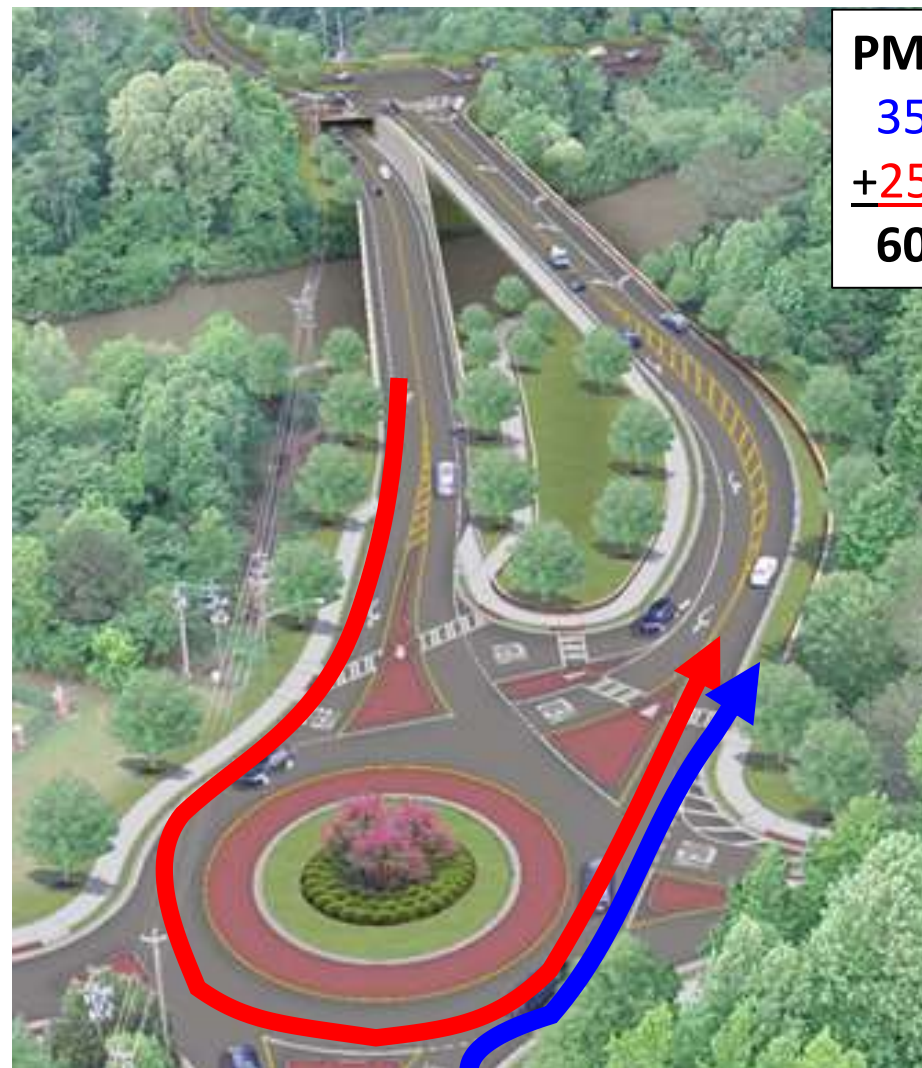


472 total EB



1,794 total NB

5:00pm-6:00pm



PM Peak Hour

356 WB from Riverside
 +250 EB from Azalea
 606 total

606 vehicles
 ÷ 60 minutes
 10.1 cars per min

*Southbound NO LEFT turn active during AM Rush House



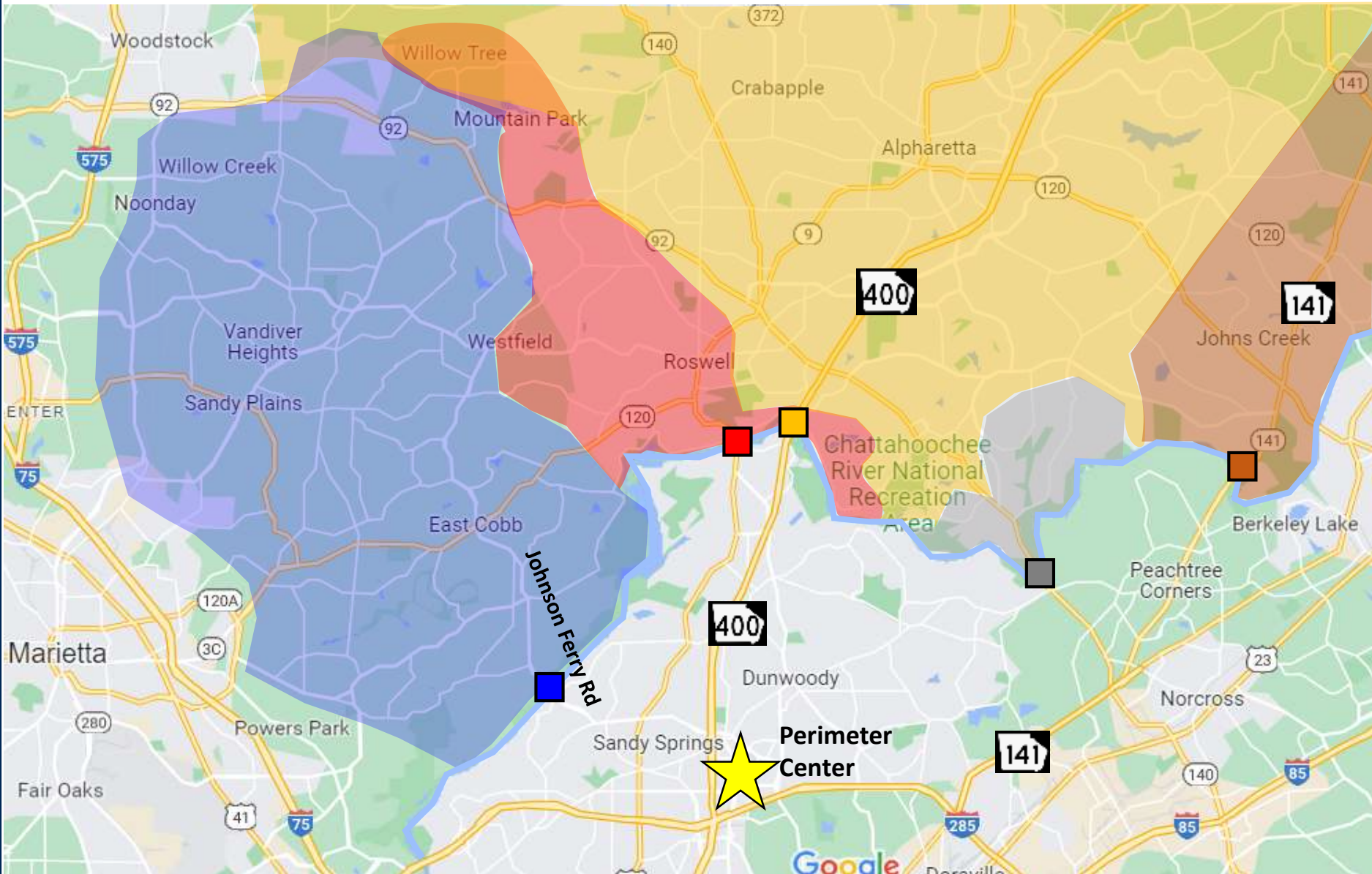
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Existing AM Peak **WATERSHED** per Google Maps routing








Assumed Departure time = 7:30am

Assumed Destination = Perimeter Center



 Destination assumed

River Crossing assumed

-  SR-9
-  SR-400
-  SR-140 / HBR (Gwinnett)
-  SR 141 (Johns Creek)
-  Johnson Ferry Rd (Cobb)



Assumes no crashes on 400 or major corridors.

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Historic Gateway Committee 2020-2021 recommendations



Roundabouts

- Muted coloring – gray stamped concrete, color important but pattern itself less so
- Curbing for truck apron less severe – rolled curb vs angled
- SR 9 roundabouts simpler center due to GDOT right-of-way, small central feature, maybe brick with “Roswell”
- Invest in landscaping for Azalea roundabout – Roswell-controlled

Lighting

- Pedestrian-scale - same lantern fixture as Canton Street and as approved by the RHC
- Concern for color/brightness of LED - aiming for warm white, avoid bright white that delivers a ‘runway’ effect
- Roadway-scale – same lighting figures as Houze and Hembree roundabouts

Gateway Feature:

- SR 9 & Riverside Connector: add signage on NE corner to welcome northbound drivers to City of Roswell
- Possible opportunity to partner with the National Park Service for joint signage “Chattahoochee River National Recreational Area” etc.
- Unique opportunity to display Roswell brand and character
- Similar character to Azalea Roundabout (bookend)

Railing:

- Both sides of 9 and connector
- Not on Azalea
- Nice railings to north where needed (cost pending)



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Historic Gateway Committee 2020-2021 recommendations



Wall(s):

- Large retaining wall along Azalea Road east of SR 9 should have relief mosaic/mural constructed into the concrete, design should “reflect Roswell” – potentially coordinated through the Roswell Arts Fund
- Multiple smaller bridge and retaining walls - recommend stone “look”
- Concrete treatment should mirror Barrington Hall stone wall at the top end of the Gateway
- Stone treatment should be where structure is visible and where landscaping does not/cannot cover the structure

Landscaping:

- Use creative landscaping features to “cover ugly” – hide riprap/pipes/etc.
- Utilize native plants to minimize water/maintenance needs
- Avoid linear, repetitive treatments, create zones to provide unique character/experience
- Natural feel, not “neo-classical” approach
- Recreate canopy wherever practical

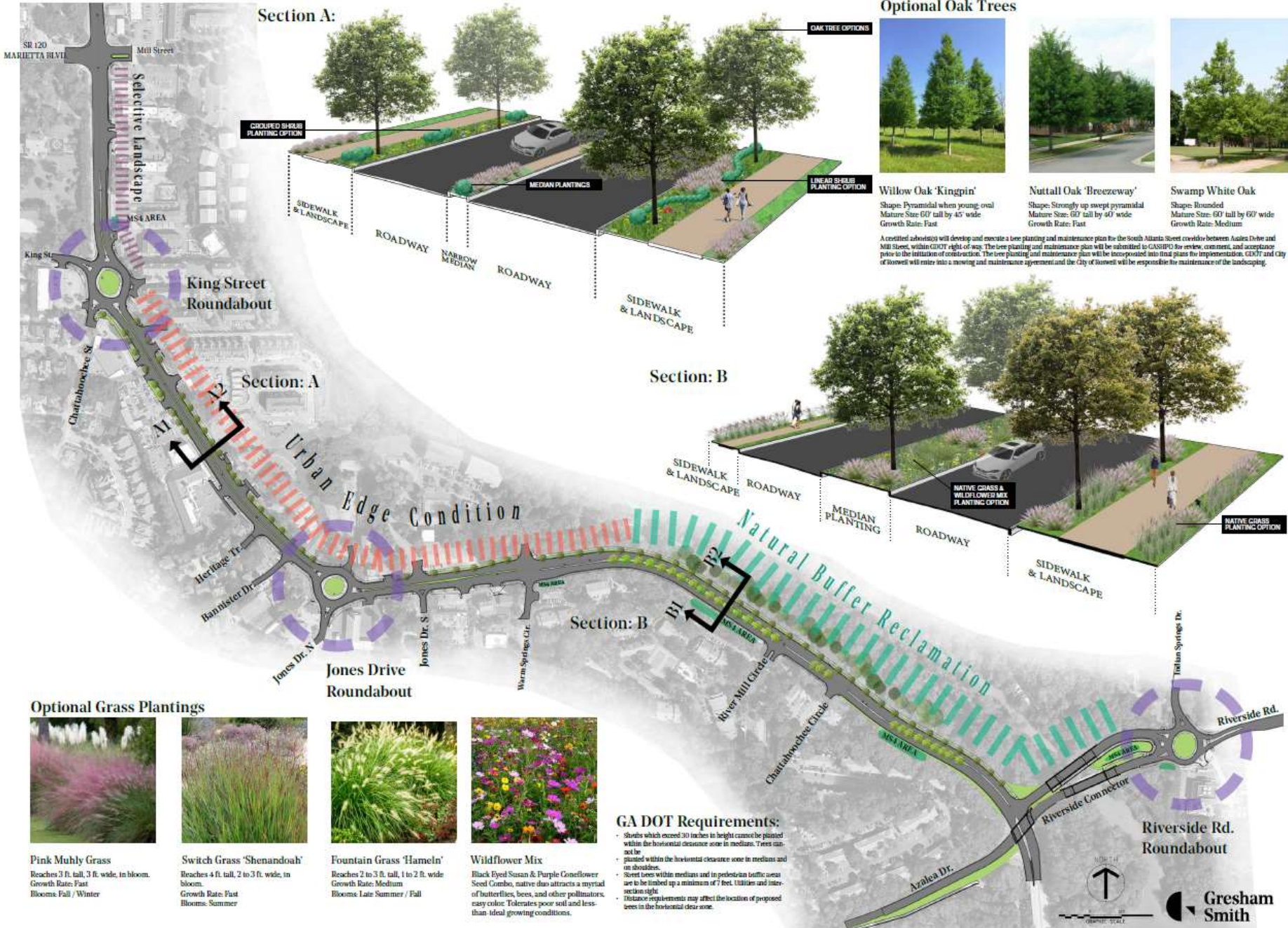
Other considerations:

- Eliminate sound wall if possible – difficult to beautify/cover
- Drainage outfalls/riprap – minimize/cover/improve
- Minor walls – cover with landscaping
- Narrow medians – short native grasses preferred
- Design should be simple, beautiful, easy to maintain
- Recommend direct connection between Riverside Connector and Azalea Drive



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Historic Gateway Committee 2020-2021 recommendations



Optional Oak Trees



Willow Oak 'Kingpin'

Shape: Pyramidal when young; oval
Mature Size: 60' tall by 45' wide
Growth Rate: Fast

Nuttall Oak 'Breezeway'

Shape: Strongly up swept pyramidal
Mature Size: 60' tall by 40' wide
Growth Rate: Fast

Swamp White Oak

Shape: Rounded
Mature Size: 60' tall by 60' wide
Growth Rate: Medium

A credited arborist will develop and create a tree planting and maintenance plan for the South Atlanta Street corridor between Azalea Drive and Mill Street, within GDOT right-of-way. The tree planting and maintenance plan will be submitted to GASHPPO for review, comment, and acceptance prior to the initiation of construction. The tree planting and maintenance plan will be incorporated into final plans for implementation. GDOT and City of Roswell will enter into a mowing and maintenance agreement and the City of Roswell will be responsible for the maintenance of the landscaping.

Section: B



Optional Grass Plantings



Pink Muhly Grass
Reaches 3 ft. tall, 3 ft. wide, in bloom.
Growth Rate: Fast
Blooms: Fall / Winter

Switch Grass 'Shenandoah'
Reaches 4 ft. tall, 2 to 3 ft. wide, in bloom.
Growth Rate: Fast
Blooms: Summer

Fountain Grass 'Hameln'
Reaches 2 to 3 ft. tall, 1 to 2 ft. wide
Growth Rate: Medium
Blooms: Late Summer / Fall

Wildflower Mix
Black Eyed Susan & Purple Coneflower
Seed Combo, native duo attracts a myriad of butterflies, bees, and other pollinators.
easy color. Tolerates poor soil and less-than-ideal growing conditions.

GA DOT Requirements:

- Shrubs which exceed 30 inches in height cannot be planted within the horizontal clearance zone in medians. Trees cannot be planted within the horizontal clearance zone in medians and on shoulders.
- Street trees within medians and in pedestrian traffic areas are to be limbed up a minimum of 7 feet. Utilities and intersection sight triangles.
- Distance requirements may affect the location of proposed trees in the horizontal clear-zone.



SR-9 Historic Gateway Project Modifications possibilities



Item	Previous discussion or action	Can it be changed?	Comment
Overall Concept	Major changes to number of lanes, intersection designs, roundabout footprints, etc.	No	Concept was approved by Mayor and Council in 2012. Changes would significantly delay the project by multiple years or jeopardizing funding.
Lane Widths	Requested GDOT to narrow lanes in 2018 and again in 2019.	Maybe (in limited areas)	GDOT responded that in “limited” (straight flat areas only) a lane width design variance could be requested to narrow lanes by six (6”) inches down to 10.5 ft wide
Sound Wall	Required by Federal Environmental Process (NEPA)	No	Cannot be changed.
Traffic Calming Aspects	Changes to Roundabouts and median islands	No	Cannot be changed without significantly delaying the project by multiple years or jeopardizing funding.
	Landscaping features	Yes	So long as changes do not impact Right-of-way or Environmental Assessment process.
NPS Mitigation	Already have signed commitment letters from Nat’l Park Service (2019)	No	Altering scope may allow NPS to demand more changes at higher costs.
ROW Acquisition	GDOT authorized ROW in 2018, currently acquiring parcels/easements	No	Altering project will delay project multiple years.
Aesthetics	Historic Gateway Citizens Advisory Committee	Yes	Changes can be made before final design concludes so long as it does not impact right-of-way footprint

Potential Consequences of Project Modifications

- Environmental Review process could start over (set the project back multiple years).
- Changes that alters/delay right-of-way acquisition could cause multi year delay (3-4 year).
- Project funding could be reallocated to other projects in Georgia.
 - Unclear when GDOT would recommit resources or funding to the project.
 - May undermine relationship with GDOT and ARC
- City may have to repay **\$3m-\$6m** Federal/State funds used on past design work or ROW acquisition
- Forfeit \$8 million in Federal funds provided by ARC (Atlanta Regional Commission)
- Forfeit **\$26.7m** in Federal/State funds provided by GDOT
- GDOT may elect to take full control of project on their State Route network and proceed.
- City will need to immediately fund **\$4-5m** to replace the structurally deficient bridge over Big Creek
- Redesign cost could be substantial.
- Project was on the TSPLOST (2016) project list approved by the voters



Questions on Historic Gateway?



City of Roswell Transportation Master Plan

The purpose of this Transportation Master Plan (TMP) update will produce a comprehensive transportation planning document that will focus on key objectives that reflect the vision of the City's recently completed Strategic Plan. When complete, this plan will identify and prioritize projects and systems for implementation within the City.

SPRING 2022

Goal Setting and Data Gathering

- Review past studies
- Establish existing conditions
- Hold initial round of public meetings



SUMMER 2022

Assessment

- Anticipate future funding forecast
- Establish transportation network needs

FALL/WINTER 2022/2023 Recommendations

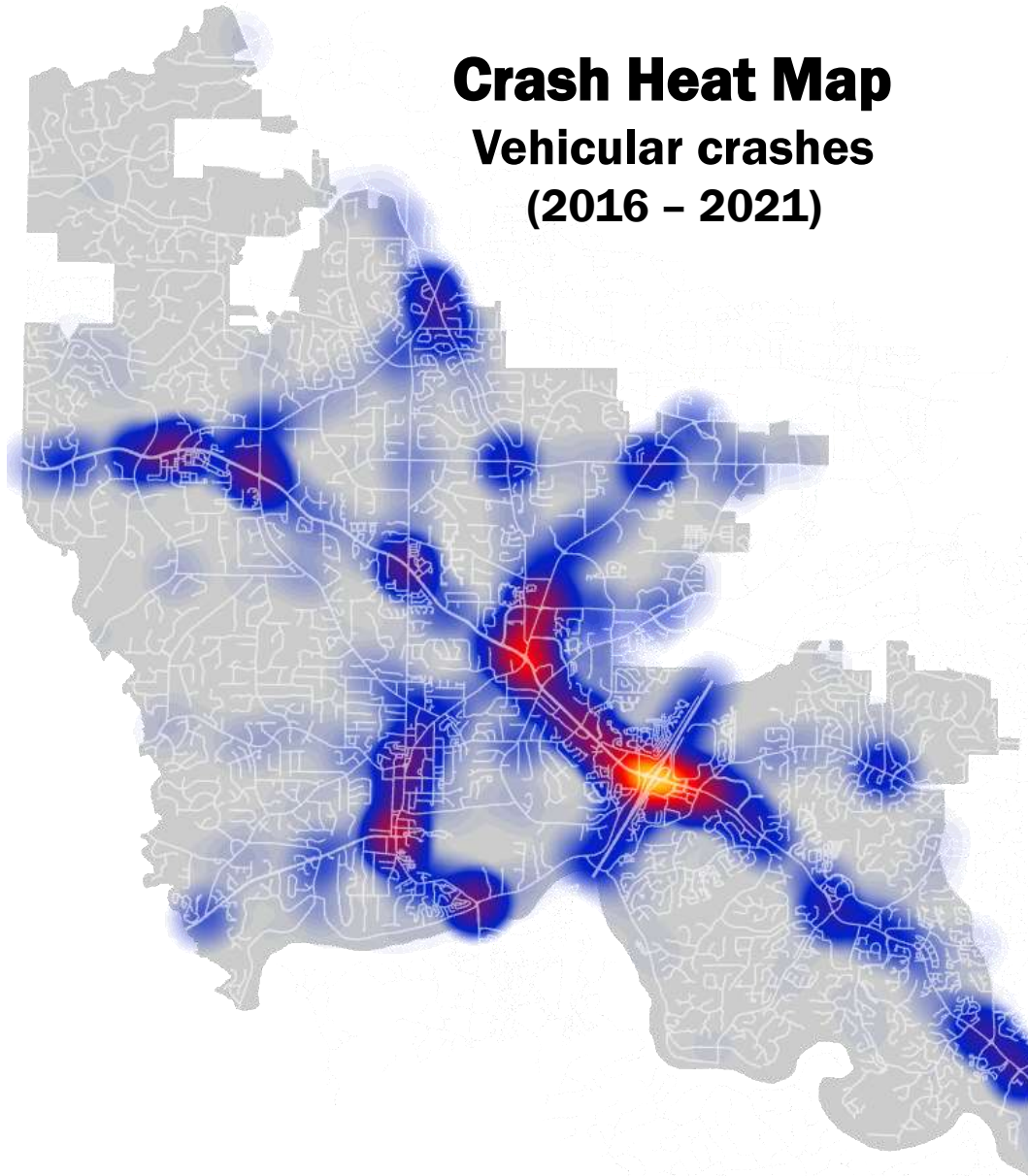
Generate draft document
Hold second round of public meetings
Establish a financially constrained list of priorities for future investment



6/16/2022

City of Roswell Transportation Master Plan

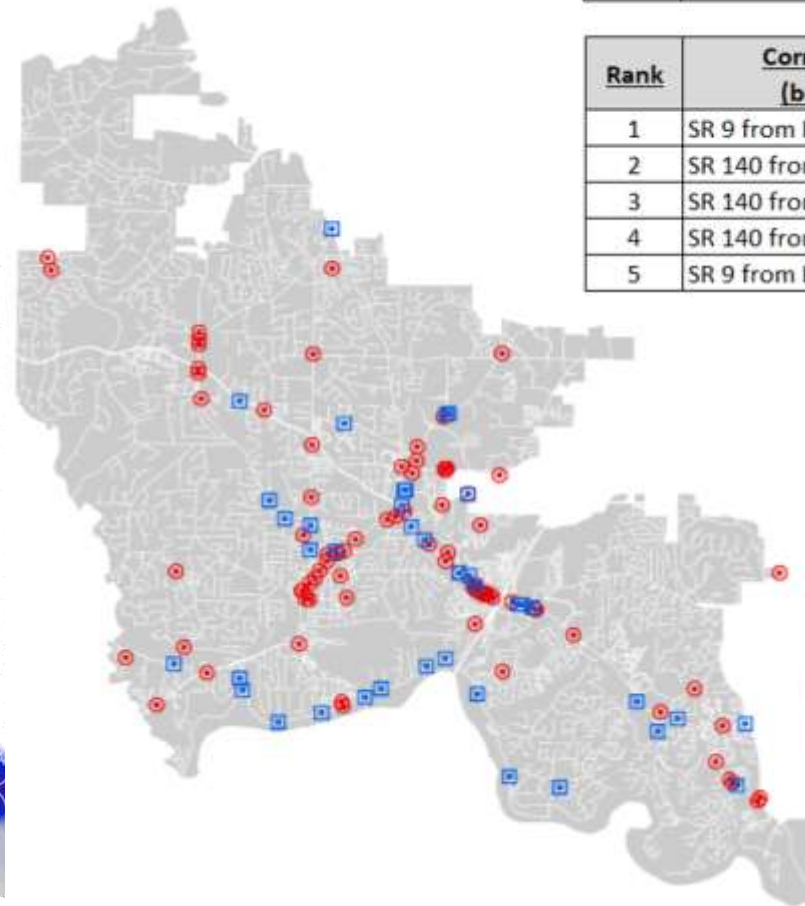
Crash Heat Map Vehicular crashes (2016 - 2021)



Top Vehicular Crash Locations (Intersections and Corridor segments)

Rank	Intersection	2021 # of Crashes
1	SR 140 at Northbound Ramp	66
2	SR 9 at SR 92 / SR 140 Holcomb Bridge Rd	61
3	SR 9 at Azalea Dr / Riverside Road	58
4	SR 140 Holcomb Bridge Rd at Warsaw Rd	50
5	SR 140 Holcomb Bridge Rd at Dogwood Rd	48

Rank	Corridor / "mid block" segments (between main intersections)	2021 # of Crashes
1	SR 9 from Riverside Drive to SR 120	37
2	SR 140 from Warsaw Rd to Grimes Brdg Rd	32
3	SR 140 from Old Holcomb Bridge to Warsaw	27
4	SR 140 from SR-9 to Grimes Bridge Rd	27
5	SR 9 from Holcomb Bridge to Mansell Rd	26



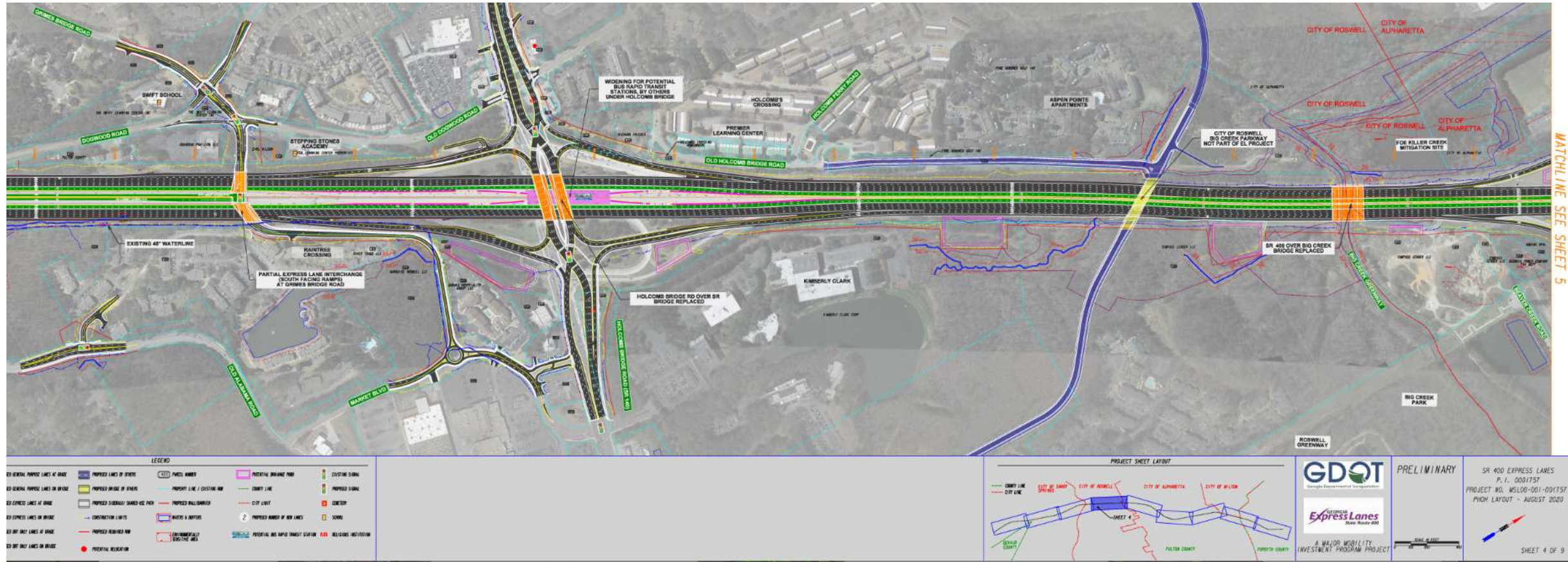
Bicycle and Pedestrian incidents involving collision with a motor vehicle since 2016

- 84 involving pedestrians
- 40 involving bicyclists

- Crashes Involving Bicyclists
- Crashes Involving Pedestrians

Grimes Bridge Rd. EL Project (options for relocation of ELs to Big Creek)

GDOT Graphic



6/16/2022

Grimes Bridge Rd. EL Project (options for relocation of ELs to Big Creek)

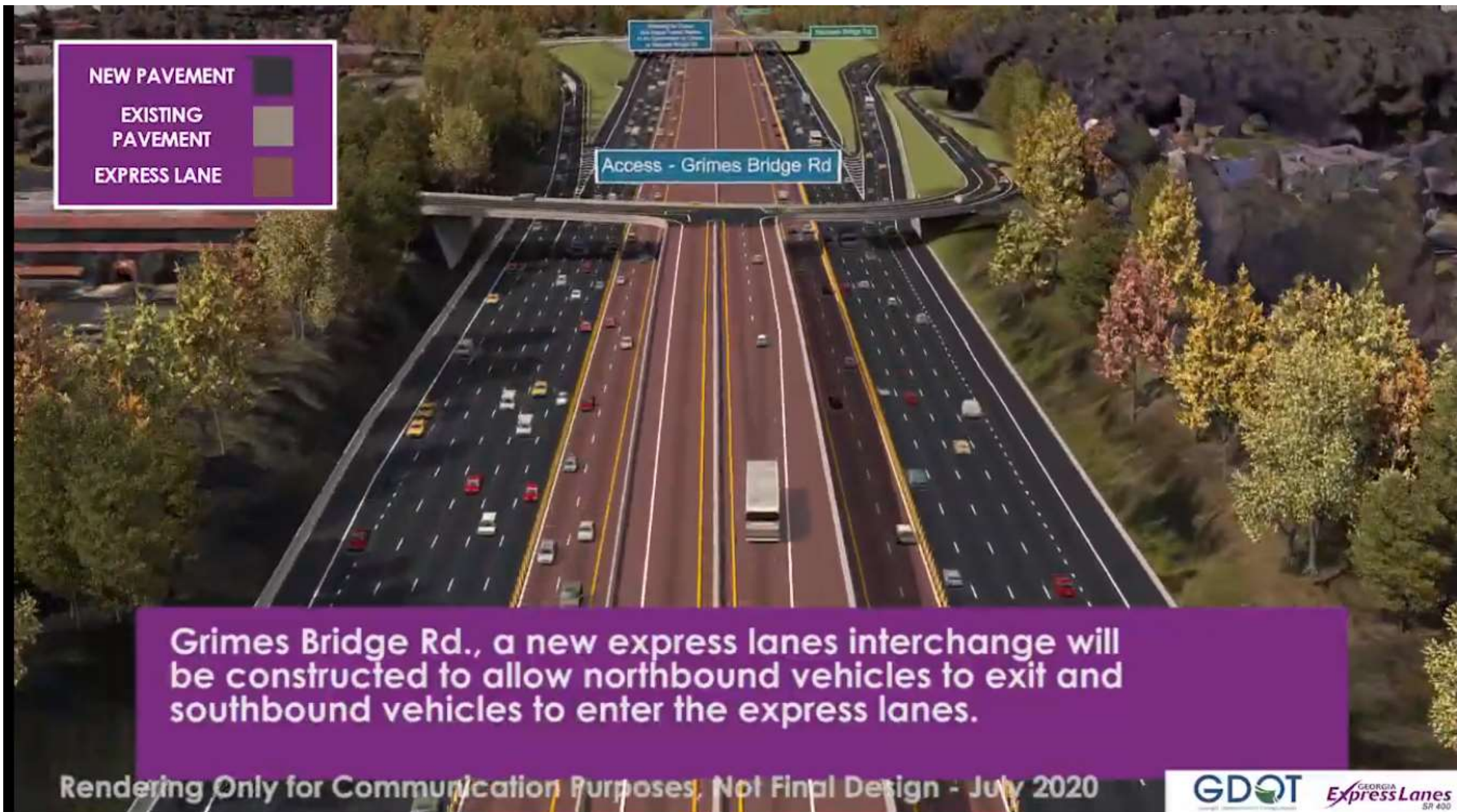


GDOT Graphic

NORTH →



6/16/2022



Grimes Bridge Rd., a new express lanes interchange will be constructed to allow northbound vehicles to exit and southbound vehicles to enter the express lanes.

Rendering Only for Communication Purposes. Not Final Design - July 2020

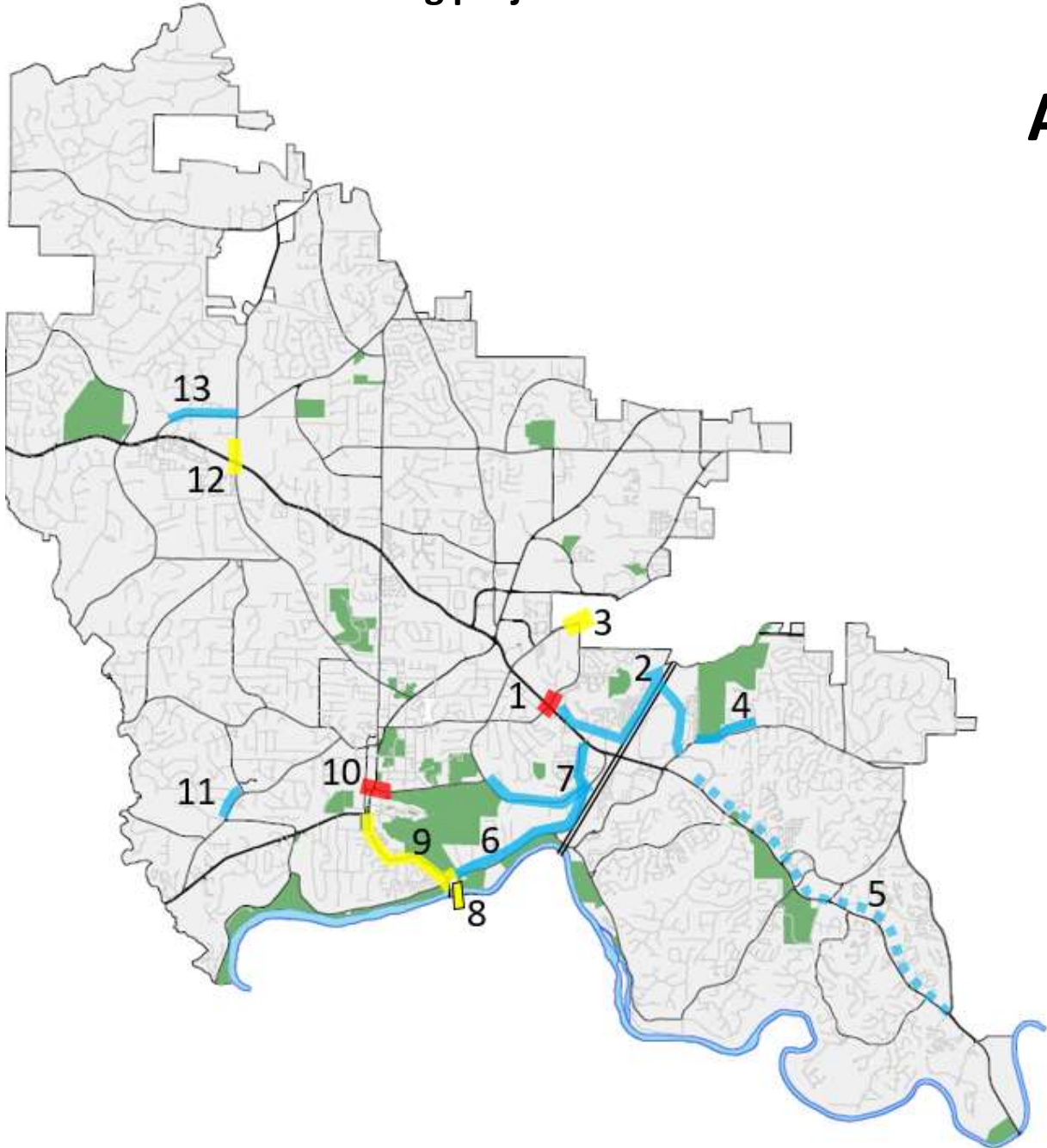




***Comments on Alignment (added by RDOT – not GDOT)

NORTH →

Take a look at all existing projects



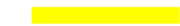
Active Projects (as of April 2022)

Legend

Design

Right-of-Way
Acquisition

Construction



Project List (#'s randomly assigned – no priority)








1. Big Creek Parkway Phase 1 (Construction)
2. Big Creek Pkwy Phase 2 (Design)
3. Old Roswell Rd at Warsaw Rd (ROW)
4. Old Alabama Road Multi-use Trail (Design)
5. Holcomb Bridge Rd Median Islands (Design) Island Locations = TBD
6. Riverside Road Complete Street (Design)
7. Grimes Brdg Rd / Dogwood Rd Corridor Improvements (Design)
8. Chattahoochee River Pedestrian Bridge (ROW)
9. SR-9 Historic Gateway (GDOT acquiring ROW)
10. SR-9 at Oxbo Road Intersection (Construction)
11. Coleman Road Sidewalk (Design)
12. King Road / Woodstock Rd Turn Lanes (ROW)
13. Hardscrabble Road Multi-Use Trail (Design)

Take a look at all existing projects

City of Roswell

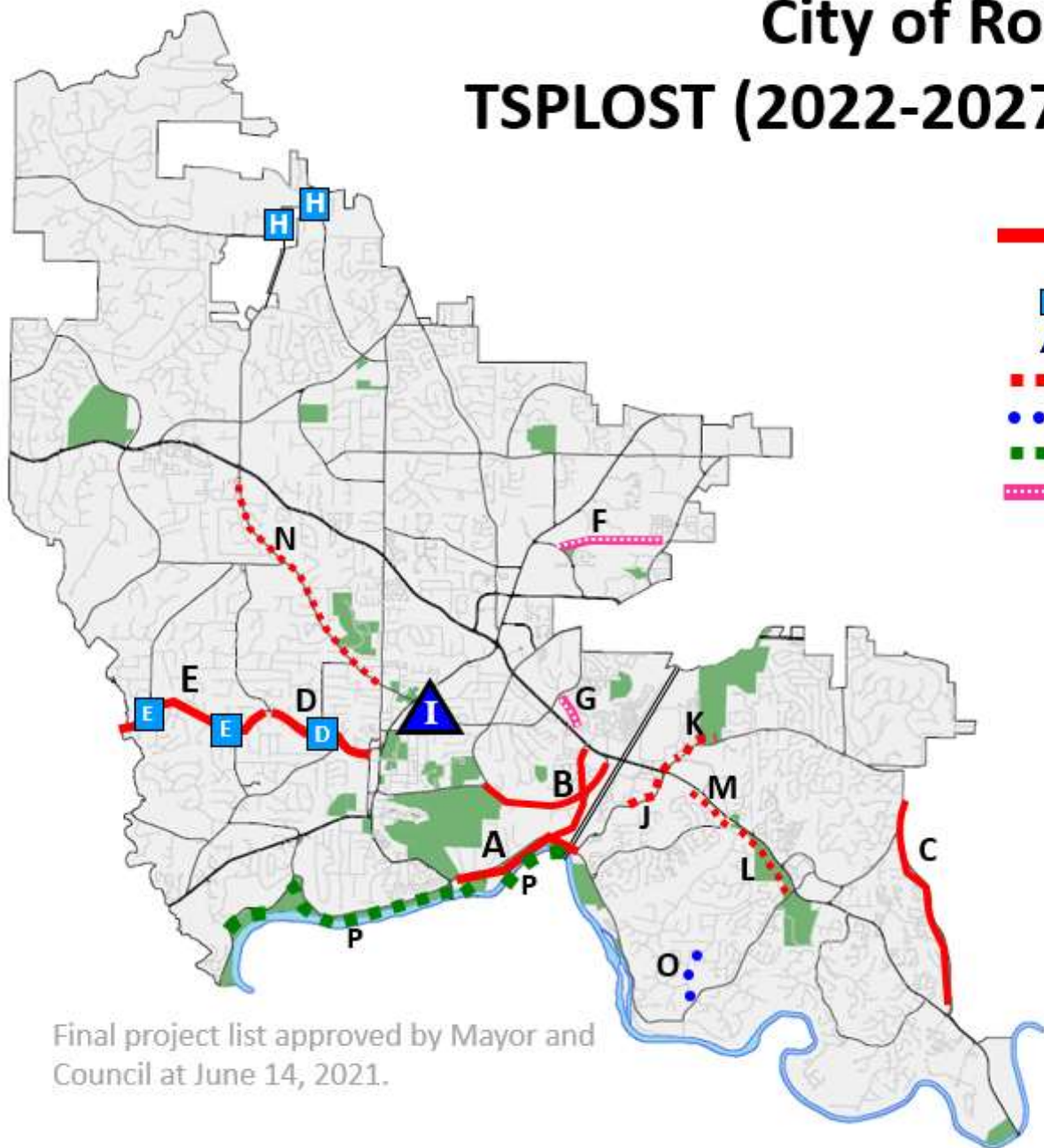
TSPLOST (2022-2027) Projects Map

Legend

-  Corridor Improvement (Scope TBD, bike/ped improvements, multi-use trails, sidewalks, intersection improvements)
-  Intersection Improvement
-  Bridge Replacement
-  Multi-use Trail
-  Multi-use Trail (off-system/off-roadway)
-  Rec & Parks project (Trail/boardwalk improvement)
-  New Roadway / Reconstruction

Project List (letters randomly assigned)

- A. Riverside Road Complete Street
- B. Grimes Bridge Road / Dogwood Road Corridor Improvements
- C. Nesbit Ferry Road Corridor Improvements
- D. Pine Grove Road / Magnolia Drive Corridor Improvements
- E. Pine Grove Road Corridor Improvements (Lake Charles west to Cobb Co.)
- F. Old Ellis Road Extension (right-of-way)
- G. Big Creek Phase 2 Warsaw Extension
- H. Cox Road Intersection Improvements
- I. Norcross Street Bridge Replacement
- J. Old Alabama Road Multi-Use Trail (Market Blvd to Holcomb Woods Pkwy)
- K. Old Alabama Road Multi-Use Trail (Holcomb Woods Pkwy to Big Creek Park)
- L. Holcomb Bridge Road Multi-Use Trail (Eves Rd to Martin's Landing Dr)
- M. Holcomb Bridge Road Multi-Use Trail (Martin's Landing Dr to near Boston Market)
- N. Woodstock Road Multi-Use Trail
- O. River Eves Elementary School Multi-Use Trail
- P. Chattahoochee River Parks Multi-Use Trail rehab



Final project list approved by Mayor and Council at June 14, 2021.

Questions?

END SLIDE

