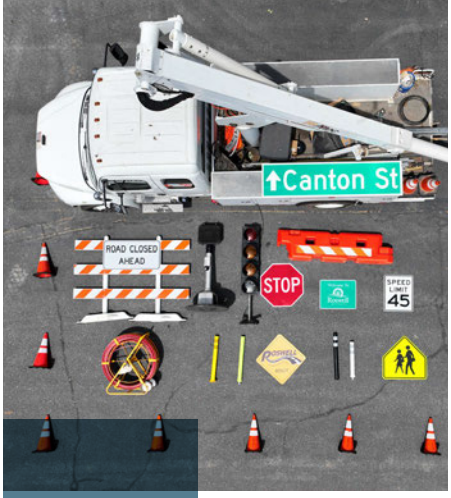
CITY OF ROSWELL
TRANSPORTATION MASTER PLAN

ADOPTED
DECEMBER 18, 2023

REVISED
MARCH 10, 2026



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EXECUTIVE SUMMARY

The Transportation Master Plan (TMP) for the City of Roswell serves as a comprehensive and periodically updated guide for the city's transportation future. First established in 2006 and currently in its sixth update and first major update in over a decade, the plan prioritizes the vision of making Roswell the Number One Family Community in America. It focuses on challenges such as traffic congestion, cut-through traffic, and safety, all aiming to provide a balanced and proactive approach.

The plan began with data gathering and an overall assessment of existing conditions and inventory, using data from various sources, including the 2040 Comprehensive Plan and the 2020 Census. It establishes a baseline understanding of the current transportation system to identify issues like traffic congestion, crash data, and gaps in our bicycle and pedestrian network.

With that information staff conducted public outreach in 2022, staff held public meetings to obtain input from our residents and stakeholders on what goals and improvements the City should pursue over time. This included presenting maps and exercises to best extract the opinions staff needed to hear to best guide our plan.

Moving forward in 2022-2023, staff looked at the needs assessment and analyzed transportation projects to support mobility and accessibility through 2050, linking with the Comprehensive Plan and the Capital Improvement Program (CIP). The assessment considers future transportation demand, congestion levels, economic activity, and accessibility for people with mobility limitations. The assessment also looked at more detailed analysis on cut-through traffic that impacts our roadways and residents. The City was able to purchase anonymous cell phone tracking data to help identify key routes external (non-residents) commuters used in Roswell each workday. This helped determine what cut-through traffic was actually present using a data driven process. These tools help better guide future investment to improve safety and reduce speeds on our roads. Also, the City investigated system maintenance by hiring a new contractor to perform a citywide inspection of approximately 350 centerline miles of city maintained roads, aiming to prevent further deterioration and optimize road conditions. This reporting will also help guide new investment to help raise the quality of our pavement citywide.

The TMP also looked at a detailed financial overview that outlines funding sources, including federal, state, and local funding. The Infrastructure Investment and Jobs Act (IIJA) provided substantial federal funds for various infrastructure needs. State funding changes are also explained, and local funding is detailed through the annual Capital Improvement Program. It also provides a recap our city's recent successes with a City Bond issuance and TSPLOST (Transportation Special Purpose Local Option Sales Tax) referendums.

The TMP's recommended project list was compiled from reviewing the previously adopted Bicycle and Pedestrian Master Plan, the North Fulton Comprehensive Transportation Plan, previous Transportation Master Plan updates. New input from public meetings as well as citizen stakeholders including the Transportation Advisory Committee (TAC) in 2022-2023 was also used in guiding the plan's findings.

- **Annual Programs (Repaving, Sidewalks, Speed Management, etc.)**
- **Bicycle and Pedestrian Projects**
- **Bridges**
- **Corridor Improvements**
- **Intersection Improvements**
- **Roadway Projects / Realignments**
- **Traffic Calming Enhancements**

The plan also emphasizes the importance of addressing funding challenges in transportation infrastructure, highlighting changes in gasoline taxes and the impact of the COVID-19 pandemic on commuting patterns. Recommendations include a scoring methodology for project prioritization based on safety factors, traffic/congestion data, and specific considerations for bicycle, pedestrian, bridge, intersection, corridor improvements, and traffic calming projects.

Overall, the plan seeks to provide a well thought out, financially feasible vision for Roswell's transportation future, aligning with the community's goals and addressing the evolving needs of the city.

IMPLEMENTATION OF THE TMP

Implementation of the TMP will require ongoing coordination with staff, our elected officials, and our citizens. Securing funding for these projects over the next 25+ years is paramount and without it, these projects will not be able to move forward in the timeframe they are recommended. Staff will continue to request needed funds based on the plans recommendations in upcoming annual budget cycles, and coordinate with federal, state, and regional partners to pursue external funding opportunities. The expectations also need to be in place that many transportation projects move at their own pace and it may take multiple years for a project to become shovel ready. Many projects require survey, concept development, design/engineering, right-of-way property acquisition, and utility relocation before they can be constructed.

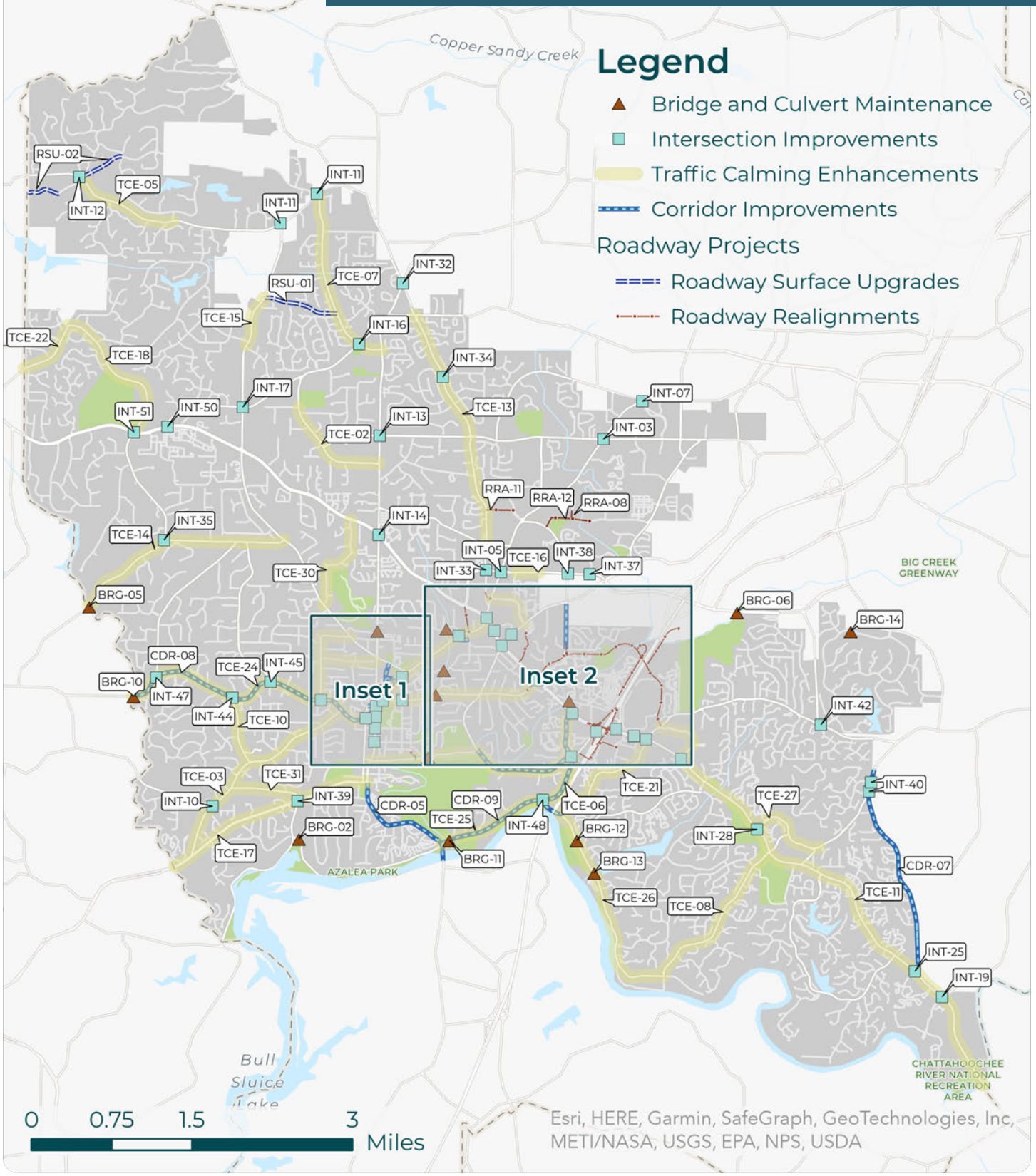
Staff are also working to improve internal best practices to develop a traffic calming program, a more robust repaving program, and improve the ways we inspect projects. RDOT is also exploring the use on internal in-house forces to help perform smaller projects (i.e. sidewalks) to expedite project delivery. The TMP is intended to be a living document and it's anticipated there will be further updates to the plan based on new information, guidance, or policy set by City leadership.

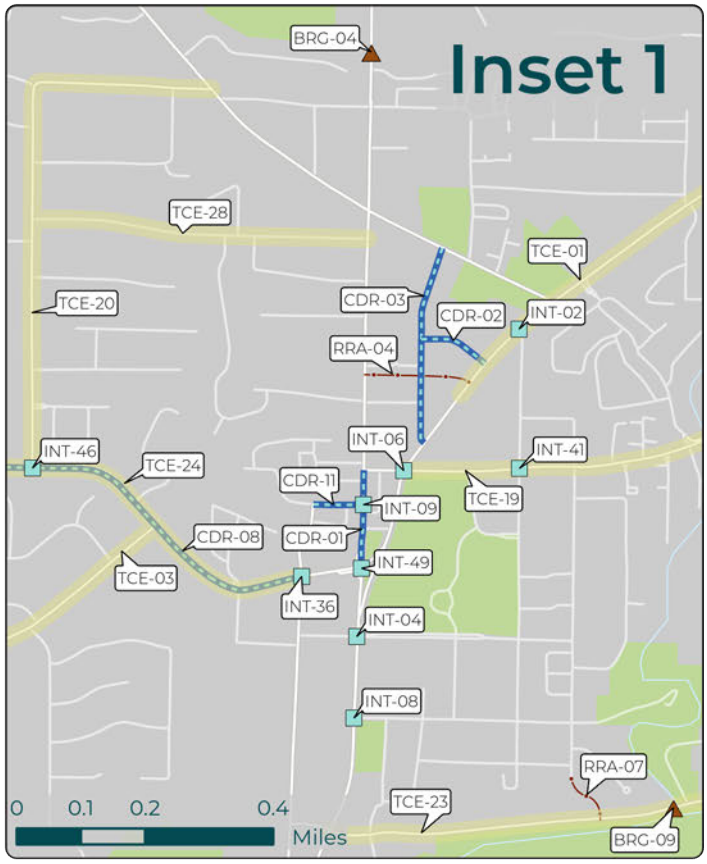
THE PROJECTS

Maps and condensed tables of the projects are shown here. These maps and expanded project tables, containing project descriptions, cost estimates, and other details, can be found in Chapter 9.

MAP 9.1

ROADWAY PROJECTS





Legend

- Bridge and Culvert Maintenance
- Intersection Improvements
- Traffic Calming Enhancements
- Corridor Improvements

Roadway Projects

- Roadway Surface Upgrades
- Roadway Realignments

Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

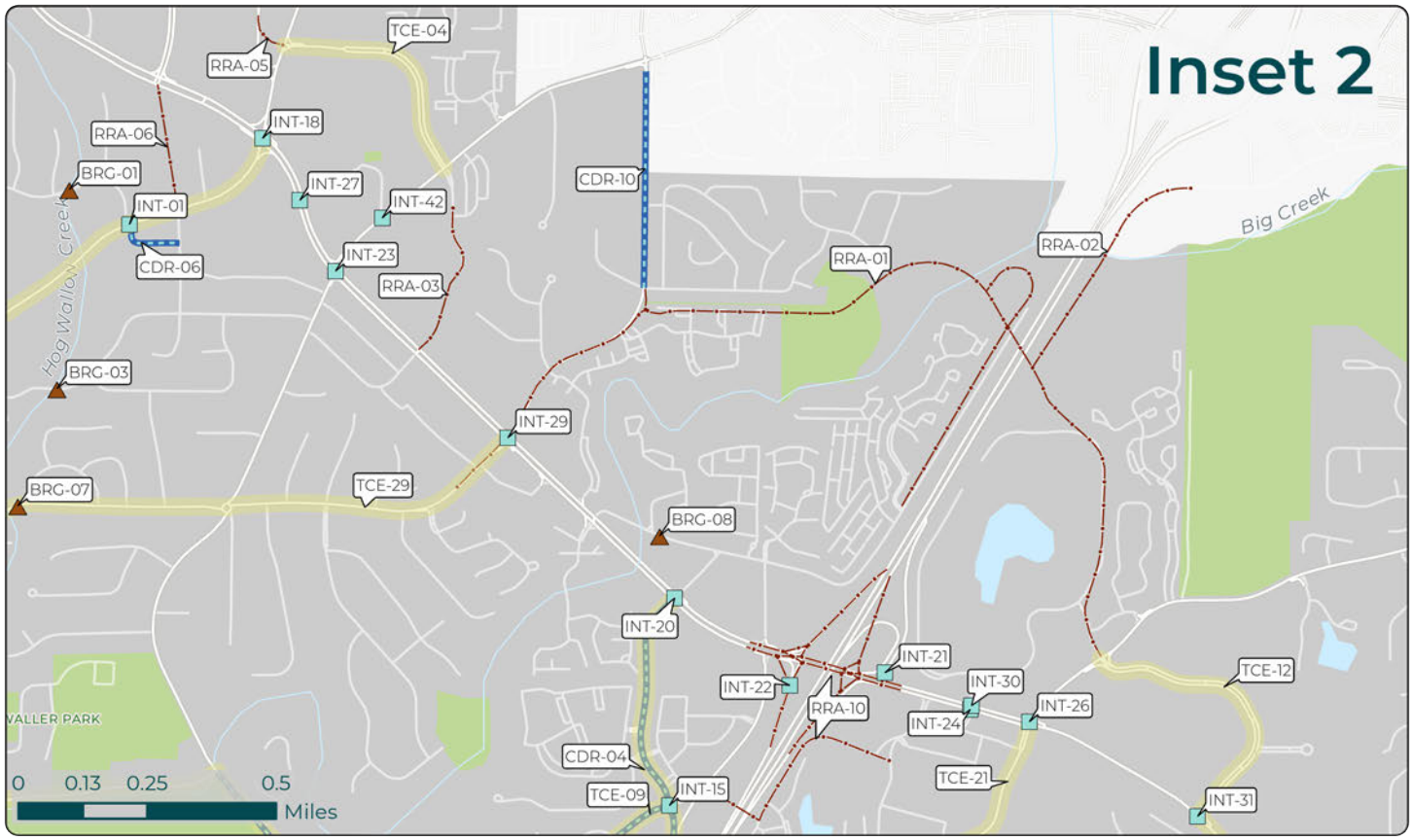


TABLE 9.1: ROADWAY PROJECTS

Project Category	TMP Project Identifier	Project Name	From/At	To	Tier (subject to change)
Bridges	BRG-01	Alpine Drive – (Culvert)	Hog Wallow Creek	—	TIER 2
Bridges	BRG-02	Azalea Drive	Chattahoochee River Tributary	—	TIER 2
Bridges	BRG-03	Charles Place	Hog Wallow Creek	—	TIER 1
Bridges	BRG-04	Crabapple Road – (Culvert)	Tributary	—	TIER 2
Bridges	BRG-05	Jones Road	Willeo Creek	—	TIER 1
Bridges	BRG-06	Mansell Road (EBL)	Big Creek	—	TIER 2
Bridges	BRG-07	Norcross Street	Hog Wallow Creek	—	TIER 1
Bridges	BRG-08	Old Holcomb Bridge Road	Big Creek	—	TIER 1
Bridges	BRG-09	Oxbo Road	Hog Wallow Creek	—	TIER 1
Bridges	BRG-10	Pine Grove Road	Willeo Creek Tributary	—	TIER 2
Bridges	BRG-11	Riverside Road	Big Creek	—	TIER 1
Bridges	BRG-12	Riverside Road	Chattahoochee River Tributary	—	TIER 2
Bridges	BRG-13	Riverside Road	Seven Branch	—	TIER 2
Bridges	BRG-14	Roxburgh Drive – (Culvert)	Big Creek Tributary	—	TIER 2
Corridor Improvements	CDR-01	Canton Street	SR-9 near Elizabeth Way	Near Webb Street / Norcross Street	TIER 1
Corridor Improvements	CDR-02	Cherry Way	Green Street	Alpharetta Street (SR 9/120)	TIER 2
Corridor Improvements	CDR-03	Green Street	Alpharetta Street (SR 9/120)	Woodstock Street	TIER 1
Corridor Improvements	CDR-04	Grimes Bridge Road	Oxbo Road	Dogwood Road	TIER 1
Corridor Improvements	CDR-05	Historic Gateway (SR 9)	Chattahoochee River	Marietta Highway (SR 120)	TIER 1
Corridor Improvements	CDR-06	Horton Drive	Alpharetta Street (SR 9/120)	Mansell Circle	TIER 1
Corridor Improvements	CDR-07	Nesbit Ferry Road	Holcomb Bridge Road (SR 140)	Old Alabama Road (in Johns Creek)	TIER 1
Corridor Improvements	CDR-08	Pine Grove Road	City Limits at Cobb County	Mimosa Boulevard	TIER 1
Corridor Improvements	CDR-09	Riverside Road	Rivera Road	Dogwood Road	TIER 1
Corridor Improvements	CDR-10	Warsaw Road Safety Improvements	Worthington Hills Drive	Just south of Old Roswell Road	TIER 2
Corridor Improvements	CDR-11	Webb Street	Mimosa Boulevard	Canton Street	TIER 1
Intersection Improvements	INT-01	Alpharetta Highway (SR 9/120)	Alpine Drive / Horton Drive	—	TIER 3

Project Category	TMP Project Identifier	Project Name	From/At	To	Tier (subject to change)
Intersection Improvements	INT-02	Alpharetta Highway (SR 9/120)	Fraser Street	—	TIER 3
Intersection Improvements	INT-03	Alpharetta Highway (SR 9/120)	Hembree Road	—	TIER 1
Intersection Improvements	INT-04	Alpharetta Highway (SR 9/120)	Hill Street / Ramsey Street	—	TIER 2
Intersection Improvements	INT-05	Alpharetta Highway (SR 9/120)	Mansell Road	—	TIER 1
Intersection Improvements	INT-06	Alpharetta Highway (SR 9/120)	Norcross Street	—	TIER 2
Intersection Improvements	INT-07	Alpharetta Highway (SR 9/120)	Upper Hembree Road	—	TIER 2
Intersection Improvements	INT-08	Atlanta Street (SR 9/120)	Oak Street	—	TIER 3
Intersection Improvements	INT-09	Canton Street	Webb Street	—	TIER 1
Intersection Improvements	INT-10	Coleman Road	Willeo Road (west)	—	TIER 3
Intersection Improvements	INT-11	Cox Road	Etris Road and King Road	—	TIER 1
Intersection Improvements	INT-12	Cox Road	Lackey Road / Lum Crowe Road	—	TIER 3
Intersection Improvements	INT-13	Crabapple Road	Hembree Road	—	TIER 1
Intersection Improvements	INT-14	Crossville Road (SR 92)	Crabapple Road	—	TIER 1
Intersection Improvements	INT-15	Grimes Bridge Road	Dogwood Road	—	TIER 2
Intersection Improvements	INT-16	Hardscrabble Road	Etris Road	—	TIER 2
Intersection Improvements	INT-17	Hardscrabble Road	King Road	—	TIER 1
Intersection Improvements	INT-18	Holcomb Bridge Road (SR 140)	Alpharetta Highway (SR 9)	—	TIER 1
Intersection Improvements	INT-19	Holcomb Bridge Road (SR 140)	Barnwell Road	—	TIER 1
Intersection Improvements	INT-20	Holcomb Bridge Road (SR 140)	Dogwood Road	—	TIER 2
Intersection Improvements	INT-21	Holcomb Bridge Road (SR 140)	GA 400 NB Ramp	—	TIER 1
Intersection Improvements	INT-22	Holcomb Bridge Road (SR 140)	GA 400 SB Ramp	—	TIER 1
Intersection Improvements	INT-23	Holcomb Bridge Road (SR 140)	Grimes Bridge Road / Old Roswell Road	—	TIER 1
Intersection Improvements	INT-24	Holcomb Bridge Road (SR 140)	Market Boulevard	—	TIER 2
Intersection Improvements	INT-25	Holcomb Bridge Road (SR 140)	Nesbit Ferry Road	—	TIER 1
Intersection Improvements	INT-26	Holcomb Bridge Road (SR 140)	Old Alabama Road	—	TIER 2
Intersection Improvements	INT-27	Holcomb Bridge Road (SR 140)	Old Roswell Place	—	TIER 2
Intersection Improvements	INT-28	Holcomb Bridge Road (SR 140)	Scott Road	—	TIER 3
Intersection Improvements	INT-29	Holcomb Bridge Road (SR 140)	Warsaw Road	—	TIER 1
Intersection Improvements	INT-30	Holcomb Bridge Road (SR 140	Market Boulevard / Market Way	—	TIER 3

Project Category	TMP Project Identifier	Project Name	From/At	To	Tier (subject to change)
Intersection Improvements	INT-31	Holcomb Woods Parkway	Holcomb Bridge Road (SR 140)	—	TIER 1
Intersection Improvements	INT-32	Houze Road (SR 140)	Crabapple Road	—	TIER 1
Intersection Improvements	INT-33	Houze Road (SR 140)	Mansell Road	—	TIER 2
Intersection Improvements	INT-34	Houze Road (SR 140)	Saddle Creek Drive	—	TIER 3
Intersection Improvements	INT-35	Jones Road	Bowen Road	—	TIER 3
Intersection Improvements	INT-36	Magnolia Street	Mimosa Boulevard	—	TIER 3
Intersection Improvements	INT-37	Mansell Road	Colonial Center Parkway	—	TIER 2
Intersection Improvements	INT-38	Mansell Road	Warsaw Road	—	TIER 2
Intersection Improvements	INT-39	Marietta Highway (SR 120)	Willeo Road	—	TIER 2
Intersection Improvements	INT-40	Nesbit Ferry Road	Scott Road and Nesbit Lakes Drive	—	TIER 1
Intersection Improvements	INT-41	Norcross Street	Fraser Street / Forrest Street	—	TIER 3
Intersection Improvements	INT-42	Old Alabama Road	Old Alabama Road Connector / Roxburgh Drive	—	TIER 2
Intersection Improvements	INT-43	Old Roswell Road	Old Roswell Place	—	TIER 2
Intersection Improvements	INT-44	Pine Grove Road	Hightower Road / Waterford Way	—	TIER 1
Intersection Improvements	INT-45	Pine Grove Road	Lake Charles Road	—	TIER 1
Intersection Improvements	INT-46	Pine Grove Road	North Coleman Road	—	TIER 1
Intersection Improvements	INT-47	Pine Grove Road	Shallowford Road	—	TIER 1
Intersection Improvements	INT-48	Riverside Road	Dogwood Road	—	TIER 2
Intersection Improvements	INT-49	SR 9/120 (Village Center)	Magnolia Street/Canton Street	—	TIER 2
Intersection Improvements	INT-50	Woodstock Road (SR 92)	Hardscrabble Road	—	TIER 1
Intersection Improvements	INT-51	Woodstock Road (SR 92)	Mtn. Park Road / Bowen Road	—	TIER 1
Programs	PGM-01	Bridge Maintenance	—	—	ONGOING
Programs	PGM-02	Bus Stop Improvements	—	—	ONGOING
Programs	PGM-03	Connectivity	—	—	ONGOING
Programs	PGM-04	Mast Arm/Pole Replacement	—	—	ONGOING
Programs	PGM-05	Road Resurfacing	—	—	ONGOING

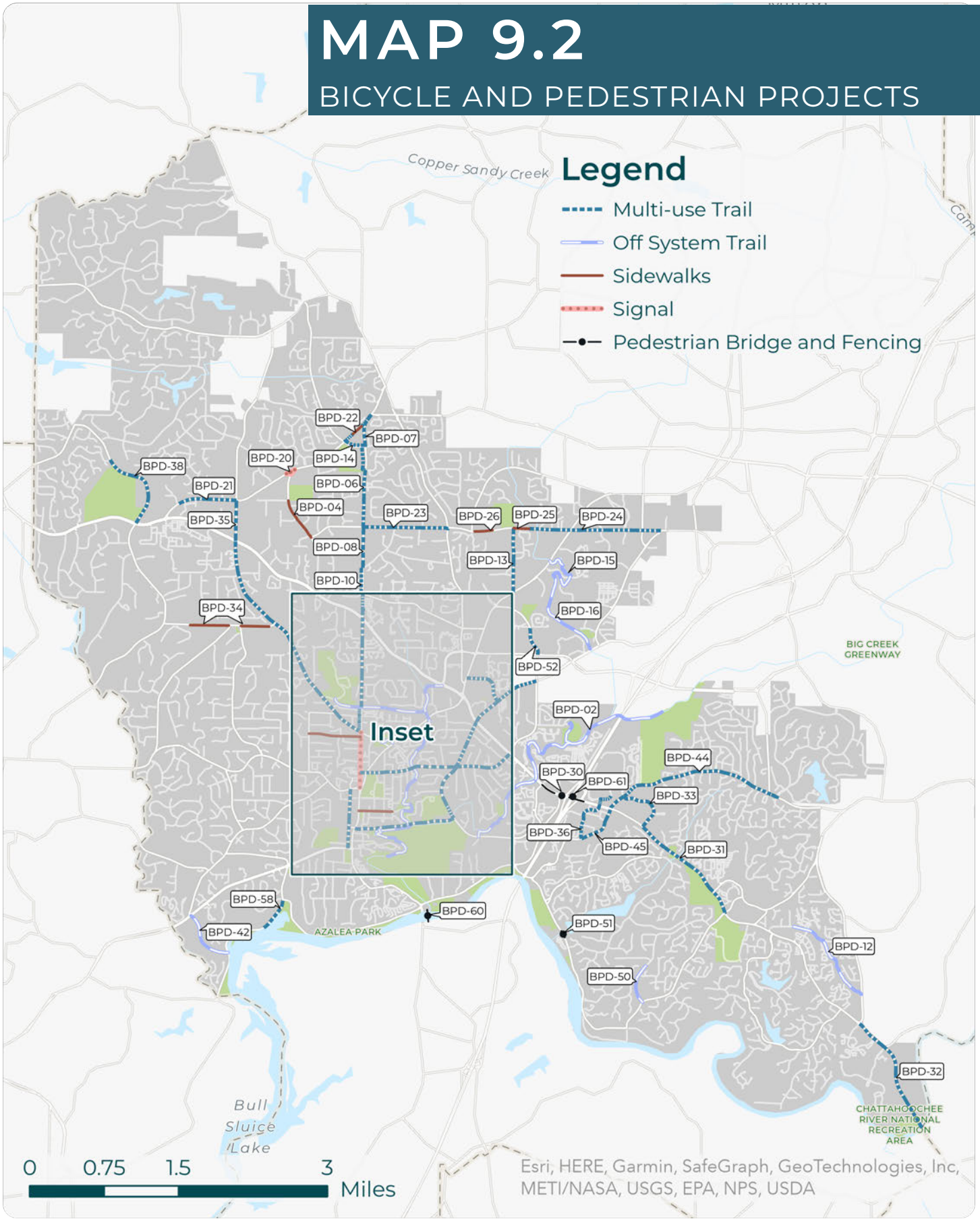
Project Category	TMP Project Identifier	Project Name	From/At	To	Tier (subject to change)
Programs	PGM-06	Right-Of-Way Preservation	—	—	ONGOING
Programs	PGM-07	Safe Routes to School (SRTS)	—	—	ONGOING
Programs	PGM-08	Sidewalk Connectivity	—	—	ONGOING
Programs	PGM-09	Speed Management and Pedestrian Safety	—	—	ONGOING
Roadway Realignments	RRA-01	Big Creek Parkway	Holcomb Bridge Road (SR 140) (west of SR 400)	Holcomb Bridge Road (SR 140) (east of SR 400)	TIER 1
Roadway Realignments	RRA-02	Big Creek Parkway, Phase 3	Big Creek Parkway	North Point Parkway	TIER 2
Roadway Realignments	RRA-03	Commerce Parkway Extension	Old Roswell Road	Holcomb Bridge Road (SR 140)	TIER 2
Roadway Realignments	RRA-04	Green Street Connector	Canton Street	Alpharetta Highway (SR 9/120)	TIER 1
Roadway Realignments	RRA-05	Houze Road Realignment	Existing Roadway	Alpharetta Highway (SR 9/120) at Commerce Parkway	TIER 2
Roadway Realignments	RRA-06	Mansell Road Extension	Alpharetta Highway (SR 9/120)	Crossville Road (SR 92)	TIER 2
Roadway Realignments	RRA-07	Myrtle Street Extension	Existing Roadway	Oxbo Road	TIER 3
Roadway Realignments	RRA-08	Old Ellis-Mansell Connector	Mansell Place	Old Ellis Road	TIER 3
Roadway Realignments	RRA-09	Riverwalk Emergency Access	Riverwalk Drive	Azalea Drive	TIER 1
Roadway Realignments	RRA-10	SR 400 at Holcomb Bridge Road (SR 140) Interchange and Express Lane Access Bridge	SR 400	Holcomb Bridge Road (SR 140)	TIER 1
Roadway Realignments	RRA-11	Sun Valley-Houze Road Connector	Houze Road (SR 140)	Existing Roadway	TIER 2
Roadway Realignments	RRA-12	Sun Valley-Old Ellis Connector	Sun Valley Extension	Old Ellis Road	TIER 1
Roadway Surface Upgrades	RSU-01	Kent Road	King Road	Etris Road	TIER 3
Roadway Surface Upgrades	RSU-02	Lum Crowe Road	City Limits	City Limits	TIER 3
Traffic Calming Enhancements	TCE-01	Alpharetta Highway (SR 9/120)	Norcross Street	Holcomb Bridge Road (SR 140)	TIER 1
Traffic Calming Enhancements	TCE-02	Chaffin Road	Coleman Drive	Crabapple Road	TIER 3
Traffic Calming Enhancements	TCE-03	Coleman Road	Pine Grove Road	Marietta Highway (SR 120)	TIER 1

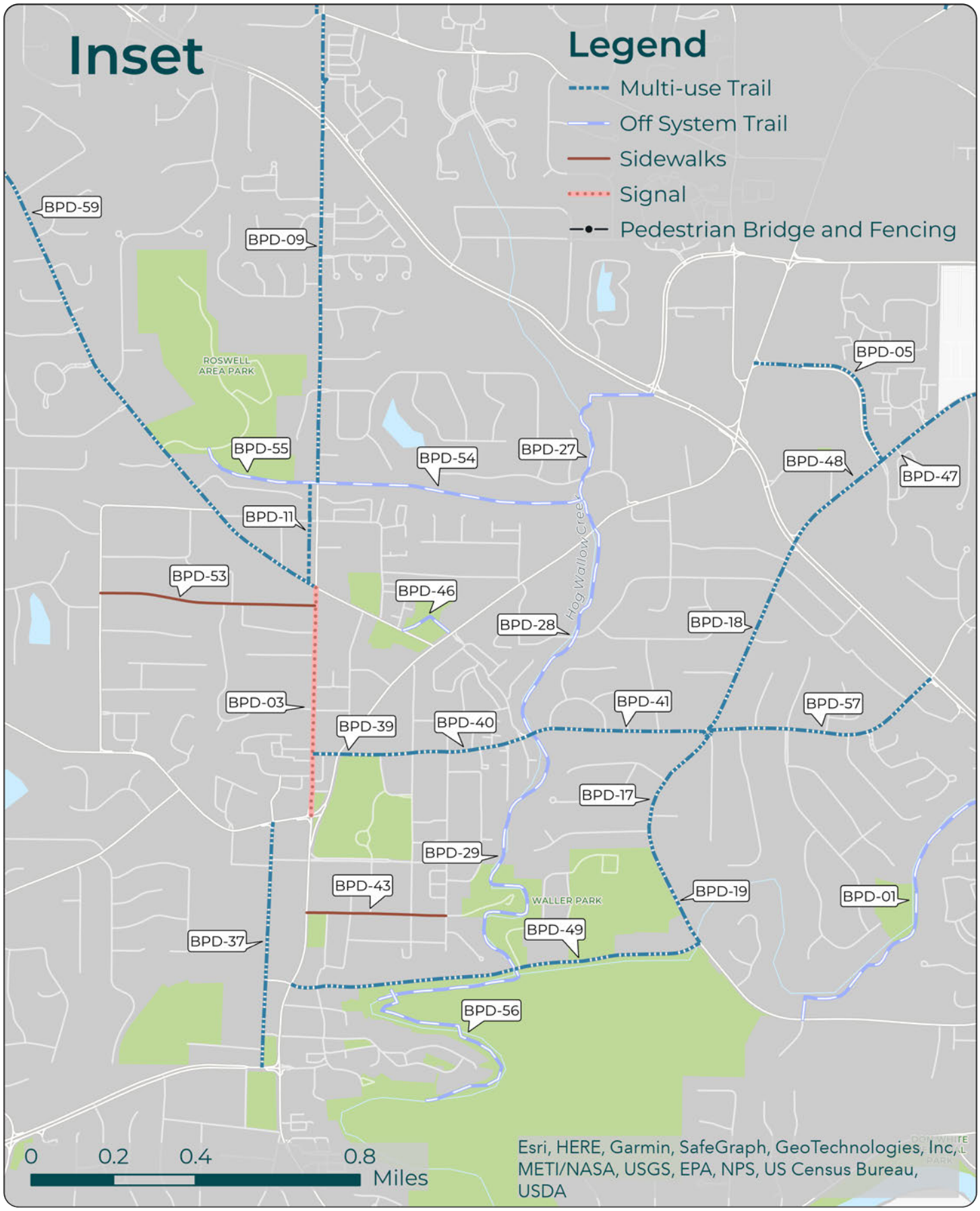
Project Category	TMP Project Identifier	Project Name	From/At	To	Tier (subject to change)
Traffic Calming Enhancements	TCE-04	Commerce Parkway	Holcomb Bridge Road (SR 140)	Old Roswell Road	TIER 2
Traffic Calming Enhancements	TCE-05	Cox Road	Lackey Road	Litchfield Drive	TIER 3
Traffic Calming Enhancements	TCE-06	Dogwood Road	Holcomb Bridge Road (SR 140)	Riverside Road	TIER 1
Traffic Calming Enhancements	TCE-07	Etris Road	City Limits	Crabapple Road	TIER 3
Traffic Calming Enhancements	TCE-08	Eves Road	Riverside Road	Holcomb Bridge Road (SR 140)	TIER 2
Traffic Calming Enhancements	TCE-09	Grimes Bridge Road	Meadowood Drive	Dogwood Road	TIER 1
Traffic Calming Enhancements	TCE-10	Hightower Road	Pine Grove Road	Coleman Road	TIER 2
Traffic Calming Enhancements	TCE-11	Holcomb Bridge Road (SR 140)	Holcomb Woods Parkway	City Limits	TIER 2
Traffic Calming Enhancements	TCE-12	Holcomb Woods Parkway	Old Alabama Road	Holcomb Bridge Road (SR 140)	TIER 2
Traffic Calming Enhancements	TCE-13	Houze Road (SR 140)	Houze Way	City Limits	TIER 3
Traffic Calming Enhancements	TCE-14	Jones Road	City Limits	Woodstock Road	TIER 2
Traffic Calming Enhancements	TCE-15	King Road	Kent Road	Chaffin Road	TIER 3
Traffic Calming Enhancements	TCE-16	Mansell Road	Holcomb Bridge Road (SR 140)	City Limits	TIER 3
Traffic Calming Enhancements	TCE-17	Marietta Highway (SR 120)	City Limits	Alpharetta Highway (SR 9)	TIER 2
Traffic Calming Enhancements	TCE-18	Mountain Park Road	Woodstock Road (SR 92)	Old Mountain Park Road	TIER 3
Traffic Calming Enhancements	TCE-19	Norcross Street	Alpharetta Highway (SR 9/120)	Warsaw Road	TIER 2
Traffic Calming Enhancements	TCE-20	North Coleman Road	Pine Grove Road	Woodstock Road	TIER 2
Traffic Calming Enhancements	TCE-21	Old Alabama Road	Riverside Road	Holcomb Bridge Road (SR 140)	TIER 1
Traffic Calming Enhancements	TCE-22	Old Mountain Park Road	Mountain Park Road	City Limits	TIER 1
Traffic Calming Enhancements	TCE-23	Oxbo Road	Alpharetta Highway (SR 9/120)	Grimes Bridge Road	TIER 1
Traffic Calming Enhancements	TCE-24	Pine Grove Road	City Limits	Mimosa Boulevard	TIER 1
Traffic Calming Enhancements	TCE-25	Riverside Road	Dogwood Road	Azalea Drive	TIER 1
Traffic Calming Enhancements	TCE-26	Riverside Road	Old Alabama Road	Eves Road	TIER 1
Traffic Calming Enhancements	TCE-27	Scott Road	Holcomb Bridge Road (SR 140)	Old Scott Road	TIER 1

Project Category	TMP Project Identifier	Project Name	From/At	To	Tier (subject to change)
Traffic Calming Enhancements	TCE-28	Thompson Place	North Coleman Road	Canton Street	TIER 3
Traffic Calming Enhancements	TCE-29	Warsaw Road	Norcross Street	Holcomb Bridge Road (SR 140)	TIER 1
Traffic Calming Enhancements	TCE-30	Wavetree Drive	Crossville Highway (SR 92)	Woodstock Road	TIER 1
Traffic Calming Enhancements	TCE-31	Willeo Road	Coleman Road	Marietta Highway (SR 120)	TIER 2

MAP 9.2

BICYCLE AND PEDESTRIAN PROJECTS




Inset
Legend
Multi-use Trail
Off System Trail
Sidewalks
Signal
Pedestrian Bridge and Fencing
BPD-59
BPD-09
ROSWELL AREA PARK
BPD-05
BPD-55
BPD-54
BPD-27
BPD-48
BPD-47
BPD-11
Hog Wallow Creek
BPD-53
BPD-46
BPD-28
BPD-18
BPD-03
BPD-41
BPD-57
BPD-39
BPD-40
BPD-17
BPD-29
BPD-43
WALLER PARK
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Miles
Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

TABLE 9.2: BICYCLE AND PEDESTRIAN PROJECTS

Project Category	TMP Project Identifier	Project Name	From/At	To	Tier (subject to change)
Bike/Ped	BPD-01	Big Creek (waterway)	Grimes Bridge Road	Holcomb Bridge Road (SR 140)	TIER 3
Bike/Ped	BPD-02	Big Creek (waterway)	Holcomb Bridge Road (SR 140)	Big Creek Park	TIER 1
Bike/Ped	BPD-03	Canton Street	Woodstock Road	Alpharetta Highway (SR 9/120)	TIER 1
Bike/Ped	BPD-04	Chaffin Road	Hembree Road	Coleman Drive	TIER 1
Bike/Ped	BPD-05	Commerce Parkway	Old Roswell Road	Alpharetta Highway (SR 9/120)	TIER 3
Bike/Ped	BPD-06	Crabapple Road	Etris Road	Hembree Road	TIER 3
Bike/Ped	BPD-07	Crabapple Road	Hardscrabble Road	Etris Road	TIER 3
Bike/Ped	BPD-08	Crabapple Road	Hembree Road	Strickland Road	TIER 2
Bike/Ped	BPD-09	Crabapple Road	Houze Way	Planned Off System Trail	TIER 3
Bike/Ped	BPD-10	Crabapple Road	Strickland Road	Houze Way	TIER 3
Bike/Ped	BPD-11	Crabapple Road / Canton Street	Planned Off-System Trail	Woodstock Road	TIER 2
Bike/Ped	BPD-12	East Roswell Trail / Champions Green Parkway / Powder Ridge	Scott Road	Nesbit Ferry Road	TIER 2
Bike/Ped	BPD-13	Elkins Road	Alpharetta Highway (SR 9/120)	Hembree Road	TIER 2
Bike/Ped	BPD-14	Etris Road	Hardscrabble Road	Crabapple Road	TIER 3
Bike/Ped	BPD-15	Foe Killer Creek	Elkins Road	Old Ellis Road extension	TIER 3
Bike/Ped	BPD-16	Foe Killer Creek	Old Ellis Road extension	Old Roswell Road	TIER 3
Bike/Ped	BPD-17	Grimes Bridge Road	Adult Rec Center (ARC) entrance	Norcross Street	TIER 2
Bike/Ped	BPD-18	Grimes Bridge Road	Norcross Street	Holcomb Bridge Road	TIER 2
Bike/Ped	BPD-19	Grimes Bridge Road	Oxbo Road	Adult Rec Center (ARC) entrance	TIER 2
Bike/Ped	BPD-20	Hardscrabble Road	King Road	Etris Road	TIER 3
Bike/Ped	BPD-21	Hardscrabble Road	Whittingham Place	King Road	TIER 1
Bike/Ped	BPD-22	Hardscrabble Road / Crabapple Road	Etris Road	Rucker Road	TIER 3
Bike/Ped	BPD-23	Hembree Road	Crabapple Road	Houze Road	TIER 3
Bike/Ped	BPD-24	Hembree Road	Elkins Road	Old Roswell Road	TIER 2
Bike/Ped	BPD-25	Hembree Road	Hembree Park	Cross of Life Montessori School	TIER 1
Bike/Ped	BPD-26	Hembree Road	Upper Hembree Road	Tapestry Community Church	TIER 1

Project Category	TMP Project Identifier	Project Name	From/At	To	Tier (subject to change)
Bike/Ped	BPD-27	Hog Wallow Creek	Alpharetta Highway (SR 9)	Crossville Road (SR 92)	TIER 2
Bike/Ped	BPD-28	Hog Wallow Creek	Norcross Street	Alpharetta Street (SR 9/120)	TIER 2
Bike/Ped	BPD-29	Hog Wallow Creek	Oxbo Road	Norcross Street	TIER 2
Bike/Ped	BPD-30	Holcomb Bridge Road (SR 140)	Dogwood Road	SR-400 SB on/off ramps	TIER 2
Bike/Ped	BPD-31	Holcomb Bridge Road (SR 140)	Holcomb Woods Parkway	Eves Road	TIER 1
Bike/Ped	BPD-32	Holcomb Bridge Road (SR 140)	Nesbit Ferry Road	Gwinnett County Line	TIER 2
Bike/Ped	BPD-33	Holcomb Woods Parkway	Holcomb Bridge Road	Old Alabama Road	TIER 2
Bike/Ped	BPD-34	Jones Road	Existing Sidewalk	Shallowford Road	TIER 2
Bike/Ped	BPD-35	King Road	Woodstock Road (SR 92)	Hardscrabble Road	TIER 1
Bike/Ped	BPD-36	Market Boulevard	Old Alabama Road	Kimberly Clark Driveway	TIER 2
Bike/Ped	BPD-37	Mimosa Boulevard / Oxbo Road	Magnolia Street	Alpharetta Highway (SR 9/120)	TIER 2
Bike/Ped	BPD-38	Mountain Park Road	Woodstock Road (SR 92)	Mountain Park Elementary School	TIER 3
Bike/Ped	BPD-39	Norcross Street	Canton Street	Fraser Street / Forrest Street	TIER 2
Bike/Ped	BPD-40	Norcross Street	Fraser Street / Forrest Street	Norcross Street Bridge	TIER 2
Bike/Ped	BPD-41	Norcross Street	Norcross Street Bridge	Grimes Bridge Road	TIER 2
Bike/Ped	BPD-42	N-S Corridor	Marietta Highway (SR 120)	Willeo Road	TIER 2
Bike/Ped	BPD-43	Oak Street	Atlanta Street (SR 9/120)	Myrtle Street	TIER 3
Bike/Ped	BPD-44	Old Alabama Road	Big Creek Park Driveway	Roxburgh Drive	TIER 1
Bike/Ped	BPD-45	Old Alabama Road	Market Boulevard	Big Creek Park Driveway	TIER 1
Bike/Ped	BPD-46	Old Roswell Cemetery Trail	Woodstock Road	Alpharetta Highway (SR 9/120)	TIER 1
Bike/Ped	BPD-47	Old Roswell Road	Commerce Parkway	Warsaw Road	TIER 3
Bike/Ped	BPD-48	Old Roswell Road	Holcomb Bridge Road	Commerce Parkway	TIER 2
Bike/Ped	BPD-49	Oxbo Road	Atlanta Street (SR 9/120)	Grimes Bridge Road	TIER 1
Bike/Ped	BPD-50	Planned Off System Trail	Eves Road	Eves Circle	TIER 1
Bike/Ped	BPD-51	Riverside Road Pedestrian Bridge	Near Martins Landing dam	—	TIER 1
Bike/Ped	BPD-52	Sun Valley Drive	Mansell Road	Finchely Drive	TIER 3
Bike/Ped	BPD-53	Thompson Place	North Coleman Road	Canton Street	TIER 3
Bike/Ped	BPD-54	Un-named E-W Creek	Crabapple Road	Hog Wallow Creek	TIER 3

Project Category	TMP Project Identifier	Project Name	From/At	To	Tier (subject to change)
Bike/Ped	BPD-55	Un-named E-W Creek	Roswell Area Park	Crabapple Road	TIER 3
Bike/Ped	BPD-56	Vickery Creek	Oxbo Road	Waterfall by Mill Ruins	TIER 1
Bike/Ped	BPD-57	Warsaw Road	Grimes Bridge Road / Norcross Street roundabout	Holcomb Bridge Road (SR 140)	TIER 2
Bike/Ped	BPD-58	Willeo Road	Near Boardwalk Connection	Azalea Drive	TIER 2
Bike/Ped	BPD-59	Woodstock Road	Canton Street	SR-92/Woodstock Rd	TIER 1
Bike/Ped	BPD-60	Atlanta Street (SR 9) over Chattahoochee River Pedestrian Bridge	Roberts Drive (in Sandy Springs)	Riverside Road / Azalea Drive	TIER 2
Bike/Ped	BPD-61	Holcomb Bridge Road (SR 140) / GA 400 Interchange Pedestrian Bridges	Holcomb Bridge Road (SR 140)	—	TIER 2

MAP 9.3

TIER 1 ROADWAY PROJECTS

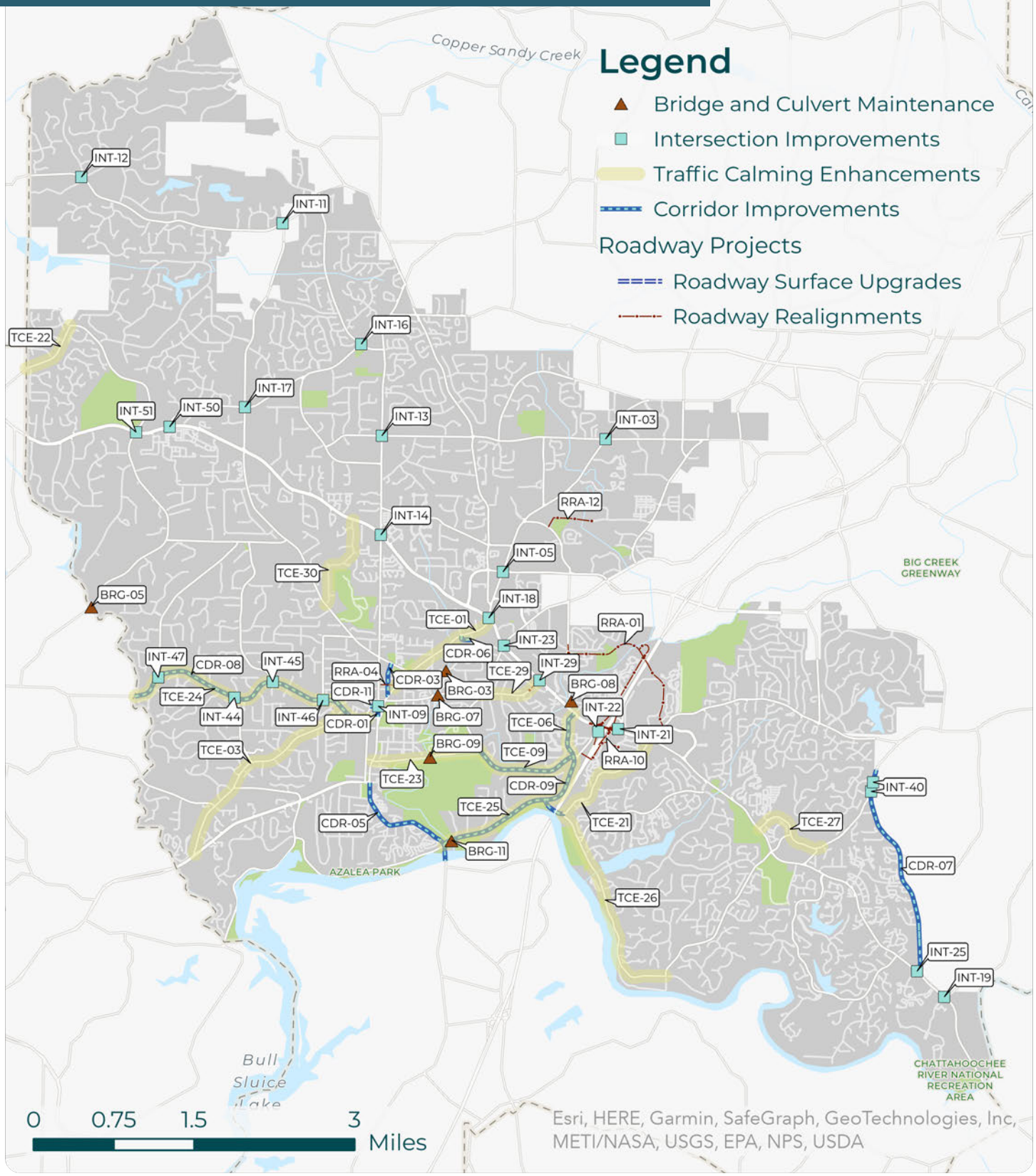


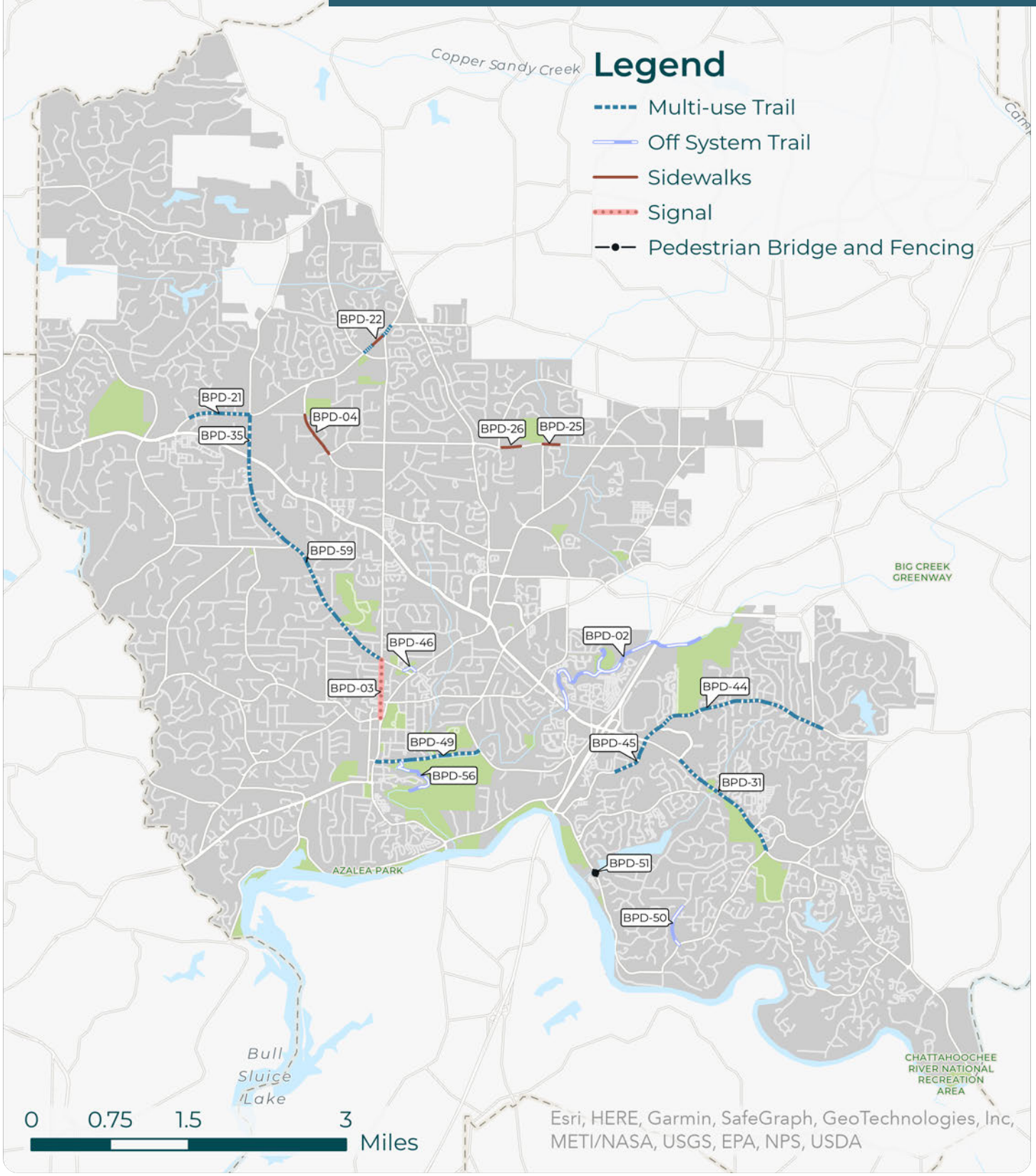
TABLE 9.3: TIER 1 ROADWAY PROJECTS

Project Category	TMP Project Identifier	Project Name	From/At	To
Bridges	BRG-03	Charles Place	Hog Wallow Creek	—
Bridges	BRG-05	Jones Road	Willeo Creek	—
Bridges	BRG-07	Norcross Street	Hog Wallow Creek	—
Bridges	BRG-08	Old Holcomb Bridge Road	Big Creek	—
Bridges	BRG-09	Oxbo Road	Hog Wallow Creek	—
Bridges	BRG-11	Riverside Road	Big Creek	—
Corridor Improvements	CDR-01	Canton Street	SR-9 near Elizabeth Way	Near Webb Street / Norcross Street
Corridor Improvements	CDR-03	Green Street	Alpharetta Street (SR 9/120)	Woodstock Street
Corridor Improvements	CDR-04	Grimes Bridge Road	Oxbo Road	Dogwood Road
Corridor Improvements	CDR-05	Historic Gateway (SR 9)	Chattahoochee River	Marietta Highway (SR 120)
Corridor Improvements	CDR-06	Horton Drive	Alpharetta Street (SR 9/120)	Mansell Circle
Corridor Improvements	CDR-07	Nesbit Ferry Road	Holcomb Bridge Road (SR 140)	Old Alabama Road (in Johns Creek)
Corridor Improvements	CDR-08	Pine Grove Road	City Limits at Cobb County	Mimosa Boulevard
Corridor Improvements	CDR-09	Riverside Road	Rivera Road	Dogwood Road
Corridor Improvements	CDR-11	Webb Street	Mimosa Boulevard	Canton Street
Intersection Improvements	INT-03	Alpharetta Highway (SR 9/120)	Hembree Road	—
Intersection Improvements	INT-05	Alpharetta Highway (SR 9/120)	Mansell Road	—
Intersection Improvements	INT-09	Canton Street	Webb Street	—
Intersection Improvements	INT-11	Cox Road	Etris Road and King Road	—
Intersection Improvements	INT-13	Crabapple Road	Hembree Road	—
Intersection Improvements	INT-14	Crossville Road (SR 92)	Crabapple Road	—
Intersection Improvements	INT-17	Hardscrabble Road	King Road	—
Intersection Improvements	INT-18	Holcomb Bridge Road (SR 140)	Alpharetta Highway (SR 9)	—
Intersection Improvements	INT-19	Holcomb Bridge Road (SR 140)	Barnwell Road	—
Intersection Improvements	INT-21	Holcomb Bridge Road (SR 140)	GA 400 NB Ramp	—
Intersection Improvements	INT-22	Holcomb Bridge Road (SR 140)	GA 400 SB Ramp	—
Intersection Improvements	INT-23	Holcomb Bridge Road (SR 140)	Grimes Bridge Road / Old Roswell Road	—
Intersection Improvements	INT-25	Holcomb Bridge Road (SR 140)	Nesbit Ferry Road	—
Intersection Improvements	INT-29	Holcomb Bridge Road (SR 140)	Warsaw Road	—
Intersection Improvements	INT-31	Holcomb Woods Parkway	Holcomb Bridge Road (SR 140)	—

Project Category	TMP Project Identifier	Project Name	From/At	To
Intersection Improvements	INT-32	Houze Road (SR 140)	Crabapple Road	—
Intersection Improvements	INT-40	Nesbit Ferry Road	Scott Road and Nesbit Lakes Drive	—
Intersection Improvements	INT-44	Pine Grove Road	Hightower Road / Waterford Way	—
Intersection Improvements	INT-45	Pine Grove Road	Lake Charles Road	—
Intersection Improvements	INT-46	Pine Grove Road	North Coleman Road	—
Intersection Improvements	INT-47	Pine Grove Road	Shallowford Road	—
Intersection Improvements	INT-50	Woodstock Road (SR 92)	Hardscrabble Road	—
Intersection Improvements	INT-51	Woodstock Road (SR 92)	Mtn. Park Road / Bowen Road	—
Roadway Realignments	RRA-01	Big Creek Parkway	Holcomb Bridge Road (SR 140) (west of SR 400)	Holcomb Bridge Road (SR 140) (east of SR 400)
Roadway Realignments	RRA-04	Green Street Connector	Canton Street	Alpharetta Highway (SR 9/120)
Roadway Realignments	RRA-09	Riverwalk Emergency Access	Riverwalk Drive	Azalea Drive
Roadway Realignments	RRA-10	SR 400 at Holcomb Bridge Road (SR 140) Interchange and Express Lane Access Bridge	SR 400	Holcomb Bridge Road (SR 140)
Roadway Realignments	RRA-12	Sun Valley-Old Ellis Connector	Sun Valley Extension	Old Ellis Road
Traffic Calming Enhancements	TCE-01	Alpharetta Highway (SR 9/120)	Norcross Street	Holcomb Bridge Road (SR 140)
Traffic Calming Enhancements	TCE-03	Coleman Road	Pine Grove Road	Marietta Highway (SR 120)
Traffic Calming Enhancements	TCE-06	Dogwood Road	Holcomb Bridge Road (SR 140)	Riverside Road
Traffic Calming Enhancements	TCE-09	Grimes Bridge Road	Meadowood Drive	Dogwood Road
Traffic Calming Enhancements	TCE-21	Old Alabama Road	Riverside Road	Holcomb Bridge Road (SR 140)
Traffic Calming Enhancements	TCE-22	Old Mountain Park Road	Mountain Park Road	City Limits
Traffic Calming Enhancements	TCE-23	Oxbo Road	Alpharetta Highway (SR 9/120)	Grimes Bridge Road
Traffic Calming Enhancements	TCE-24	Pine Grove Road	City Limits	Mimosa Boulevard
Traffic Calming Enhancements	TCE-25	Riverside Road	Dogwood Road	Azalea Drive
Traffic Calming Enhancements	TCE-26	Riverside Road	Old Alabama Road	Eves Road

MAP 9.4

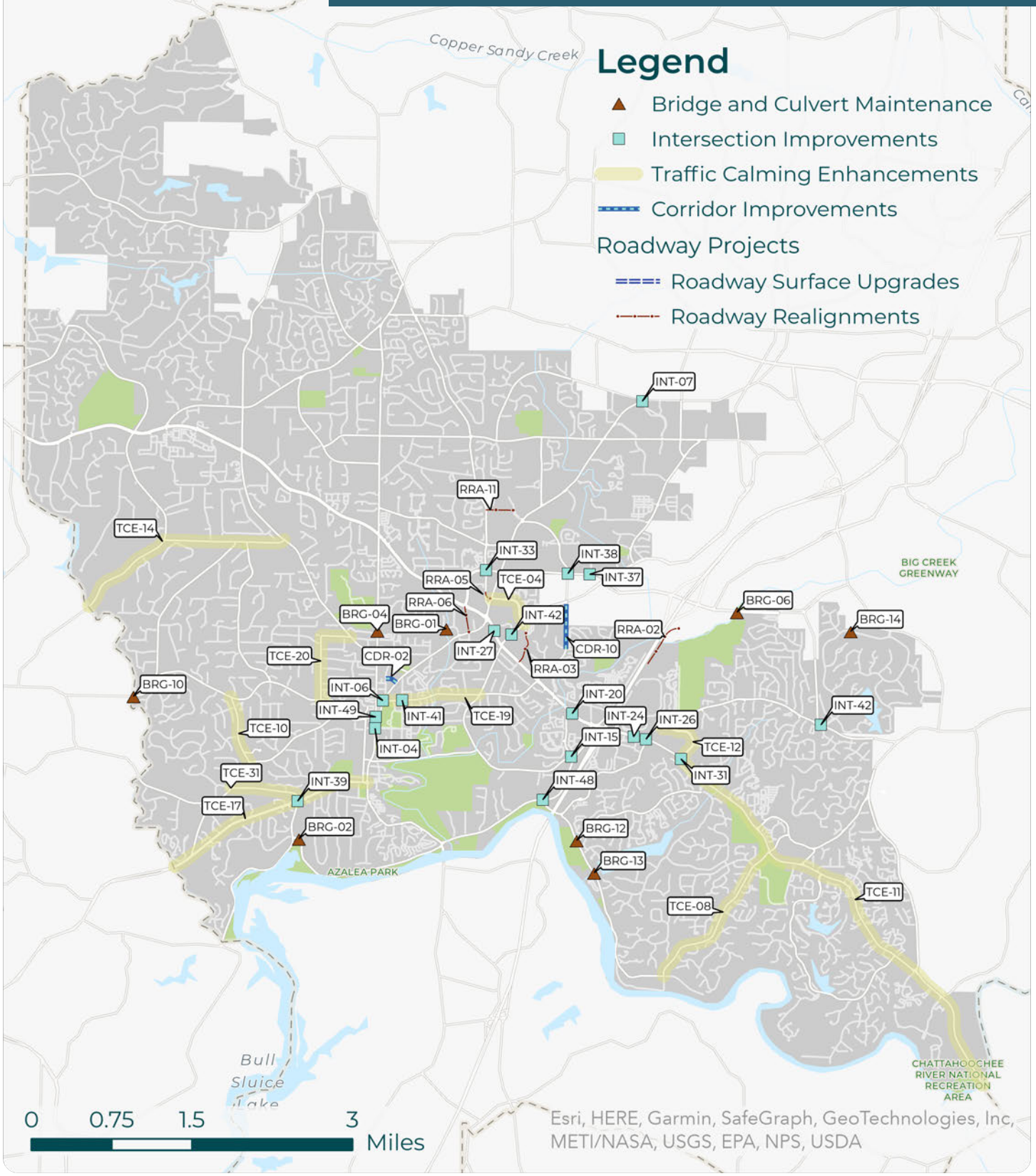
TIER 1 BICYCLE AND PEDESTRIAN PROJECTS



Project Category	TMP Project Identifier	Project Name	From/At	To
Bike/Ped	BPD-02	Big Creek (waterway)	Holcomb Bridge Road (SR 140)	Big Creek Park
Bike/Ped	BPD-03	Canton Street	Woodstock Road	Alpharetta Highway (SR 9/120)
Bike/Ped	BPD-04	Chaffin Road	Hembree Road	Coleman Drive
Bike/Ped	BPD-21	Hardscrabble Road	Whittingham Place	King Road
Bike/Ped	BPD-25	Hembree Road	Hembree Park	Cross of Life Montessori School
Bike/Ped	BPD-26	Hembree Road	Upper Hembree Road	Tapestry Community Church
Bike/Ped	BPD-31	Holcomb Bridge Road (SR 140)	Holcomb Woods Parkway	Eves Road
Bike/Ped	BPD-35	King Road	Woodstock Road (SR 92)	Hardscrabble Road
Bike/Ped	BPD-44	Old Alabama Road	Big Creek Park Driveway	Roxburgh Drive
Bike/Ped	BPD-45	Old Alabama Road	Market Boulevard	Big Creek Park Driveway
Bike/Ped	BPD-46	Old Roswell Cemetery Trail	Woodstock Road	Alpharetta Highway (SR 9/120)
Bike/Ped	BPD-49	Oxbo Road	Atlanta Street (SR 9/120)	Grimes Bridge Road
Bike/Ped	BPD-50	Planned Off System Trail	Eves Road	Eves Circle
Bike/Ped	BPD-51	Riverside Road Pedestrian Bridge	Near Martins Landing dam	—
Bike/Ped	BPD-56	Vickery Creek	Oxbo Road	Waterfall by Mill Ruins
Bike/Ped	BPD-59	Woodstock Road	Canton Street	Woodstock Road (SR 92)

MAP 9.5

TIER 2 ROADWAY PROJECTS

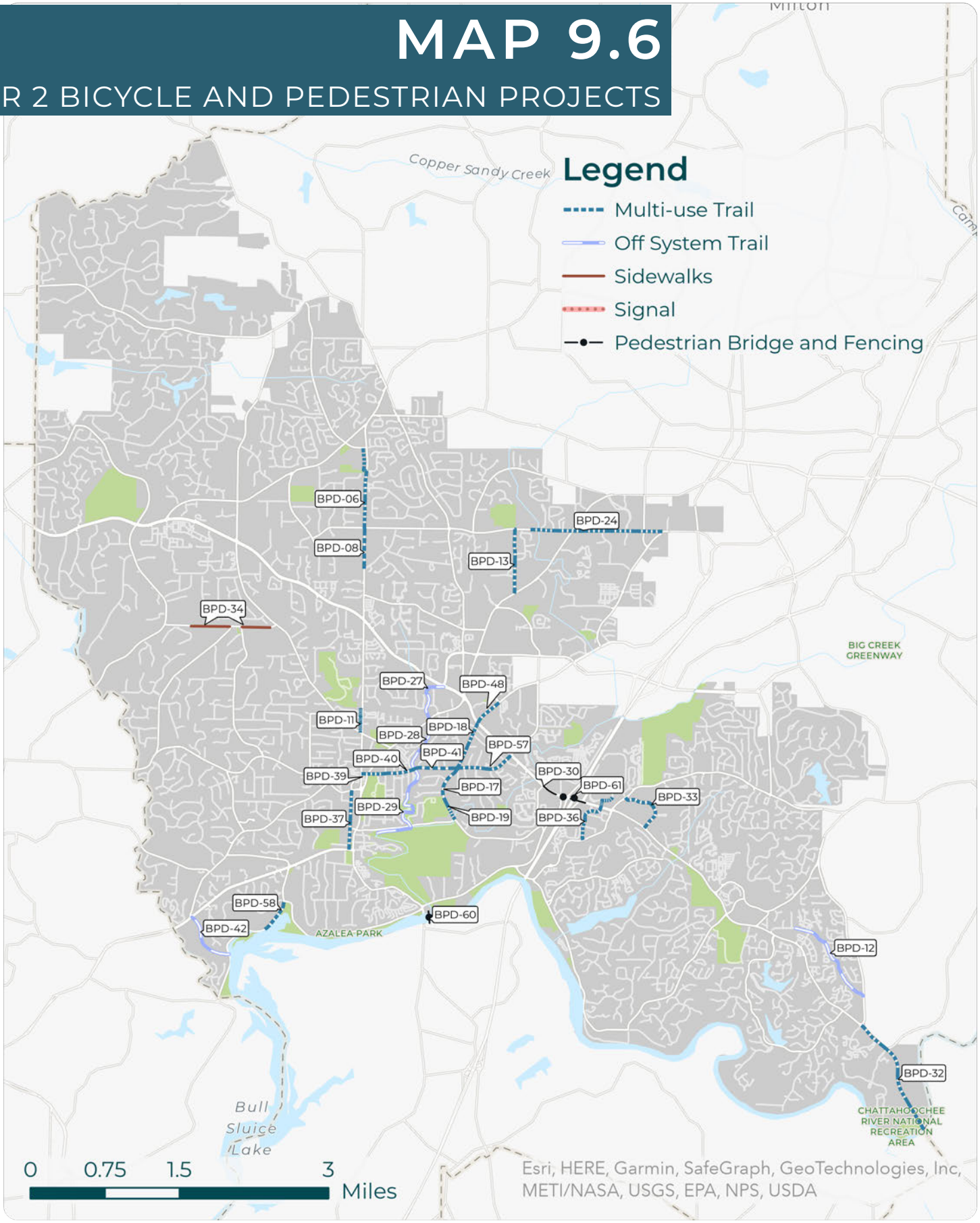


Project Category	TMP Project Identifier	Project Name	From/At	To
Bridges	BRG-01	Alpine Drive – (Culvert)	Hog Wallow Creek	—
Bridges	BRG-02	Azalea Drive	Chattahoochee River Tributary	—
Bridges	BRG-04	Crabapple Road – (Culvert)	Tributary	—
Bridges	BRG-06	Mansell Road (EBL)	Big Creek	—
Bridges	BRG-10	Pine Grove Road	Willeo Creek Tributary	—
Bridges	BRG-12	Riverside Road	Chattahoochee River Tributary	—
Bridges	BRG-13	Riverside Road	Seven Branch	—
Bridges	BRG-14	Roxburgh Drive – (Culvert)	Big Creek Tributary	—
Corridor Improvements	CDR-02	Cherry Way	Green Street	Alpharetta Street (SR 9/120)
Corridor Improvements	CDR-10	Warsaw Road Safety Improvements	Worthington Hills Drive	Just south of Old Roswell Road
Intersection Improvements	INT-04	Alpharetta Highway (SR 9/120)	Hill Street / Ramsey Street	—
Intersection Improvements	INT-06	Alpharetta Highway (SR 9/120)	Norcross Street	—
Intersection Improvements	INT-07	Alpharetta Highway (SR 9/120)	Upper Hembree Road	—
Intersection Improvements	INT-15	Grimes Bridge Road	Dogwood Road	—
Intersection Improvements	INT-16	Hardscrabble Road	Etris Road	—
Intersection Improvements	INT-20	Holcomb Bridge Road (SR 140)	Dogwood Road	—
Intersection Improvements	INT-24	Holcomb Bridge Road (SR 140)	Market Boulevard	—
Intersection Improvements	INT-26	Holcomb Bridge Road (SR 140)	Old Alabama Road	—
Intersection Improvements	INT-27	Holcomb Bridge Road (SR 140)	Old Roswell Place	—
Intersection Improvements	INT-33	Houze Road (SR 140)	Mansell Road	—
Intersection Improvements	INT-37	Mansell Road	Colonial Center Parkway	—
Intersection Improvements	INT-38	Mansell Road	Warsaw Road	—
Intersection Improvements	INT-39	Marietta Highway (SR 120)	Willeo Road	—
Intersection Improvements	INT-42	Old Alabama Road	Old Alabama Road Connector / Roxburgh Drive	—
Intersection Improvements	INT-43	Old Roswell Road	Old Roswell Place	—
Intersection Improvements	INT-48	Riverside Road	Dogwood Road	—
Intersection Improvements	INT-49	SR 9/120 (Village Center)	Magnolia Street/Canton Street	—
Roadway Realignments	RRA-02	Big Creek Parkway, Phase 3	Big Creek Parkway	North Point Parkway

Project Category	TMP Project Identifier	Project Name	From/At	To
Roadway Realignments	RRA-03	Commerce Parkway Extension	Old Roswell Road	Holcomb Bridge Road (SR 140)
Roadway Realignments	RRA-05	Houze Road Realignment	Existing Roadway	Alpharetta Highway (SR 9/120) at Commerce Parkway
Roadway Realignments	RRA-06	Mansell Road Extension	Alpharetta Highway (SR 9/120)	Crossville Road (SR 92)
Roadway Realignments	RRA-11	Sun Valley-Houze Road Connector	Houze Road (SR 140)	Existing Roadway
Traffic Calming Enhancements	TCE-04	Commerce Parkway	Holcomb Bridge Road (SR 140)	Old Roswell Road
Traffic Calming Enhancements	TCE-08	Eves Road	Riverside Road	Holcomb Bridge Road (SR 140)
Traffic Calming Enhancements	TCE-10	Hightower Road	Pine Grove Road	Coleman Road
Traffic Calming Enhancements	TCE-11	Holcomb Bridge Road (SR 140)	Holcomb Woods Parkway	City Limits
Traffic Calming Enhancements	TCE-12	Holcomb Woods Parkway	Old Alabama Road	Holcomb Bridge Road (SR 140)
Traffic Calming Enhancements	TCE-14	Jones Road	City Limits	Woodstock Road
Traffic Calming Enhancements	TCE-17	Marietta Highway (SR 120)	City Limits	Alpharetta Highway (SR 9)
Traffic Calming Enhancements	TCE-19	Norcross Street	Alpharetta Highway (SR 9/120)	Warsaw Road
Traffic Calming Enhancements	TCE-20	North Coleman Road	Pine Grove Road	Woodstock Road
Traffic Calming Enhancements	TCE-31	Willeo Road	Coleman Road	Marietta Highway (SR 120)

MAP 9.6

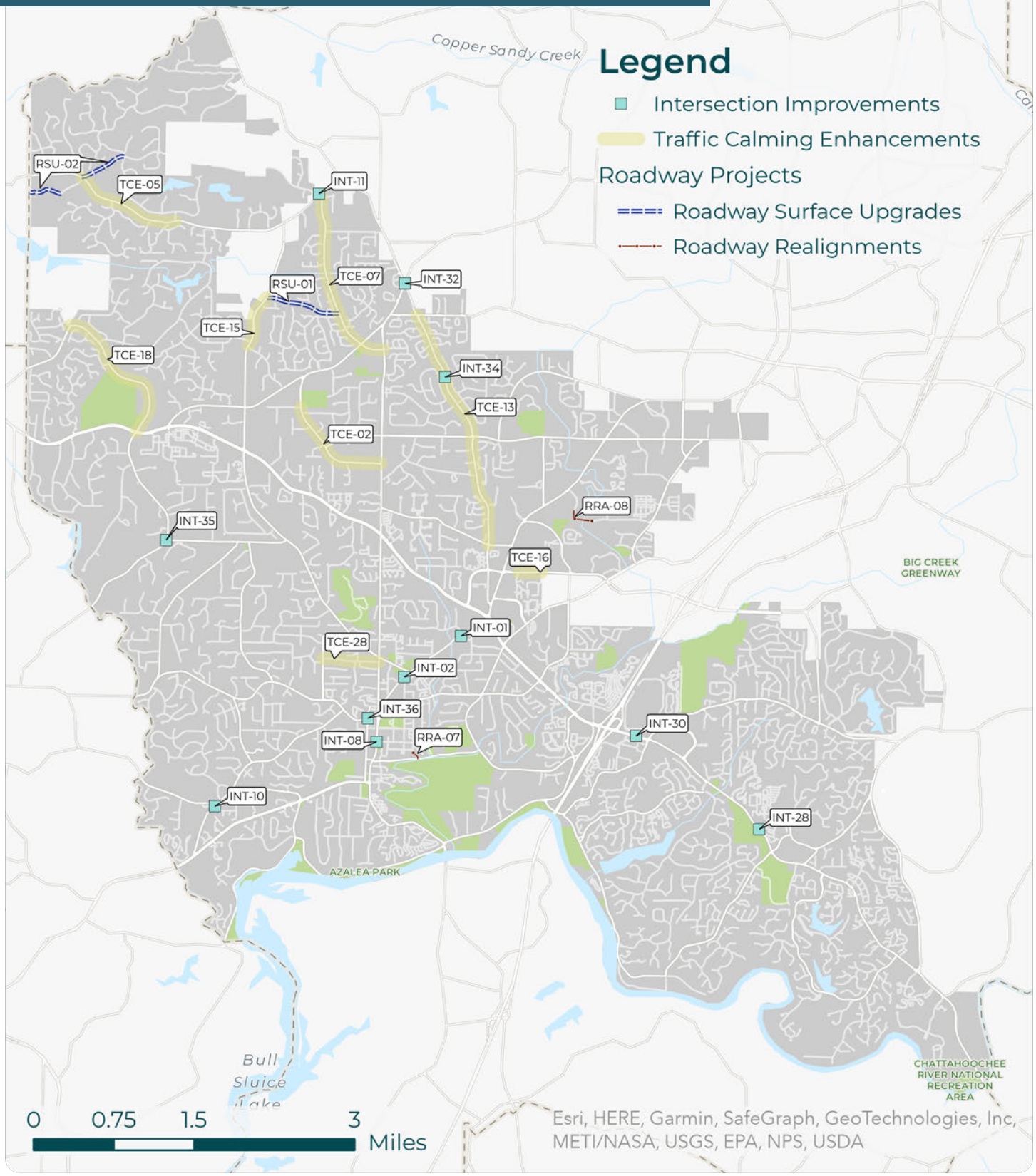
TIER 2 BICYCLE AND PEDESTRIAN PROJECTS



Project Category	TMP Project Identifier	Project Name	From/At	To
Bike/Ped	BPD-08	Crabapple Road	Hembree Road	Strickland Road
Bike/Ped	BPD-11	Crabapple Road / Canton Street	Planned Off-System Trail	Woodstock Road
Bike/Ped	BPD-12	East Roswell Trail / Champions Green Parkway / Powder Ridge	Scott Road	Nesbit Ferry Road
Bike/Ped	BPD-13	Elkins Road	Alpharetta Highway (SR 9/120)	Hembree Road
Bike/Ped	BPD-17	Grimes Bridge Road	Adult Rec Center (ARC) entrance	Norcross Street
Bike/Ped	BPD-18	Grimes Bridge Road	Norcross Street	Holcomb Bridge Road
Bike/Ped	BPD-19	Grimes Bridge Road	Oxbo Road	Adult Rec Center (ARC) entrance
Bike/Ped	BPD-24	Hembree Road	Elkins Road	Old Roswell Road
Bike/Ped	BPD-27	Hog Wallow Creek	Alpharetta Highway (SR 9)	Crossville Road (SR 92)
Bike/Ped	BPD-28	Hog Wallow Creek	Norcross Street	Alpharetta Street (SR 9/120)
Bike/Ped	BPD-29	Hog Wallow Creek	Oxbo Road	Norcross Street
Bike/Ped	BPD-30	Holcomb Bridge Road (SR 140)	Dogwood Road	SR 400 SB on/off ramps
Bike/Ped	BPD-32	Holcomb Bridge Road (SR 140)	Nesbit Ferry Road	Gwinnett County Line
Bike/Ped	BPD-33	Holcomb Woods Parkway	Holcomb Bridge Road	Old Alabama Road
Bike/Ped	BPD-34	Jones Road	Existing Sidewalk	Shallowford Road
Bike/Ped	BPD-36	Market Boulevard	Old Alabama Road	Kimberly Clark Driveway
Bike/Ped	BPD-37	Mimosa Boulevard / Oxbo Road	Magnolia Street	Alpharetta Highway (SR 9/120)
Bike/Ped	BPD-39	Norcross Street	Canton Street	Fraser Street / Forrest Street
Bike/Ped	BPD-40	Norcross Street	Fraser Street / Forrest Street	Norcross Street Bridge
Bike/Ped	BPD-41	Norcross Street	Norcross Street Bridge	Grimes Bridge Road
Bike/Ped	BPD-42	N-S Corridor	Marietta Highway (SR 120)	Willeo Road
Bike/Ped	BPD-48	Old Roswell Road	Holcomb Bridge Road	Commerce Parkway
Bike/Ped	BPD-57	Warsaw Road	Grimes Bridge Road / Norcross Street roundabout	Holcomb Bridge Road (SR 140)
Bike/Ped	BPD-58	Willeo Road	Near Boardwalk Connection	Azalea Drive
Bike/Ped	BPD-60	Atlanta Street (SR 9) over Chattahoochee River Pedestrian Bridge	Roberts Drive (in Sandy Springs)	Riverside Road / Azalea Drive
Bike/Ped	BPD-61	Holcomb Bridge Road (SR 140) / GA 400 Interchange Pedestrian Bridges	Holcomb Bridge Road (SR 140)	—

MAP 9.7

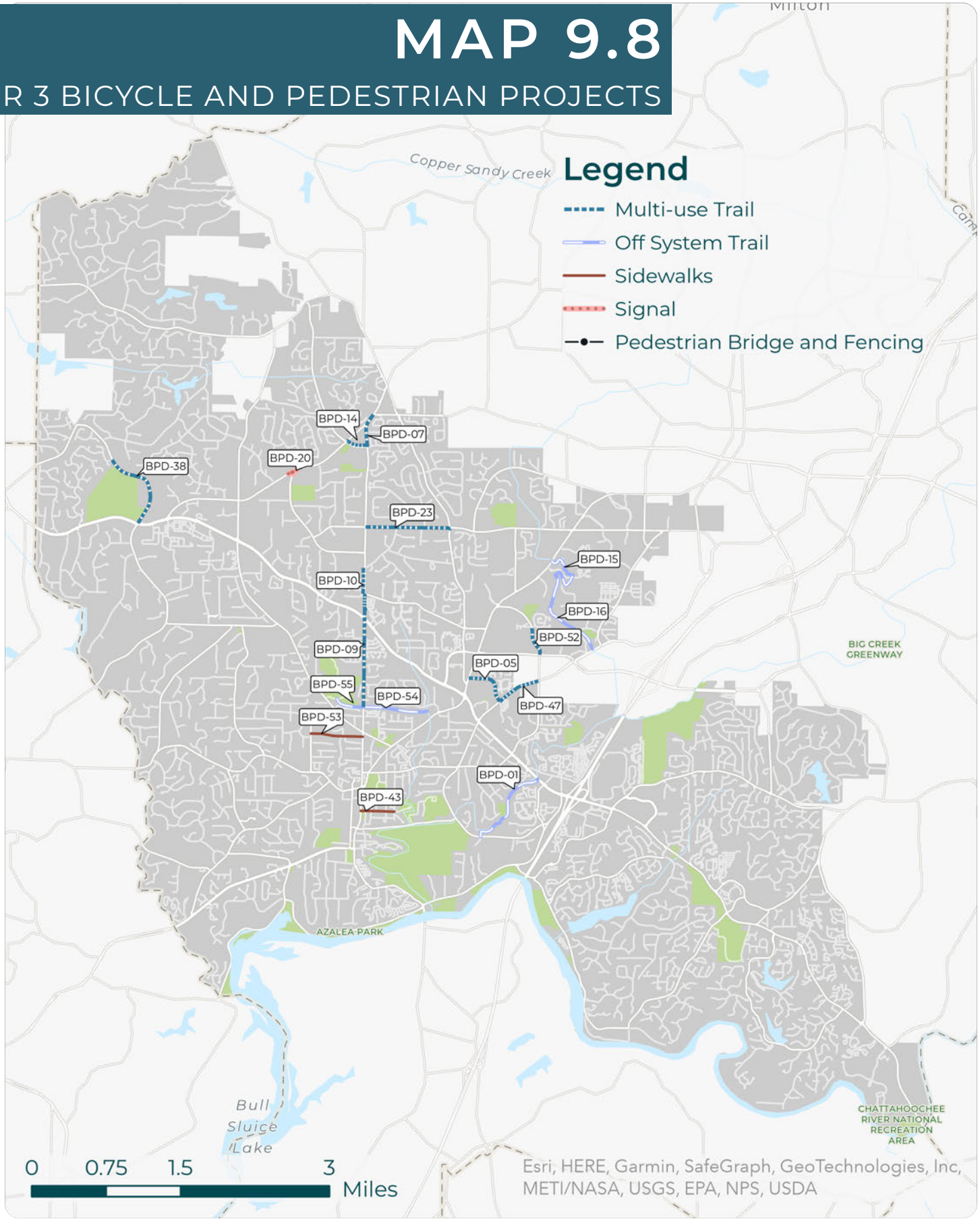
TIER 3 ROADWAY PROJECTS



Project Category	TMP Project Identifier	Project Name	From/At	To
Intersection Improvements	INT-01	Alpharetta Highway (SR 9/120)	Alpine Drive / Horton Drive	—
Intersection Improvements	INT-02	Alpharetta Highway (SR 9/120)	Fraser Street	—
Intersection Improvements	INT-08	Atlanta Street (SR 9/120)	Oak Street	—
Intersection Improvements	INT-10	Coleman Road	Willeo Road (west)	—
Intersection Improvements	INT-12	Cox Road	Lackey Road / Lum Crowe Road	—
Intersection Improvements	INT-28	Holcomb Bridge Road (SR 140)	Scott Road	—
Intersection Improvements	INT-30	Holcomb Bridge Road (SR 140	Market Boulevard / Market Way	—
Intersection Improvements	INT-34	Houze Road (SR 140)	Saddle Creek Drive	—
Intersection Improvements	INT-35	Jones Road	Bowen Road	—
Intersection Improvements	INT-36	Magnolia Street	Mimosa Boulevard	—
Intersection Improvements	INT-41	Norcross Street	Fraser Street / Forrest Street	—
Roadway Realignments	RRA-07	Myrtle Street Extension	Existing Roadway	Oxbo Road
Roadway Realignments	RRA-08	Old Ellis-Mansell Connector	Mansell Place	Old Ellis Road
Roadway Surface Upgrades	RSU-01	Kent Road	King Road	Etris Road
Roadway Surface Upgrades	RSU-02	Lum Crowe Road	City Limits	City Limits
Traffic Calming Enhancements	TCE-02	Chaffin Road	Coleman Drive	Crabapple Road
Traffic Calming Enhancements	TCE-05	Cox Road	Lackey Road	Litchfield Drive
Traffic Calming Enhancements	TCE-07	Etris Road	City Limits	Crabapple Road
Traffic Calming Enhancements	TCE-13	Houze Road (SR 140)	Houze Way	City Limits
Traffic Calming Enhancements	TCE-15	King Road	Kent Road	Chaffin Road
Traffic Calming Enhancements	TCE-16	Mansell Road	Holcomb Bridge Road (SR 140)	City Limits
Traffic Calming Enhancements	TCE-18	Mountain Park Road	Woodstock Road (SR 92)	Old Mountain Park Road
Traffic Calming Enhancements	TCE-28	Thompson Place	North Coleman Road	Canton Street

MAP 9.8

TIER 3 BICYCLE AND PEDESTRIAN PROJECTS



Project Category	TMP Project Identifier	Project Name	From/At	To
Bike/Ped	BPD-01	Big Creek (waterway)	Grimes Bridge Road	Holcomb Bridge Road (SR 140)
Bike/Ped	BPD-05	Commerce Parkway	Old Roswell Road	Alpharetta Highway (SR 9/120)
Bike/Ped	BPD-06	Crabapple Road	Etris Road	Hembree Road
Bike/Ped	BPD-07	Crabapple Road	Hardscrabble Road	Etris Road
Bike/Ped	BPD-09	Crabapple Road	Houze Way	Planned Off System Trail
Bike/Ped	BPD-10	Crabapple Road	Strickland Road	Houze Way
Bike/Ped	BPD-14	Etris Road	Hardscrabble Road	Crabapple Road
Bike/Ped	BPD-15	Foe Killer Creek	Elkins Road	Old Ellis Road extension
Bike/Ped	BPD-16	Foe Killer Creek	Old Ellis Road extension	Old Roswell Road
Bike/Ped	BPD-20	Hardscrabble Road	King Road	Etris Road
Bike/Ped	BPD-22	Hardscrabble Road / Crabapple Road	Etris Road	Rucker Road
Bike/Ped	BPD-23	Hembree Road	Crabapple Road	Houze Road
Bike/Ped	BPD-38	Mountain Park Road	Woodstock Road (SR 92)	Mountain Park Elementary School
Bike/Ped	BPD-43	Oak Street	Atlanta Street (SR 9/120)	Myrtle Street
Bike/Ped	BPD-47	Old Roswell Road	Commerce Parkway	Warsaw Road
Bike/Ped	BPD-52	Sun Valley Drive	Mansell Road	Finchely Drive
Bike/Ped	BPD-53	Thompson Place	North Coleman Road	Canton Street
Bike/Ped	BPD-54	Un-named E-W Creek	Crabapple Road	Hog Wallow Creek
Bike/Ped	BPD-55	Un-named E-W Creek	Roswell Area Park	Crabapple Road

ACRONYMS AND ABBREVIATIONS

AADT	Annual Average Daily Trips
AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
ADT	Average Daily Trips
AIA	American Institute of Architects
AICP	American Institute of Certified Planners
APA	American Planning Association
ARC	Atlanta Regional Commission
ATL	Atlanta Transit-Link Authority
BID	Business Improvement District
BIL	Bipartisan Infrastructure Law (see also "IIJA")
BRT	Bus Rapid Transit
BZA	Board of Zoning Appeal
BMP	Best Management Practices
CDBG	Community Improvement Block Grant
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CID	Community Improvement District
CIE	Capital Improvement Element
CIP	Capital Improvement Projects
ComDev	Community Development Department (Roswell)
DNR	Georgia Department of Natural Resources
DRI	Development of Regional Impact
DSRC	Dedicated Short Range Communications
EJ	Environmental Justice
EPA	Federal Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FunClass	Functional Classification
GCO	Georgia Commute Options
GDOT	Georgia Department of Transportation
GI	Green Infrastructure
GIS	Geographic Information Systems

GNFCID	Greater North Fulton Community Improvement District
GRTA	Georgia Regional Transportation Authority
HOA	Homeowners Association
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle
HPC	Historic Preservation Commission
HTF	Highway Trust Fund
IGA	Intergovernmental Agreement
IIJA	Infrastructure Investment and Jobs Act (see also “BIL”)
ITE	Institute of Transportation Engineers
ITS	Intelligent Transportation Systems
LCI	Livable Centers Initiative
LEED	Leadership in Energy and Environmental Design
LED	Light Emitting Diode
LiDAR	Light Detection and Ranging
LDP	Land Disturbance Permit
LMIG	Local Maintenance and Improvement Grant
LRTP	Long Range Transportation Plan
LOS	Level of Service
LTS	Level of Stress
MARTA	Metropolitan Atlanta Rapid Transit Authority
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MRPA	Metropolitan River Protection Act
NEPA	National Environmental Policy Act
NFCID	North Fulton Community Improvement District
NFCTP	North Fulton Comprehensive Transportation Plan
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
P3	Public-Private Partnership
PE	Preliminary Engineering / Design
PM	Project Manager
P&Z	Planning and Zoning
RDOT	Roswell Department of Transportation
RFP	Request for Proposal

RFQ	Request for Qualifications
ROW	Right-of-Way
RSS	Regional Safety Strategy
RSTS	Regional Strategic Transportation System
RTOP	Regional Traffic Operations Program
RTP	Regional Transportation Plan
SHPO	State Historic Preservation Office
SS4A	Safe Streets for All
SOP	Standard Operating Procedure
SPLOST	Special Purpose Local Option Sales Tax
SRTA	State Road and Tollway Authority
STBGP	Surface Transportation Block Grant Program
STWP	Short Term Work Program
SWTP	Statewide Transportation Improvement Plan
SWO	Stop Work Order
TCC	Transportation Control Center
TIP	Transportation Improvement Project
TDM	Transportation Demand Management / Travel Demand Management
TDR	Transfer of Development Rights
TMP	Transportation Master Plan
TOD	Transit-Oriented Development
UDC	Unified Development Code
ULI	Urban Land Institute
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation
USGS	United States Geological Survey
VMT	Vehicle Miles Traveled

01 — INTRODUCTION

The Transportation Master Plan (TMP) is designed to provide the City of Roswell with a well thought out, financially feasible, constructible vision for a future of transportation that has the support of Roswell's citizens and policy makers. The City of Roswell's TMP provides the policy basis for investments and what projects and programs the City wishes to fund to provide transportation services to its citizens. First developed in 2006, this edition represents the fifth update of the TMP. This update builds upon the previous editions and is based on the same values of:

- Protecting neighborhoods
- Preserving and enhancing the City's historic resources
- Protecting and expanding the City's natural resources and open spaces
- Exploring connectivity options
- Exploring innovative and context-sensitive system impacts
- Expanding multi-modal opportunities throughout the City including pedestrian, bicycle and transit facilities
- Balancing the role and position of Roswell's regional transportation facilities to mitigate impacts and provide protection to the City's character

Additionally, the Key Findings Report of the Roswell 2040 Comprehensive plan shows that Roswell is facing some of the challenges found by cities across the country such as:

- A major road network that is primarily fixed and built in the late 20th Century
- Changes in demography that may impact travel patterns including:
  - An aging population
  - A growing portion of the population living in poverty
- Travel patterns that cross political boundaries

With these challenges, Roswell will continue to face the issues of traffic congestion and redevelopment throughout the City.

1 .01
Goals and Strategies for the TMP

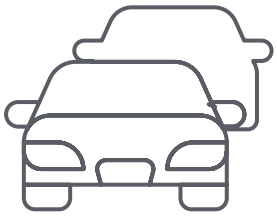
The Mayor and City Council approved Roswell's first formal Transportation Master Plan in November 2006. The document outlined a series of goals and objectives to guide project prioritization and to recommend how to make transportation investments. These goals and objectives are still valid today.

From the work performed in 2006, which included public visioning and brainstorming sessions, stakeholder interviews, and Council work sessions, a set of goals were defined to guide and measure the development of the plan. City staff have also worked in partnership with other North Fulton Cities in developing the North Fulton Comprehensive Transportation Plan (NFCTP) update in 2017.

GOALS OF THE TMP

ENHANCE SAFETY

Not just for vehicles, but for all users: private and commercial vehicle operators, pedestrians, bicyclists and transit riders.



MANAGE CONGESTION

Focusing on providing innovative yet realistic options for local traffic including key intersections, as well as creating new connections.

INCREASE BICYCLE, PEDESTRIAN, AND TRANSIT MOBILITY

Assuring that all City residents have safe bicycle and pedestrian mobility options and that transit service is as accessible to residents and visitors as possible.

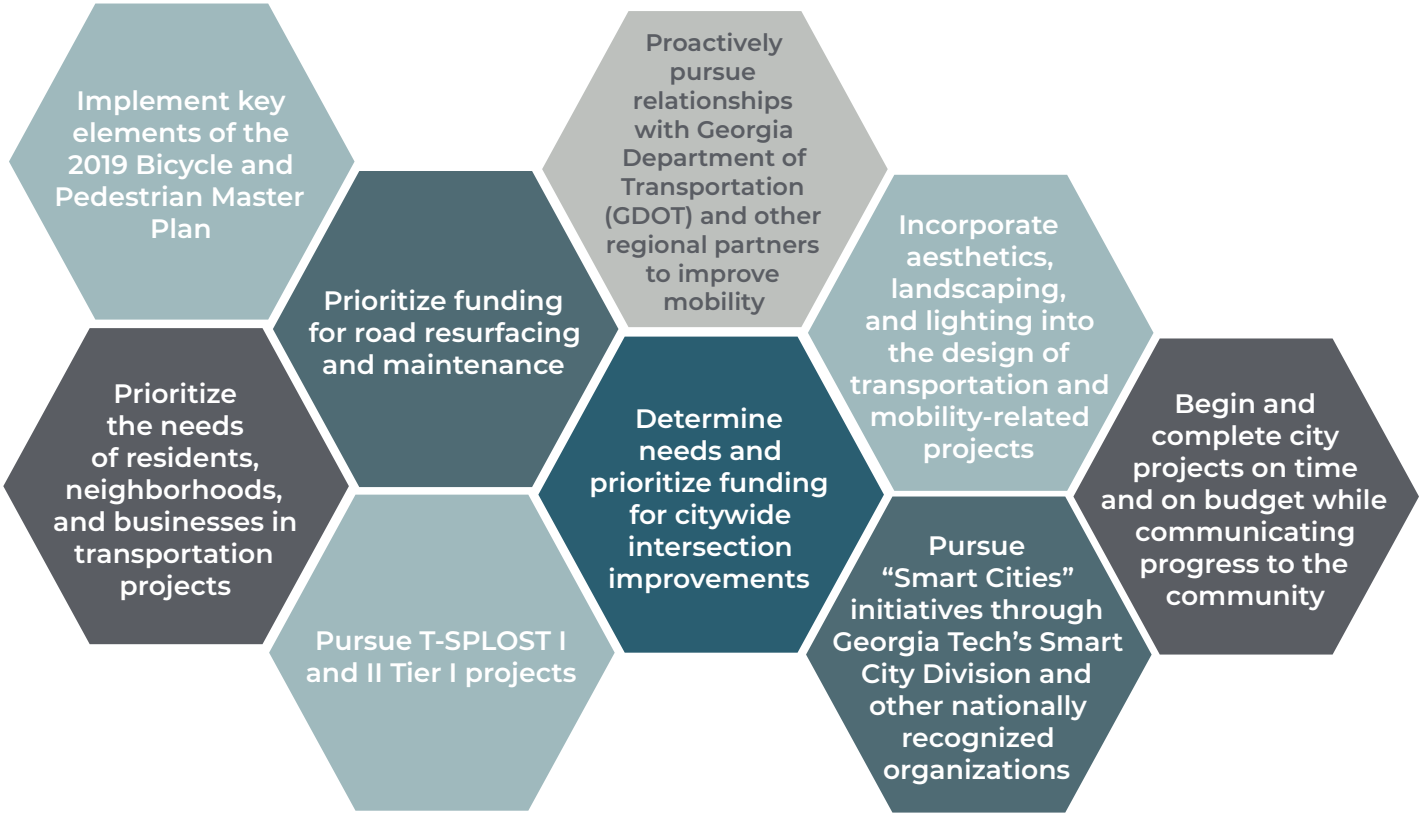
SUPPORT REDEVELOPMENT

Provide transportation systems that support redevelopment while preserving Roswell's character. This will allow the City to plan for a prosperous future.

In 2021, the City of Roswell adopted a Strategic Plan (2021-2025) that outlined several key strategic goals for the City to observe moving forward. While several goals can apply to elements of Transportation one of the strategic goals is primarily geared towards transportation.

KEY STRATEGIC GOAL: DEVELOP A DYNAMIC TRANSPORTATION NETWORK THAT OPTIMIZES MOBILITY

KEY OBJECTIVES



STRATEGIES

Find New Capacity

This is focused on building new local street network and improving connectivity, and in some cases, accepting a higher level of congestion to protect the City's neighborhoods and local character.

Focus on Intersections

Much of the congestion is located at key intersections and some corridors, simple solutions could include adding needed turn lanes, improved signalization, installation of roundabouts, and other connectivity options near major intersections.

Complete the Multi-Modal Function of Key Streets

This means adding sidewalks and bicycle facilities on the important streets that connect neighborhoods, schools, parks and other destinations. In March 2009, the City Council passed a "Complete Streets" policy that instructed staff to consider all users when roadway facilities were built or significantly upgraded where feasible.

Link Redevelopment and Transportation

Support the goal of redeveloping identified areas in the City by planning and requiring a robust network of streets and blocks to organize this development into a walkable and livable pattern.

To help focus efforts on these goals and strategies, it is recommended that Roswell focus on three main program areas:

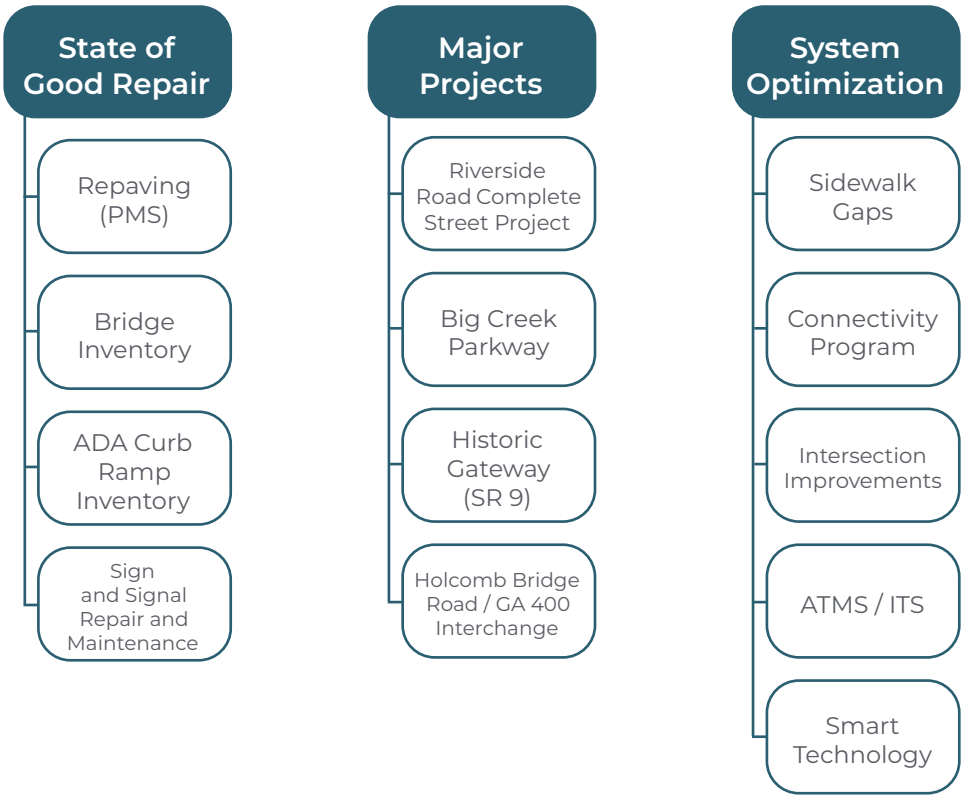


Figure 1.1 — Recommended Transportation Funding Programs

State of Good Repair

This program area focuses resources on maintaining Roswell's existing transportation infrastructure in a safe and working condition.

Major Projects

This program area focuses on large, high profile projects that will provide a significant change to the transportation system of Roswell. These are usually complex, multi-year projects.

System Optimization

This program area focuses on smaller scale or intersection projects that help provide connectivity, active transportation or support redevelopment efforts.

PURPOSE OF THIS PLAN

The purpose of the Transportation Master Plan (TMP) is to provide a document that examines all needs and prioritizes them based on stakeholder input. The plan includes all vision-based aspirations that establishes a proactive and balanced approach to Roswell's transportation needs over the next twenty-five years. Of utmost importance is the understanding that this document is a planning based tool providing local decision makers with the ability to make proactive decisions dealing with both development and redevelopment as it occurs, while protecting existing historic resources and neighborhoods.

The importance of vision-based goals and planning policies cannot be overemphasized for this Plan. Since Roswell is in the middle of a dynamically growing region, land use and transportation plans based upon circumstances that are changing will require periodic updates and changes. As long as the goals and policies are based on a community vision of what Roswell is and wants to be, the city's transportation system can continue to serve the needs of the area.

1.02
Relationship to the 2040 Roswell Comprehensive Plan

The *Roswell 2040* Comprehensive Plan established a vision for the City and expressed the City's values. The 20-year plan provides the basis for creation of the City's development regulations and is used as a guide for decision making. Population and employment growth are developed as well as how services and facilities will be developed, maintained, and/or improved to accommodate this future growth. The City was subdivided into nine areas representing the different types of predominant land uses. More detailed information about the *Roswell 2040* Comprehensive Plan is available on the City's website.

The TMP contains policies and projects that support the future land uses in the *Roswell 2040* Plan. These policies affect choices for travel modes (i.e. bicycles, pedestrians). By knowing how the City will grow in the future, the Roswell DOT can plan for how the transportation system will need to grow and change to accommodate that growth. The projects in the TMP will help ensure that adequate transportation facilities are in place to support growth.

1.03
Relationship to the Capital Improvement Program (CIP)

The Transportation Master Plan is somewhat analogous to the Atlanta Regional Transportation Plan in that the TMP covers long-range projects and programs and serves to feed the Capital Improvement Program, or CIP. The City's CIP represents those projects from all City departments funded for implementation. The transportation projects and programs identified as priorities by the mayor and City Council will be added to the CIP and adopted at the same time as the annual budget. If a project or program is unfunded, it remains in the TMP until such time as it is deemed a priority by the Mayor and Council, funded with local or other sources, or is removed from the TMP. The CIP generally covers the first five years of the TMP and therefore, will represent those short-range priorities identified by the Mayor and City Council.

1.04
Structure of the Plan

The structure of the Transportation Master Plan includes a report on **Existing Conditions** and a comprehensive inventory of the City's transportation infrastructure. This is followed by a detailed **Needs Assessment** that identifies a variety of deficiencies as well as potential projects and programs. Later, the Plan includes a **Financial Plan or Analysis** that identifies resources available to the City over the Plan horizon. Finally, programs and projects are combined in a master list that will be used to develop future investments in the City's transportation infrastructure over the next 25 years.

Projects and programs in the Plan will be grouped into three time periods to better prioritize and stage implementation. The first period covers the first five years (FY 25-29) for development of the CIP. The second period covers the midrange (FY 30-39) for staging of future priorities. The last period covers the long range of the Plan (FY 40-49). Projects in this time frame have been identified as needed; however, they would require significant work before moving forward. Finally, any of the projects left over after development of the Plan will be compiled into an unpublished "aspirations" list to ensure all potential projects identified during the Needs Assessment are accounted for in some form. Typical projects on this list usually are those that are considered very expensive, would require a significant amount of environmental work, or would need to be vetted with the public prior to moving forward. Ideally, the TMP would be revisited approximately every five years thereafter and refreshed.

1.05
Items Included in the Update

A plan should never be static; plans should remain dynamic, changing to reflect new information or to modify previously reported information. The Transportation Master Plan is no exception. This edition of the TMP includes three new chapters: Safety, Maintenance, and Traffic Calming. Previously this information was included in the Existing Conditions chapter.

The Atlanta Regional Commission (ARC) published their Regional Safety Strategy (RSS) in fall of 2022, which provided a comprehensive safety action plan for local governments in the region to proactively improve safety conditions in their jurisdictions. This plan has been reviewed and been added into this

TMP update or referenced accordingly.

Roswell DOT updated a variety of items in the TMP including maps and tables, and project lists. Other major items included in this update include, and revisions of the project listings to reflect current priorities as well remove those projects that have been constructed or rendered obsolete.

1.06 Relationship to the North Fulton Comprehensive Transportation Plan

The North Fulton Comprehensive Transportation Plan (NFCTP), adopted by the City of Roswell in December of 2017, and by the other North Fulton cities in early 2018, is the regional transportation plan for the six North Fulton cities: Alpharetta, Johns Creek, Milton, Mountain Park, Roswell, and Sandy Springs. This plan includes multi-modal transportation improvements for the entire North Fulton region, including those projects that cross jurisdictional boundaries. The plan also prioritizes projects that provide a greater benefit to the entire region rather than solely providing for a specific municipality's best interest. Many of Roswell's TSPLOST (Transportation Special Purpose Local Options Sales Tax) projects that was approved by voters in November of 2016 were recommended by the previous NFCTP that was completed in 2010. It is unknown when the next NFCTP update will occur, further coordination with the other North Fulton cities will need to occur in the years ahead.

02—EXISTING CONDITIONS AND INVENTORY

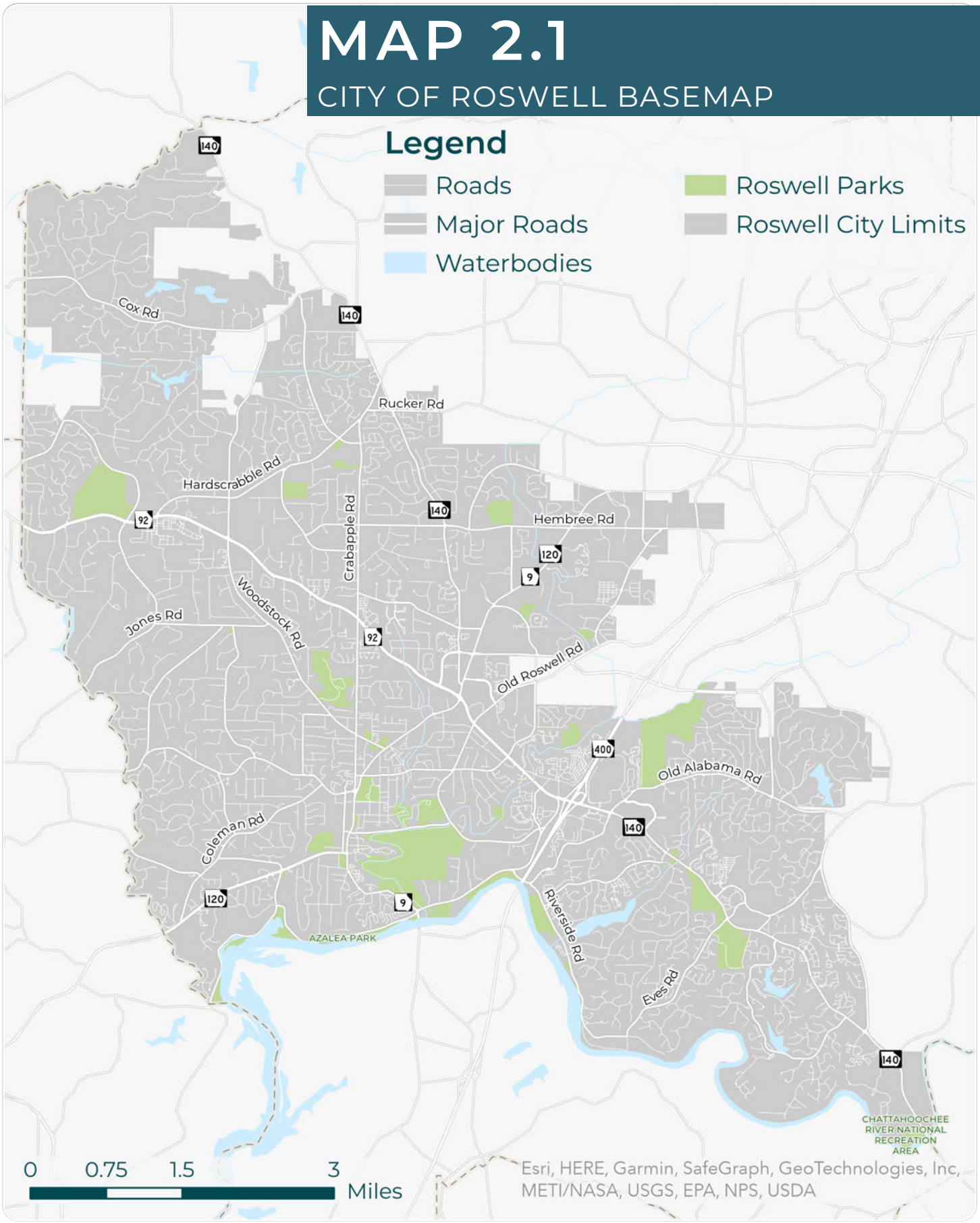
The intent of the transportation inventory and existing conditions is to establish a baseline understanding of the existing roadway network, transit service, bicycle and pedestrian connectivity, and other safety, capacity, and connectivity needs. From the inventory, determinations of future needs can be made based on the projected growth of the City. This glimpse provides a framework for identifying problems such as traffic congestion or sidewalk gaps.

Data gathering for the inventory came from a variety of sources – all of which were either researched externally or created in-house. The City of Roswell's 2040 Comprehensive Plan was recently completed in late 2021 and the United States 2020 Census data has released new statistics in November 2021, which aided the development of this TMP.

The inventory results were developed into spreadsheet files and GIS layers providing a basis for the needs assessment as part of the Master Plan development. Map 2.1 on the next page shows a current city base map, which is this TMP's study area. The summary of the Existing Conditions follows by section.

MAP 2.1

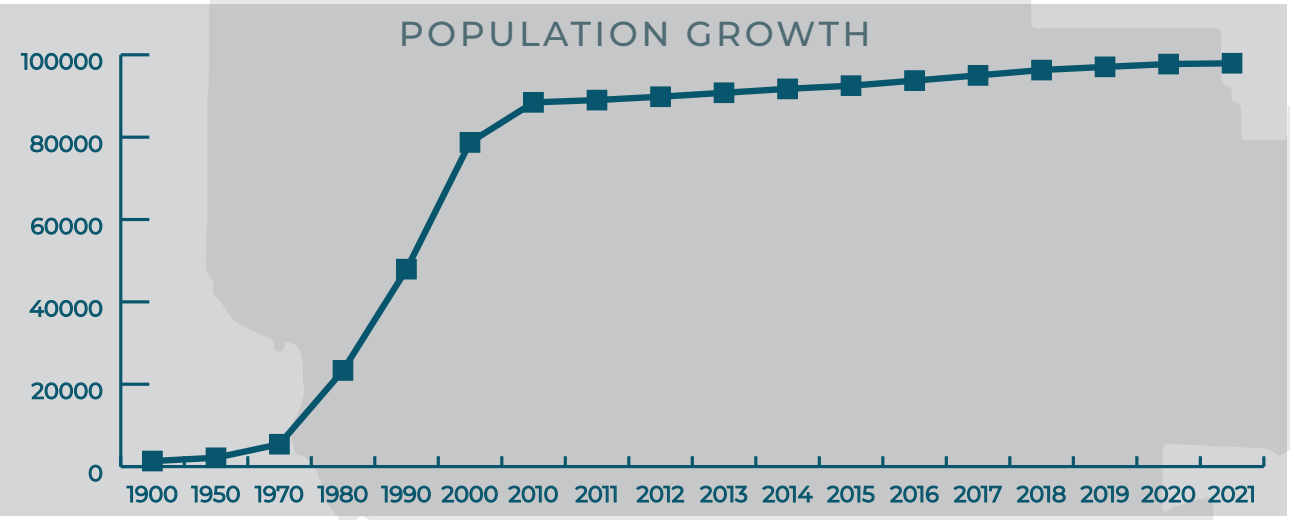
CITY OF ROSWELL BASEMAP



AT A GLANCE

DEMOGRAPHIC PROFILE

92,050 approximate population living within the city limits



2.5% percent of residents who take public transit to work

52.9% percent of residents who drive alone to work

7.4% percent of residents who carpool to work

39.3 average resident's age

24.8% percent of residents 18 and under

14.4% percent of residents 65+

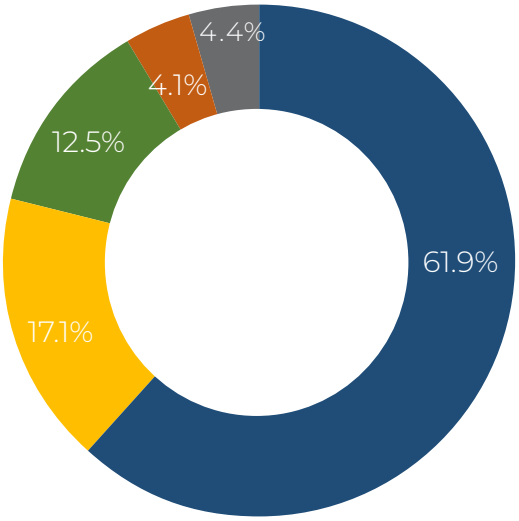
49.6% percent male residents

50.4% percent female residents

0.7% percent of residents who bike to work

34.8% percent of residents who work from home

1.7% percent of residents who walk to work



RACIAL BREAKUP

- White, Non-Hispanic
- Hispanic/Latino
- African American/ Black, Non-Hispanic
- Asian
- Other Races

안녕하세요
xin chào
Γειά σου
hallå
你好
привет
สวัสดี
kamusta

17.8%
percent of residents who speak a language other than English at home

93.6%
percent of residents 25 or older with a high school diploma

61.9%
percent of residents with a Bachelor's degree or higher

$111,214
average household income

3.0%
estimated unemployment rate

$408,700
average home value

1980 - 2010
when the majority (71%) of residential buildings were built

97.8%
percent of households with a computer

93.8%
percent of households with broadband Internet

2.02
Existing Land Uses

Generally speaking, the City of Roswell epitomizes suburban development centered on use of the automobile, where roadway connectivity is limited and land uses are segregated. This style of development was typical during the 1970's and 1980's. The Georgia 400 expressway was originally opened to traffic in the late 1970's which opened up the northern Atlanta suburbs for growth for decades to come. About 60% of all roadways in the city end in cul-de-sacs, and land uses are not usually mixed. Only recently has the concept of shared uses, or mixed-use development returned to Roswell. Mixed-use development shifts the focus away from the automobile and toward pedestrian and bicycle accessibility of the surrounding area and available transit facilities. The COVID-19 pandemic in 2020 caused disruption in the marketplace and in transportation planning, including decreased transit service and work from home technology. Prior to the pandemic, in the years 2018 and 2019, the City did have increases in redevelopment of properties around the Holcomb Bridge Road interchange, along S.R. 9 and a few residential redevelopments. With rapidly rising real estate costs, developers have sought to seek increased densities and infill style approach intending to yield more homes per acre. Roswell has been mindful in zoning rulemaking to find a balanced approach to growth to preserve the city's character and mobility in our existing transportation network.

The City has over 1,000 acres of land set aside in 13 parks and historic properties. One of the most popular park destinations in the City is the Riverwalk trail system running along the Chattahoochee River. This multi-use trail and bicycle facility attracts residents from Roswell and surrounding jurisdictions. In 2019, the City opened the latest phase of the riverfront corridor, which included a new boardwalk along Willeo Road that has been extremely popular with residents and visitors. In 2022, the voters passed additional bonds to help fund new bike/pedestrian projects but also parks projects.

It is important to note that most of the large parcels of land in Roswell have been developed, but there are several individual vacant parcels scattered around the City. The City is generally "built-out" at a very low density which opens up new opportunities to redevelop aging, underutilized, or declining properties. This plan reviewed land uses in Roswell and categorized these districts into a series of Character Areas. As part of the Existing Conditions section, those Character Areas, their boundaries, and land uses are shown in Table 2.1 below.

The City's major employment centers are focused on the areas surrounding the Holcomb Bridge Road (SR 140)/SR 400 interchange, the hospital area and light industrial area along Hembree Road, Alpharetta Highway (SR 9/120) at and north of Mansell Road, along Mansell Road from Alpharetta

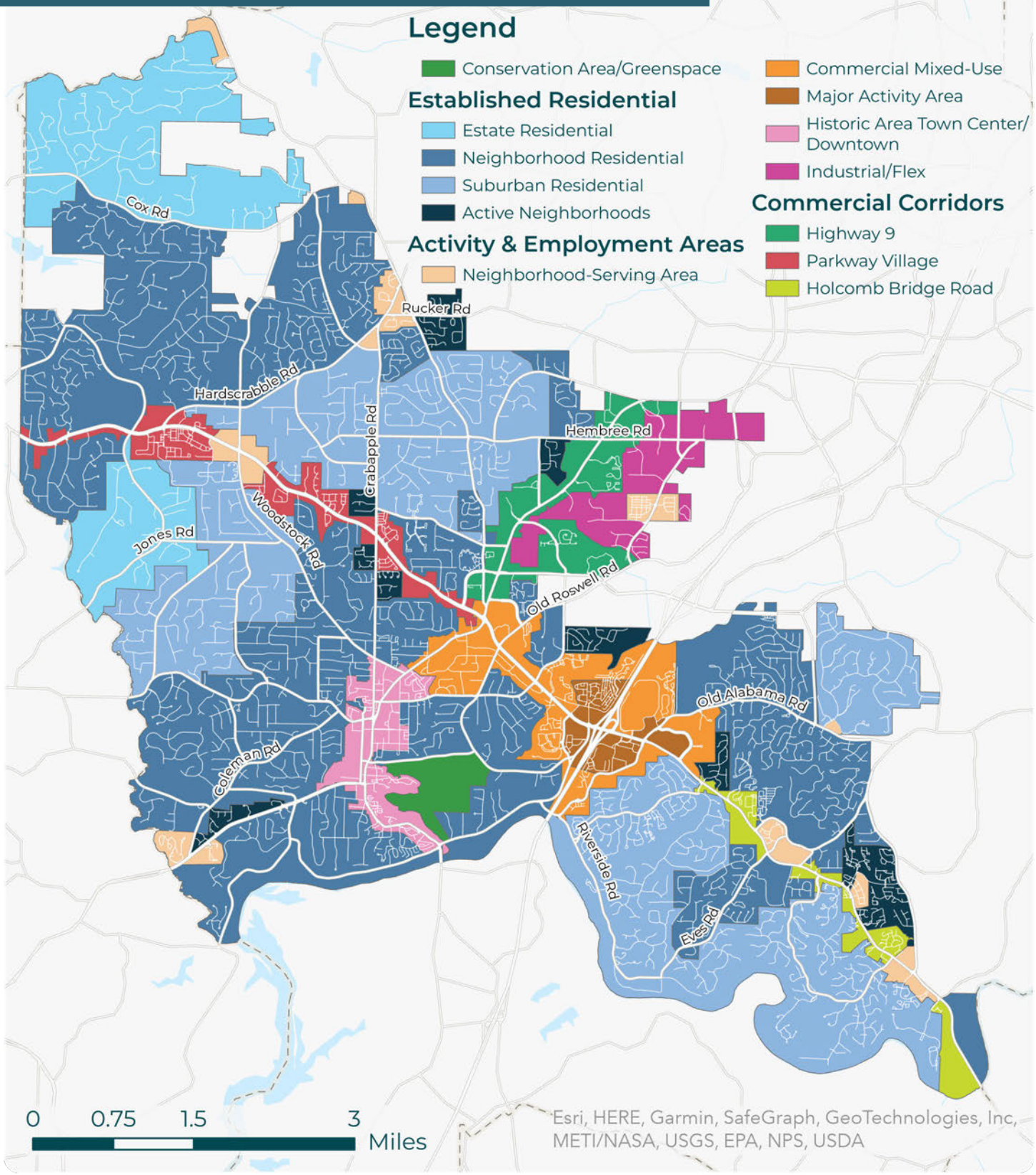
TABLE 2.1: LOCATIONS AND CHARACTERISTICS OF CITY OF ROSWELL CHARACTER AREAS

Planning Area	General Characteristics	Compatible Future Zoning
1 – Estate Residential	Single family residential on large lots; car dependent and usually not walkable	AG-43, RS-87, RS-30, CIV, REC, CON
2 – Suburban Residential	Mostly single family residential on large lots; limited redevelopment opportunities	AG-43, RS-87, RS-30, PRD, CIV, REC, CON
3 – Neighborhood Residential	Traditional suburban-oriented neighborhoods, often in subdivisions; medium to large lots; limited redevelopment opportunities	AG-43, RS-18, PRD, CIV, REC, CON
4 – Active Neighborhoods	Small lot single family homes and multi-family residential areas near commercial areas or commercial roadways	RS-12, RS-9, PRD, CIV, REC, CON
5 – Neighborhood-Serving	Commercial areas near to existing neighborhoods which provide an assortment of relevant restaurants, retail, and services; usually compact, walkable sites located along key intersections	NX, OP, CIV, REC, CON
6 – Commercial Mixed-Use	Future mixed-use, pedestrian friendly corridor with meaningful open space	RS-6, RS-4, RM-3, RX, CX, SH, CC, OR, OP, REC, CON
7 – Major Activity	Future vibrant activity center with transit-oriented development	RS-6, RS-4, RM-3, RX, CX, CC, OR, OP, CIV, REC, CON
8 – Historic Area/ Downtown	Unique cultural asset featuring historic architecture	RM-3, RX, DR, DX, DS, DH, CIV, REC, CON
9 – Industrial/ Flex	Industrial and heavy commercial development; office and business distribution district	OR, OP, IX, IL, CIV, REC, CON
10 – Highway 9	Future mixed-use, pedestrian friendly corridor with signage and street aesthetics to signify entrance into the city	RS-6, RS-4, RM-2, RM-3, RX, CX, SH, CC, CH, OR, OP, IV, CIV, REC, CON
11 – Parkway Village	Future commercial corridor with historic character and pedestrian interparcel connections	RS-9, RS-6, RS-4, R-CC, R-TH, PV, CIV, REC, CON
12 – Holcomb Bridge Road	Future mix of residential, retail and commercial; large multi-use trail network connecting residences with Big Creek Park and the Chattahoochee River	R-TH, RM-2, NX, CX, CC, PV, OR, OP, CIV, REC, CON
13 – Conservation & Greenspace	Protected parkland that serves a major piece of the interconnected trail system of Roswell	REC, CON

Source: Roswell 2040 Comprehensive Plan, City of Roswell

MAP 2.2

ROSWELL CHARACTER AREAS



Highway (SR 9/120) to Westside Parkway and the city limits, and the area surrounding City Hall in the Historic District. Map 2.2 on the previous page shows the Character Areas boundaries mentioned above. Appendix A at the end of the document shows the Existing and Future Land Use Maps for the City of Roswell.

2.03
Roadway Characteristics

2.03.01
FUNCTIONAL CLASSIFICATION OF ROADS

The classification of streets into a functional hierarchy of road classes is necessary for communication among engineers, administrators, and the public. Functional classification, the grouping of streets by the character of traffic service they provide, is an important transportation planning tool. The five different street classifications (Freeway, Principal Arterial, Minor Arterial, Collector, and Local) are differentiated by many characteristics. The two main considerations in classifying streets functionality are access and mobility. Additional considerations include daily traffic volumes, traffic control conditions, and the character and intensity of roadside development.

Balancing access to property and travel mobility is the goal of establishing a functional classification of streets. Higher classified streets (principal and minor arterials) are primarily intended to provide travel mobility while limiting access. Conversely, lower classified streets (collector and local) are primarily intended to provide access to property and local mobility. Collectors offer a balance between the two functions of access and mobility. A more detailed description of the street classifications is described below. It is important to note that the functional classification can change over time as street and area conditions change or new guidance is issued on the defining parameters.

FREEWAY

A freeway is a multi-lane controlled access road which only allows access at designated grade-separated interchanges. The primary function of the freeway is the movement of people and goods over long distances at high speeds with a minimum amount of friction from entering and exiting traffic. SR 400/US 19 is the only freeway within Roswell. Bicycles and pedestrians are prohibited on freeways. Most of the trips are longer and high speed and in addition, trucks are encouraged to use these routes.

GA 400 under Holcomb Bridge Road, facing south

PRINCIPAL ARTERIAL

Principal arterials primarily provide major vehicular mobility function and are typically high traffic volume corridors and serve the relatively long trips, second only to freeways. These streets typically limit direct access to property to improve the through movement flow. Principal arterials serve trips between important centers of activity, trips entering and leaving the city, and trips passing through the city. These roads typically have multiple lanes and either a two-way left-turn lane or a raised median. These roads usually carry traffic volumes greater than 7,000 vehicles per day, but generally are routes carrying around 25,000 vehicles per day. Examples of principal arterials are Crossville Road (SR 92), Holcomb Bridge Road (SR 140), Marietta Highway (SR 120), and Alpharetta Street/Atlanta Street (SR 9/120) .

Holcomb Bridge Road (SR 140)

MINOR ARTERIAL

The minor arterial street network interconnects with and augments the principal arterial street network. The minor arterial accommodates trips of moderate length at a lower level of travel mobility than principal arterials. These streets provide more access to property than principal arterials. Minor arterials are typically two to four lanes and may include a two-way center turn lane or have a median with periodic turn lane breaks. These roads typically experience traffic volumes between 3,000 and 14,000 vehicles per day, but may have higher traffic. Examples include Crabapple Road, Hardscrabble Road, and Old Alabama Road.

Canton Street

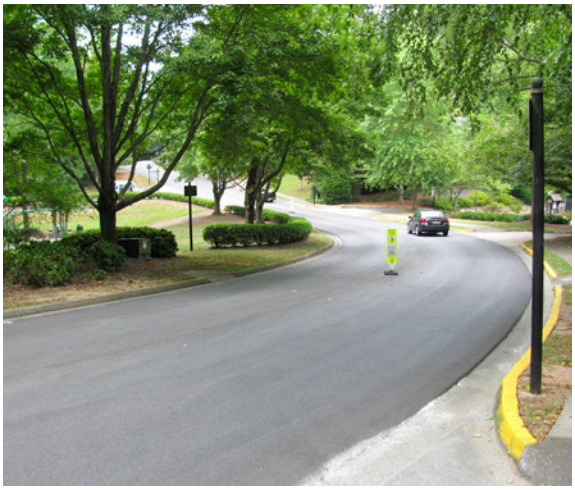
Mimosa Boulevard

COLLECTOR

Collector streets balance land access and traffic circulation within residential neighborhoods and commercial and industrial areas. Collectors are designed to collect traffic from local streets and channel it onto the arterial streets. Collectors are typically two lanes with turn lanes at key intersections. These roads typically experience traffic volumes between 1,100 and 6,300 vehicles per day, but some may experience higher volumes closer to 10,000 vehicles per day. Examples of collectors are Hightower Road, Martin Road, Houze Way, Chaffin Road, and Mountain Park Road.

LOCAL

Local streets primarily permit direct access to abutting property and connect to higher classified streets. Local streets typically have very low traffic volumes (<1,000 vehicles per day) and little to no through traffic. Local streets are the lowest classification of streets and include the remainder of the streets in the city.



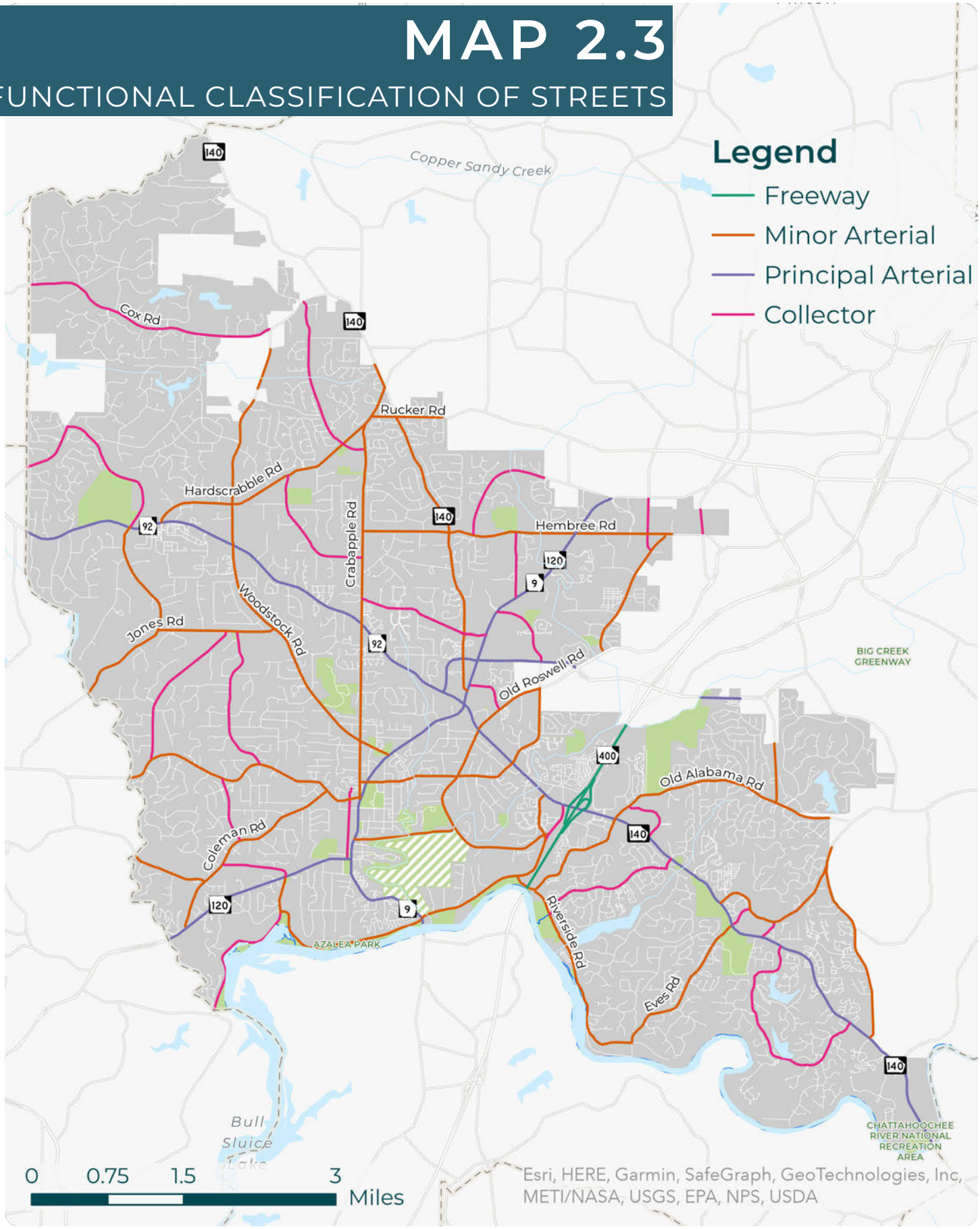
Wildwood Springs Drive

While "residential street" is not one of the functional classifications of the roadway, many people think that some roads are considered residential in nature – in other words, low impact designs with low traffic volumes. In reality, residential streets can be classified as a collector, minor arterial, or principal arterial. Most residential streets would be classified as local due to the volume of traffic they carry. An example is Hardscrabble Road, which is often referred to as a "residential street" but is functionally classified as a minor arterial based on the function of the road connecting SR 92 and Crabapple Rd.

Map 2.3 on the next page illustrates the street functional classification based on the adopted 2016 Comprehensive Plan. A full list of the streets and their functional classification are included in the Appendix section of this document.

MAP 2.3

FUNCTIONAL CLASSIFICATION OF STREETS



2.03.02
ROADWAY CHARACTERISTICS

The existing public street network within the city limits consists of roadways on the state roadway system and City-maintained roadways. The public street network totals approximately 350 centerline miles. Of the total mileage, GDOT maintains 3.26 miles of freeway miles (primarily SR 400 including ramps) and maintains about 22.75 miles on the state roadway system. Table 2.2 summarizes the total lane-miles by street functional classification based on the adopted.

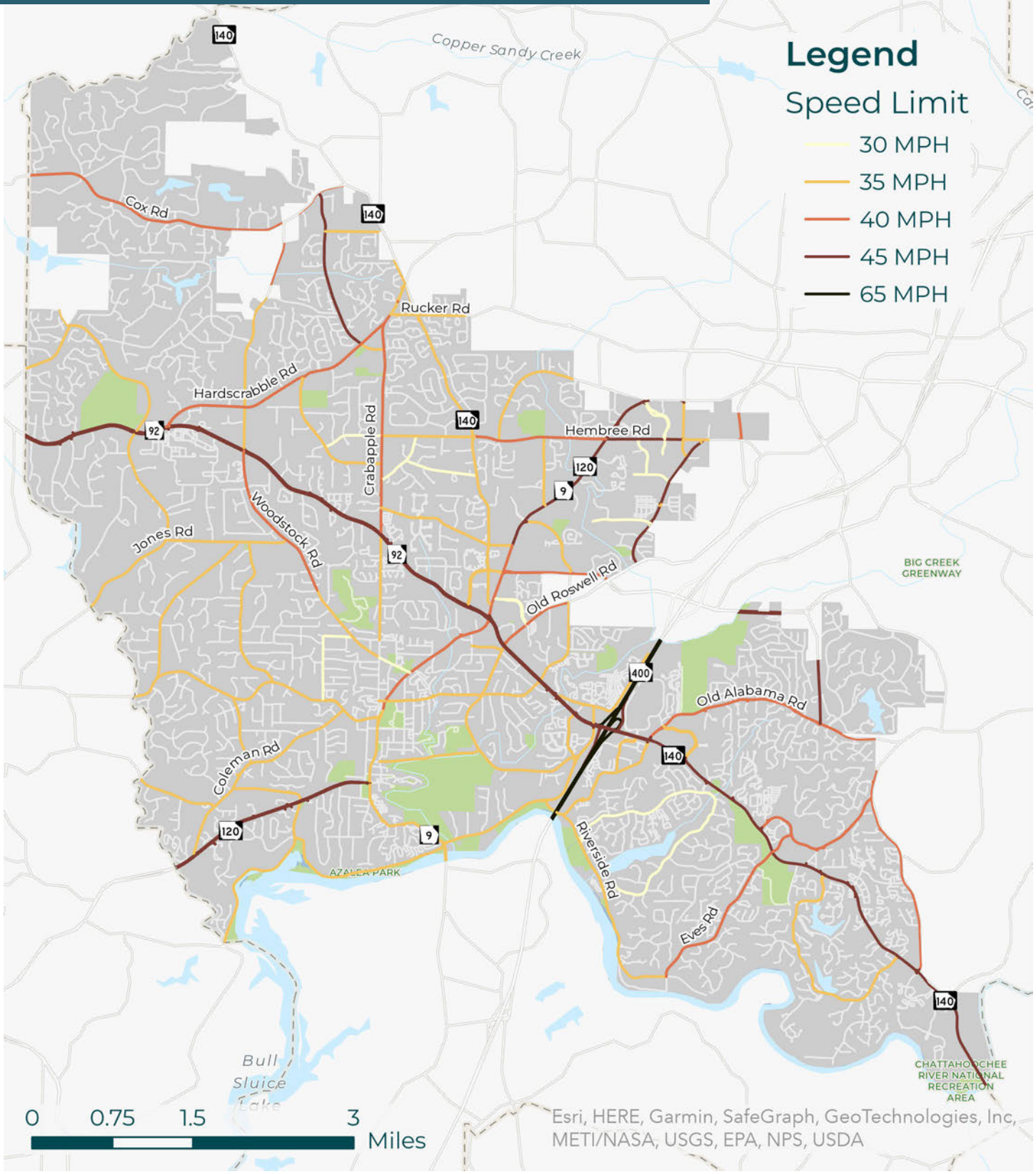
TABLE 2.2: STREET FUNCTIONAL CLASSIFICATION BY TOTAL MILEAGE

Street Type	Mileage	Percentage
Freeway	3.3	1%
Principal Arterial	21.5	6%
Minor Arterial	49.7	14%
Collector	24.0	7%
Local	251.5	72%

Posted speed limits for all public roadways within the city limits are adopted by City Council and recorded in Article 22.6 – Speed Limits Appendix of the City of Roswell Code. Map 2.4 on the next page illustrates the posted speed limits within the city.

MAP 2.4

POSTED SPEED LIMITS



2.03.03 CONGESTION IN THE CITY

VEHICULAR LEVEL OF SERVICE

The FHWA Office of Operations acknowledges that about 50% of the congestion experienced by motorists happens virtually every day – known as "reoccurring". This type of congestion occurs when the number of vehicles exceeds the roadway capacity. The other half of congestion is caused by temporary disruptions that take away part of the roadways' capacity from use otherwise known as "nonrecurring" congestion.

Level of service (LOS) is a quantitative stratification of quality of service. The FHWA Highway Capacity Manual (HCM) divides highway quality of service into six letter grades, "A" through "F," with "A" being the best and "F" being the worst. The following general statements characterize LOS along urban streets:

- **LOS A** describes primarily free-flow operations at average travel speeds with minimal delay at traffic signals. Vehicles are completely unimpeded in their ability to maneuver.
- **LOS B** describes reasonably unimpeded operations at average travel speeds. The ability to maneuver in traffic is only slightly restricted and there is minimal delay at traffic signals.
- **LOS C** describes stable operations; however, the ability to maneuver and change lanes in midblock locations may be more restricted than LOS B. At a traffic signal, vehicles typically do not wait for more than one cycle to move through the intersection. LOS C generally ranges from 70 to 85 percent of the overall capacity.
- **LOS D** borders on a range in which small increases in flow may cause substantial increases in delay and decreases in travel speed. LOS D generally ranges from 85 to 100 percent of capacity.
- **LOS E** is characterized by significant delays caused by a combination of adverse traffic progression factors. LOS E means the roadway is at capacity.
- **LOS F** is characterized by extremely low speeds. Intersection congestion occurs at critical signalized intersections, with high delays, high volumes, and extensive queuing. LOS F means the roadway is over capacity.

While it is desirable in urban areas to design for LOS C, many cities and counties have set goals to design for a higher level of delay at LOS D. Beyond that point, at LOS E or F, drivers tend to become frustrated by the amount of delay and road rage can sometimes occur. The best practice is to design for LOS C, but to accept LOS D. Of course, the needs of all modes of travel must be considered and context-sensitive solutions should be considered. Table 2.3 summarizes the characteristics of the level-of-service designations.

TABLE 2.3: AUTOMOBILE LEVEL-OF-SERVICE CHARACTERISTICS

Level-of-Service	Volume-to-Capacity	Average Travel Speed (mph)
A	< 0.3	≥ 35
B	0.3 – 0.49	≥ 28
C	0.5 – 0.74	≥ 22
D	0.75 – 0.89	≥ 7
E	0.90 – 0.99	≥ 13
F	> 1.0	< 13

Due to limitations on funding in generating this in-house study, not all intersections were analyzed so staff had to focus primarily on intersections located on arterial and collector routes. Some locations that had existing projects or had funding committed were not done. In addition, additional focus on capacity was looked at on a case-by-case basis given widening projects have generally faced resistance by residents who have traditionally preferred smaller less intrusive operational improvements.

52 intersections were modeled by staff and contractor Michael Baker International to determine the level of delay they experience during peak traffic times in the mornings and evenings. Using SYNCHRO modeling software, the analysis shows seconds of delay at the intersection and categorizes the level-of-service based on the stratification listed above. In order to better understand the need to concentrate on congested areas, staff focused on LOS “D”, “E” and “F”.

Capacity or operational improvements were considered on a case-by-case basis, focusing on minimally invasive operational improvements that are preferred by residents over large widening projects.

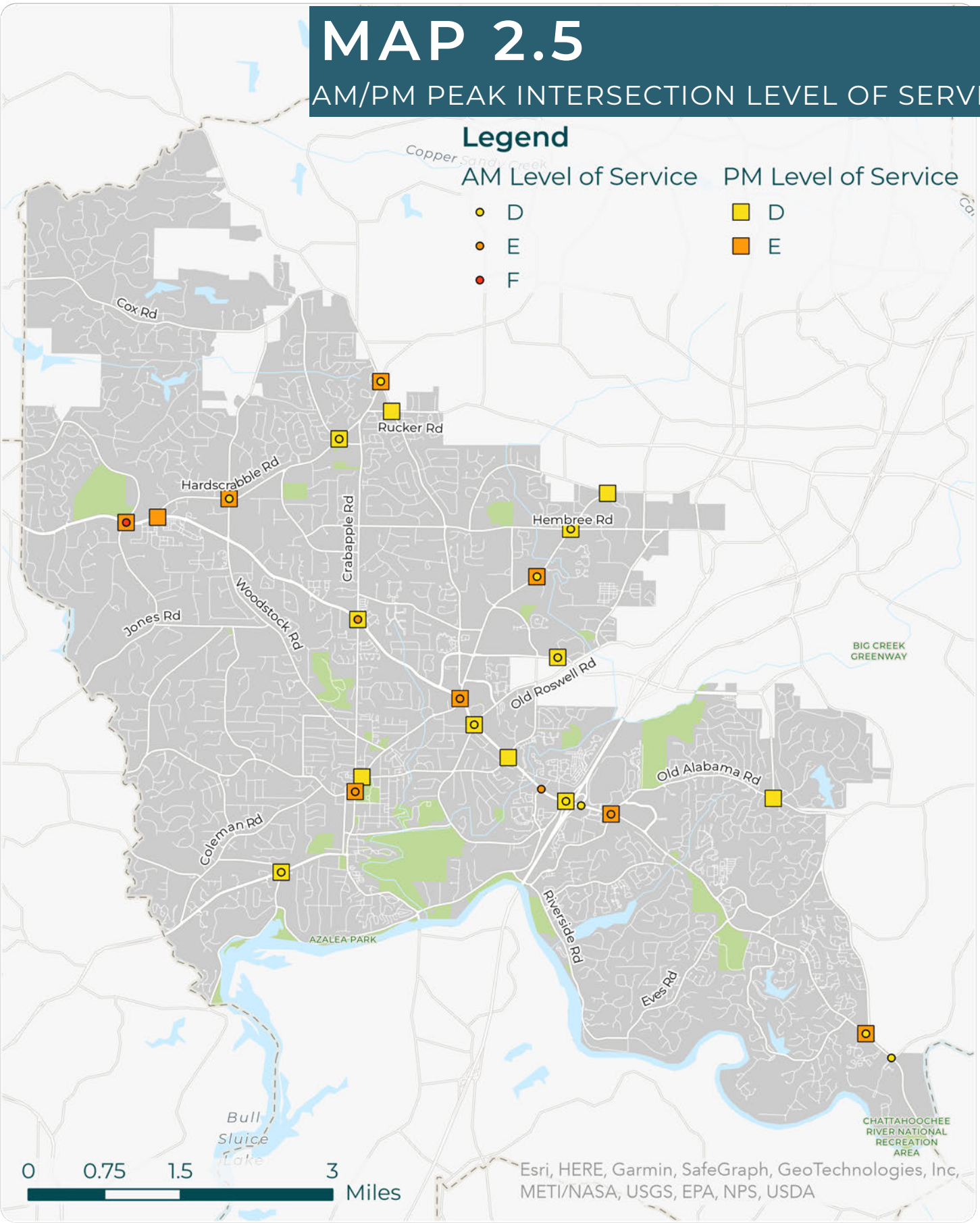
Map 2.5 on the next page shows these intersections.

Studying current congestion levels to plan for projects twenty or thirty years in the future does not yield any beneficial information. To help municipalities better get a gauge on what congestion will look like when they expect their projects to be built, the ARC has produced a regional travel demand model to show what congestion levels will look like through 2060. This model is considered state of the art, and includes estimated population changes, as well as major transportation projects anticipated to be complete by approximately 2040.

Maps 2.6 and 2.7 on the following pages show the anticipated morning and evening peak hours of service for Roswell in 2050.

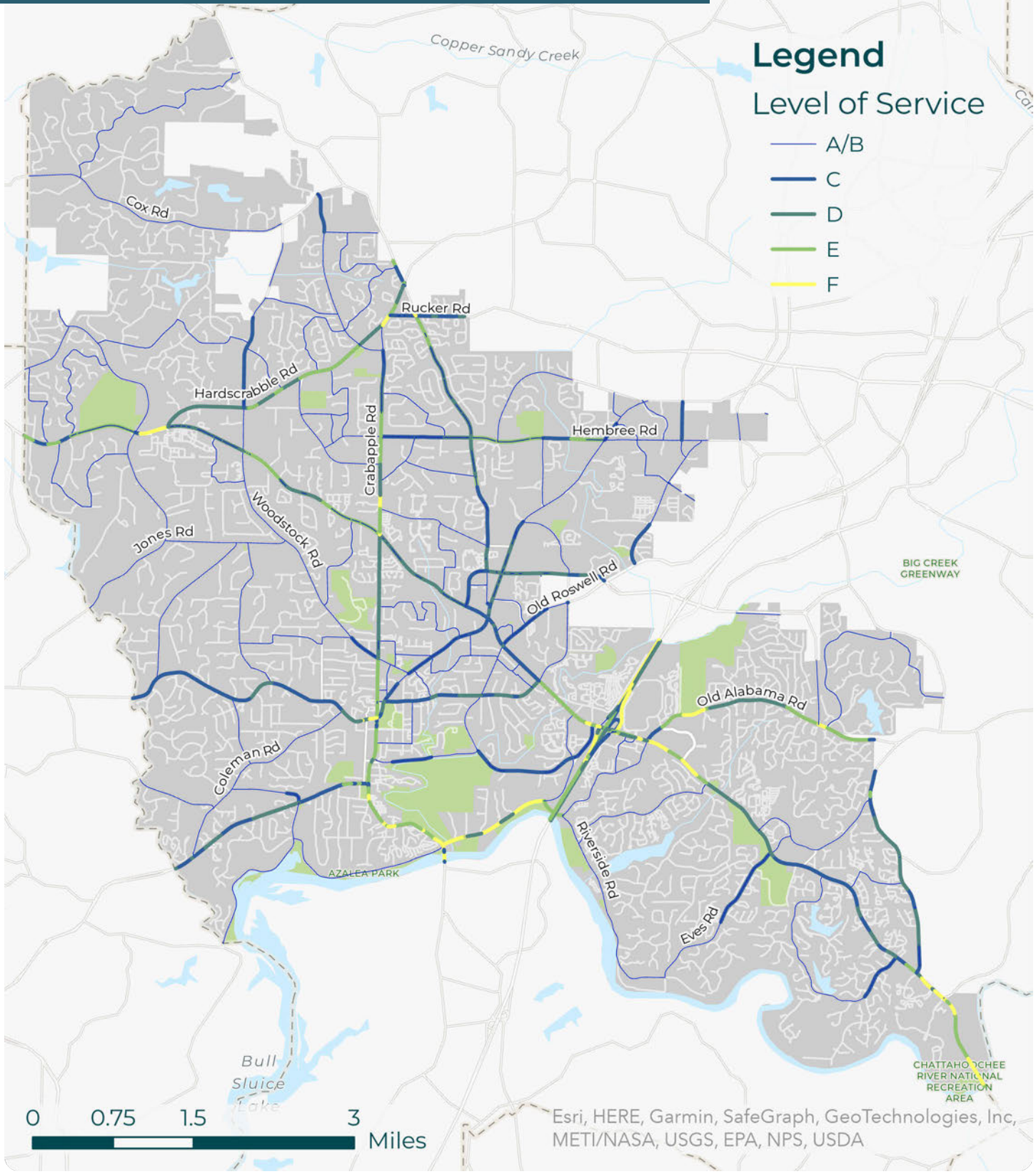
MAP 2.5

AM/PM PEAK INTERSECTION LEVEL OF SERVICE



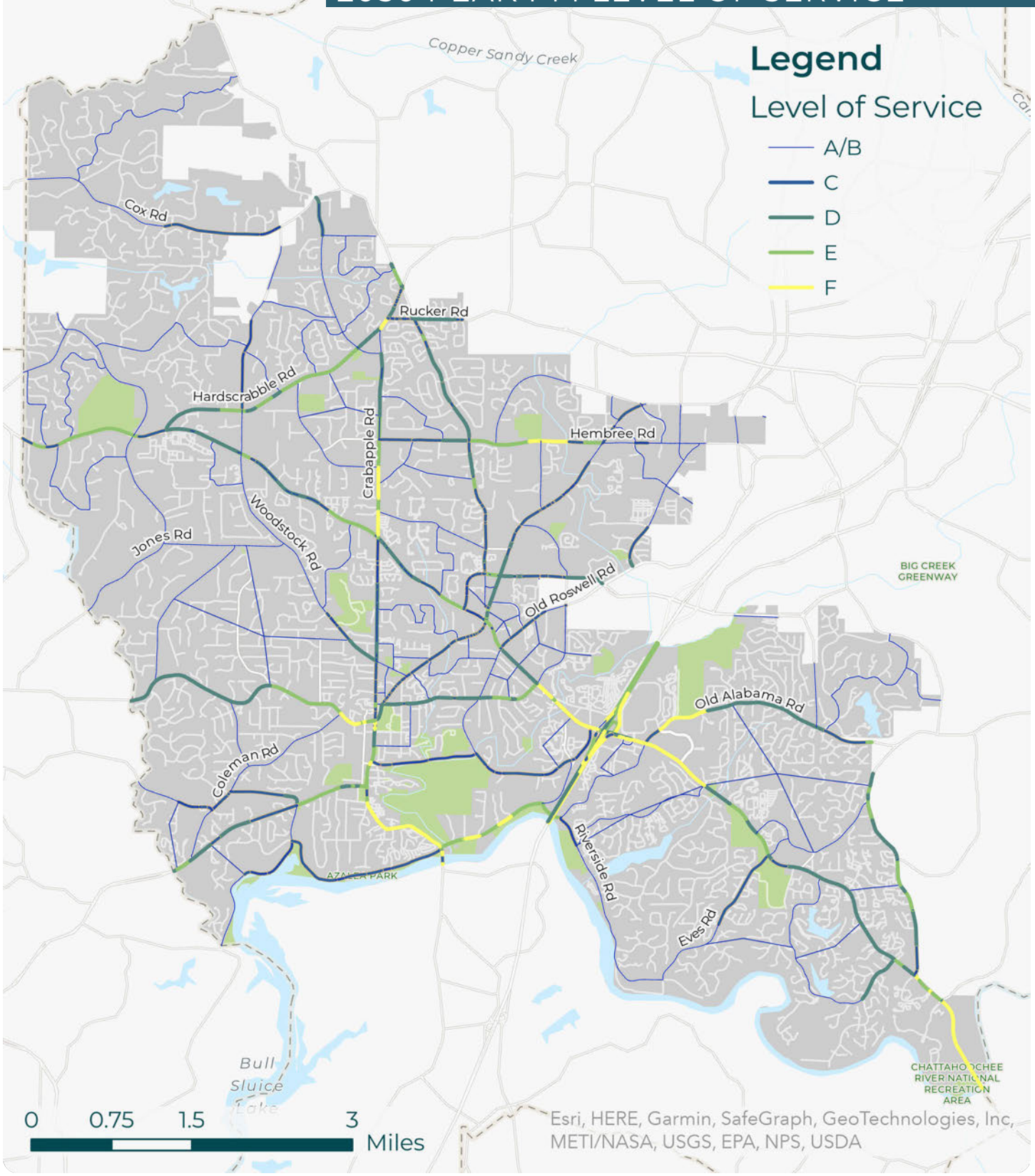
MAP 2.6

2050 PEAK AM LEVEL OF SERVICE



MAP 2.7

2050 PEAK PM LEVEL OF SERVICE



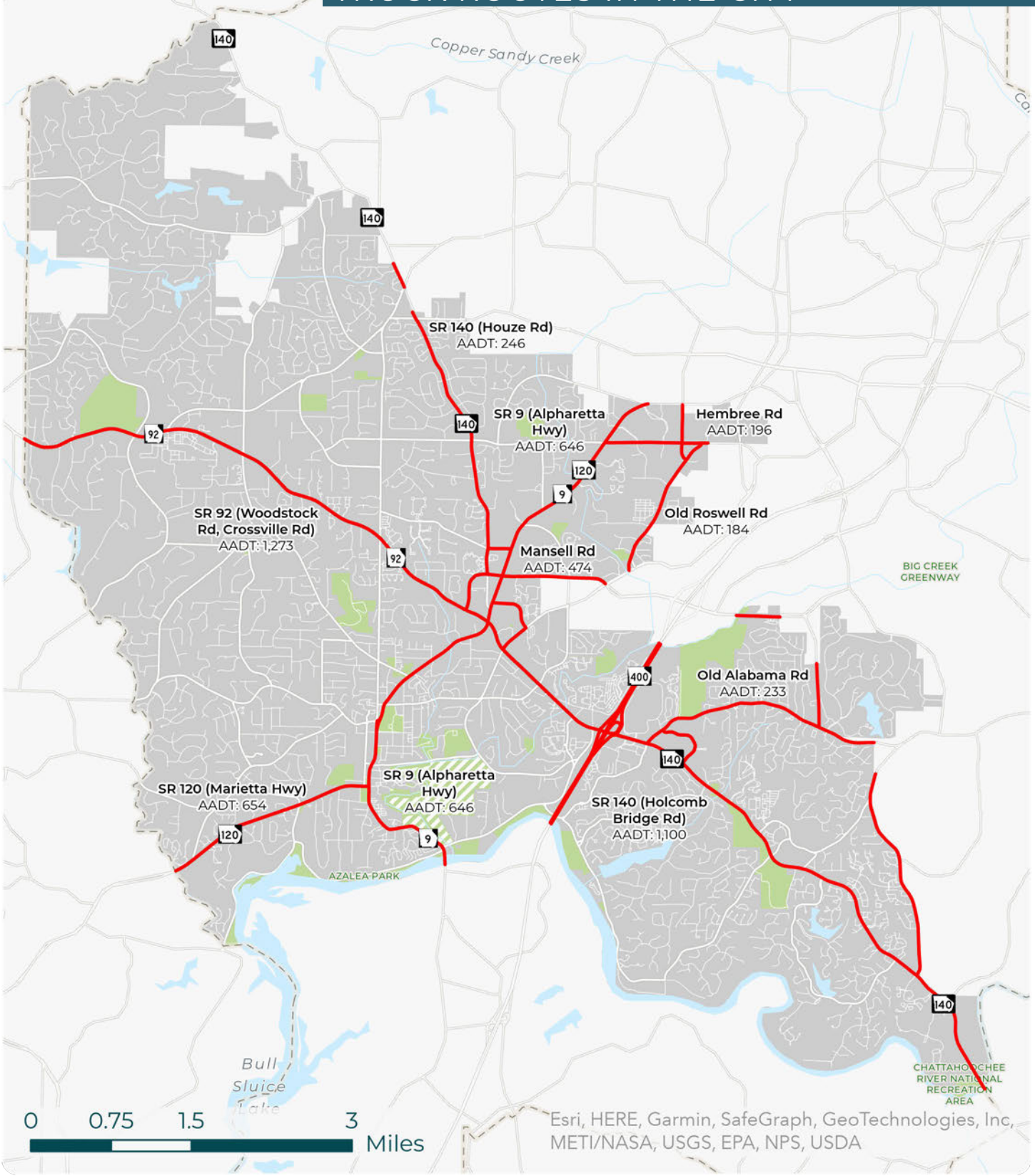
2.04
Freight Provisions

The City prohibits trucks on all streets except those that have designated truck routes. There are 19 designated truck routes specified in City ordinances, primarily on principal and minor arterials. Principal arterials are better equipped to handle truck traffic than lower functionally classified roads because of their 12-foot minimum lane widths, wide intersection turning radii, and thicker road base. These road specifications help to prevent sideswipe damage as well as potholes and other forms of asphalt cracking.

GDOT has two permanent and numerous portable count stations within the city limits where truck percentage is collected annually. In 2021 (latest year available), the count stations indicated truck percentage ranging from two percent to six percent annually. The average truck percentage on collector roads and above throughout the city limits is estimated to be below 2%. Certain corridors experience higher truck volumes than others but are still generally low as Roswell does not have a large distribution hub like other parts of the Atlanta region. Most truck traffic is bound for local deliveries from those key distribution hubs in Gwinnett County, Cobb County, near the Atlanta airport, or in Henry County. Excluding the GA-400 expressway, Holcomb Bridge Road (SR 140) and Crossville Road / Woodstock Road (SR-92) experiences the heaviest average truck volumes throughout the city while Marietta Highway (SR 120) experiences the least. Map 2.8 on the next page illustrates the designated truck routes and 2021 average annual daily (AADT) truck volumes in the city. The truck routes are the state route highway system along with a handful of key roads near areas of Roswell that have higher concentration of commercial or light industry type land uses.

MAP 2.8

TRUCK ROUTES IN THE CITY



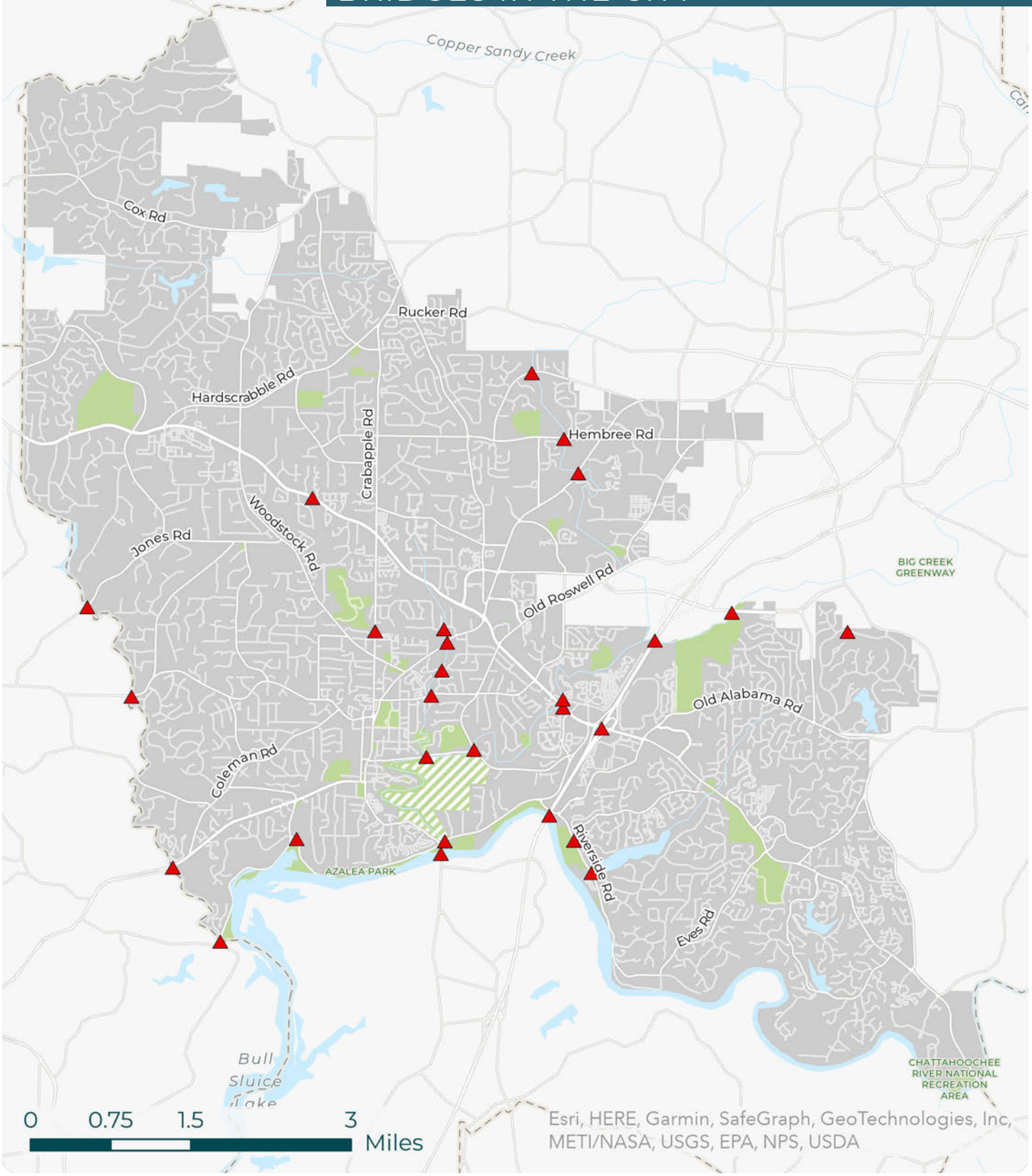
2.05
Bridges

Of the 27 bridges or culverts in Roswell, nine are maintained by the State of Georgia, one by Cobb County and 17 by the City. The 17 bridges that are City owned and maintained are listed below and shown on Map 2.9 on the following page. For more information on the City's maintenance activities, including bridges, see the System Maintenance chapter.

- Alpine Drive — (Culvert)
- Azalea Drive
- Charles Place
- Crabapple Road — (Culvert)
- Hembree Road
- Grimes Bridge Road
- Jones Road
- Mansell Road (Eastbound lane)
- Norcross Street
- Old Holcomb Bridge Road
- Oxbo Road
- Pine Grove Road
- Riverside Road (3x)
- Roxburgh Drive — (Culvert)
- Upper Hembree Road

MAP 2.9

BRIDGES IN THE CITY



2.06
Pedestrian Characteristics

In 2016, the City of Roswell was given an honorable mention as a **Walk Friendly Community**. In 2020, the City achieved Bronze Status, and will reapply in December 2024.

An in-depth inventory of existing pedestrian facilities was performed in the fall of 2022 as a part of the City's Americans with Disabilities Act (ADA) Transition Plan. This inventory involved extensive field work and while its main goal was to determine if the sidewalk network meets ADA standards, it also provided an up to date inventory. More information on the sidewalk inventory analysis and ADA Transition Plan can be found in Section 2.7 of this document.

This network is used to identify gaps in the sidewalk network in order to help prioritize sidewalk projects and update the sidewalk policy to better reflect the city's sidewalk needs. Staff continue to track and verify quarterly new sidewalks that are periodically installed by developers and update the database accordingly. The sidewalk gap matrix is located on the City of Roswell Transportation website which is updated each year. A current static copy will be included in the appendix based on the October 2023 update by staff.

Pedestrian facilities can be grouped into three types: sidewalk, multi-use path, and trail. The current inventory differentiated between trails and sidewalks, but not multi-use paths. The pedestrian facility types are described below.

Sidewalks are the portion of a street right-of-way designed for preferential or exclusive use by pedestrians. Typical sidewalk width varies from three to six feet. The surface is typically concrete. The sidewalk can be directly behind the curb, or can be offset one or more feet using grass or other material.

Sidewalk on Mansell Road

Multi-Use Path on Hembree Road

Multi-use paths are facilities for bicycles, pedestrians, skaters, wheelchair uses, joggers, and other non-motorized users. **The facility may be located outside of the street right-of-way**. The surface can be concrete, asphalt, or fine gravel. An example is the path along the Chattahoochee River and Azalea Drive/Riverside Road or the path located adjacent to Holcomb Bridge Road between Fouts Road and Steeplechase Drive.

Trails are a facility for pedestrians and joggers located outside of the street right-of-way. The surface can be fine gravel or earth. Some trails follow the path of a creek such as those in Big Creek Park.

Trail in Big Creek Park

The City is incrementally increasing the miles of pedestrian and bicycle facilities with each construction project and repaving project. The City also updated a policy to require developers to install ten (10') foot wide multi-use trail facilities along key commercial corridors, which include Holcomb Bridge Road, State Route 9, and the Crossville Road portion of SR 92 as part of the Hub and Spoke network. A map of the Hub and Spoke is available to view on page 82 of the Bicycle and Pedestrian Master Plan document on the City's website. Multi-use trails are also required on all frontage for any new multi-family housing developments. Additionally, the 2019 Bicycle and Pedestrian Master Plan revised the sidewalk matrix policy scoring criteria used to rank sidewalk gaps across the city.

In November 2022, Roswell residents voted for a $107.6 million bond for Recreation and Parks improvements and connectivity improvements. This included approximately $20 million in funding to go towards the Bicycle and Pedestrian Master Plan and the Sidewalk Gap Matrix. On August 14, 2023, Mayor and Council voted to approve the following projects for the bond funds (all bond projects are contained within the short-term plan of the TMP project recommendations and maps; a map of just the bond projects can be found in chapter 6):

TABLE 2.4: PEDESTRIAN CONNECTIVITY BOND PROJECTS

Road Name	From	To	Project Type	Project Description
Chaffin Road	Northgate Trace	Hembree Road	Sidewalk	This project will build a sidewalk along Chaffin Road. Funding for this project will be issued in the second bond issuance, expected 2025.
Etris Road	Hardscrabble Road	Crabapple Road	Multi-Use Path	This project will continue the multi-use path on the north side of the corridor. Survey and Design anticipated to begin Autumn 2023 and later be complete in Winter 2023-2024. Construction anticipated to begin in Winter of 2023-2024.
Hardscrabble Road	Existing sidewalk on north side of the road near Whittingham Place	Near Montessori School	Sidewalk	This project will build a sidewalk along the north side of the corridor. Funding for this project will be included in the second bond issuance, expected 2025.
Hardscrabble Road	Northside Chapel Funeral Directors and Crematory	CVS Pharmacy	Sidewalk	This project build a sidewalk on the north side of the corridor. Funding for this project will be included in the second bond issuance, expected 2025.
Hembree Road	Hembree Park	Cross of Life Montessori School	Sidewalk	This project will build a sidewalk along the north side of the corridor. Funding for this project will be included in the second bond issuance, expected 2025.
Hembree Road	Upper Hembree Road	Tapestry Community Church	Sidewalk	This project build a sidewalk on the north side of the corridor. Funding for this project will be included in the second bond issuance, expected 2025.

Road Name	From	To	Project Type	Project Description
King Road	Woodstock Road (SR 92)	Hardscrabble Road	Multi-Use Path	This project will build a multi-use path along the corridor. Survey and Design anticipated to begin Autumn 2023 and later be complete in Winter 2023-2024. Construction anticipated to begin in Summer 2024 assuming no significant right-of-way concerns are uncovered.
Norcross Street	Millbrook Circle	Myrtle Street	Multi-Use Path	This project will build a multi-use path along the south side of the corridor. Funding for this project will be included in the second bond issuance, expected 2025.
Old Alabama Road	Big Creek Park	Wooten Road	Multi-Use Path	Design expected to be complete Autumn 2023 on portion west of Wooten Road. Survey and Design east of Wooten Road out to Roxburgh Drive is anticipated to begin Autumn 2023 and later be complete in Spring of 2024. Construction is anticipated to begin on the portion east of Wooten Road in Autumn of 2024 assuming no significant right-of-way concerns are uncovered.
Oxbo Road	S. Atlanta Street (SR 9)	Grimes Bridge Road	Multi-Use Path	This project will build a multi-use path along the corridor. Survey and Design anticipated to begin Autumn 2023 and later be complete in Spring of 2024. Construction anticipated to begin in Summer of 2024.
Riverside Road	Near Martin Road		Pedestrian Bridge	This project will rehab the pedestrian bridge over Seven Branches Creek on the west side of the corridor. Funding for this project will be included in the second bond issuance, expected 2025.

RAPID RECTANGULAR FLASHING BEACON (RRFB)

Rapid Rectangular Flashing Beacons, commonly known as RRFBs, are a low-cost traffic device to aid pedestrians cross the street where a traditional traffic signal is not warranted.

As part of a pilot study, the City installed its first RRFB adjacent to the intersection of Eves Road and Scott Road in front of Centennial High School. RRFBs are flashing amber LED lights powered with solar energy that are activated with a push button to get motorist's attention to the presence of pedestrians in the crosswalk. The beacon discontinues flashing after a short amount of time. Since the pilot program, the City has installed 22 more RRFBs across the city.

PEDESTRIAN HYBRID BEACON (PHB)

Pedestrian Hybrid Beacons (PHBs) are a traffic control device used to help pedestrians safely cross high-speed roadways at midblock crossings and uncontrolled intersections. They are mounted on overhead mast arms, much like regular traffic signals, and direct traffic to stop so the pedestrian may cross the roadway. Figure 2.1 outlines the light sequence of a PHB.

The City first installed a PHB signal on Alpharetta Street at Vickery Mill Elementary School in late 2016. The second was installed on Alpharetta Street at Elizabeth Way in March 2022 to provide a safer crossing for pedestrians to access Canton Street. A third, replacing the RRFB at Crabapple Middle School, was installed in late 2023.

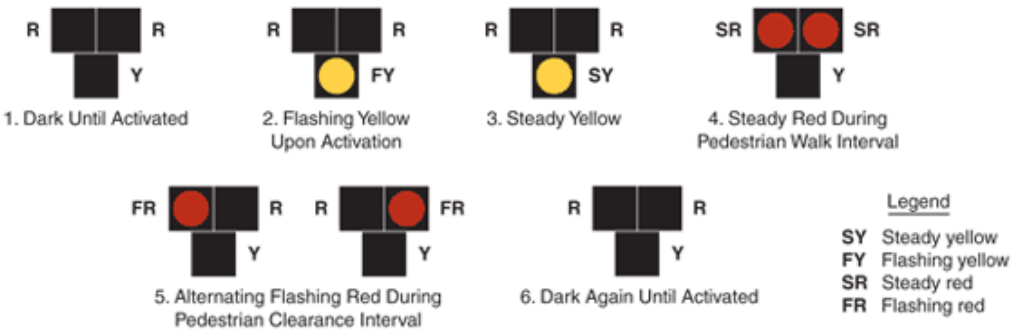
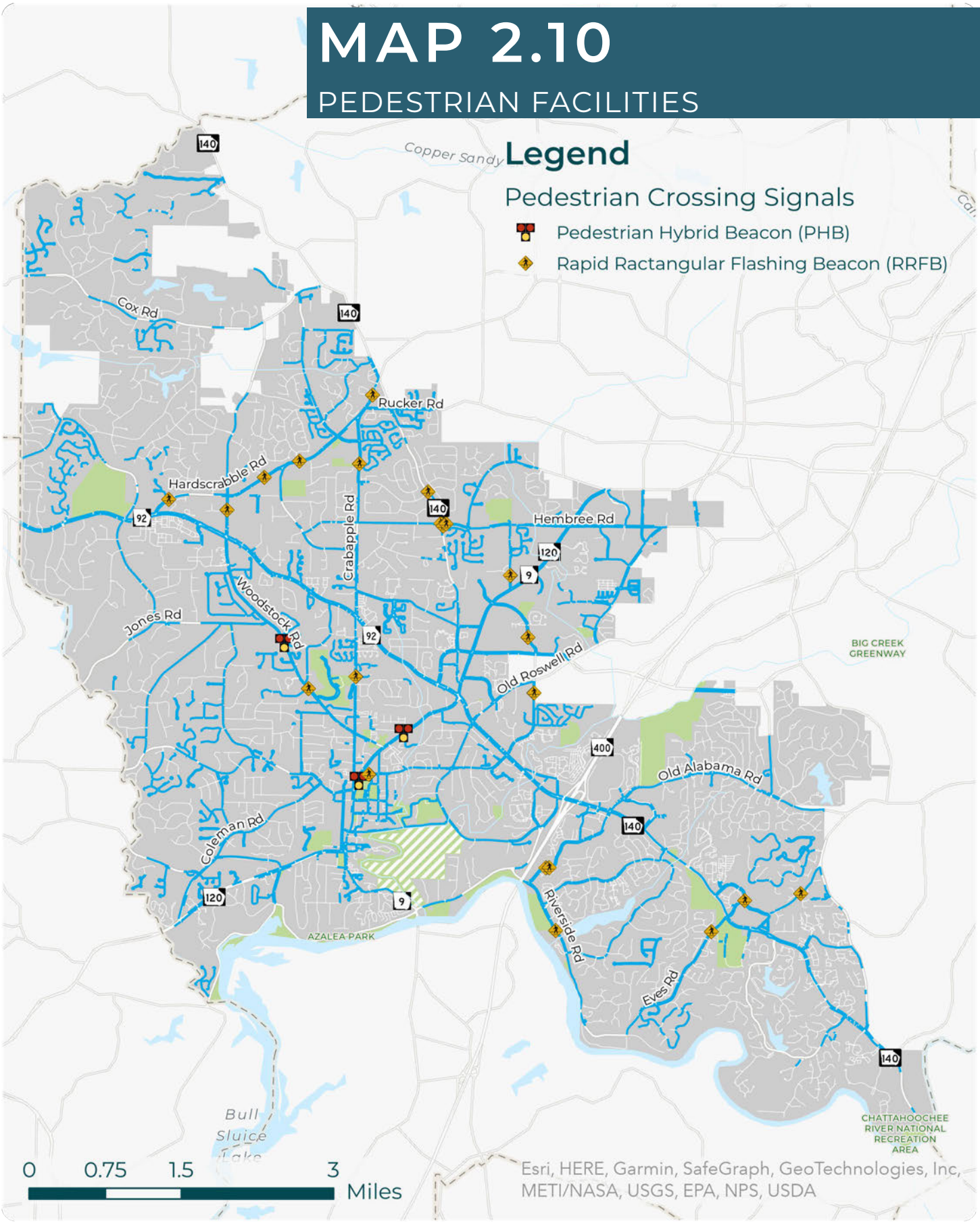


Figure 2.1 — Light Sequence of a Pedestrian Hybrid Beacon (PHB)

MAP 2.10

PEDESTRIAN FACILITIES



2.07
Sidewalk Inventory Analysis

In 2019, as part of the Bicycle and Pedestrian Master Plan, new recommendations were incorporated into the City's policy for rating and prioritizing sidewalk gaps. Per the adopted policy in 2020, each sidewalk gap was scored based on its proximity (1/4 mile) to public schools, parks, transit stops, and commercial walk-up establishments; existence of a desire path (goat trail); safety issue including excessive vehicle speeds and traffic volumes; part of the Roswell Hub and Spoke Trail System; and whether the connection is a 1st side or 2nd side sidewalk. Project cost estimates also received prioritization, as some larger projects are not feasible given annual funding allotments. In addition, each sidewalk gap was tracked, not scored, potential for future development, and requests from citizens. Sidewalk projects were placed into tiered categories, with those receiving the highest score placed into Tier 1. Once placed into the tiered category, each sidewalk project has equal opportunity for funding and construction. Sidewalk projects with an estimated cost of less than or equal to $500,000 were deemed eligible for sidewalk connectivity funding; sidewalk projects exceeding this amount will be considered as a stand along project during the annual budget process. As a result of the sidewalk inventory analysis, staff proposed a new sidewalk policy for funding eligibility that incorporates the need for sidewalk connections nearest parks and schools, but prioritizes gaps that display existing pedestrian travel as well as prioritizes connections for economic development. City staff continue to monitor the sidewalk inventory and update it as needed. The updated sidewalk matrix list is located on the City of Roswell's Transportation website.

A static copy of the sidewalk gap matrix from October 2023 is included in the appendix of the TMP, however please note staff may not update it in the TMP; please confer the City website for updated copy in the months and years ahead.

ADA COMPLIANCE INVENTORY

In January 2022, Bureau Veritas and pathVu were contracted by the City to take inventory of all City-owned properties and pedestrian facilities within the public Right of Way (ROW) to identify barriers to accessibility of these facilities as defined by the Americans with Disabilities Act (ADA).

To take inventory of the sidewalks and trails, pathVu's "pathMet" sidewalk profiler was used to record the width, surface roughness, cross slope, running slope, and level changes of the sidewalk segments using GPS, cameras, lasers, and sensors. Hazards that could not be picked up by the sensors of their machines were recorded subjectively by their technicians. This data was then compiled to create a Route Accessibility Index (RAI), which was used to prioritize which segments of sidewalk need to be replaced.

The curb ramp assessment was completed with pathVu's "curbMet" assessment tool, which collected running slope, cross slope, width and length dimensions, flare information, the presence of a detectable warning, damage, and obstructions. These factors were compiled into a "score" to provide a general usability rating to prioritize which ramps require replacing.

The completed ADA Transition Plan was completed in 2023 and is posted on the City's website for review by the public, on the ADA Information page.

FEDERAL ADOPTION OF PUBLIC RIGHT-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG)

In August 2023, the U.S. Access Board concluded its rulemaking and published the Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way, commonly referred to as PROWAG. These guidelines address a significant gap in the regulatory framework for implementing the Americans with Disabilities Act of 1990. PROWAG provides accessibility guidelines for many critical elements of the public right-of-way, including:

- Pedestrian access routes along streets, sidewalks, and shared-use paths
- Alternate pedestrian access routes during construction
- Curb ramps and blended transitions
- Detectable warning surfaces
- Pedestrian signal phase timing
- Accessible pedestrian signals and pedestrian pushbuttons
- Pedestrian crossing islands
- Roundabouts and channelized turn lanes
- At-grade rail crossings
- Transit stops and shelters
- Accessible on-street parking
- Passenger loading zones
- Signs
- Street furniture

2.08
Bicycle Characteristics

The City of Roswell is proud to be designated a **Bicycle Friendly Community** by the League of American Bicyclists at the Bronze level. Roswell was the first city in Georgia that was so designated, and in 2021 our designation was again renewed to make us the longest running designation in Georgia. The City was originally awarded this designation in 2006 based on engineering investments, construction of new facilities, and existing events and activities. The League of American Bicyclists recognizes communities for their efforts to promote bicycling and improve riding conditions. The designation is based on five categories include engineering, education, encouragement, enforcement, and evaluation.

The City is a leader in Georgia in promoting and improving bicycle conditions on city streets. The City's Transportation Department continues to regularly meet with our local advocacy group, Bike Roswell to share ideas and increase awareness for bike programs and projects. City staff continues to review current inventory including: bicycle lanes, bicycle-friendly shoulders, and paved shoulders. Each of these facility types is described below:

Bike lanes are a portion of a street adjacent to vehicular traffic designated by striping, posted signs, and pavement markings for the preferential or exclusive use of bicyclists. Bicycle lanes are a minimum of 4-feet wide as measured from the edge of pavement to the edge of the vehicle travel lane, and is required to be a smooth surface. An example of a bike lane is along Willeo Road, north and south of Marietta Highway (SR 120).

Bike Lane on Etris Road

Bike Shoulder on Woodstock Road

Bike shoulders are a portion of a street adjacent to vehicular traffic designated by striping that accommodates bicyclists. Bicycle-friendly shoulders can vary but are generally a minimum of 2-feet wide as measured from the edge of pavement and required to be a smooth surface. An example of a bicycle-friendly shoulder is along Woodstock Road south of SR 92.

Paved Shoulder on Houze Way

Paved shoulders are a paved portion of a street adjacent to the travel way. While not specifically designed for bicycle use, they may be used by bicyclists. Paved shoulders are defined by a minimum width of 6 inches up to 2 feet. An example of a paved shoulder is along Bowen Road.

In 2020, the Atlanta Regional Commission updated the Regional Bicycle and Pedestrian Plan. This plan included a regional trail vision shown in Figure 2.2 below.

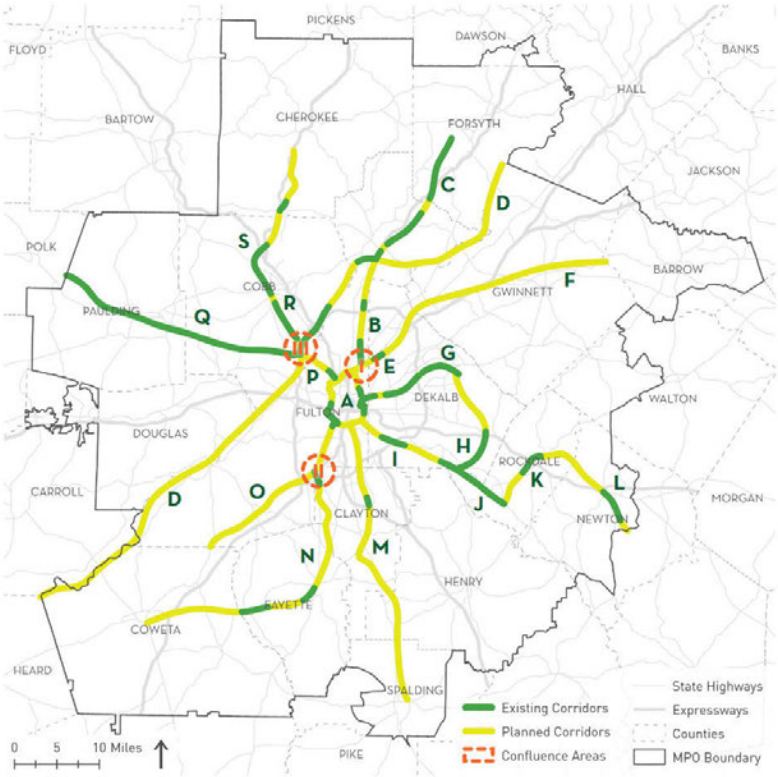


Figure 2.2 — ARC Regional Trail Vision (Source: Atlanta Regional Commission)

As shown in Figure 2.2, Roswell is at the confluence of the Big Creek Greenway and PATH 400 regional trails. Most of the regional trail system exists in Roswell with the following three gaps:

- Connection between existing Riverside Trail/Old Alabama Trail and Big Creek Greenway
- Connection across the Chattahoochee River to Sandy Springs
- Connection from west end of Riverside Trail across Willeo Creek to Cobb County

Since the publication of the ARC's regional trail vision, the gap across Willeo Creek was filled with the completion of the Willeo Road Bridge. Additionally, the gap from the Big Creek Greenway will be filled following the completion of the multi-use trail along Riverside Road, which is anticipated to be complete in the spring of 2024.

As of 2021, Roswell's overall bicycle network consisted of 28.38 miles of bicycle lanes, 44.02 miles of bicycle-friendly shoulders, and 26.09 miles of paved shoulders. The City is incrementally increasing the mileage of bicycle facilities with each construction project and repaving project. Map 2.11 on page 43 illustrates the existing bicycle network in the city.

BIKE BOXES

In 2009, the City installed the first "bike box" in Georgia at the intersection of Riverside Road and Dogwood Road. Bike boxes are designated spots where cyclists can wait at the front of the queue line for traffic lights, making them more visible to motorists stopped at the intersection. The bike box has a narrow green lane that leads cyclists up to the box and guides them in making turns. In addition, a push button activates the traffic signal so bicyclists do not have to wait for a vehicle to trigger the signal. The city has since added a bike box on Grimes Bridge Road eastbound at Oxbo Road.

Riverside Road Bike Box

BIKE PARKING

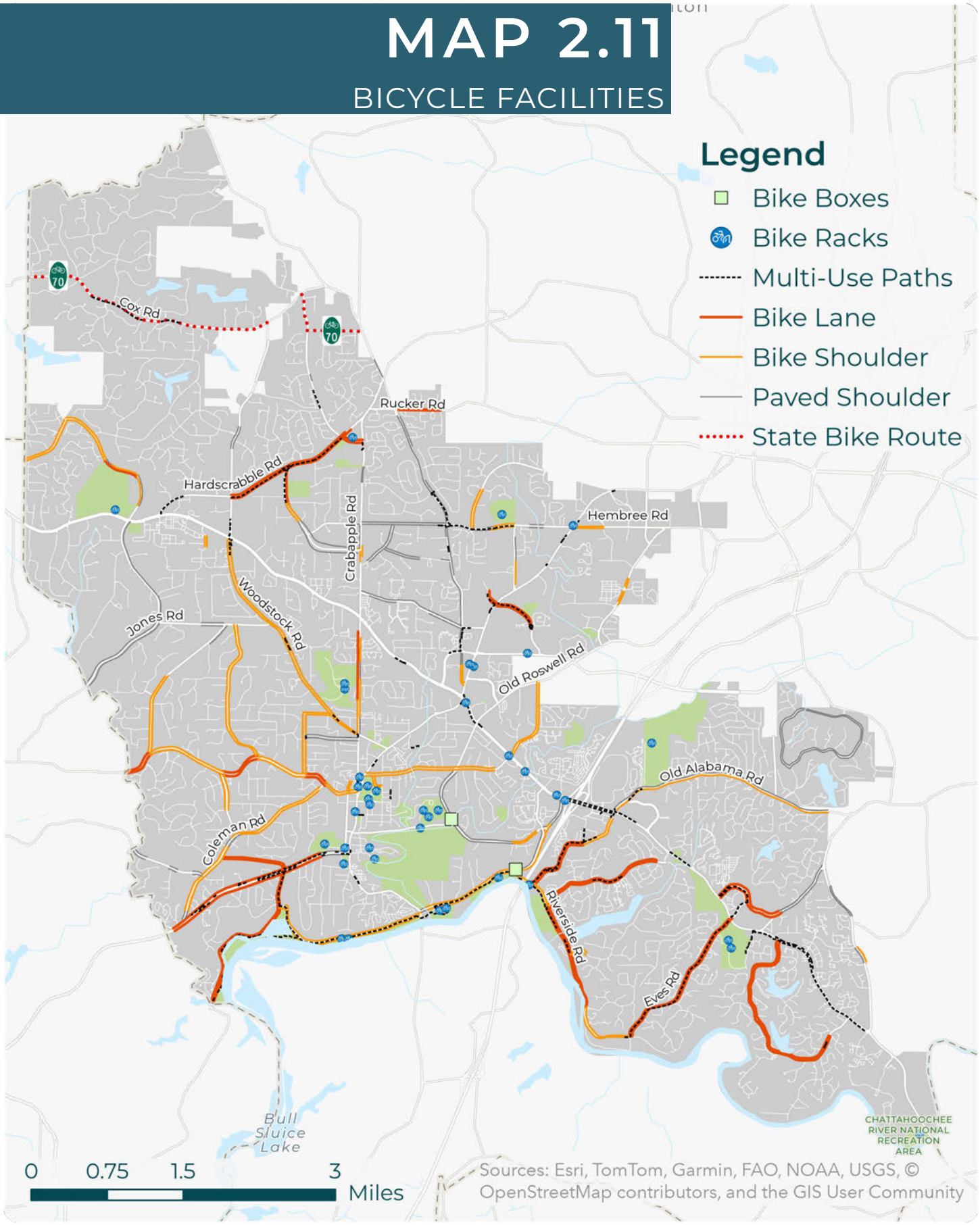
Bike Parking at City Hall

The Mayor and City Council identified funding for a Bicycle Rack Program in the FY 2013 budget. RDOT Staff developed a conceptual program based on previous guidance that included the approved green "R"-style rack. Staff developed a survey that was available during early 2013 asking citizens where they thought racks should be placed throughout the City. The top three answers were the Canton Street area, City parks, and major commercial areas. Staff developed a Tier based system for implementation focusing on Canton Street and the City parks. The racks included in the Canton Street area were painted black to blend with the surrounding streetscape elements.

For every vehicle, bike parking uses ten times less space than car parking, and the cost to build is anywhere from 30 to 300 times less. One study found that bike parking brought in five times the revenue of car parking; another found that customers who biked and walked to local businesses spent more money overall than those who drove there.

MAP 2.11

BICYCLE FACILITIES



2.09
Personal Transportation Vehicles (PTVs)

Passed in July 2015, the Personal Transportation Vehicles (PTV) ordinance allows registered vehicles to operate on any city street with a posted speed limit of 25 mph or lower. Prior to the ordinance, golf carts and other PTVs were only allowed on roadways within designated Golf Course Communities. While the passing of this ordinance significantly increases the number of streets that allow for golf cart use, many of these are within subdivisions bordered by higher speed roadways, limiting golf cart users' connectivity to other locales within the City. Residents are able request crossings over higher speed roadways as well as multi-use path access for approval and designation by Mayor and Council. Map 2.12 on the next page displays the existing street network for PTV access.

In May 2016, Mayor and Council authorized PTVs to cross Old Alabama Road to connect Pine Bloom Drive and Roxburgh Drive, and to cross Chaffin Road at the mid-block pedestrian crossing. This also authorized PTV access to the Hardscrabble multi-use trail upon its completion.

In May 2020, Mayor and Council authorized PTVs to cross North Coleman Road at Lake Crest Drive, and to use the newly constructed multi-use trail to access Thompson Place.

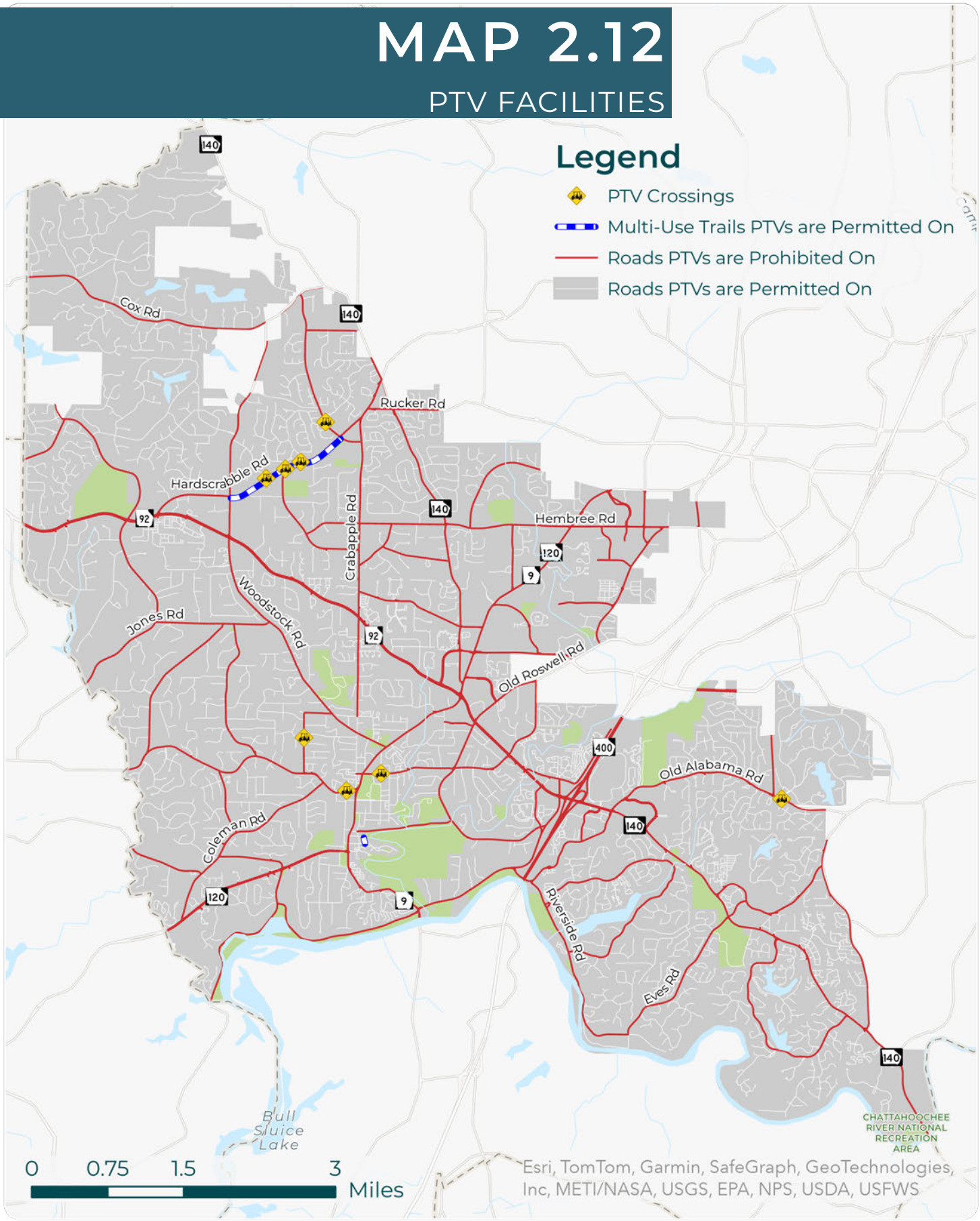
In September 2023, Mayor and Council authorized six new PTV crossing sites and designated the asphalt pathway between Maple and Sloan Streets as being PTV accessible.

TABLE 2.5: PTV CROSSING LOCATIONS

PTV Crossing	From	To
Atlanta Street (SR9)	Oxbo Road	Oxbo Road
Chaffin Road	Multi-use Path	Multi-use Path
Etris Road	Edenwilde Drive	Magnolia Crescent Drive
Hardscrabble Road	Chaffin Drive	Multi-use Path
Hardscrabble Road	Wexford Club Drive	Multi-use Path
Magnolia Street	Mimosa Boulevard	Mimosa Boulevard
Multi-use Path	Sloan Street	Maple Street
Norcross Street	Forrest Street	Fraser Street
North Coleman Road	Lake Crest Drive	Thompson Place
Old Alabama Road	Roxburgh Drive	Pine Bloom Drive

MAP 2.12

PTV FACILITIES



MAP 2.12

PTV FACILITIES (INSET)

2.10
Electric Vehicle (EV) Infrastructure

In response to the growing demand for infrastructure, a number of public electric charging stations have been installed in the city. The City itself has installed chargers at City Hall, East Roswell Park and Roswell Area Park. Additional privately installed chargers as of November 2023 are located at:

- Regal Nissan on Holcomb Bridge Road
- Double Tree by Hilton Hotel on Holcomb Bridge Road
- BiasCorp on Old Alabama Road
- Roswell Mitsubishi on Alpharetta Highway
- 14 Stations at United BMW on Alpharetta Highway
- 3 stations at Georgia Power on Wills Road
- GM Dealership on Alpharetta Highway

Map 2.13 on the next page shows the location of all public chargers in the City as of October 2023.

REGIONAL TRANSPORTATION ELECTRIFICATION PLAN (RTEP)

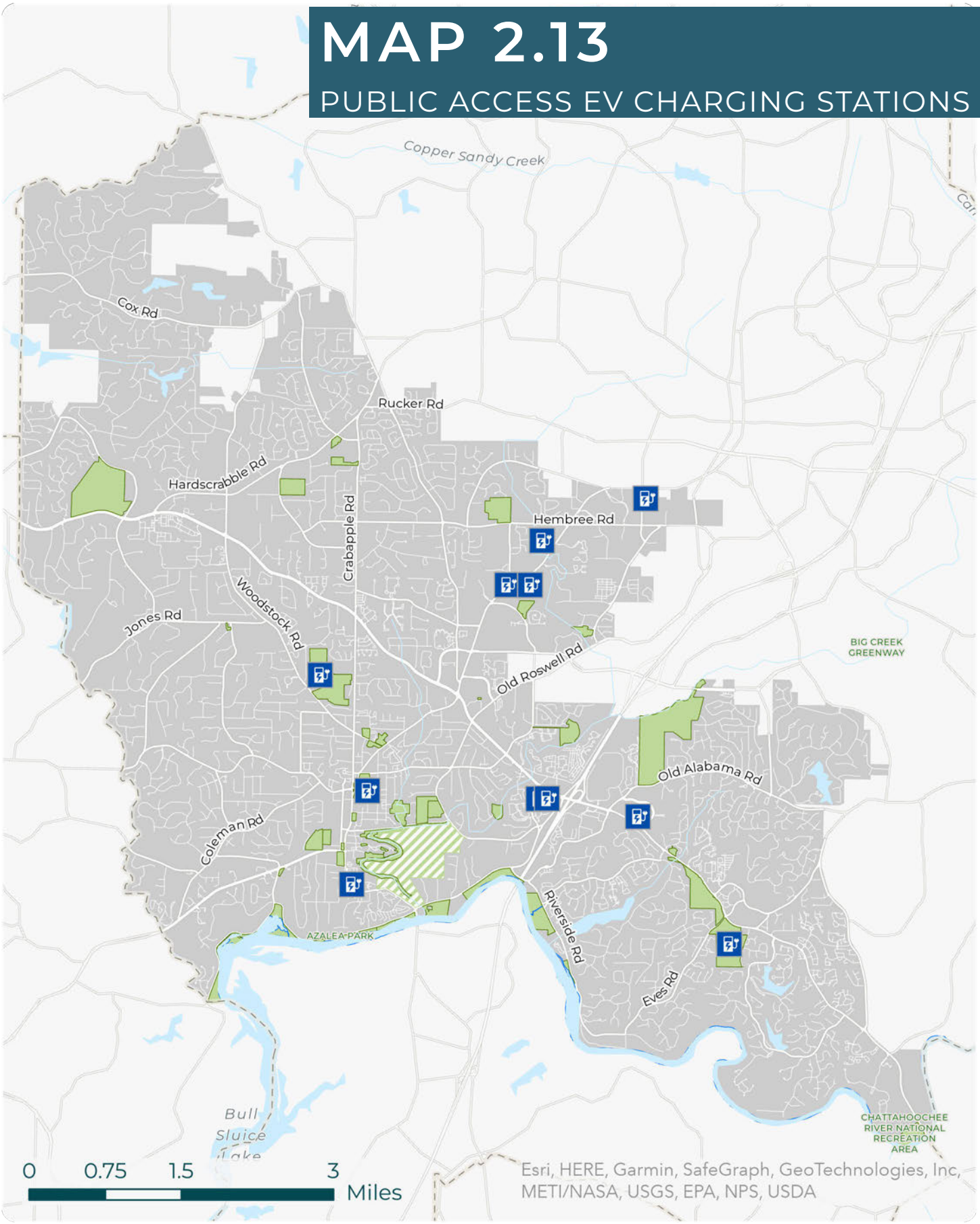
The Atlanta Regional Commission (ARC) has begun working on a Regional Transportation Electrification Plan (RTEP) to equitably accelerate the adoption of EVs, reduce transportation-related greenhouse gas emissions, and position the region's workforce to support the resulting investments. This plan is anticipated to be complete in Spring of 2024.

The ARC has also been working with Racetrac, Inc. and Volta Charging to create a Regional Charging and Fueling Infrastructure (CFI) grant application to request $14.8 million in federal funding to add 8-10 DC Fast Charging stations along the alternative fuel corridors, and Level 2 chargers at up to 100 commercial businesses that will be available free of charge.

Roswell should continue to explore opportunities and encourage private business to consider electric vehicle charging locations wherever possible. This may include additional locations at hotels or other commercial centers where shopping or dining is prevalent. Community Development and Economic Development staff within the City may also develop plans with guidance from the Mayor and Council to seek out new opportunities with future development.

MAP 2.13

PUBLIC ACCESS EV CHARGING STATIONS



2.11
Public Transportation

The residents of Roswell are served by three MARTA bus routes within the city limits. The existing MARTA bus service can be described as follows:

Route 85 (Roswell/Mansell Road) starts at the MARTA North Springs rail station traveling north on SR 400 exiting at Northridge Road, travels north along Atlanta Street (SR 9) from the Chattahoochee River, past City Hall, through the Holcomb Bridge Road (SR 140) intersection and then east along Mansell Road to the MARTA Park/Ride lot at the Mansell Road/SR 400 interchange.

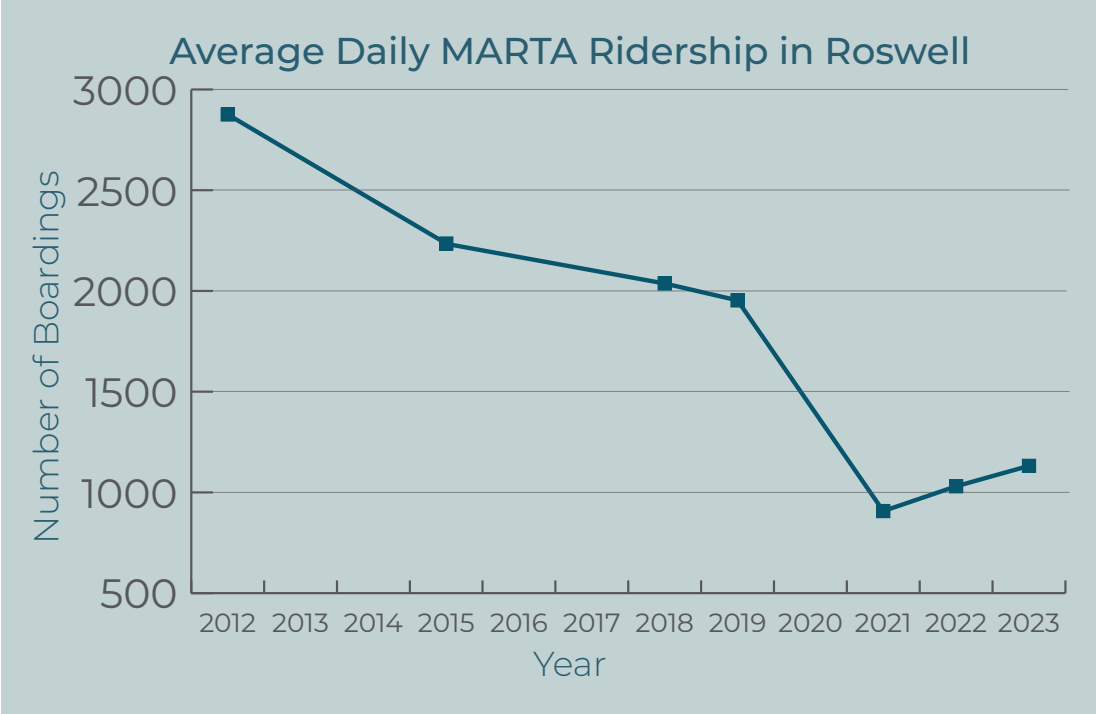
Route 142 (East Holcomb Bridge Road) starts at the Mansell Road Park & Ride Lot and travels south on Georgia 400 to Holcomb Bridge Road. The route runs east on Holcomb Bridge Road to Spalding Road and River Exchange Drive in Sandy Springs, then returns west. Passengers can transfer to bus routes at the Mansell Road Park & Ride Lot to connect to the North Springs Transit Station or other parts of North Fulton served by existing bus service.

Route 185 (Alpharetta/Holcomb Bridge Road) starts at the MARTA North Springs rail station traveling north on SR 400 exiting at Holcomb Bridge Road. During peak hours, the bus travels east along Holcomb Bridge Road (SR 140), turns right on Market Way, then makes a left on Market Boulevard, and turns west on Holcomb Bridge Road. During off-peak hours, the bus exits SR 400 and proceeds west on Holcomb Bridge Road, travels north along Alpharetta Highway (SR 9/120) through Alpharetta to Windward Parkway, terminating at the Windward Park/Ride lot at the Windward Parkway/SR 400 interchange.

Map 2.14 on the next page illustrates the three MARTA bus routes and stops within the City.

The three bus routes currently operate with 40-minute headways during peak hour on weekdays (60-minutes on the weekends) and 40-minute headways during off peak hours. The time of MARTA service is approximately 5:30 am until 12:30 am.

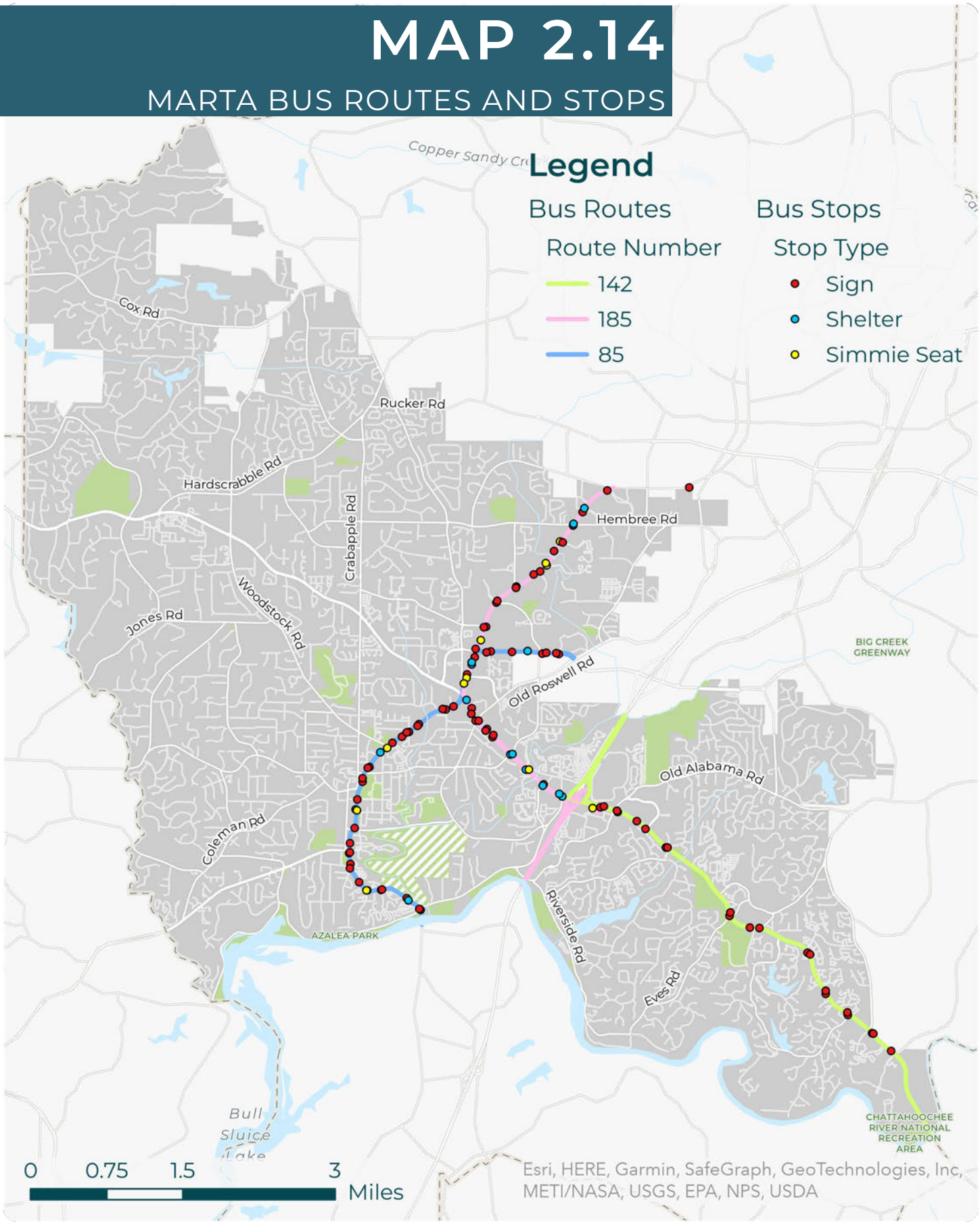
Looking back at historically ridership data provided by MARTA in 2012, from August 2012 and December 2012, the average weekday boarding's (including on and off) at bus stops within the City was 2,876. Between December 2017 and April 2018, the average weekday boarding's at bus stops within Roswell was 2,037 (including on and off). During similar period of 2021 the average daily weekday count of ons and offs was 913, which the decline was exacerbated by the COVID-19 pandemic and reduced service. Between December 2021 and April 2022, ridership went up slightly to 1,030 and have again climbed to 1,131 in 2023. The ridership trends between 2012 and 2023 indicates a 60% decline in bus ridership based on MARTA data.



There are no park and ride lots in the city limits of Roswell. The closest location is the Mansell Road Park/Ride lot. This lot is located in the southwest quadrant of the Mansell Road/SR 400 interchange. In addition to Route 85, MARTA bus Route 140 (North Point/Mansell) provides service at the Park/Ride lot towards the MARTA North Springs rail station and service along North Point Parkway next to the North Point Mall.

MAP 2.14

MARTA BUS ROUTES AND STOPS



2.11.01
MARTA REACH

From March to August 2022, MARTA partnered with Georgia Tech to roll out a 6-month pilot program of an on-demand rideshare service known as “MARTA Reach”, where passengers could use an app to request transportation from their location to a MARTA bus stop or train station and vice versa. The service ran 6:00 am – 7:00 pm, Monday through Friday, at the cost of $2.50 with the ability to transfer to bus or rail. While service areas originally were focused in West Atlanta, Decatur, and Northeast Clayton County, a North Fulton service Area was added May 30 to provide connections in Roswell and Alpharetta.

MARTA and Georgia Tech analyzed the results of the program earlier in 2023 and are working to determine how to best implement the program with the upcoming bus network redesign, with an update expected before Spring of 2024.

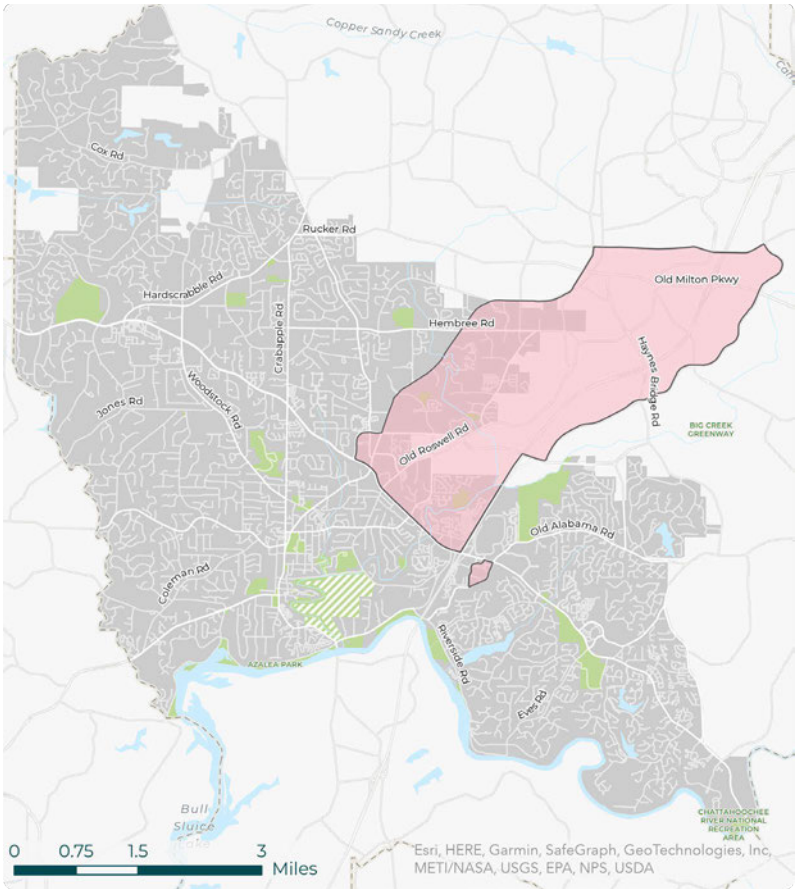


Figure 2.3 — MARTA Reach North Fulton Service Area (Source: MARTA)

A review of transit on/off data provided by MARTA reveal that all current stops that meet MARTA's threshold for a shelter and/or seat currently have those facilities. In 2022-2023 MARTA added three new bus shelters on SR-9 near North Fulton hospital and two on SR-140/Holcomb Bridge Road at Warsaw Road and at Dogwood Road. The most heavily utilized stops within the City of Roswell still remain these locations:

- The Walmart at Mansell Road and Warsaw Road
- Along SR 9/SR 140/Alpharetta Highway between Mansell Road and Holcomb Bridge Road/Crossville Road (SR 92) where routes #85/#185 temporarily merge
- At the Holcomb Bridge Road and SR 400 interchange

Two of the three existing MARTA bus routes (routes #85 / #185) are utilized regularly and serve the immediate areas along the routes; however, there are no fixed bus routes serving either the area west of SR 9 or the area along Old Alabama Road. A latent demand for transit service likely exists in additional areas of the City.

The pattern of development west of SR 9, or in areas away from transit routes, might be more suitable for a flex-service operation which provides flexible service with service to specific locations at fixed time, but does not have an exact route. Roswell will continue to track MARTA's process on this effort as their plans develop in 2024.

2.11.01
PARATRANSIT

MARTA operates a paratransit service called "MARTA Mobility." This service is a reservation service that provides ADA complementary service to eligible persons with disabilities who are unable to board, ride or disembark from an accessible vehicle in MARTA's regular bus or rail service. The service is available from 5:00 am to 12:30 am seven days a week, including holidays, at a cost of $3.50 per person one-way. This service is restricted to the ADA-designated service areas in Fulton, DeKalb, and Clayton Counties along a ¾- mile corridor along any MARTA bus route or within a ¾-mile radius of any MARTA rail station. MARTA Mobility makes an average of 526 distinct trips a month throughout the entire service area. Finally, there appears to be latent demand for paratransit service in Roswell. This is evidenced by transit dependent residents (i.e. seniors, those without an automobile), living outside the MARTA bus service area.

2.12
Fulton County Transit Master Plan

In 2017, the Mayors of the 14 cities outside of Atlanta and the Fulton County Commission affirmed that a plan was needed to determine potential expansion of transit services in Fulton County. The Mayors and County approached ARC to help fund and manage the Fulton County Transit Master Plan, a collaboration of Fulton County, ARC, MARTA, and the 14 participating cities.

This effort first included a robust public engagement process to understand each community's and the County's transit priorities. For North Fulton County, the following order of priorities was determined through discussions with community leaders and public input:

- Provide faster, more reliable mobility and mitigate congestion
- Provide greater access to employment centers and destinations
- Enhance transportation options and access
- Catalyze economic development, investment, and placemaking
- Establish a framework for greater regional connectivity
- Maximize the return on investment

Using this input, the consultant team identified and confirmed the major activity centers to connect via future transit investments. To connect these activity centers, priority corridors were identified and presented as a first cut into potential transit recommendations. The priority corridors identified were:

- Georgia 400/SR 19
- I-285
- Holcomb Bridge Road/SR 92
- Old Milton Parkway
- SR 141
- Windward Parkway
- Segments of SR 9
- Johnson Ferry Road/Abernathy Road

The Transit Master Plan has also defined a market-based vision for the future of transit in Fulton County and four potential implementation scenarios that align to various levels of funding. The market-based scenario is a vision and projection that identifies the appropriate mode of transit along the priority corridors that connect Fulton County's employment and activity centers, determined through extensive data analysis, needs assessment, and community input. The corridors were identified through public input and analyzed regarding their level of congestion and need, transit feasibility, and guiding principles established by community leaders and residents.

The four scenarios illustrate the degree to which the market-based plan could be implemented at

funding levels, if Fulton County and its cities chose to self-fund the improvements primarily by a 40-year transit sales tax. While a transit sales tax was used to establish potential funding levels, it is not assured that future transit improvements will be funded or under what timeframe. Any progress toward implementation of the transit plan will require modifications to state law to allow for a funding mechanism of at least 20 to 40 years, a likely referendum of Fulton County voters, identification of the implementation agency and operator for transit services, and additional design and engineering.

2.13
School Zones

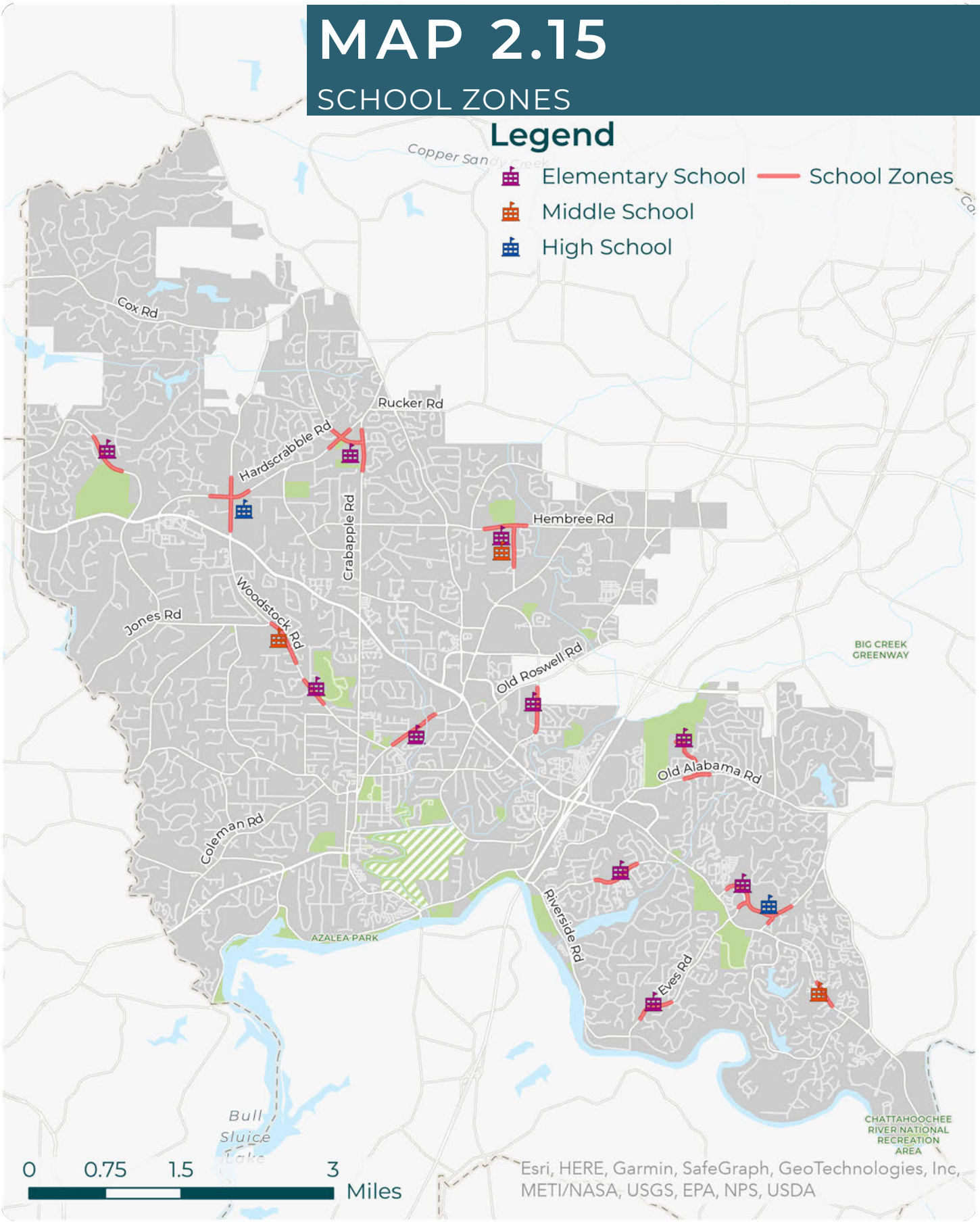
The City of Roswell has a total of 15 public schools – ten elementary, three middle, and two high – and 13 private schools. Schools zones with time of day speed limit restrictions exist for each of the 15 public schools within the city. The most recent school zone was established in September 2021 for the relocation of Crabapple Middle School. Each of the school zones includes signage to alert drivers to the presence of school children and a reduced speed limit for a specified zone during the morning and afternoon periods. Currently, the city's speed limit ordinance regulates and enforces each of the school zone locations and reduced speed limits. While up to police discretion, in general, speeding in school zones can lead to higher fines for the driver. In January 2020, Mayor and Council approved adding speed cameras within the Vickery Mill Elementary school zone, along Alpharetta Highway (SR 9). Cameras were also added on Holcomb Bridge Road near Holcomb Bridge Middle School to promote safety. Staff continue to look at adding pedestrian signals as funding allows. Presently, two Pedestrian Hybrid Beacons (PHBs) are in operation in front of schools. One is on Alpharetta Highway (SR 9) in front of Vickery Mill Elementary School, and the other is on Woodstock Road in front of Crabapple Middle School. Rectangular Rapid Flashing Beacon (RRFB) signals have also been installed at other schools including Roswell North Elementary and River Eves Elementary, and near Sweet Apple Elementary.

Map 2.15 on the next page displays the existing schools and school zones within the City of Roswell.

Mimosa Elementary Crossing Guard

MAP 2.15

SCHOOL ZONES



2.14 Intersections

There are currently 103 signalized intersections within the city limits. Nearly all of the traffic signal displays are LED heads thereby reducing the city's annual electricity cost. As of 2023, the majority of the intersections have countdown pedestrian (CDP) signal heads, which provide a visual timer to countdown the amount of time remaining for a user to cross the street. The city maintains all of the traffic signals in the City.

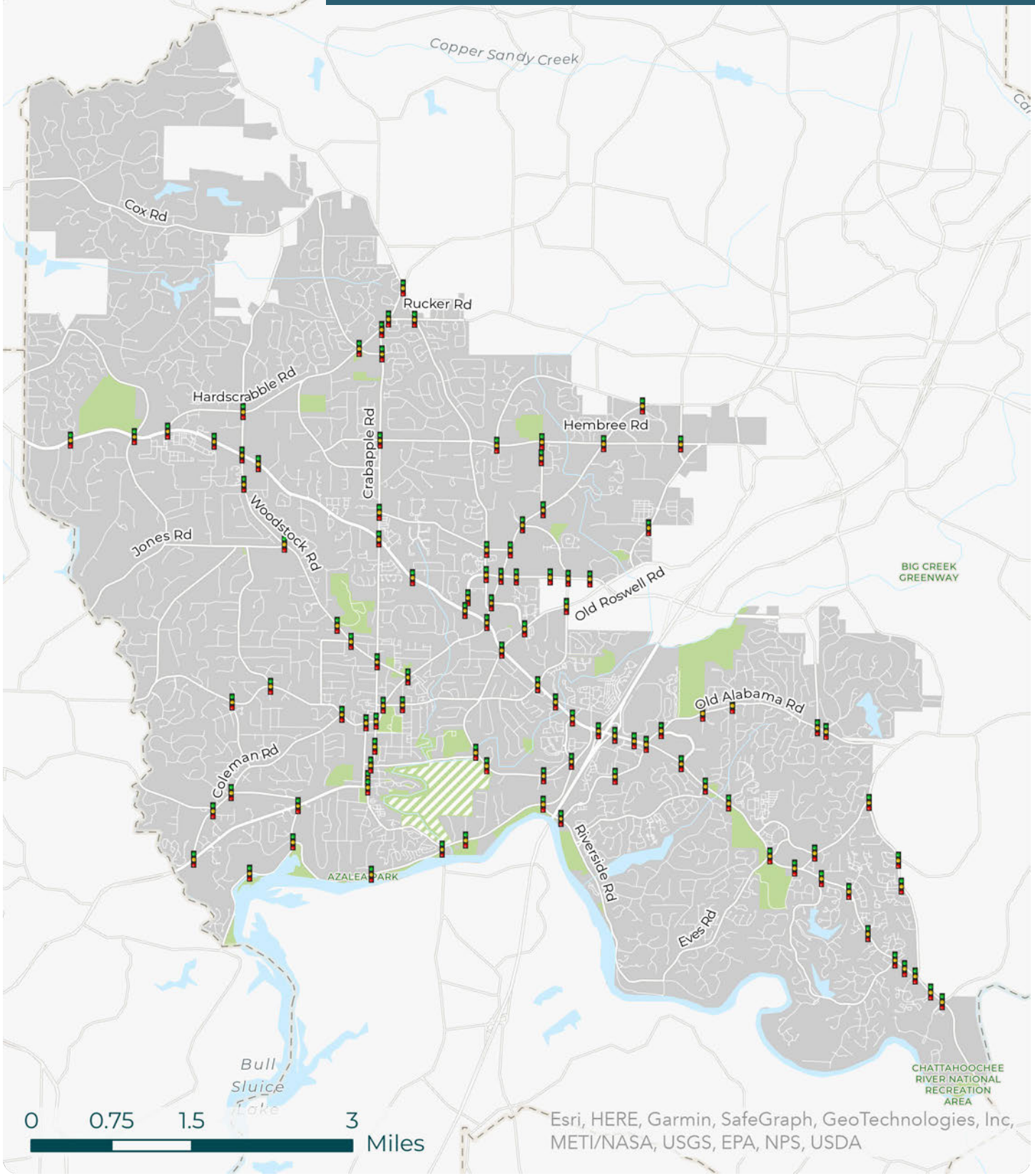
Map 2.16 on the next page shows the locations of signalized intersections in the City.

The remaining intersections within the city are controlled by stop signs or roundabouts. Most intersections are side-street stop-controlled, but there are a number of all-way stop-controlled intersections as well. There are currently six roundabouts located at the following locations:

- Grimes Bridge Road and Warsaw Road/ Norcross Street
- Old Roswell Road at the Encore Townhome development (north of Old Ellis Road)
- Houze Road (SR 140) and Hembree Road
- Hardscrabble Road and Chaffin Road
- North Coleman Road mini roundabout
- Old Alabama Road at the RiverWalk Townhome development (north of Riverside Road)

MAP 2.16

SIGNALIZED INTERSECTIONS



Potential roundabout candidate locations have been identified with some proceeding with design while others remain in the conceptual stage. Table 2.6 on page 60 shows the list of potential roundabouts and their current status. Further concept analysis will need to be done before any roundabout is selected as the final alternative.

TABLE 2.6: POTENTIAL ROUNDABOUT SITES

Intersection	Current Traffic Control	Status
Coleman Road at Willeo Road (west)	Signal	Concept; Unfunded
Crabapple Road at Hembree Road	Signal	Concept; Unfunded
Grimes Bridge Road at Dogwood Road/Old Dogwood Road	Signal	Concept; Unfunded
Hardscrabble Road at King Road	Signal	Concept; Unfunded
Houze Road (SR 140) at Houze Way	Signal	Concept; Unfunded
Houze Road (SR 140) at Saddle Creek Parkway	Side Street STOP	Concept; Unfunded
Nesbit Ferry Road at Scott Road	Signal	Concept; Unfunded
Norcross Street at Frazier Street/Forrest Street	Signal	Concept; Unfunded
Pine Grove Road at North Coleman Road	Side Street STOP	Concept under review via TSPLOST II project
Pine Grove Road at Hightower Road	Signal	Concept under review via TSPLOST II project
Pine Grove Road at Shallowford Road	Side Street STOP	Concept under review via TSPLOST II project
Riverside Road east of SR 9	N/A	In Design; part of Historic Gateway project
SR 9/Atlanta Street at Chattahoochee/King Streets	Side Street STOP	In Design; part of Historic Gateway project
SR 9 at Jones Street	Side Street STOP	In Design; part of Historic Gateway project
Woodstock Road at Roswell Area Park Entrance	Signal	Concept; Unfunded

2.15
Automated Transportation Management Systems (ATMS)

Automated Transportation Management Systems, or ATMS, uses advanced technology such as an adaptive coordinated traffic signal system, traffic monitoring (CCTV) cameras, and pre-trip and en-route traveler information to improve travel conditions. ATMS maximizes the efficiency of the existing roadway and helps reduce the time required to clear incidents from the roadway. In addition, the City has access to GDOT's 511 System allowing travelers to check traffic conditions prior to beginning their trips and enabling informed travel route decisions to be made. ATMS can be implemented for a fraction of the cost of road widening. The benefits of ATMS are better travel information, quicker incident clearance, fewer traffic jams and improved traffic flow, safer travel, improved air quality, and energy savings.

The City of Roswell collaborates with, Gwinnett County, Sandy Springs, Alpharetta, and the Georgia Department of Transportation to improve traffic coordination and management where corridors cross-city limits. The project was completed in 2013. In 2015, the City brought online ATMS improvements along Holcomb Bridge Road (SR 140) from Barnwell Road to SR 9, and SR 92 from SR 9 to the Cobb County line.

2.16
Development Policies

2.16.01
UNIFIED DEVELOPMENT CODE (UDC)

The City of Roswell engaged a team of planning and zoning consultants to prepare a Unified Development Code (UDC). It replaced the previous zoning ordinance, subdivision regulation, and other scattered ordinances, rules and regulations and combines them into one master regulatory document. In order to position itself for growth that improves Roswell's quality of life, preserve its historic character, and fulfills the community vision, the UDC addresses the following goals:

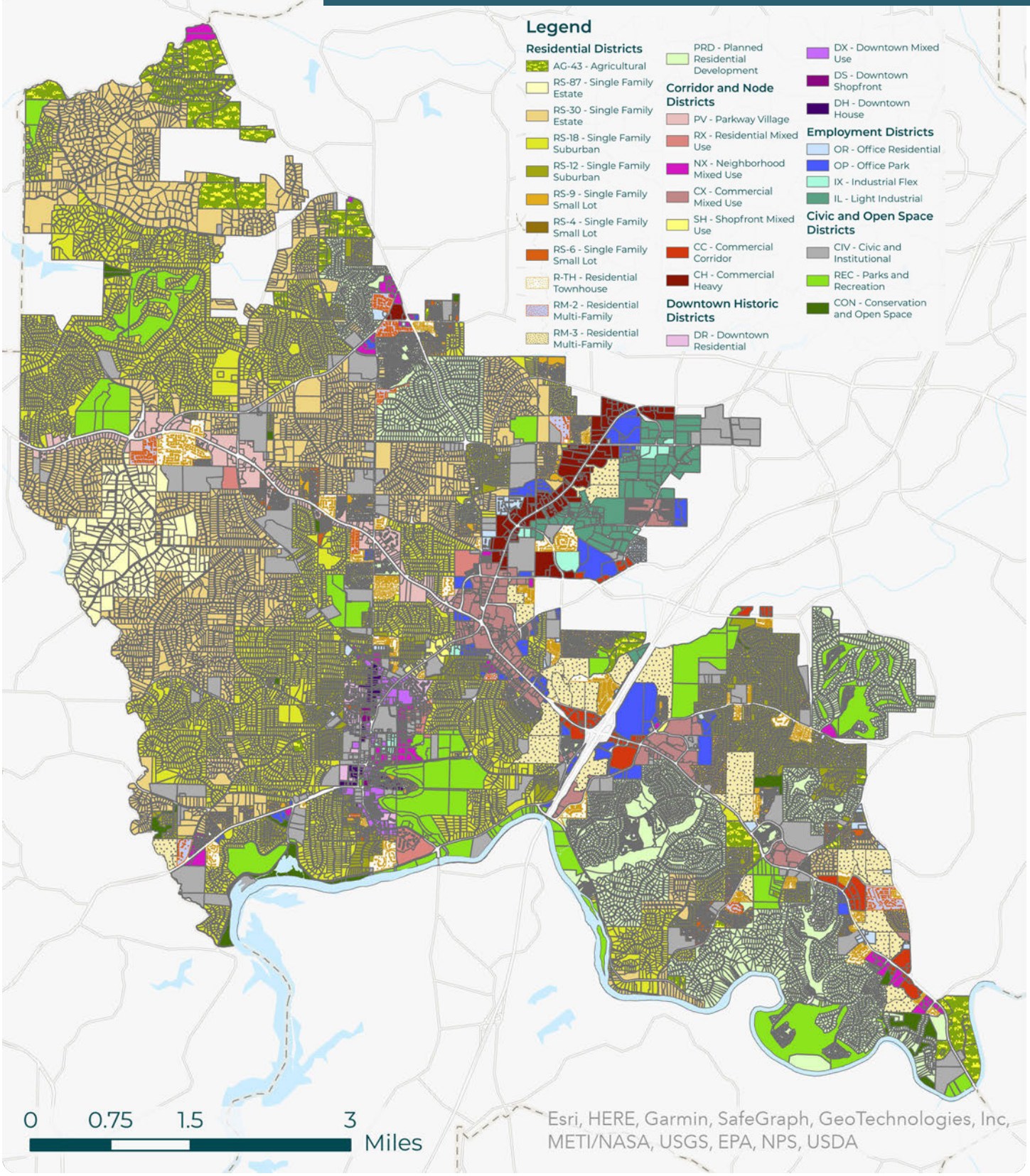
- Preserve the character of the City's existing historic districts
- Protect existing neighborhoods citywide

- Shape redevelopment along the City's corridors in a way that improves aesthetics and increases housing options and services for the City's aging population
- Enhance the design quality of new development citywide
- Incorporate best practices in stormwater management and environmental protections
- Support multimodal transit, progressive parking standards and "complete streets" concepts
- Improve the quality of new public spaces in redevelopment sites
- Promote public safety and emergency vehicle response
- Incorporate existing City initiatives such as Imagine Roswell, the Strategic Economic Development Plan, the Historic Gateway Master Plan, and other planning efforts

Map 2.17 on the next page shows the Unified Development Code for the City of Roswell.

MAP 2.17

UNIFIED DEVELOPMENT CODE



2.16.02
CONNECTIVITY PROGRAM

In 2016, City Council provided funding for a Connectivity Program. The intent of the Connectivity Program is to eliminate the mystery surrounding how and where connections would be desired throughout the city. In addition, the program suggests where analysis should be done by developers as a requirement of development review for consideration and potential approval. The program's goal and central tenant is that alternative routes should connect residents to desired services safely.

Based upon staff analysis, alternative routes increase safety by reducing trips on the heavier traveled automobile network and thereby reduce the number of accidents. Alternative routes, such as a pedestrian trail, benefit business, residents, and visitors by reducing trip time and cost. In addition, alternative routes can provide a positive complement to the commonly held community desire to live on a cul-de-sac without the negative impact of a road or having to drive to individual destinations. Traditionally, it is common to think about routes to pass through, but in the Connectivity Program it is about how to get to a desired destination.

Desired service areas include work, shopping centers, grocery stores, restaurants, offices, government offices, post offices, utility offices and schools, as well as social and recreational facilities including parks, libraries, historical sites, open spaces, gyms, arts centers, cultural art and adult recreation centers. Subcomponents were identified and connections identified through a two year process and each link should be evaluated for viability and desirability as development is proposed.

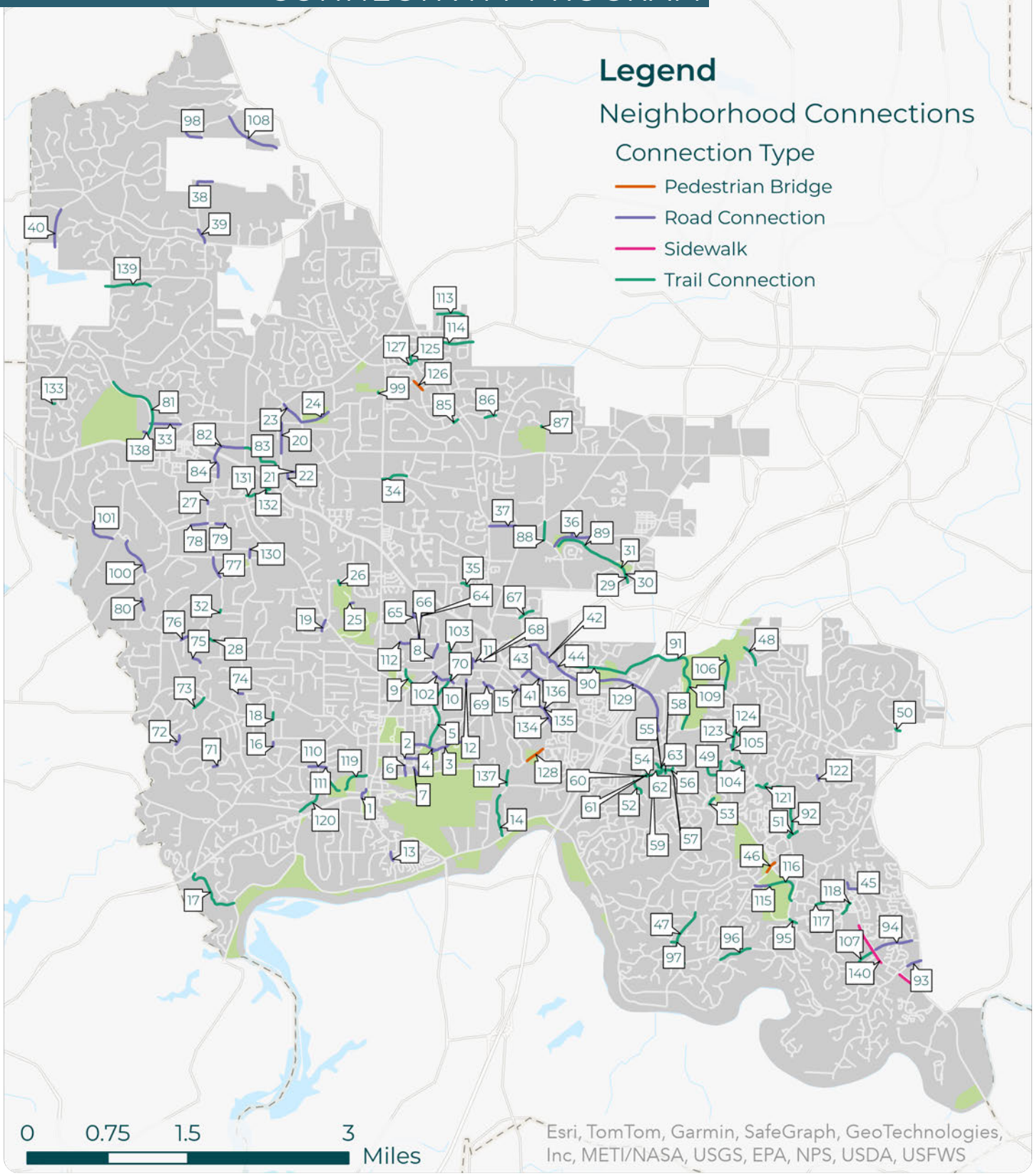
The pros and cons of the program are that while it does improve quality of life by reducing trips and accidents, it does involve retrofitting areas of the community that can be expensive. Recent success stories include restriping Elizabeth Way from a one-way to a two-way road and the Eves Road driveway into East Roswell Park. Currently under construction are the Goulding Place-Windy Pines Trail connection, the Oxbo Road One-Way Pair, and Sun Valley Extension, Phase 1, which will provide the city with three new roadways to connect origins and destinations and taking vehicular traffic away from congested roadways and intersections. Specific places that have been studied include Riverwalk, Canton Street and South of Canton Street (SOCA) along Oak Street. New development has provided new shopping areas and focal points as well including Sweet Apple Village and East Village. The City's Livable Center Initiatives (LCI) plans call for expansion and/or redevelopment of several areas of the City including Canton Street, Town Square, Midtown Area and the Historic Gateway corridor.

The Connectivity Program includes an overall "Connections" and "Projects" map identifying a citywide

alternative network using existing routes and a projects map of the new neighborhood links for consideration in development. The project list and maps are intended to be living documents to be modified as additional connections are identified through the development process or as appropriate. Map 2.18 on the next page shows the connectivity projects map previously outlined for the City of Roswell for future development to consider or follow.

MAP 2.18

CONNECTIVITY PROGRAM



2.16.03
SECOND CONNECTION POLICY

Adopted to the UDC in March 2016, the second connection policy requires all new developments to provide two separate roadway connections, ideally on two different roads.

A second road connection significantly improves public mobility and safety, especially during times of heavily congested traffic, fires, flooding, and other emergencies that may block a subdivision's only entrance. Lacking a second entrance also puts physical strain on the pavement at the entrance, resulting in more frequent pavement repairs. In instances when a second road connection is not ideal or feasible, a second connection for PTVs, bicycles, and/or pedestrians may be considered.

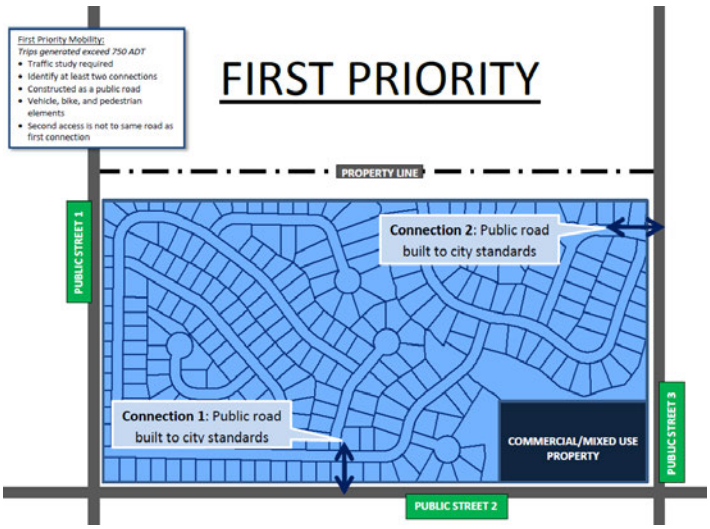


Figure 2.3 — First Priority Connection

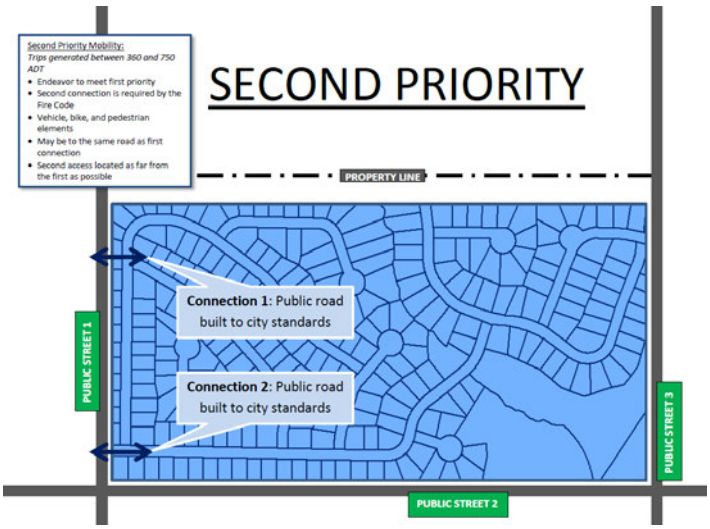


Figure 2.3 — First Priority Connection

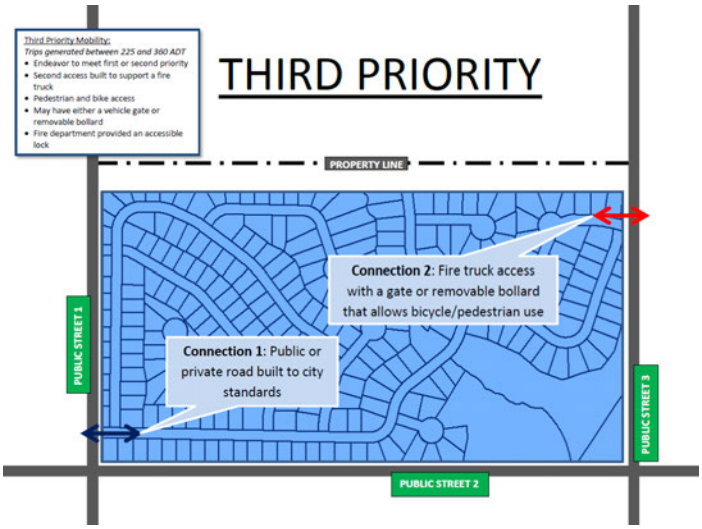


Figure 2.3 — First Priority Connection

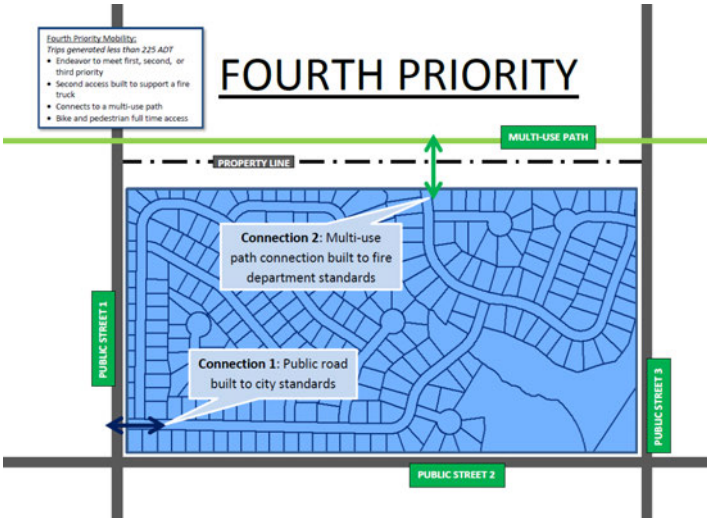


Figure 2.3 — First Priority Connection

2.16.04
CONSTRUCTION SPECIFICATIONS

Section 2 of the City of Roswell Standard Construction Specification provides the specifications to potential developers who want to do business with the City of Roswell. These specifications address:

- Minimum right-of-way widths
- Paving and curb specifications
- Maximum permissible grades, vertical and horizontal alignment specifications
- Minimum vertical and horizontal visibility requirements
- Driveway access specifications
- Required bike lane addition to the existing roadway along the property frontage

The Transportation Department along with Community Development and other departments involved in the plan review process are constantly working with developers to help make the City of Roswell a more pedestrian and bicycle friendly community.

In March 2009, Mayor and Council adopted a “Complete Streets” policy. Complete Streets are transportation corridors that accommodate all modes of transportation including bicycles, pedestrians, and transit vehicles. The policy follows the revision of the American Association of State Highway Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities as well as a recommendation from the Atlanta Regional Commission’s Atlanta Region Bicycle and Pedestrian Walkways Plan.

The City of Roswell was the first City in Georgia to adopt a stand-alone Complete Street policy. Currently, there are nearly six miles of Complete Streets in the City with another two miles in design and scheduled for construction in the next 2-3 years. The Mayor and Council set policy for the City and reserve the right to modify a project’s concept based on new information, new cost information to ensure a project remains in budget, or other recommendations by staff.

2.17
LCI Study Areas

The city has two previous Livable Centers Initiative (LCI) Study areas: Roswell Town Center/Atlanta Street and the Midtown Roswell.

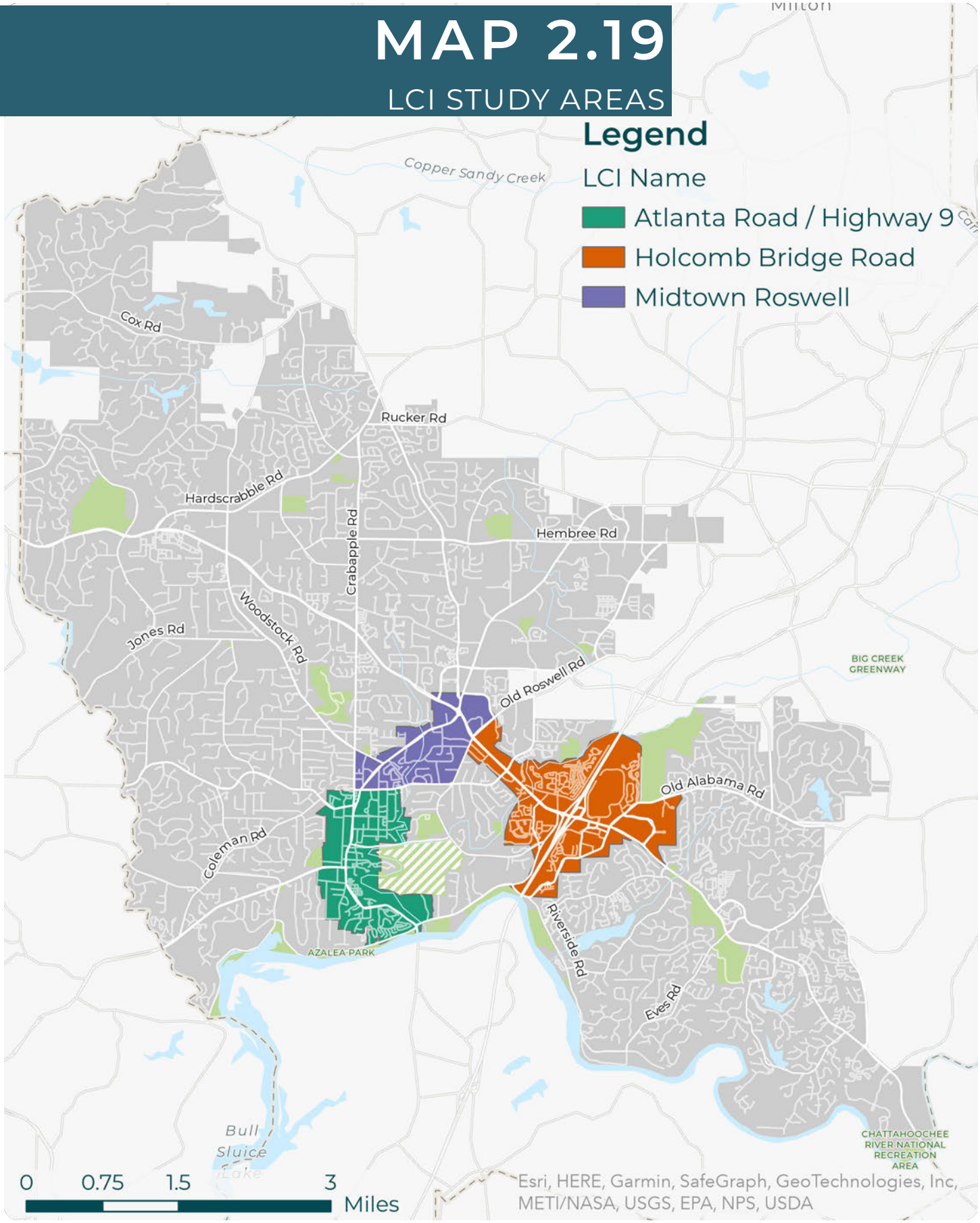
The Roswell Town Center/Atlanta Street LCI study was approved in April 2008 and had its five year update completed in 2013. The Atlanta Street corridor from the Chattahoochee River to Norcross Street was studied to identify land use, transportation, and design solutions that will reinvigorate the area and improve the quality of life for Roswell residents and business owners along this historic corridor. Currently, the city is working on a concept, design, and environmental document for a series of projects to remove the reversible lane along the Atlanta Street corridor from the river to Marietta Highway (SR 120). In addition, the project will replace a structurally deficient bridge on Riverside Road over Vickery Creek and improve the intersection of Riverside Road/Azalea Drive and Atlanta Street. Environmental Work is proceeding and in 2016 two agreements were reached with GDOT, FHWA, and the National Park Service regarding various conditions of construction remediation as well as improvements to the NPS property in exchange for necessary ROW. Finally, the five year update led to the development of the Roswell Green project which intends to united City Hall with the Canton Street corridor including reconfiguration of the S.R.9/120-Canton Street-Magnolia Street intersection and inclusion of a pedestrian underpass between Canton Street and the governmental complex.

The Midtown Roswell Redevelopment Plan was approved in January 2003 and is now formally incorporated into Roswell's Comprehensive Plan. Midtown Roswell extends from Norcross Street to just south of Holcomb Bridge Road (SR 140) and is heavily commercialized.

In 2013, the City applied for the Holcomb Bridge Corridor Study to be accepted as a third LCI area from ARC. This designation was granted and the City has been granted an LCI Supplemental Study for the Holcomb Bridge LCI to examine west side of the Holcomb Bridge Road / SR 400 interchange. Map 2.19 on the next page shows the LCI study areas for the City of Roswell.

MAP 2.19

LCI STUDY AREAS



2.18 Transportation Demand Management Strategies

Several commuting options exist in the greater metro area. Georgia Commute Options is a service that matches commuters with potential carpool partners and/or to vanpools. Georgia Commute Options operates and manages the Regional Guaranteed Ride Home (GRH) Program for commuters using any mode other than driving alone or teleworking for instances when unscheduled events arise. The Atlanta Regional Commission (ARC) in partnership with the Clean Air Campaign and regional Transportation Management Associations (TMAs) operate Georgia Commute Options and is funded with federal Congestion Mitigation and Air Quality (CMAQ) funds. Broadly speaking, the program aims to increase transportation efficiency, reduce traffic congestion, and improve air quality. More information on the program can be found at the Georgia Commute Options website. The City of Roswell does not operate a commuting program.

2.19 Travel Patterns

In 2023, Roswell DOT staff analyzed average daily traffic counts to determine how many vehicles are entering and exiting the City on an average day. The results for 2021 show nearly 234,000 cars enter Roswell daily and over 227,500 vehicles exit Roswell daily. The net difference between entering and exiting each day is 2.7%. While no analysis can show the exact number of vehicles entering/exiting each day, this analysis can provide insight in to how trips are distributed across the transportation network. This in turn provides another input available to staff during the development and selection of projects for the Transportation Master Plan.

Streetlight Insights uses anonymized connected vehicle location data to visualize traffic volumes and patterns. Roswell DOT staff used this program to determine the percentage of traffic traveling through Roswell, whose trips do not start or end within the city limits. Using data from 6:00 AM until 10:00 AM and 3:00 PM until 7:00 PM during the months of September and October 2022, the program modeled what the average traffic volume would be on any given day during this time frame, and what percentage of this traffic would be “cut through traffic”. The streetlight data allowed staff to look at routes and offer potential solutions to likely slow the average traffic speed down. This was important to see how vehicles pass through to reach their destinations that may be outside of Roswell. One key example was how large amount of traffic get to (and across) the Chattahoochee

River, which routes are they using to funnel to the SR 9, SR 400, or SR 140 river crossings each weekday. Another core route is how commuters access SR 400 (both north and south) access jobs and which routes in Roswell they use.

Vehicles entering and exiting the City on selected roadway corridors are shown in Map 2.20 on the next page and following that Table 2.5 shows the total inbound/outbound traffic volumes by selected corridors.

MAP 2.20

CUT THROUGH TRAFFIC ESTIMATES

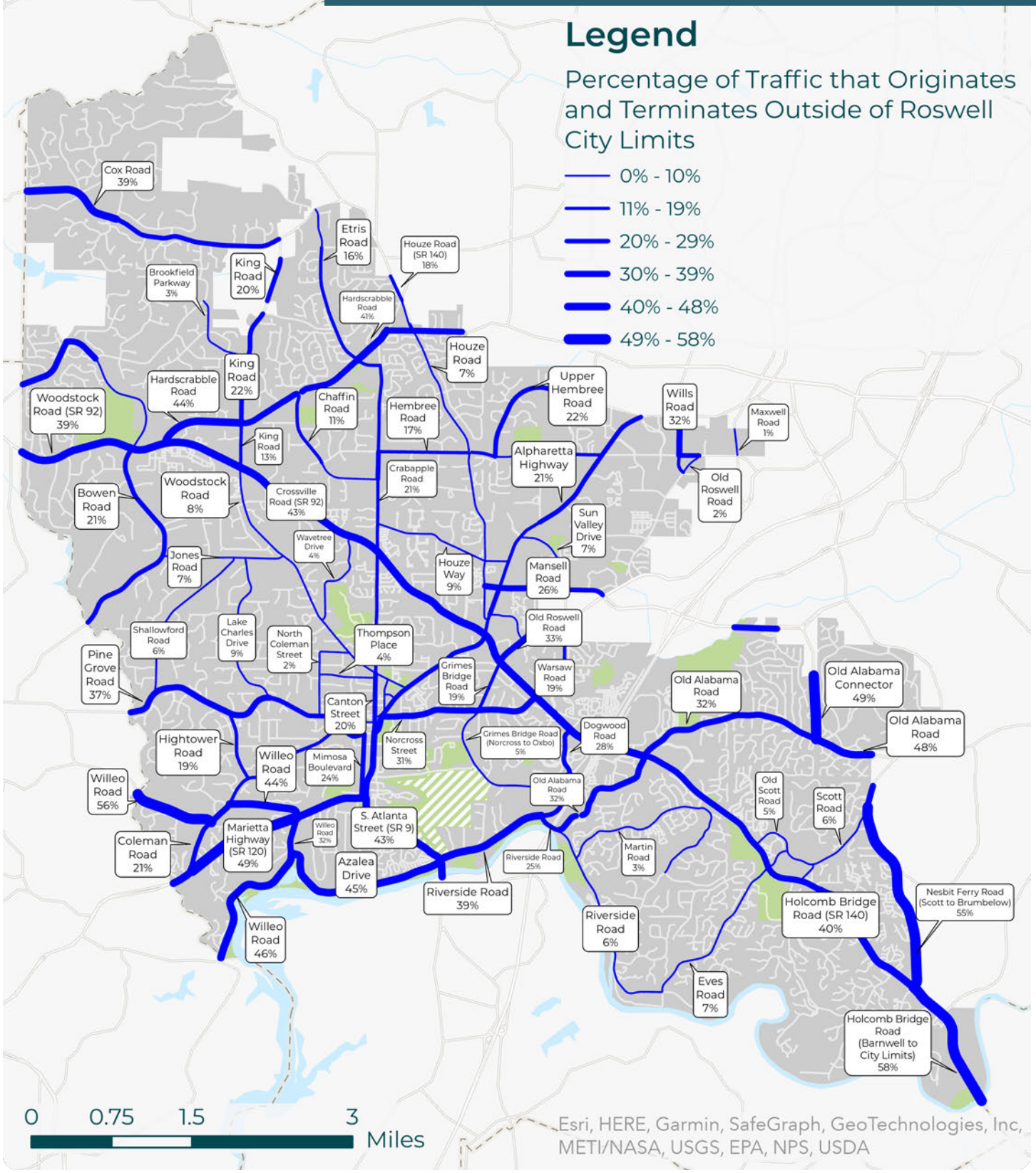


TABLE 2.7: TOTAL INBOUND/OUTBOUND TRAFFIC VOLUMES BY SELECTED CORRIDOR

LOCATION	INBOUND ADT	OUTBOUND ADT	ORIGIN / DESTINATION
SR 120 - E. of City Limits	12,580	12,977	Cobb Co.
Willeo Rd-E. of City Limits	3,239	3,084	Cobb Co.
Pine Grove Rd-City Limits to Chickering Pkwy	5,269	5,304	Cobb Co.
Jones Rd-E. of City Limits	2,798	2,916	Cobb Co.
SR 92 (Woodstock Rd)-City Limits to Bowen/Mountain Park Rd (Estimate Originating from Cobb Co.)	11,456	11,146	Cobb Co.
SR 92 (Woodstock Rd)-City Limits to Bowen/Mountain Park Rd (Estimate Originating from Cherokee Co.)	16,810	17,120	Cherokee Co.
Old Mountain Park Rd	1,614	1,524	Cobb Co.
Cox Rd-City Limits to Lum Crowe Rd	2,049	1,988	Cherokee Co.
SR 140 (Arnold Mill Rd) - Crabapple Rd to City Limits	9,080	9,180	Milton
Rucker Rd-SR 140 to City Limits	7,802	7,400	Alpharetta
Upper Hembree Rd Stratford to City Limits	2,189	2,162	Alpharetta
SR 9 - Hembree Rd to City Limits	13,025	12,816	Alpharetta
Wills Rd-SR 9 to Hembree Rd	3,474	3,334	Alpharetta
Mansell Rd - Warsaw Rd to Old Roswell Rd	16,461	15,762	Alpharetta
Old Roswell Rd - Warsaw Rd to Commerce Pkwy	6,077	5,972	Alpharetta
SR 400 NB Inbound/SB Outbound	23,220	24,920	Sandy Springs
SR 400 SB Inbound/NB Outbound	13,590	14,770	Alpharetta
Old Alabama Connector	6,503	6,014	Alpharetta
Ascot Ln (Willow Springs)	318	512	Johns Creek
Old Alabama Rd-Old Alabama Connector to City Limits	9,691	9,748	Johns Creek
Nesbit Ferry Rd-City Limits to Scott Rd	11,119	10,421	Johns Creek
SR 140 (HBR) - City Limits to Barnwell Rd	26,358	25,595	Gwinnett Co.

LOCATION	INBOUND ADT	OUTBOUND ADT	ORIGIN / DESTINATION
SR 9 - City Limits to Riverside/ Azalea Rd	17,810	17,015	Sandy Springs
Willeo Rd - City Limits to Riverside/ Azalea Rd	3,448	3,758	Cobb Co.

** - this figure includes traffic volume from Cobb and Cherokee Counties.

03—SYSTEM MAINTENANCE

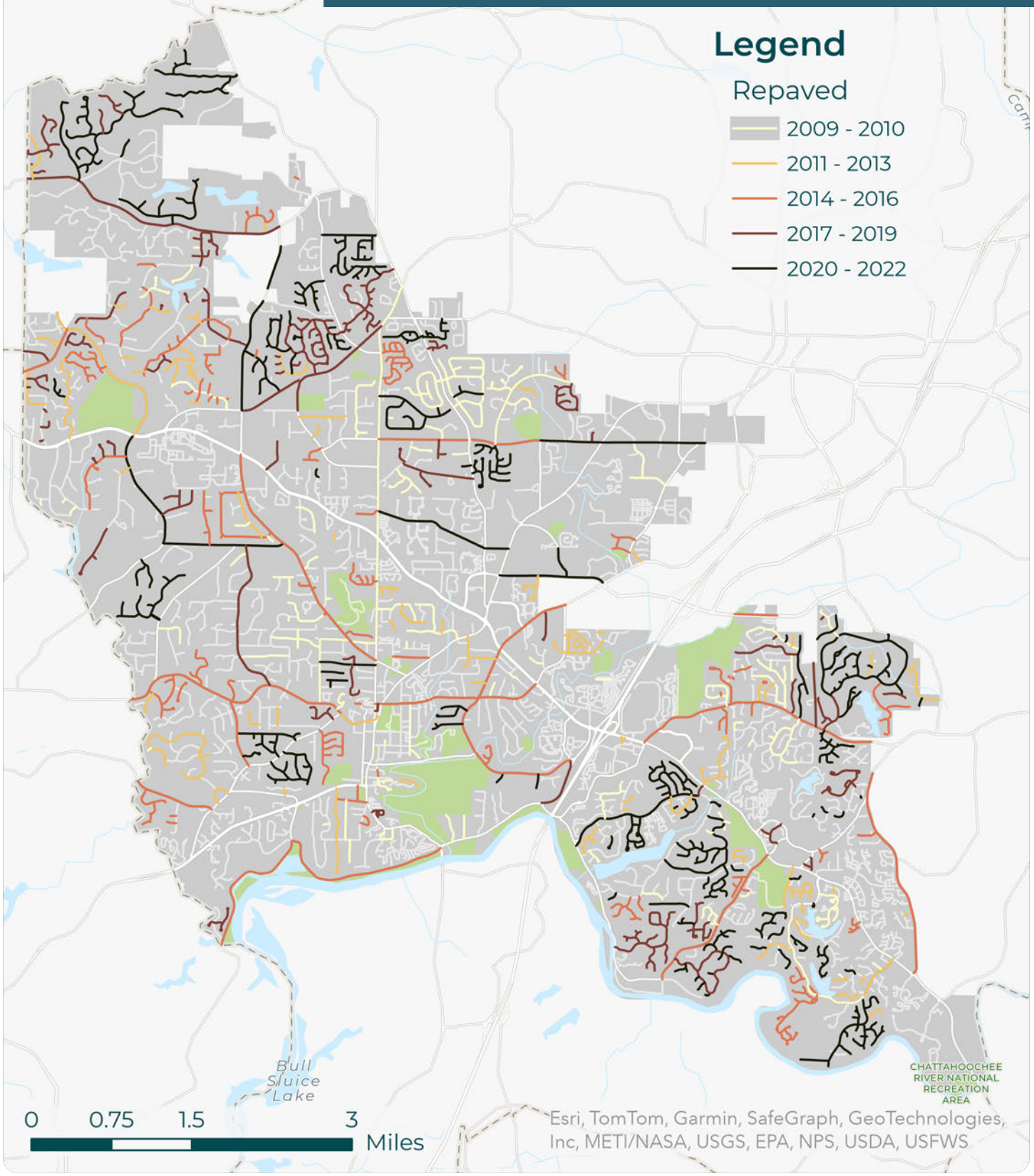
The City of Roswell maintains approximately 350 centerline miles or 6 million square yards of paved roads. A yearly program is used to maintain these local roadways to ensure the most comfortable, safe and economical roadway surface if possible. Studies have shown that in order to design the best possible road maintenance program it is necessary to properly inventory and evaluate the condition of all roads periodically and use these evaluations to set priorities and chose alternate treatments as needed.

RDOT performs annual inspections of all its local city maintained roads. Using the subsequent conditions evaluation and the assigned budget for maintenance for a given year, a plan is devised that has as its goal to prevent any further deterioration of the roads and reduce the percentage of roads deteriorating to the "bad" category. Maintenance provided during early stages of deterioration, before a sharp decline in pavement condition, can save as much as 50% of future repair costs. In addition, delaying the deterioration of good roads by the use of preventive maintenance practices can be an important future cost saving tool and booster return on investment (ROI). The vast majority of roads in need of maintenance will require milling and resurfacing treatments, most will require some patching work as well. Roads that are in good condition are potential candidates for a rejuvenation treatment that will extend the life of the road for a minimal cost. RDOT's pavement maintenance strategy follows a widely used industry standard of performing preventive maintenance as well as traditional or reactive maintenance.

The City applies a percentage of its road maintenance budget to preventive maintenance such as the use of rejuvenators and patching. Traditionally RDOT submits a budget request of $3 million annually and then receives additional funds from the state (GDOT) in the form of Local Maintenance and Improvement Grants (LMIG). For FY 2019-22 an average of $4.2 million per year has been allocated to road resurfacing and road repairs. City staff also routinely conducts ongoing maintenance (including patching) year round to fix areas with potholes or respond to customer complaints. This additional maintenance has an average annual cost of approximately $150K (material, labor and equipment). Map 3.1 on the following page shows the paving history for the City from 2009-2022.

MAP 3.1

PAVING HISTORY



3.01
Pavement Evaluation

RDOT uses a system of road rating that utilizes the PCI (Pavement Condition Index) methodology, which became an American Society for Testing and Materials (ASTM) standard in 1999. The PCI ranges from zero (worst condition) to 100 (best condition).

Green Street
(PCI = 29.8)

Saddle Creek Parkway
(PCI = 78.3)

Very Poor
0—25

Marginal
40—50

Good
60—70

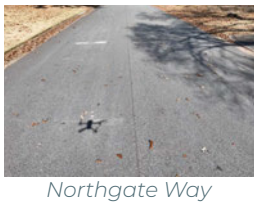
Excellent
85—100

Poor
25—40

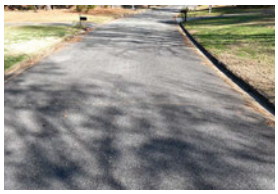
Fair
50—60

Very Good
70—85

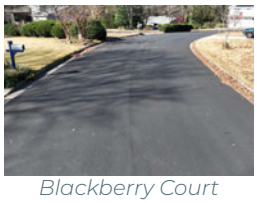
Hembree Place
(PCI = 11.1)



Northgate Way
(PCI = 49.9)



Northgate Trail
(PCI = 66.3)



Blackberry Court
(PCI = 97.2)

Visual field inspections are performed on each road on a regular basis. This information is then used to calculate the PCI. The PCI is calculated using PAVER, which is a Pavement Management System software, designed for the development of cost effective maintenance and repair alternatives of pavement.

PAVER was developed by the US Corps of Engineers in the late 1970's. It is distributed and supported by American Public Works Association (APWA) and widely used throughout the Country. PAVER divides the areas to be rated into Network, Branches and Sections. Inspections are performed on samples within the Sections.

- **Network** – The entire City
- **Branches** – Individual roads
- **Sections** – Areas within each individual road
- **Samples** – Areas within each section (only random samples are rated)

Samples are pre-determined for the inspector except in the case of the observation of a critical area not included in these samples, such as potholes. The inspector will add that area in PAVER as an "additional" sample. Sections serve the purpose of dividing roads that present changes in pavement types, widths or other feature that necessitates separation. In the City of Roswell, most of the branches will only have one section. Figure 3.1 below and Map 3.1 on the next page shows a summary of the output data for 2023.

Road Core Samples

Figure 3.1 — Roswell Pavement Condition Index (PCI) - 2023

As shown in Figure 3.1, approximately 56% of roadways in the City are considered to have excellent to good pavement conditions with another 20% in fair or marginal condition. The remaining 24% are in substandard condition using the latest data. By focusing the available resurfacing resources on road segments categorized as poor, very poor, or serious, the City can improve the overall transportation infrastructure and maintain the high level of service the citizens of Roswell expect. Additionally, addressing deteriorating pavement sooner prevents having to reconstruct roadways in the future. Figure 3.2 below shows the concept of pavement preservation.

Pavement preservation comprises of a series of preventive and corrective maintenance as well as minor rehabilitation. Through the use of more frequent preservation treatments, a better pavement performance can be achieved.

Often, the benefits of implementing a pavement preservation program are not immediate and dramatic (compared to rehabilitation and reconstruction) but accrue with time. The important thing is that **roads that received preservation treatments are in a better condition than those left without treatments after several years.**

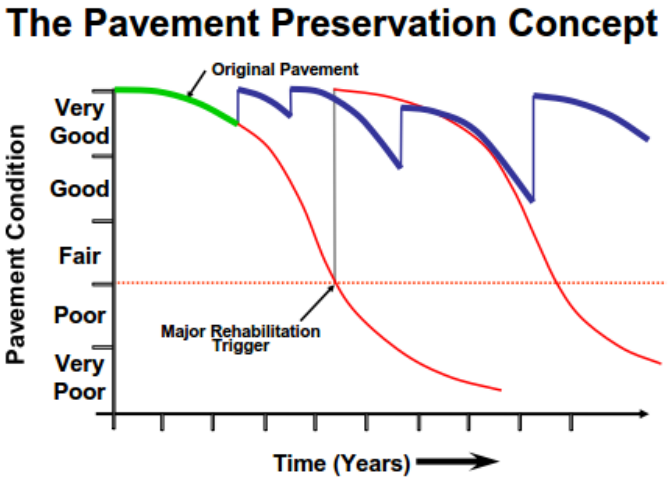
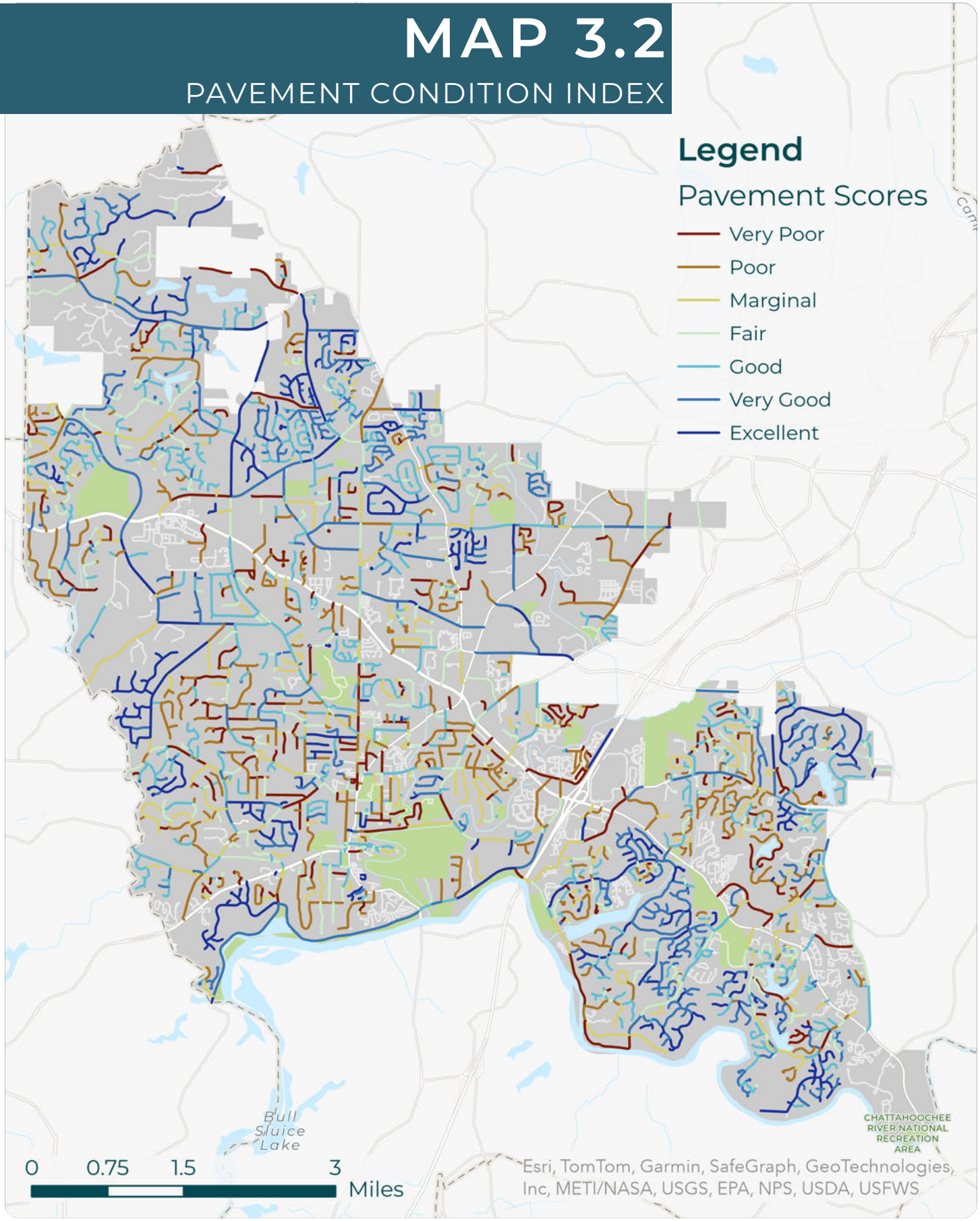


Figure 3.2 — The Pavement Preservation Concept

MAP 3.2

PAVEMENT CONDITION INDEX



The percentage of “Good” and “Satisfactory” roadways has reduced slightly over the past 2-3 years based mainly on the fact the Department has been focusing on bringing more “Serious” and “Poor” roads up to standard. It is not uncommon to have the number of “Good” roads to rise and fall over multiple years. This can be attributed to a number of factors such as weather, changing traffic patterns, increased truck movement, heavier weighted vehicles, and more focus on the lower ranked roads mentioned above.

In addition to roadways maintained by the City, the Georgia Department of Transportation (GDOT) is responsible for within Roswell (all state routes). These roads are some of the most heavily traveled in the City with traffic volumes as high as 75,000 vehicles per day on arterials and 190,000 vehicles per day on Georgia 400. Roswell DOT coordinates with GDOT to improve the condition of state routes when able; however, due to limited resources sometimes the city has to step in for minor repairs on the state route.

According to the Federal Highway Administration, every $1 spent on preventative maintenance early in the pavement life is equivalent to $6-10 spent later for resurfacing or replacement. Figure 3.3 shows the effects that deferred maintenance can have on overall pavement life. In essence, the longer maintenance is put off, the more expensive it will be to repair the pavement surface.

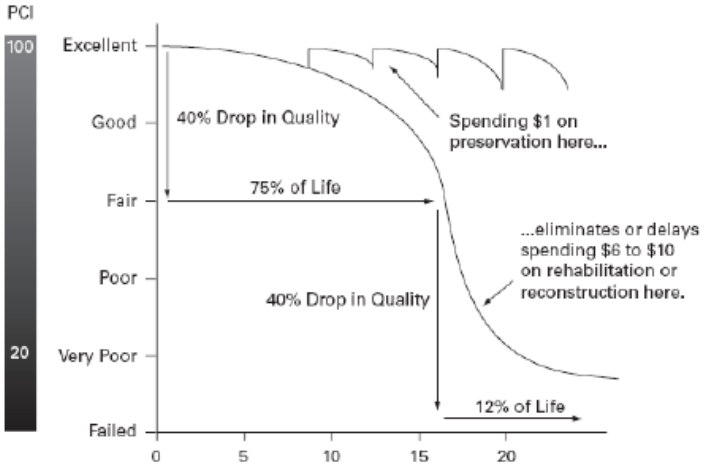


Figure 3.3 — The Pavement Option Curve

Roswell DOT is constantly researching innovative ways to make the Pavement Management System more effective and efficient. Some of the steps taken to achieve this goal include:

- The use of Geographic Information Systems (GIS) to map the worst road segments
- Consultation with neighboring cities and counties to learn their methods of pavement management and receive feedback from them on the effectiveness of the City’s methodology
- Review summary reports that allow Roswell DOT staff to determine appropriate treatment strategies
- Using the software to estimate pavement life cycles

Based on current funding levels being funded by the Mayor and Council during annual budget cycles, RDOT estimates that all City-owned roads will have a PCI of 70 or higher (Good or Satisfactory categories) within 10 years. It is important to maintain a high PCI level and not allow the City's roads deteriorate to the point of requiring more funding to replace rather than repair roadways. It is important to maintain a certain level of annual funding commitment to resurfacing and repairing the City's roads. Without this commitment, the City will likely pay more in the future to maintain the existing roadway infrastructure. In addition, by spreading the resurfacing over multiple years, it allows the cost to be better managed. If the City chose to repave a larger number of miles each year, the cost to resurface those roads at the end of their useful life may be too steep and the City would be forced to defer needed maintenance.

Crews resurfacing Winterberry Court

Finally, it should be noted Roswell DOT looks for ways to expand the uses for certain roadways when resurfacing is taking place. While resurfacing is taking place, the City may be able to make needed curb line adjustments, address and correct drainage issues, provide refuge for pedestrians crossing the roadway, adding ADA compliant sidewalk ramps, or by simply adjusting the new pavement striping, provide bicycle-friendly shoulders or lanes. In addition to this, RDOT crews will also work with the Environmental/Public Works Department to coordinate water line replacement if needed. All of these solutions expand the life of the facility reducing costly expansion improvements in the future and opening more roadway corridors to use by all transportation modes.

3.02
Road Rejuvenation

When funding is available RDOT staff use an emulsion product by the name of "Reclamite" with the purpose of partially penetrating the top layer of pavement and restoring asphalt properties in order to delay oxidation, deterioration, and to extend the life cycle of a roadway. Due to the addition of recycled materials in asphalt, it is recommended that rejuvenation be applied within the first year of pavement life and at five-year intervals thereafter. The benefits of an asphalt rejuvenator are:

- Increasing penetration value of the asphalt cement in the top portion of the pavement, which extends the pavement's life cycle.
- Sealing pavement against intrusion of air and water, thereby slowing oxidation, preventing stripping and raveling and protects the pavement in-depth.
- Increasing the durability of the asphalt in the top portion of the pavement by improving the chemical composition of the asphalt cement.

The top lane has been treated with Reclamite, the bottom has not

A study performed by RDOT staff on roads previously rejuvenated shows an average life cycle increase of 5 years, which translates into a cost savings of approximately 25% of a typical road maintenance life cycle cost. The cost of rejuvenation is $0.81 per square yard, which is approximately 5% of typical resurfacing costs.

3.03
Bridge Maintenance

Of the 27 bridges or culverts in Roswell, nine are maintained by the State of Georgia, one by Cobb County and 17 by the City. The 27 bridges/culverts in Roswell with their rating, ownership, design type and most recently collected Average Daily Traffic counts (ADT) are displayed on Map 3.3 and Table 3.1 on pages 87 and 88.

All public bridges, regardless of ownership (City/County/State), are inspected by the Georgia Department of Transportation (GDOT) every two years per Federal Law and the City of Roswell receives the reports via the Fulton County Board of Commissioners. The latest round of inspections occurred in 2023. The RDOT Construction and Maintenance Division will act in performing maintenance as outlined and suggested on the inspection reports.

To complement GDOT's biannual inspections, RDOT performs yearly inspections that include the following:

APPROACHES

Inspection of approaches for possible settlement, which could affect the bridge deck.

DECK JOINS

Inspection of deck joints and cracks to ensure that they are watertight.

SCUPPERS, DOWNSPOUTS, AND WEEP HOLES

Inspection of scuppers, downspouts and weep holes to ensure that they are not clogged as well as any other drainage issues within and around the structure.

GUARD RAILS

SIDEWALKS, CURB AND GUTTER

Inspection of sidewalks, curb and gutters within and around the structure.

PAVEMENT OVERLAY

Inspection of pavement overlay over decking if present.

SUBSTRUCTURE

Inspection of substructure (piers, abutments and piles) to ensure that no debris is accumulated which can cause scouring.

POSTING SIGNS

Inspection of posting signs to ensure that they are visible as well as to ensure that the posting limits are as per requirements listed in the latest GDOT report.

HANDRAILS AND PARAPET WALLS

VISUAL INSPECTION

Visual inspection of any distresses that can undermine the integrity of the superstructure and substructure (cracking and deterioration).

Inspection of Norcross Street bridge abutment

Inspection of Riverside Road bridge pavement and parapet

MAP 3.3

ROSWELL-MAINTAINED BRIDGE RATINGS

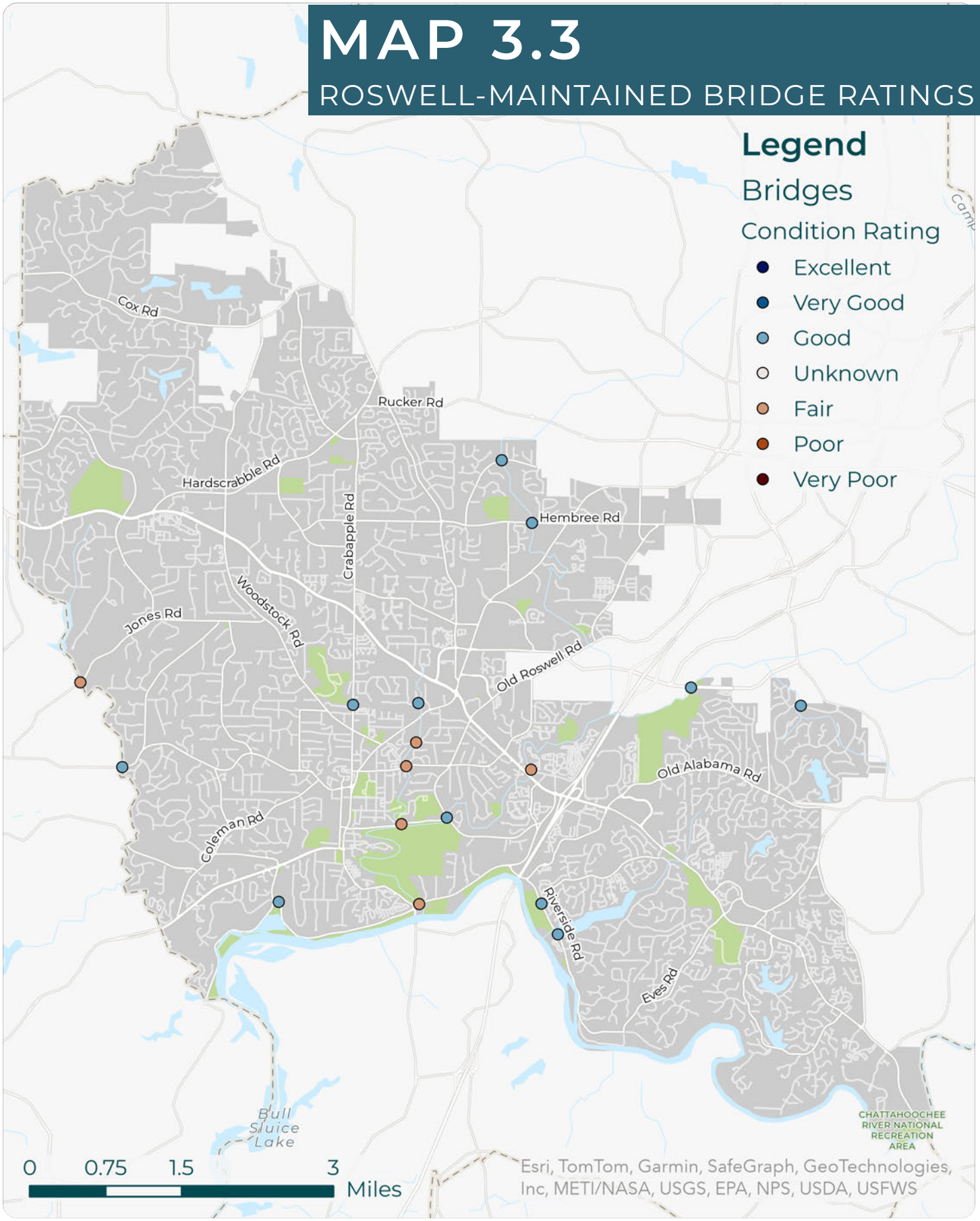


TABLE 3.1: BRIDGE INVENTORY

	Roadway	ID No.	Feature Intersected	Rating	Owner	Design	ADT
1	Alpine Drive	121-5249-0	Hog Wallow Creek	Good	COR	Culvert	757
2	Azalea Drive	121-5157-0	Chattahoochee River Tributary (Willeo Rd)	Good	COR	Bridge	9,641
3	Charles Place	121-5130-0	Hog Wallow Creek (Maxwell Rd)	Fair	COR	Bridge	593
4	Crabapple Road	121-0310-0	Hog Wallow Creek (N of Fowler Ave)	Good	COR	Culvert	10,283
5	Grimes Bridge Road	121-5354-0	Big Creek (Oxbo)	Good	COR	Bridge	8,804
6	Hembree Road	121-5332-0	Foe Killer Creek (Streamside Dr)	Good	COR	Bridge	9,629
7	Jones Road	121-5263-0	Willeo Creek (City Limit)	Fair	COR	Bridge	6,166
8	Mansell Road (EBL)	121-5260-0	Big Creek near NP Pkwy	Good	COR	Bridge	16,226
9	Norcross Street	121-0309-0	Hog Wallow Creek (Liberty Lane)	Fair	COR	Bridge	17,951
10	Old Holcomb Bridge Road	121-5133-0	Big Creek (Behind Red Lobster)	Fair	COR	Bridge	4,596
11	Oxbo Road	121-5134-0	Hog Wallow Creek (Dobbs Dr)	Fair	COR	Bridge	6,862
12	Pine Grove Road	121-5296-0	Willeo Creek (Shallowford)	Good	COR	Bridge	10,602
13	Riverside Road	121-0304-0	Big Creek (E of SR 9)	Fair	COR	Bridge	15,301
14	Riverside Road	121-5028-0	Chattahoochee River Tributary (Martin Rd)	Good	COR	Bridge	5,121
15	Riverside Road	121-5029-0	Chattahoochee River Tributary (Martin river Club)	Good	COR	Bridge	3,853
16	Roxburgh Drive	121-5099-0	Big Creek Tributary (Summerfield Dr)	Good	COR	Culvert	979
17	Upper Hembree Road	121-5313-0	Foe Killer Creek (Hembree Farms Pool)	Good	COR	Bridge	4,247
18	Willeo Road	121-5158-0	Willeo Creek (Roundabout)	Fair	County	Bridge	7,034
19	Crossville Road	121-0765-0	Hog Wallow Creek Tributary (Grace Hill)	Good	State	Culvert	49,041
20	Holcomb Bridge Road	121-0085-0	Big Creek (Red Lobster)	Fair	State	Bridge	70,773
21	Holcomb Bridge Road	121-0086-0	SR 400 (US 19)	Good	State	Bridge	67,351
22	SR 120 / Marietta Highway	121-5134-0	Chattahoochee River Tributary (City Limit)	Good	State	Culvert	31,113
23	SR 9	121-0033-0	Chattahoochee River (S of Azalea Dr)	Fair	State	Bridge	32,016
24	SR 9	121-0034-0	Hog Wallow Creek (S of Alpine Dr)	Good	State	Culvert	32,062
25	SR 9	121-0035-0	Foe Killer Creek (Hyundai dealership)	Good	State	Culvert	26,144
26	US 19 / SR 400	121-0125-0	Don White Park/ Chattahoochee River	Fair	State	Bridge	
27	US 19 / SR 400	121-0127-0	Big Creek (GA400 S of Mansell Rd)	Fair	State	Bridge	

During the 2023 Legislative Session, the Georgia House Transportation Committee voted to advance draft legislation that increases the commercial truck weight limit on Georgia's state and local roads to 90,000 pounds from 80,000. The statewide associations for city and county governments, road safety advocates as well as state departments for transportation and public safety called the heavier loads a threat to public safety, while increasing wear on the state's roadways.

3.04
Guardrails

The City repairs guardrails on RDOT maintained roads that have been damaged due to accidents. GDOT has said in the past that Georgia suffers from a lack of highly specialized guardrail contractors because it is a profession that carries extended risk and liability. Only a few local contractors do 80 percent of the state's work presently, including all the maintenance and new construction in metro Atlanta. When a collision occurs between a vehicle and a steel guardrail the government agency and the contractor who installed the asset may become entangled in legal actions, which has led to additional challenges for government agencies. To aid the maintenance, GDOT has proactively attempted to recruit contractors from neighboring states to bid on guardrail jobs.

Prior to 2022, there was a backlog of repair work in Roswell but all work was completed and brought up to date between the contract for 2021 and the contract for 2022. The total for those years was $100K. For the FY 2023 budget, the Mayor and City Council authorized an annual budget of $225K for the bridge and guardrail maintenance program.

3.05
Sign Maintenance

Signs are very important for motorist, bicyclist and pedestrian safety, particularly regulatory and warning signs. These signs can fade, be painted over, get knocked down, be stolen, be blocked from view because of vegetation, cease to apply to the current situation, or be dirty. Occasionally, someone may even add signs that are not appropriate or consistent with the control of traffic or driver's needs. Checking the existing signs against sign inventory can identify any discrepancies and resolve those discrepancies before they contribute to an accident.

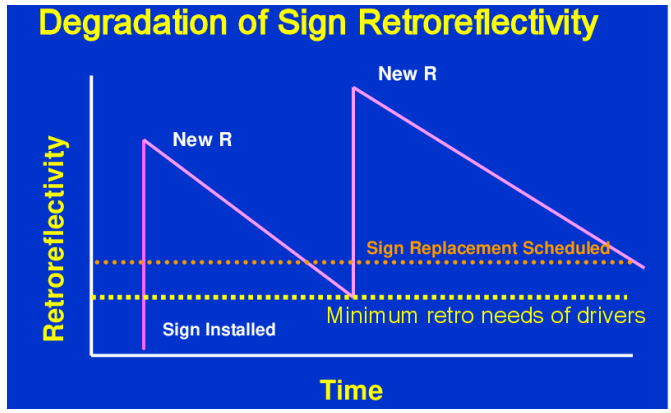
Signs should be checked at least twice a year as conditions dictate. Desirable times are after winter and before the start of the school year. This cycle provides for identifying winter damage and blocked visibility due to new vegetation growth. Special reviews should also be conducted after bad storms. During sign checks, it is also desirable to clean dirty signs and refurbish faded or damaged signs. The inspectors should keep a record of all actions taken and recommended.

To maintain an up to date inventory of signs throughout the City, RDOT applies stickers to the backs of every sign installed, comprising of a serial number and the year of installation. Signs installed prior to 2013 feature a yellow sticker, while those installed 2013 or later have a white sticker. Examples of these stickers are shown here.

Sign inventory stickers. The yellow one indicates the top sign was installed before 2013.

3.05.01
SIGN RETROREFLECTIVITY

Sign retroreflectivity refers to the amount of light reflected off the sign and back to the light source. This is extremely important for nighttime traffic safety. The image below shows signs with varying degrees of retroreflectivity.



Under the Manual on Uniform Traffic Control Devices (MUTCD), it is required that municipalities use a management system to maintain the retroreflectivity of traffic signs at or above the established thresholds shown in the table below. Roswell DOT follows the manufacturer recommended retroreflectivity lifespan of 12 years to ensure they meet the minimum retroreflectivity needs of drivers.

Table 2A-3. Minimum Maintained Retroreflectivity Levels[1]

Sign Color	Sheeting Type (ASTM D4956-04)				Additional Criteria
	Beaded Sheeting			Prismatic Sheeting	
	I	II	III	III, IV, VI, VII, VIII, IX, X	
White on Green	W*; G ≥ 7	W*; G ≥ 15	W*; G ≥ 25	W ≥ 250; G ≥ 25	Overhead
	W*; G ≥ 7	W ≥ 120; G ≥ 15			Ground-mounted
Black on Yellow or Black on Orange	Y*; O*	Y ≥ 50; O ≥ 50			2
	Y*; O*	Y ≥ 75; O ≥ 75			3
White on Red	W ≥ 35; R ≥ 7				4
Black on White	W ≥ 50				—

Notes:
[1] The minimum maintained retroreflectivity levels shown in this table are in units of cd/lx/m^2 measured at an observation angle of 0.2° and an entrance angle of -4.0°.
[2] For text and fine symbol signs measuring at least 1200 mm (48 in) and for all sizes of bold symbol signs
[3] For text and fine symbol signs measuring less than 1200 mm (48 in)
[4] Minimum Sign Contrast Ratio ≥ 3:1 (white retroreflectivity ÷ red retroreflectivity)
* This sheeting type should not be used for this color for this application.

3.06
Vegetation and Landscaping

City staff maintains detention ponds and drainage features in the public right of way. Staff also maintains the vegetation located within the public right of way along many local roads and state routes. The City currently (2022) has a contract with a landscaping company ($48K) to maintain the Hardscrabble Road corridor as well as the Georgia 400 corridor within the city limits. GDOT maintains this area as well, but they only do it once a month, which typically is not sufficient during the summer months. RDOT also has a contract with a tree removal company; the Department spent +/-$35K with this last fiscal year. Another related cost is dumping fees to dump landscaping debris; the Department spent +/-$25K in dumping fees related to landscaping last fiscal year.

Watering is an ongoing challenge because the city does not allow or install irrigation systems within the right of way. The City does not have the staff or equipment to properly water landscaping areas as needed, especially during periods of insufficient rain.

RDOT's maintenance manager has an outline map of mowing activities within the City to help streamline landscaping efforts.

3.07
Snow and Ice Management

During inclement weather events, the City activates its emergency operations center (EOC) which allows relevant staff from all departments (Fire, Police, Transportation and Public Works) to work out of a consolidated space jointly. The City's traffic cameras are used to monitor conditions on the roadways in real-time and allow staff to respond to issues immediately.

Equipment used during inclement weather is inspected and maintained by the Department's Small Engine Technician at three-month intervals during the year and before the winter season start. This maintenance includes calibrating the spreaders as necessary. All vehicles are fully fueled in advance of inclement weather. All equipment is inspected and sand trucks are prepped and loaded with salt and sand mixture three days before the inclement weather is expected. The salt and rock is mixed to GDOT specifications and includes three parts rock to one part salt. Supervisors and operators are trained and retrained at approximately three-month intervals to ensure proper operation of spreaders and plows as well as mixing procedures. During non-winter events that include severe storms or tropical systems staff also prepare tools to respond (i.e. chainsaws, woodchipper, and vehicles) to the event.

Prior to the arrival of inclement weather, needed staff are sometimes sent home to rest 12-24 hours in advance of the storm event. Upon receipt of the first call related to ice and/or snow, all on call personnel respond by meeting at the Hembree facility dressed in safety gear and prepared to begin work. Each sand truck is manned by at least two personnel.

The trucks will apply salt/sand mixture according to the following priority order:

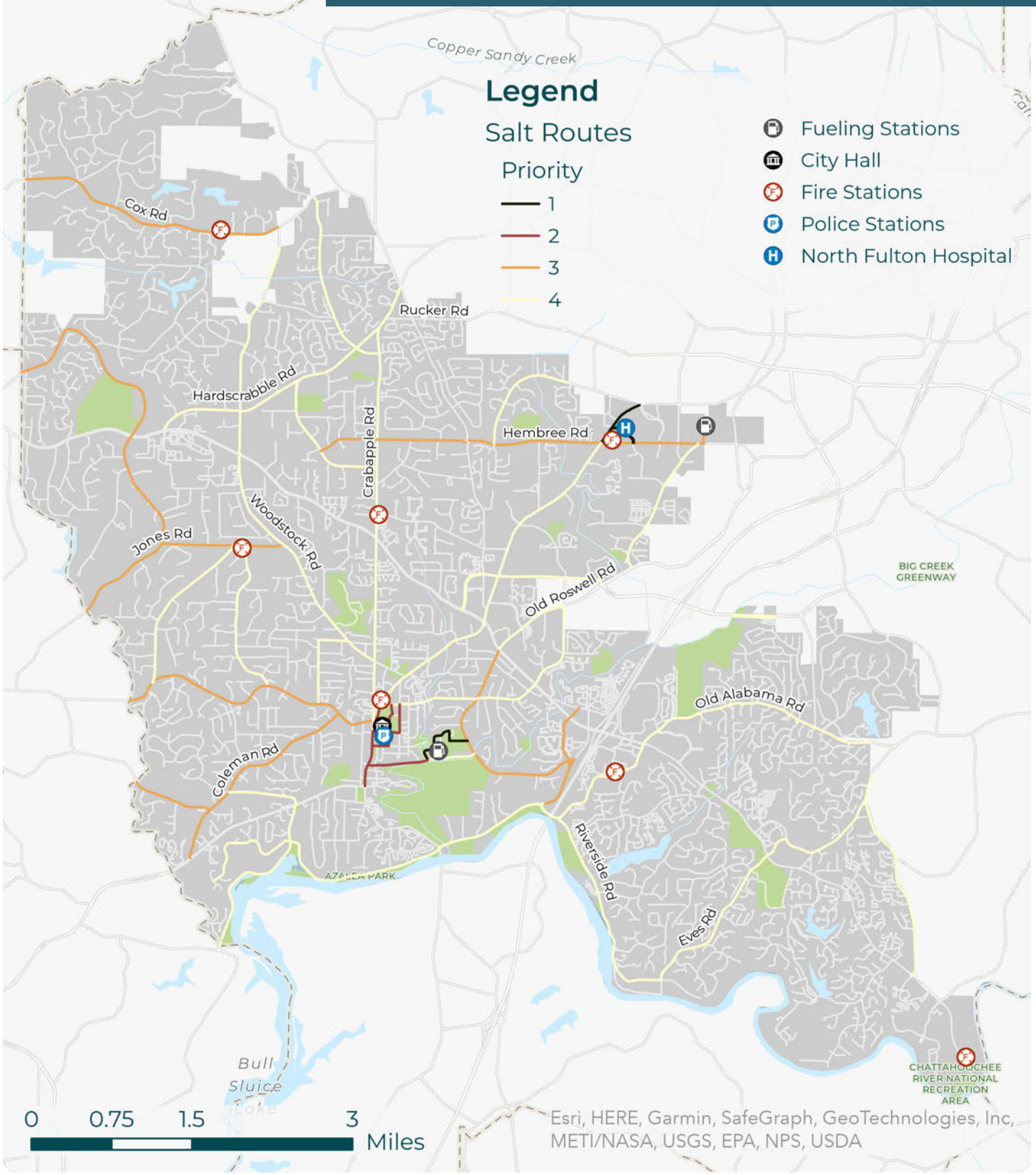
1. **All bridges in the city and areas needed to access WellStar North Fulton Hospital.**
2. **City Hall, Police Department and all Roswell Fire Stations.**
3. **Building Operations will salt/sand/clear access from the buildings to the edge of the asphalt for both City Hall and the Police Department buildings.**
4. **Frank Lewis Drive and Cooperative Way so emergency personnel may access City Fuel Pumps. This includes the driveway connecting to the Adult Recreation Center Parking Lot off Grimes Bridge Road.**

5. **Fire Department will provide limited salt/sand at Fire Stations until Transportation arrives.**
6. **All main thoroughfares with focus on slick spots and application within a 100 foot approach to stop signs and traffic lights.**
7. **Inside Subdivisions as needed to support active Police and Fire activities.**
8. **Salt/sand will not be applied to private streets, individual driveways or private parking lots.**

Other trucks are used as needed to sand small areas and/or perform quick fixes. Map 3.4 on the following page shows the priority order for treating the roads.

MAP 3.4

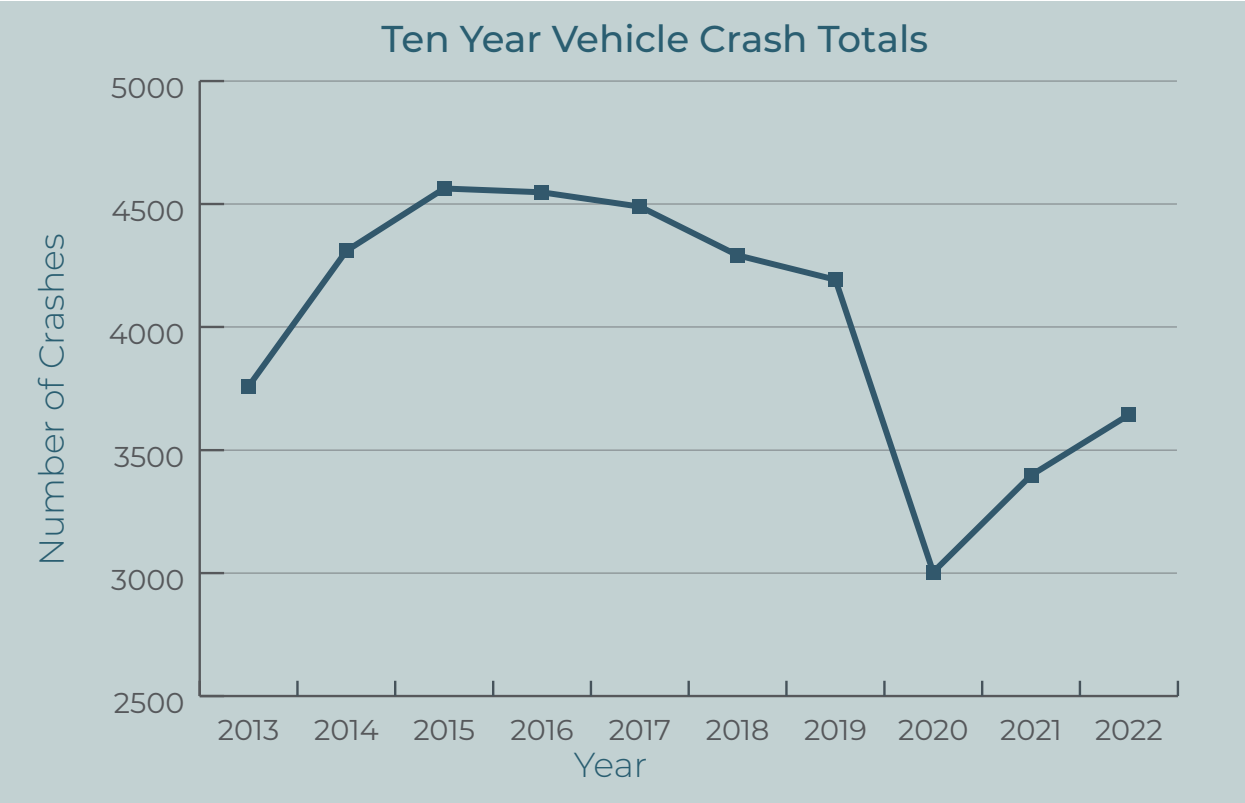
INCLEMENT WEATHER REMOVAL PLAN



04—SAFETY STRATEGY

4.01
The Safety Issues

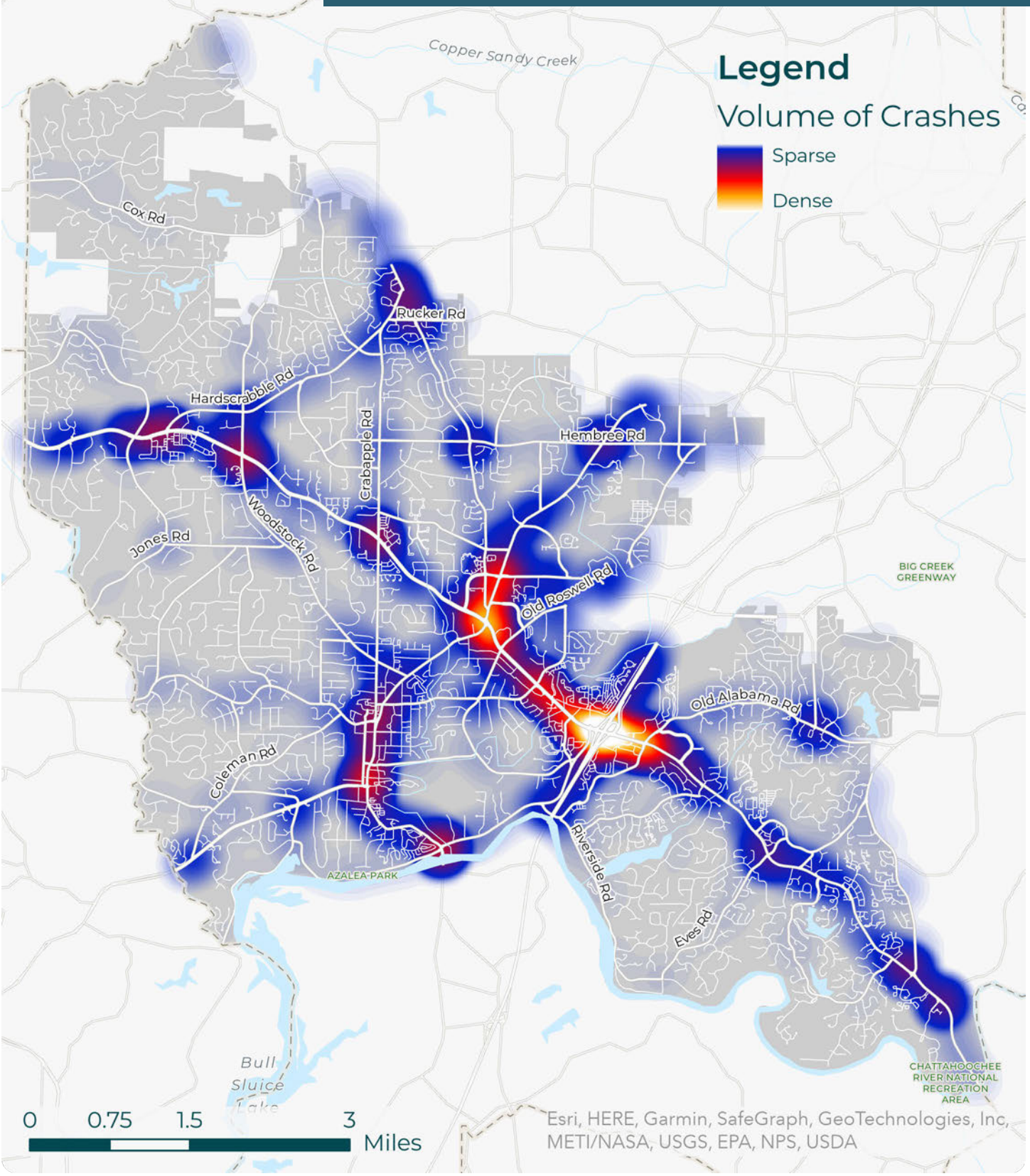
Both the City of Roswell Police Department and the Roswell Department of Transportation track traffic crashes and enforcement. In 2022, there were 3,643 reported crashes on public roads in Roswell. This is up from 3,398 accidents in 2021.



Map 4.1 shows a heat map of where crashes have occurred across the City for the past ten years. As can be expected, the highest density of crashes occurred in higher volume and higher speed corridors—namely the state routes, followed by the arterials.

MAP 4.1

CRASH DENSITY, 2013 - 2022



The 2022 update to the Georgia Strategic Highway Safety Plan (SHSP) introduced 10 emphasis areas to look at to improve safety on the State's roads. They are the top contributing factors of crashes, serious injuries, and fatalities in Georgia.

A focus is placed on fatal and severe injury crashes because it is not possible to stop *all* crashes. The intent is to lessen the severity of crashes. This ensures our resources are focused on the serious, life-altering types of crashes, and not being wasted on problems that largely result in fender benders.

ROSWELL BY THE NUMBERS

Deaths per year / Serious Injuries per year

3 18 INTERSECTION	2 6 ROADWAY DEPARTURE	2 4 BICYCLES AND PEDESTRIANS
2 7 OLDER DRIVER RELATED (65+)	1 4 MOTORCYCLES	1 6 IMPAIRMENT RELATED
1 7 YOUNG DRIVER RELATED (15-19)	1 4 AGGRESSIVE DRIVING RELATED	3 11 DISTRACTED DRIVING RELATED

The Atlanta Regional Commission (ARC) has focused on four of these emphasis areas–intersections, roadway departures, pedestrians, and bicycles. They chose these categories because they "present the greatest opportunity to reduce death and serious injury and also represent the most logical areas for equitable infrastructure investments through the Transportation Improvement Program (TIP) and to guide local priorities."

To take a proactive approach to safety, the team at the ARC analyzed ten years of crash data from across the region to determine what kind of road conditions and other factors correlate to the crashes of these emphasis areas. This information is included along with our annual crash data review.

4.02
The Locations of the Safety Issues

Crash locations are important to analyze and track so they can help identify areas of the City with safety issues. This information can help RDOT staff to develop strategies to prevent crashes and reduce their severity.

INTERSECTIONS

The top ten crash locations at intersections based on the total number of crashes in 2022 were:

TABLE 4.1: 2022 TOP 20 HIGH CRASH INTERSECTIONS, BASED ON NUMBER OF CRASHES

Rank	Intersection Location	Number of Crashes
1	Holcomb Bridge Road (SR 140) @ SR 400 NB Ramps	**96**
2	Alpharetta Highway (SR 9/120) @ Holcomb Bridge Road (SR 140)	**84**
3	Holcomb Bridge Road (SR 140) @ Dogwood Road	**59**
4	Atlanta Street (SR 9) @ Azalea Drive / Riverside Road	**54**
5	Holcomb Bridge Road (SR 140) @ Old Alabama Road	**53**
6	Holcomb Bridge Road (SR 140) @ SR 400 SB Ramps	**44**
7	Holcomb Bridge Road (SR 140) @ Warsaw Road	**44**
8	Crossville Highway (SR 92) @ Crabapple Road	**43**
9	Holcomb Bridge Road (SR 140) @ Grimes Bridge Road / Old Roswell Road	**38**
10	Woodstock Road (SR 92) @ King Road / Woodstock Road	**36**
11	Alpharetta Highway (SR 9/120) @ Mansell Road	**34**
12	Holcomb Bridge Road (SR 140) @ Market Boulevard	**34**

Rank	Intersection Location	Number of Crashes
13	Atlanta Street (SR 9) @ Marietta Highway (SR 120) / Mill Street	**32**
14	Woodstock Road (SR 92) @ Hardscrabble Road	**29**
15	Houze Road / Arnold Mill Road (SR 140) @ Crabapple Road	**27**
16	Woodstock Road (SR 92) @ Bowen Road / Mountain Park Road	**27**
17	Houze Road (SR 140) @ Hembree Road	**26**
18	Holcomb Bridge Road (SR 140) @ Nesbit Ferry Road	**26**
19	Holcomb Bridge Road (SR 140) @ Old Holcomb Bridge Road	**24**
20	Alpharetta Highway (SR 9/120) @ Hembree Road	**21**

The first non–State Route intersection appearing on the list is the intersection of Mansell Road at Warsaw Road and Sun Valley Drive, which ranked 23rd with 16 accidents in 2022.

Table 4.2 below takes a different view of the crash data by ranking the top 20 intersections with the highest crashes based on traffic volume rather than only accidents. Map 4.1 shows the same information for the top 20 locations.

TABLE 4.2: 2022 TOP 20 HIGH CRASH INTERSECTIONS, BASED ON CRASH RATE

Rank	Intersection Location	Number of Crashes	Total Daily Entering Volume	Annual Entering Volume	Crash Rate Per 100 Million Vehicles
1	South Atlanta Street (SR 9) @ Azalea Drive / Riverside Road	54	40,652	14,837,980	**363.9**
2	Holcomb Bridge Road (SR 140) @ SR 400 NB Ramps	96	77,987	28,465,255	**337.3**
3	Alpharetta Highway (SR 9/120) @ Holcomb Bridge Road (SR 140)	84	77,721	28,368,165	**296.1**
4	Houze Road (SR 140) @ Hembree Road	26	26,722	9,753,530	**266.6**
5	Holcomb Bridge Road (SR 140) @ Dogwood Road	59	74,780	27,294,700	**216.2**
6	Holcomb Bridge Road (SR 140) @ Old Alabama Road	53	69,089	25,217,485	**210.2**
7	Houze Road / Arnold Mill Road (SR 140) @ Crabapple Road	27	35,235	12,860,775	**209.9**
8	South Atlanta Street (SR 9) @ Marietta Highway (SR 120) / Mill Street	32	42,588	15,544,620	**205.9**
9	Grimes Bridge Road @ Norcross Street / Warsaw Road	15	21,429	7,821,585	**191.8**
10	Houze Road (SR 140) @ Houze Way	14	20,551	7,501,115	**186.6**

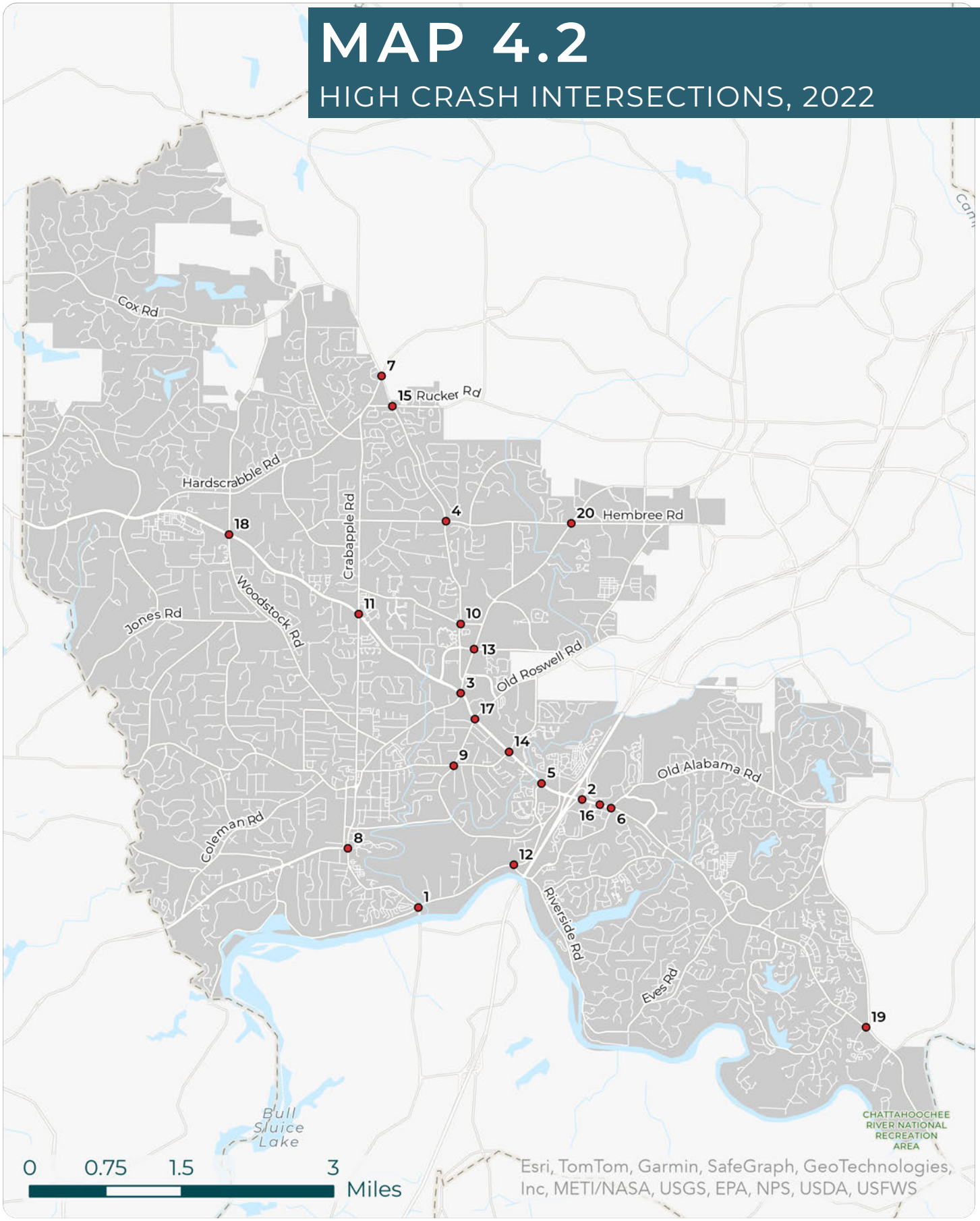
Rank	Intersection Location	Number of Crashes	Total Daily Entering Volume	Annual Entering Volume	Crash Rate Per 100 Million Vehicles
11	Crossville Road (SR 92) @ Crabapple Road	43	63,195	23,066,175	**186.4**
12	Riverside Road @ Dogwood Road	12	17,833	6,509,045	**184.4**
13	Alpharetta Highway (SR 9/120) @ Mansell Road	34	51,518	18,804,070	**180.8**
14	Holcomb Bridge Road (SR 140) @ Warsaw Road	44	68,839	25,126,235	**175.1**
15	Houze Road (SR 140) @ Rucker Road	19	29,957	10,934,305	**173.8**
16	Holcomb Bridge Road (SR 140) @ Market Boulevard	34	57,039	20,819,235	**163.3**
17	Holcomb Bridge Road (SR 140) @ Grimes Bridge Road / Old Roswell Road	38	65,075	23,752,375	**160.0**
18	Woodstock Road (SR 92) @ King Road / Woodstock Road	36	63,566	23,201,590	**155.2**
19	Holcomb Bridge Road (SR 140) @ Nesbit Ferry Road	26	47,685	17,405,025	**149.4**
20	Alpharetta Highway (SR 9/120) @ Hembree Road	21	38,968	14,223,320	**147.6**

TABLE 4.3: INCREASED RISK FACTORS OF INTERSECTION CRASHES

Risk Factors	Values Associated with Increased Risk
Functional class	Urban other principal arterials Urban minor arterials Urban major collectors
Ownership	GDOT
Operating speed	Larger differences between speed limit and average observed speed
Community context	Lower intensity development
Traffic Control	Signalized intersections on principal arterials Uncontrolled or unsignalized intersections on minor arterials and major collectors

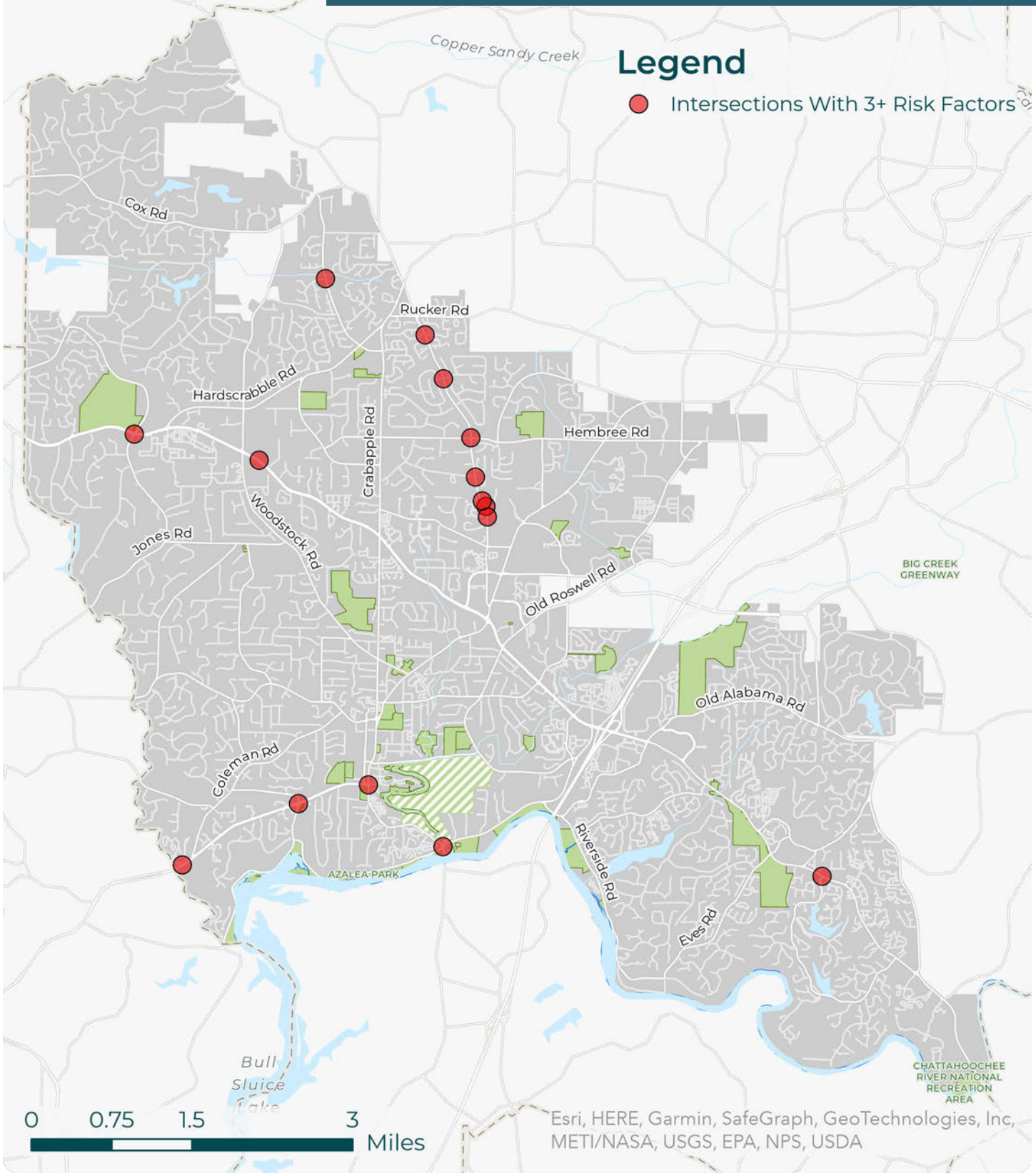
MAP 4.2

HIGH CRASH INTERSECTIONS, 2022



MAP 4.3

INTERSECTION RISK FACTORS



MIDBLOCKS

Midblocks are the stretches of roadway in between two intersections. The top 20 crash locations along midblocks based on the total number of crashes in 2022 were:

TABLE 4.4: 2022 TOP 20 HIGH CRASH MIDBLOCKS, BASED ON NUMBER OF CRASHES

Rank	Intersection Location	Number of Crashes
1	Holcomb Bridge Road (SR 140)— Old Alabama Road to Holcomb Woods Parkway	**31**
2	Alpharetta Highway (SR 9/120)— Holcomb Bridge Road (SR 140) to Mansell Road	**29**
3	Atlanta Street (SR 9)— Azalea Drive / Riverside Road to Marietta Highway (SR 120)	**29**
4	Holcomb Bridge Road (SR 140)— Dogwood Road to SR 400 SB Ramps	**28**
5	Mansell Road—Alpharetta Highway (SR 9/120) to Warsaw Road	**27**
6	Holcomb Bridge Road (SR 140)— Grimes Bridge Road to Warsaw Road	**26**
7	Woodstock Road (SR 92)— Grace Hill Drive to King Road	**25**
8	Woodstock Road (SR 92)—Mountain Park Road to Laurel Lake Drive	**23**
9	Holcomb Bridge Road (SR 140)— Warsaw Road to Old Holcomb Bridge Road	**22**
10	Holcomb Bridge Road (SR 140)—Barnwell Road to County Line	**21**
11	Alpharetta Highway (SR 9/120)— Houze Way to Hembree Road	**20**
12	Holcomb Bridge Road (SR 140)— Champions Green Parkway to Nesbit Ferry Road	**19**
13	Arnold Mill Road (SR 140)— Edenwilde Drive to Crabapple Road	**17**
14	Holcomb Bridge Road (SR 140)— Eves Road to Champions Green Parkway	**17**
15	Atlanta Street (SR 9/120)— Marietta Highway (SR 120) to Magnolia Street	**16**
16	Alpharetta Highway (SR 9/120)— Woodstock Street to Holcomb Bridge Road (SR 140)	**15**
17	Holcomb Bridge Road (SR 140)— Market Boulevard to Old Alabama Road	**14**
18	Holcomb Bridge Road (SR 140)—Old Holcomb Bridge Road to Dogwood Road	**14**
19	Holcomb Bridge Road (SR 140)—Nesbit Ferry Road to Barnwell Road	**14**
20	Woodstock Road (SR 92)— King Road to Hardscrabble Road	**14**

Just like intersections, Table 4.5 shows the crash data by ranking the top 20 midblock locations with the highest crashes based on traffic volume and midblock length rather than only crashes. Map 4.3 shows the same information for the top 20 locations.

TABLE 4.5: 2022 TOP 20 HIGH CRASH MIDBLOCKS, BASED ON CRASH RATE

Rank	Midblock Location	Number of Crashes	Total Daily Entering Volume	Annual Entering Volume	Segment Length (mi)	Crash Rate Per 100 Million Vehicles-Miles
1	Arnold Mill Road (SR 140)— Edenwilde Drive to Crabapple Road	17	21,550	7,865,750	0.18	**1200.7**
2	Houze Rd (SR 140)— Alpharetta Highway (SR 9/120) to Mansell Road	5	4,831	1,763,315	0.32	**886.1**
3	Old Alabama Road— Riverside Road to Market Boulevard	8	11,198	4,087,270	0.29	**674.9**
4	Alpharetta Highway (SR 9/120)— Holcomb Bridge Road (SR 140) to Mansell Road	29	31,251	11,406,615	0.45	**565.0**
5	Holcomb Bridge Road (SR 140)— Old Alabama Road to Holcomb Woods Parkway	31	42,945	15,674,925	0.38	**520.4**
6	Holcomb Bridge Road (SR 140)— Market Boulevard to Old Alabama Road	14	63,854	23,306,710	0.12	**500.6**
7	Mansell Rd— Alpharetta Highway (SR 9/120) to Warsaw Road	27	24,777	9,043,605	0.63	**473.9**
8	Old Alabama Road— Market Boulevard to Holcomb Bridge Road (SR 140)	8	11,198	4,087,270	0.44	**444.8**
9	Holcomb Woods Parkway	5	5,557	2,028,305	0.562	**438.6**
10	Holcomb Bridge Road (SR 140)— Dogwood Road to SR 400 SB Ramps	28	70,648	25,786,520	0.26	**417.6**
11	Holcomb Bridge Road (SR 140)— Warsaw Road to Old Holcomb Bridge Road	22	66,604	24,310,460	0.23	**393.5**
12	King Road— Woodstock Road (SR 92) to Hardscrabble Road	8	14,050	5,128,250	0.41	**380.5**
13	Dogwood Road— Grimes Bridge Road to Holcomb Bridge Road (SR 140)	5	8,662	3,161,630	0.44	**359.4**
14	Old Alabama Road—Holcomb Bridge Road (SR 140) to Holcomb Woods Parkway	5	20,765	7,579,225	0.19	**347.2**
15	Atlanta Street (SR 9)— Azalea Drive / Riverside Road to Marietta Highway (SR 120)	29	25,039	9,139,235	1.05	**302.2**
16	Alpharetta Highway (SR 9/120)— Mansell Road to Houze Way	8	28,167	10,280,955	0.26	**299.3**
17	Holcomb Bridge Road (SR 140)—Old Holcomb Bridge Road to Dogwood Road	14	61,494	22,445,310	0.22	**283.5**

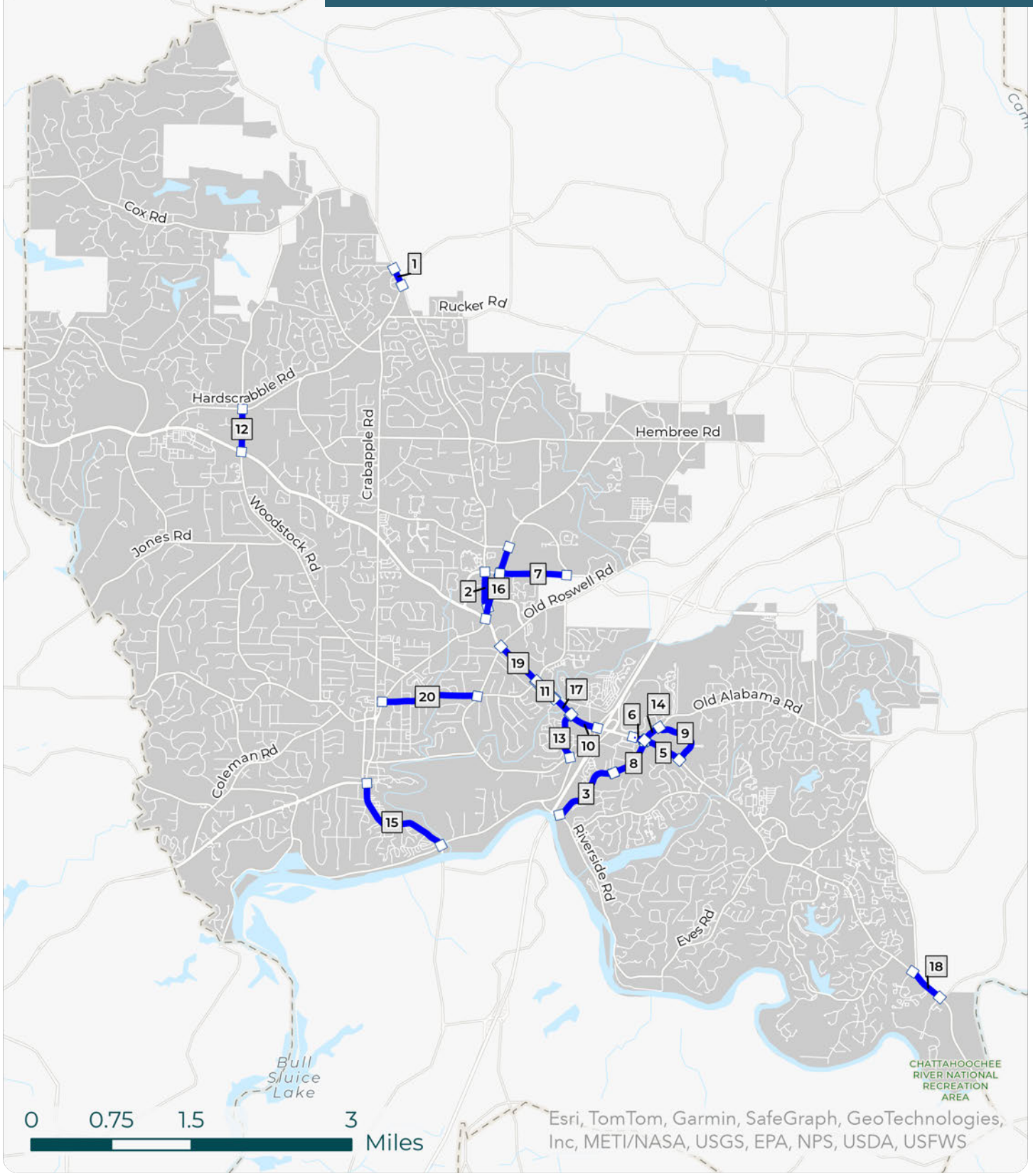
Rank	Midblock Location	Number of Crashes	Total Daily Entering Volume	Annual Entering Volume	Segment Length (mi)	Crash Rate Per 100 Million Vehicles-Miles
18	Holcomb Bridge Road (SR 140)— Nesbit Ferry Road to Barnwell Road	14	41,348	15,092,020	0.35	**265.0**
19	Holcomb Bridge Road (SR 140)— Grimes Bridge Road to Warsaw Road	26	57,515	20,992,975	0.47	**263.5**
20	Norcross Street— Alpharetta Street (SR 9/120) to Grimes Bridge Road	6	17,951	6,552,115	0.35	**261.6**

TABLE 4.6: INCREASED RISK FACTORS OF ROADWAY DEPARTURE CRASHES

Risk Factors	Values Associated with Increased Risk
Functional class	Urban interstates Rural minor arterials Rural major collectors
Ownership	GDOT
Traffic volume	5,000-15,000 vehicles per day
Community context	Rural areas and lower intensity development
Posted speed	45+ mph on arterial streets 35+ mph on collector roads

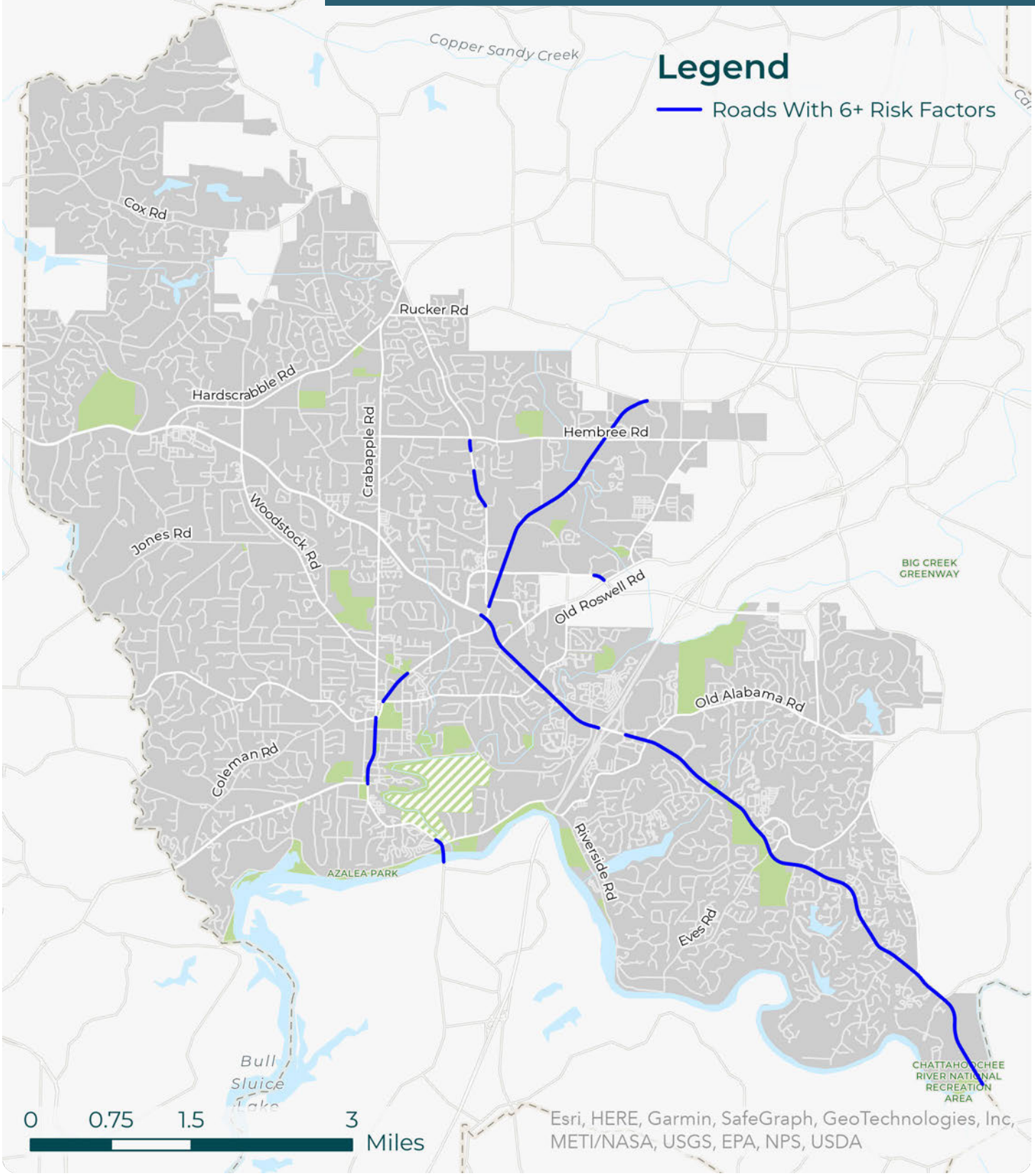
MAP 4.4

HIGH CRASH MIDBLOCKS, 2022



MAP 4.5

ROADWAY DEPARTURES CRASH RISK

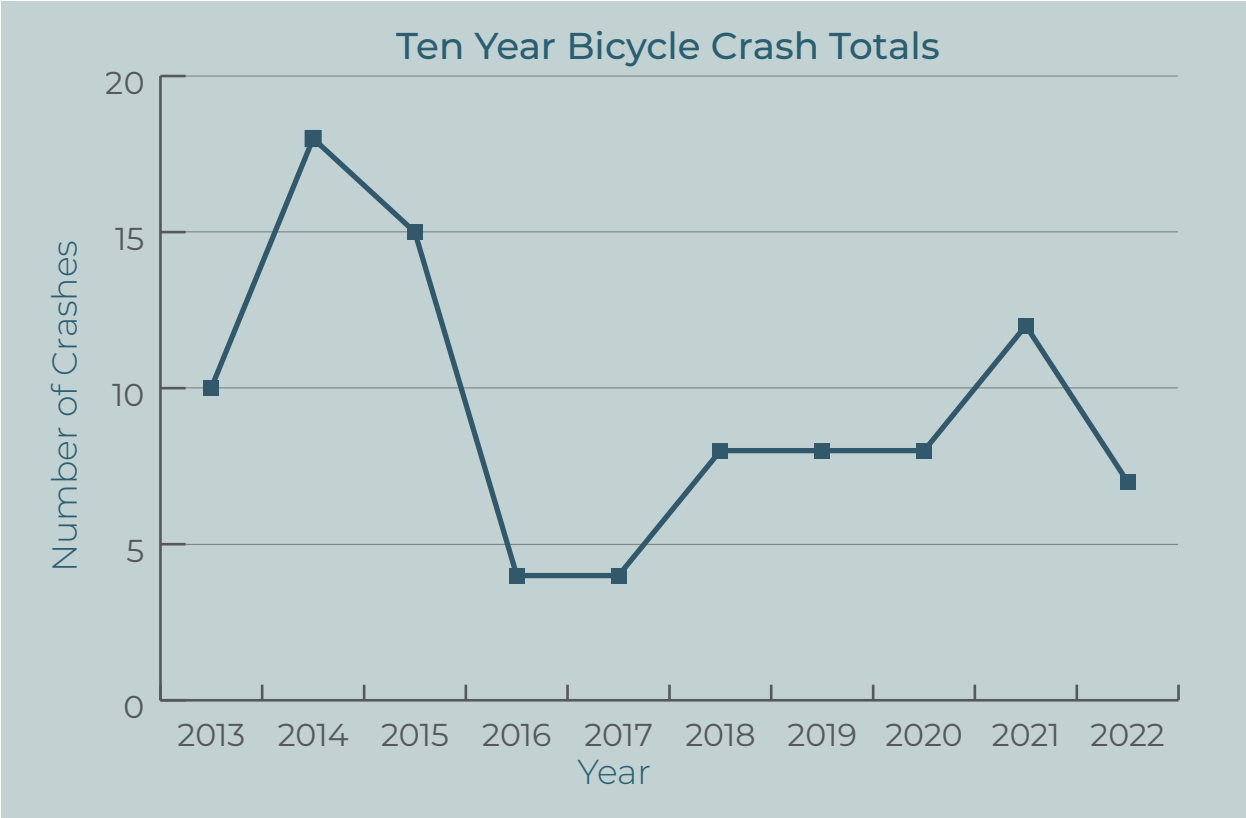


4.02.02
BICYCLES AND PEDESTRIANS

Each year, Roswell DOT completes an analysis of crashes involving bicycles and pedestrians. The data shows that the accident rate among bicycles and pedestrians has increased over the past ten years. Roswell DOT uses this accident data to better prioritize projects, particularly those that benefit bicycle and pedestrian mobility and safety.

BICYCLES

Bicycle accidents have been increasing over the past ten years, and as of 2022 there have been an average of 10 bicycle accidents per year, nearly half (approximately 40%) being the fault of the bicycle operator or a solo crash (i.e. running off the road, hitting an obstruction). About 1 in 7 of these crashes are considered a hit and run; this statistic mimics automobile accidents, which show a similar rate of hit and run instances. Bicycle crashes tend to occur most frequently along the Holcomb Bridge Road (SR 140), Alpharetta Street/Highway (SR 9), and Azalea Road/Riverside Road corridors. Other crash–prone locations within the City are the Historic District, including Canton Street and Norcross Street. Figure 4.1 shows the number of bicycle accidents within the City over the past ten years.



MAP 4.6

BICYCLE CRASHES, 2013 - 2022

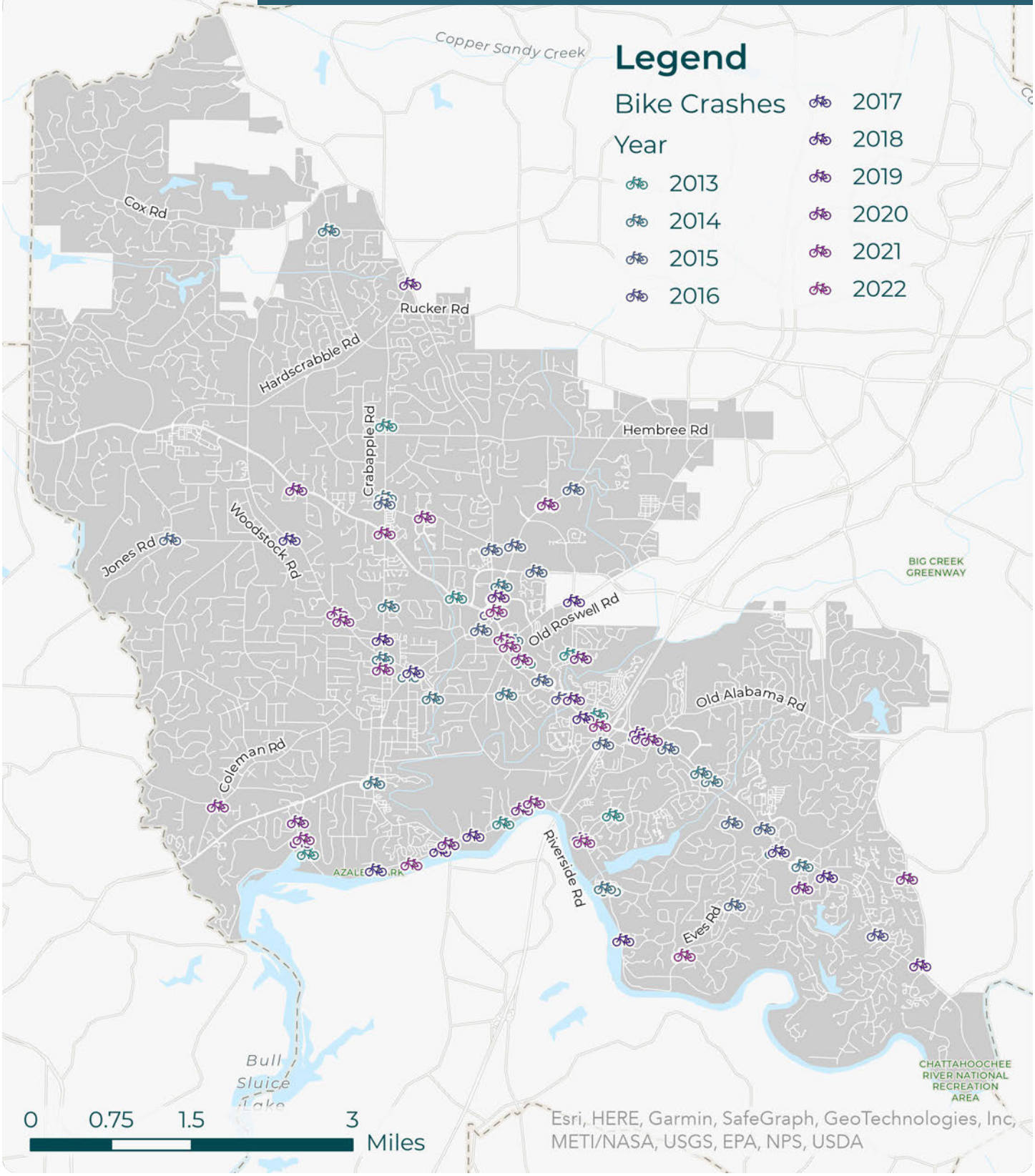
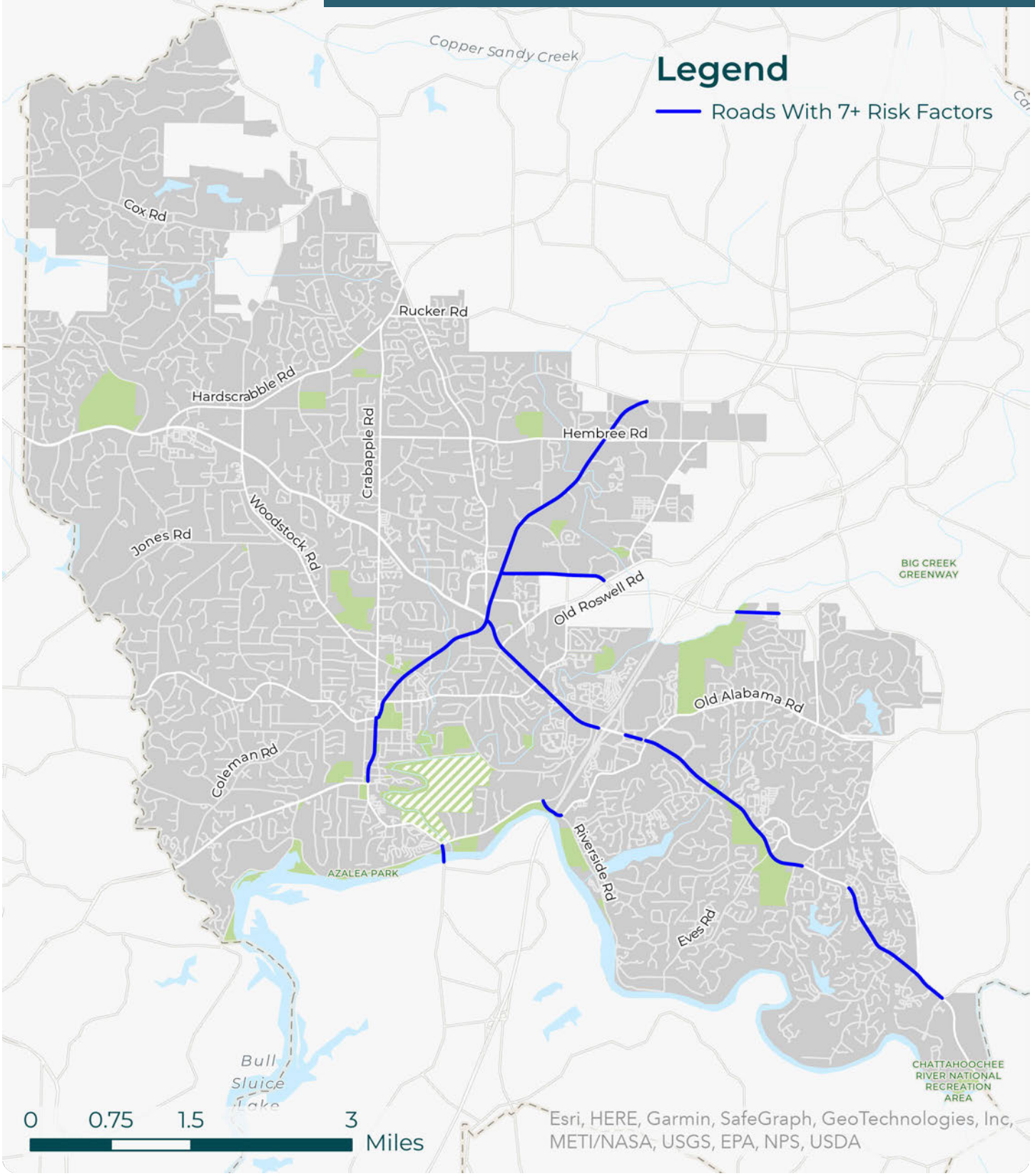


TABLE 4.7: INCREASED RISK FACTORS OF BICYCLE CRASHES

Risk Factors	Values Associated with Increased Risk
Functional class	Urban minor arterials Urban major collectors
Ownership	City County
Traffic volume	20,000+ vehicles per day for GDOT arterials (does not apply to city and county roads)
Number of lanes	2-lane city and county roads 2- or 4-lane GDOT arterials
Community context	Urbanized areas, high population and employment densities, higher intensity development, and high frequency bus service
Induced demand	Presence of multi-use paths or marked bike lanes

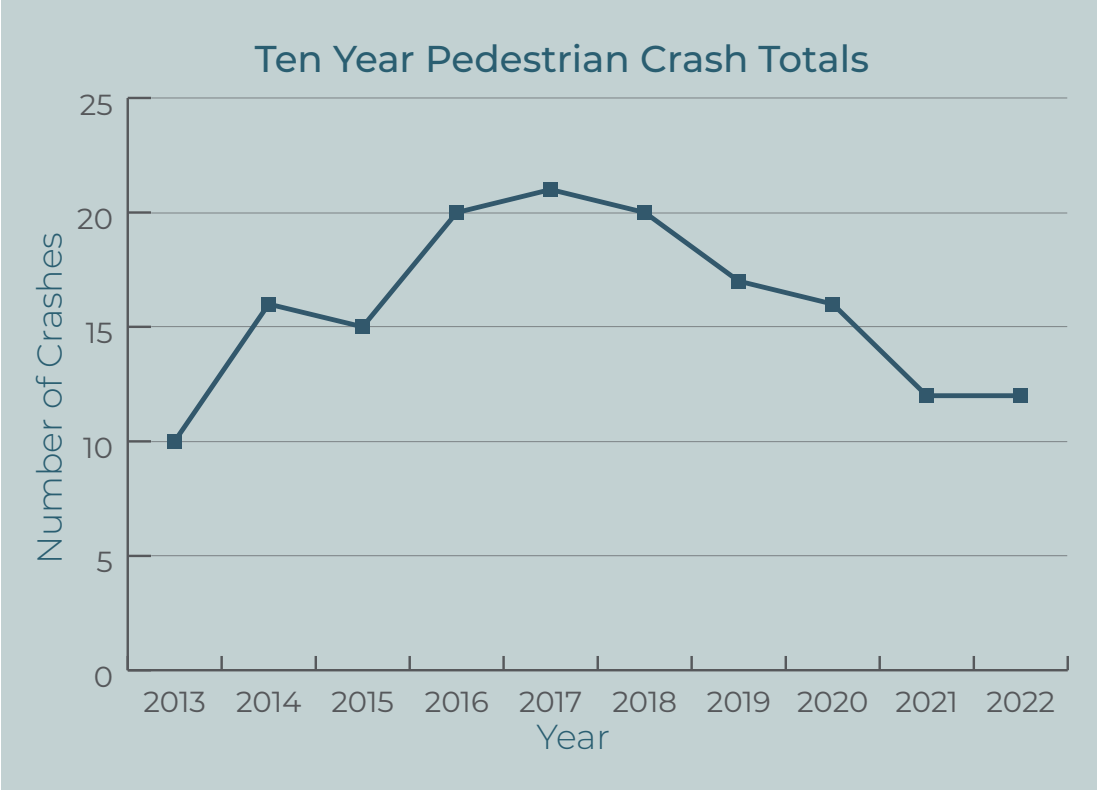
MAP 4.7

BICYCLE CRASH RISK



PEDESTRIANS

Pedestrian crashes have been slowly declining, occurring on an average of almost 16 pedestrian crashes per year. About 1 in 6 pedestrian crashes are considered hit and run, and there was one pedestrian killed in 2022. Pedestrian crashes most frequently occur in the Historic District, Midtown, the Holcomb Bridge Road (SR 140) corridor, and at the Atlanta Street (SR9)/Mansell Road intersection. The lack of a continuous, safe sidewalk network as visualized by the frequent presence of desire paths may be adding to the pedestrian accidents along Holcomb Bridge Road (SR 140). In fact, the highest scoring sidewalk gaps in the sidewalk inventory analysis occur along Holcomb Bridge Road. Figure 4.2 shows the number of pedestrian accidents within the City over the past ten years



MAP 4.8

PEDESTRIAN CRASHES, 2013 - 2022

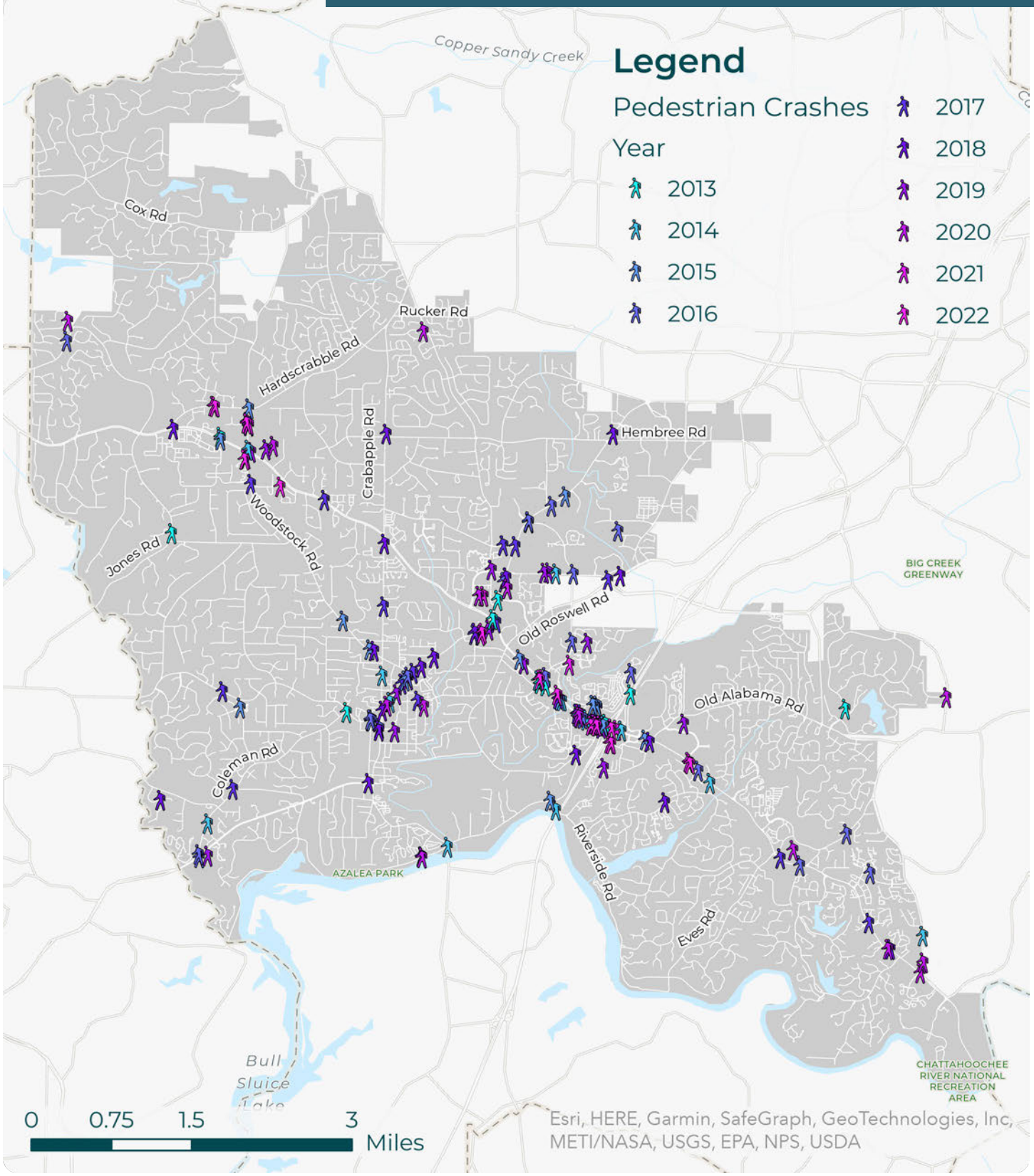
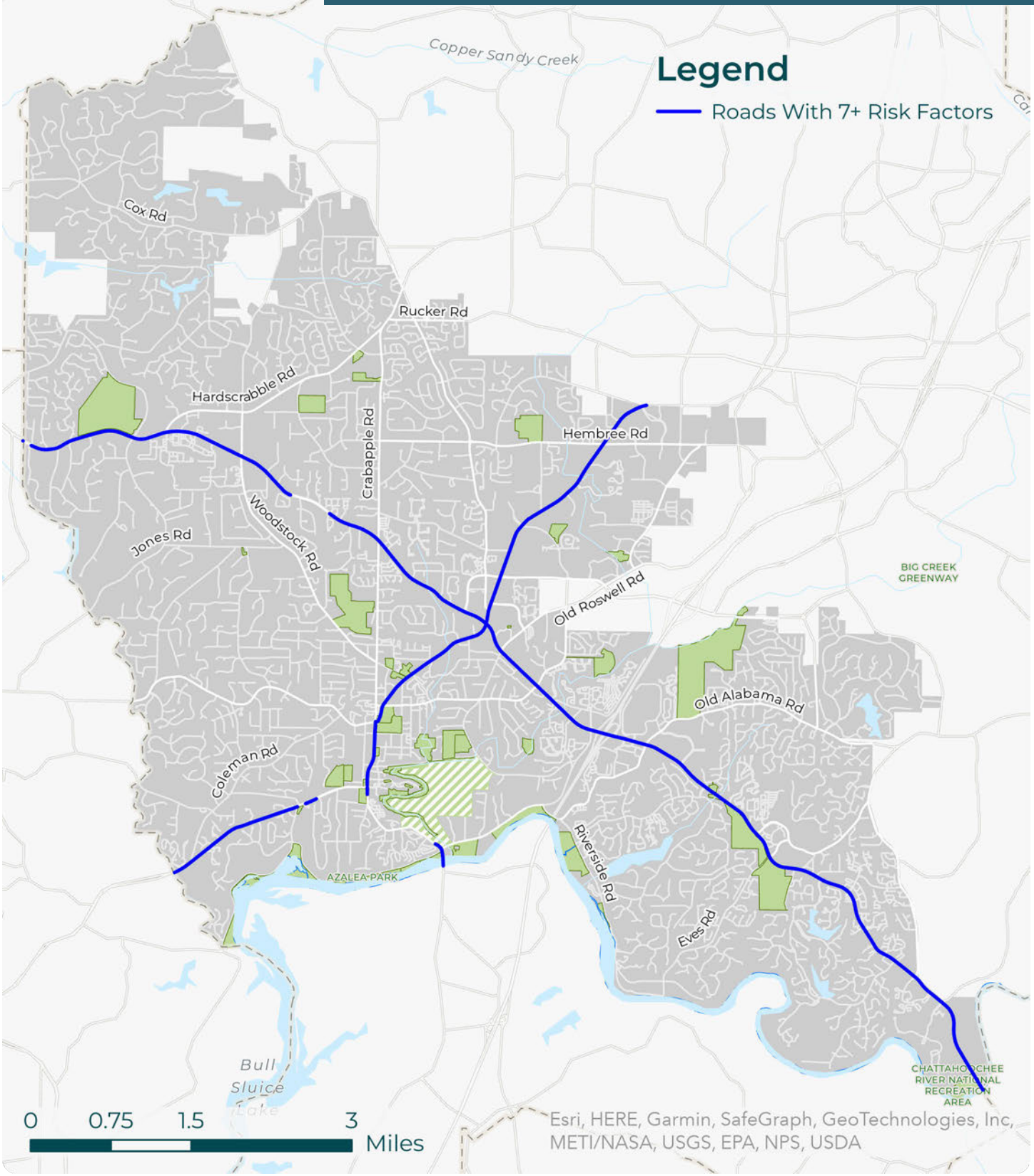


TABLE 4.8: INCREASED RISK FACTORS OF PEDESTRIAN CRASHES

Risk Factors	Values Associated with Increased Risk
Functional class	Urban other principal arterials Urban minor arterials
Ownership	GDOT
Traffic volume	9,000+ vehicles per day
Number of lanes	4+ lanes
Posted speed	35+ mph
Community context	Urbanized areas, high population densities, higher intensity development, and high frequency bus service
Socioeconomic status	Lower average income, higher proportion of population that represents minority and non-white race and ethnicity
Environmental justice score	7+

MAP 4.9

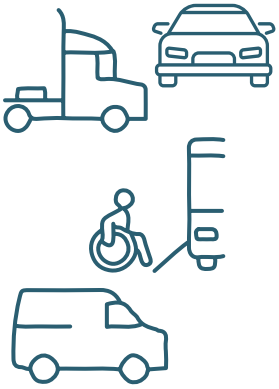
PEDESTRIAN CRASH RISK



4.03
The Solutions

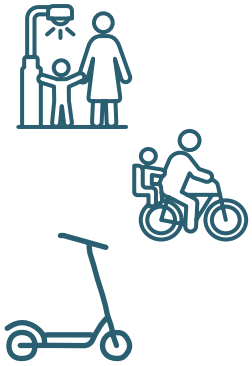
To help improve safety on Roswell's roadways, RDOT is following the Safe System Approach recommended by the US Department of Transportation. (USDOT) It is based on six principles– death and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial–and has five objectives: safer people, safer vehicles, safer speeds, safer roads, and post–crash care.

Under the Infrastructure Investment and Jobs Act, (IIJA) (also referred to as the Bipartisan Infrastructure Law (BIL)) the FHWA defined the terms road user and vulnerable road user, to ensure all projects meet the Department of Transportation's goals of for a safe, accessible, comfortable, equitable, and integrated multimodal transportation network that serves all ages and abilities.



A **road user** is a motorist, passenger, public transportation operator or user, truck driver, bicyclist, or pedestrian, including a person with disabilities

A **vulnerable road user** is a pedestrian, bicyclist, other cyclist, or person on personal conveyance



SAFE SYSTEM PRINCIPLES

Death and serious injuries are unacceptable– The Safe System approach prioritizes in preventing crashes that cause death or serious injury.

Humans make mistakes – People will inevitably make mistakes, but the transportation system can be designed to accommodate for human error to help avoid death and serious injuries.

Humans are vulnerable – The human body can only tolerate so much crash force before serious injury or death occurs. It is vital to design and operate a transportation system that is human–centric and accommodates human vulnerabilities.

Responsibility is shared – Rather than holding only the transportation system users responsible for preventing crashes, the Safe System acknowledges that all stakeholders (transportation system users and managers, vehicle manufactures, etc.) have a shared responsibility to prevent crashes causing fatal or serious injuries.

Safety is proactive – Latent risks should be identified and mitigated proactively, rather than waiting for crashes to occur and reacting afterwards.

Redundancy is crucial – It is important all aspects of the transportation system have improved safety, so should one aspect fail, there will still be safeguards protecting people.

SAFE SYSTEM OBJECTIVES

Safer People – Encouraging safe, responsible driving and behavior by transportation system users and creating conditions that prioritize their ability to reach their destination unharmed.

Safer Roads – Designing transportation systems to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

Safer Vehicles – Expanding the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on all users of the transportation system.

Safer Speeds – Promoting safer speeds in all roadway environments through a combination of equitable context–appropriate roadway design, appropriate speed–limit setting, targeted education, outreach campaigns, and enforcement.

Post–Crash Care – Increasing the survivability of crashes through expedient access to emergency medical care, while creating a safe work environment for vital first responders and preventing secondary crashes through robust traffic incident management processes.

4.03.01
A COMPREHENSIVE APPROACH TO SAFETY

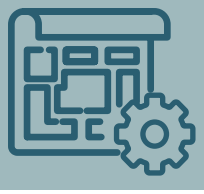
The general roadway safety management process is comprised of three components: planning, implementation, and evaluation.

PLANNING

Identify problems – collect, manage, and analyze data to identify opportunities to improve safety

Develop countermeasures – develop targeted strategies to address crash–contributing factors

Prioritize projects– develop a balanced portfolio of projects that maximizes return on investment



IMPLEMENTATION

Implement safety projects – design projects, identify funding sources, allocate resources, program projects, and develop a plan to evaluate investments

EVALUATION

Estimate effectiveness of projects and programs – perform project–, countermeasure–, and program–level evaluations to understand the safety performance and cost–effectiveness of investments and to inform future decisions

The site-specific and systemic approaches both focus on sites with the highest potential for safety improvement. The difference is how each approach defines "potential for improvement."

The site-specific approach is **reactive** in that it addresses sites based on historical safety performance.

The systemic approach is **proactive** in that it addresses sites based on risk rather than crash history.

The **site-specific approach** defines "potential for improvement" based on site-specific crashes (such as historical crashes, predicted future crashes, or a combination of the two). The site-specific approach can be used to identify and treat high-crash locations such as individual intersections or road segments.

The **systemic approach** defines "potential for improvement" based on site- specific risk factors (i.e., geometric and operational attributes known to increase crash risk). Local agencies can use the systemic approach to address safety issues from a system wide risk-based perspective (as opposed to a purely crash-based perspective). The systemic approach focuses on crash types and contributing factors common to many sites across the network and typically involves multiple sites per project.

The systemic approach is proactive because it focuses on the presence of risk factors; the sites are not required to have a history of crashes.

Site-specific and systemic safety are complementary and support a comprehensive approach to safety program management.

The primary difference between the site-specific and systemic approach is the order in which screening and diagnosis occur in the planning stage. The site- specific approach starts with network screening to identify sites with potential for safety improvement, followed by diagnosis to identify crash contributing factors at each location of interest. The systemic approach starts with diagnosis at the network level to identify risk factors associated with the focus crash type and focus facility type, followed by screening to identify and prioritize locations with the risk factors.

The Federal Highway Administration (FHWA) has a collection of countermeasures and strategies that are effective in reducing roadway fatalities and serious injuries, known as the Proven Safety Countermeasures initiative. (PSCi) These work on all road types and address at least one safety focus area.

The key to countermeasure selection is to target the underlying risk factors. The tables on the next pages show when to use what.

TABLE 4.9: INTERSECTION COUNTERMEASURES

Countermeasure	High Speeds	High Traffic Volumes	Permissive Left-Turn Phasing	Limited Sight Distance	Skewed Intersection	Intersection On Curve
Advance signs	✓			✓		✓
Application of multiple low-cost countermeasures	✓			✓		✓
Backplates with retroreflective borders	✓	✓				
Convert intersection to roundabout	✓				✓	✓
Corridor access management	✓	✓				
Flashing yellow arrow	✓	✓	✓			
Improve intersection angle	✓	✓		✓	✓	
Improve intersection sight distance	✓	✓	✓	✓	✓	✓
Left- and right-turn lanes	✓	✓				
Protected left turns	✓	✓	✓	✓		
Yellow change intervals	✓	✓	✓			

FOCUS CRASH TYPE: INTERSECTIONS

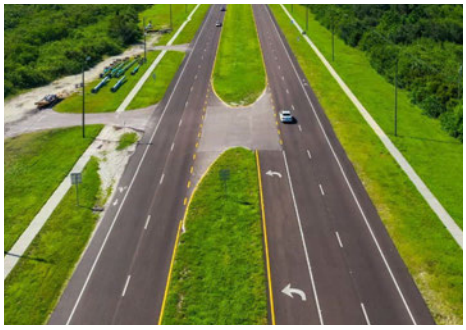
PROVEN SAFETY COUNTERMEASURES

Backplates with Retroreflective Borders

Backplates added to a traffic signal head improve the visibility of the illuminated face of the signal by introducing a controlled-contrast background. Signal heads that have backplates equipped with retroreflective borders are more visible and conspicuous in both daytime and nighttime conditions.

Corridor Access Management

Access management refers to the design, application, and control of entry and exit points along a roadway. This includes intersections with other roads and driveways that serve adjacent properties. Corridor access management can simultaneously enhance safety for all modes, facilitate walking and biking, and reduce trip delay and congestion.



Reduced Left-Turn Conflict Intersections

Reduced left-turn conflict intersections are geometric designs that divert left-turn movements. These intersections simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. Two highly effective designs that rely on U-turns to complete certain left-turn movements are known as the Restricted Crossing U-turn (RCUT) and the Median U-turn (MUT).

Backplates with reflective borders can reduce total crashes up to

15%

Reducing driveway density can reduce total crashes up to

5-23%

on rural roads and up to

5-23%

on urban/suburban arterials

Converting unsignalized intersections to unsignalized RCUTs can reduce fatal and injury crashes up to

63%

FOCUS CRASH TYPE: INTERSECTIONS

PROVEN SAFETY COUNTERMEASURES

Roundabouts

The modern roundabout is an intersection with a circular configuration that safely and efficiently moves traffic. Roundabouts feature channelized, curved approaches that reduce vehicle speed, entry yield control that gives right-of-way to circulating traffic, and counterclockwise flow around a central island that minimizes conflict points.

Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections

This systemic approach to intersection safety involves deploying a package of multiple low-cost countermeasures, including enhanced signing and pavement markings, at a large number of stop-controlled intersections within a jurisdiction.

Yellow Change Intervals

At a signalized intersection, the yellow change interval is the length of time that the yellow signal indication is displayed following a green signal indication. The yellow signal confirms to motorists that the green has ended and that a red will soon follow. Since red-light running is a leading cause of severe crashes at signalized intersections, it is imperative that the yellow change interval be appropriately timed.

Transforming a two-way stop-controlled intersection to a roundabout can reduce fatal and injury crashes up to

82%

Applying low-cost countermeasures can reduce fatal and injury crashes up to

27%

at rural intersections and up to

5-23%

at two-lane by two-lane intersections

Applying appropriate yellow change intervals to signalized intersections can reduce red-light running up to

36-50%

TABLE 4.10: ROADWAY DEPARTURE COUNTERMEASURES

Countermeasure	Narrow Road	Narrow Shoulder	Unpaved Shoulder	High Speeds	Multiple Lanes	Sharp Curves	Steep Slopes
Advance markings for curves	✓	✓	✓	✓		✓	
Advance signs	✓	✓		✓		✓	
Enhanced delineation for horizontal curves	✓			✓		✓	
Enhanced friction for horizontal curves	✓			✓		✓	
Median barriers				✓	✓		
Median buffer				✓	✓		
Raised pavement markers	✓	✓		✓	✓	✓	
Roadside design improvements				✓		✓	✓
Rumble strips/stripes	✓	✓	✓	✓		✓	✓
SafetyEdge℠	✓	✓	✓	✓	✓	✓	✓
Wider pavement markings	✓	✓		✓	✓	✓	✓
Wider shoulder	✓	✓	✓	✓		✓	✓

FOCUS CRASH TYPE: ROADWAY DEPARTURE

PROVEN SAFETY COUNTERMEASURES

Wider Edge Lines

Wider edge lines increase the defined edge of the travel lane and can provide a safety benefit to all facility types (e.g., freeways, multi-lane divided and undivided highways, two-lane highways) in both urban and rural areas. "Wider" edge lines are when the marking width is increased from the normal 4 inches to 6 inches. They are most effective in reducing two-lane single vehicle crashes on rural highways.

Enhanced Delineation for Horizontal Curves

Enhanced delineation alerts drivers to upcoming curves, the direction and sharpness of the curve, and appropriate operating speed. Potential strategies include advance pavement markings, in-lane curve warning pavement markings, retroreflective strips on sign posts, curve delineators, chevron signs, larger fluorescent or retroreflective signs, dynamic curve warning signs or speed radar feedback signs.

Longitudinal Rumble Strips and Stripes on Two-Lane Roads

Longitudinal rumble strips are milled or raised elements on the pavement intended to alert drivers through vibration and sound that their vehicle has left the travel lane. They can be installed on the shoulder, edge line, or at or near the center line of an undivided roadway.

Wider edge lines can reduce crashes up to

37%

for non-intersection, fatal and injury crashes on rural two-lane roads

Chevron signs can reduce nighttime crashes up to

25%

and have been shown to reduce non-intersection fatal and injury crashes up to

16%

Shoulder Rumble Strips can reduce run-off-road crashes up to

13-51%

for single vehicle, fatal and injury crashes on two-lane rural roads

FOCUS CRASH TYPE: ROADWAY DEPARTURE

PROVEN SAFETY COUNTERMEASURES

SafetyEdge℠

The SafetyEdge℠ shapes the edge of the pavement at approximately 30 degrees from the pavement cross slope during the paving process. Over time, the edge may become exposed due to settling, erosion and tire wear. The SafetyEdge℠ is preferable to the traditional vertical edge because it gives drivers the opportunity to maintain control and return their vehicle to the travel lane.

SafetyEdge℠ can reduce run-off-road crashes up to

21%

and can reduce fatal and injury crashes up to

11%

Roadside Design Improvements at Curves

Proper roadside design can reduce the severity of a crash when a vehicle leaves the road. Wider shoulders, flatter side slopes, and wider clear zone provide drivers with an opportunity to regain control or come to a safe stop before rolling over or encountering a fixed object. Not all roadside hazards can be removed, but countermeasures such as cable barriers, metal-beam guardrails, and concrete barriers can help reduce crash severity.

Chevron signs can reduce nighttime crashes up to

25%

and have been shown to reduce non-intersection fatal and injury crashes up to

16%

Median Barriers

Median barriers are longitudinal barriers (can be cable, metal, or concrete) that separate opposing traffic on a divided highway and are designed to redirect vehicles striking either side of the barrier. Median barriers significantly reduce the number of cross-median crashes, which are attributed to the relatively high speeds that are typical on divided highways. AASHTO's *Roadside Design Guide* provides recommendations for use of median barriers depending on the width of the median and average daily traffic volumes.

Median barriers can reduce cross-median crashes up to

97%

on rural four-lane freeways

TABLE 4.11: PEDESTRIAN AND BICYCLE COUNTERMEASURES

Countermeasure	High Speeds	High Traffic Volumes	High Pedestrian Volumes	High Bicycle Volumes	Multiple Lanes	No Median	Lack of Facilities	Limited Sight Distance	Poor Visibility
Advance warning signs and markings	✓	✓	✓	✓	✓		✓	✓	✓
Curb extensions			✓		✓	✓	✓	✓	✓
Dedicated bicycle lanes	✓			✓		✓			
Grade separated crossing	✓	✓		✓	✓	✓		✓	
High visibility crosswalk			✓				✓		✓
Leading pedestrian interval	✓	✓	✓		✓				
Lighting			✓	✓			✓		
Parking restriction near crossing		✓			✓	✓		✓	✓
Pedestrian hybrid signal	✓	✓	✓		✓	✓		✓	✓
Pedestrian refuge island	✓	✓	✓		✓	✓	✓	✓	✓
Prohibit tight-turn on red		✓	✓					✓	✓
Protected left-turn phasing	✓	✓	✓					✓	✓
Raised crosswalk			✓				✓		
Rapid rectangular flashing beacon	✓	✓	✓		✓	✓	✓		
Road diet	✓			✓	✓	✓	✓		
Separated multi-use path	✓	✓	✓	✓			✓		
Sidewalks	✓	✓	✓		✓		✓		✓

FOCUS CRASH TYPE: PEDESTRIAN/BICYCLE RIDER

PROVEN SAFETY COUNTERMEASURES

Crosswalk Visibility Enhancements

Marked crosswalks inform pedestrians of preferred crossing locations and alert drivers to the potential presence of pedestrians. Three crosswalk visibility enhancements include high-visibility crosswalks, lighting, and signing and pavement markings. These enhancements can also assist active travelers in deciding where to cross, because it gives drivers the opportunity to maintain control and return their vehicle to the travel lane.

Bicycle Lanes

Bicycle lanes improve safety and comfort for most bicycle riders. Dedicated bicycle facilities can take several forms, including striped bike lanes, buffered bike lanes, and protected bike lanes. Providing bicycle facilities can mitigate or prevent interactions, conflicts, and crashes between bicycle riders and motor vehicles, and create a safer network for cycling.

Leading Pedestrian Interval

A leading pedestrian interval (LPI) gives pedestrians the opportunity to enter the crosswalk at a signalized intersection 3-7 seconds before vehicles are given a green indication. Pedestrians can better establish their presence in the crosswalk before vehicles begin to turn right or left.

Medians and Pedestrian Refuge Islands

A median is the area between opposing lanes of traffic, excluding turn lanes. Medians in urban and suburban areas can be defined by pavement markings, raised medians, or islands to separate motorized and non-motorized road users. A pedestrian refuge island (or crossing area) is a median with a refuge area that is intended to help protect pedestrians who are crossing a road.

High-visibility crosswalks can reduce pedestrian injury crashes up to

40%

Adding bicycle lanes can reduce crashes up to

97%

for total crashes on urban four-lane undivided collectors and local roads

Installing LPIs can reduce pedestrian-vehicle crashes up to

13%

at signalized intersections

Pedestrian refuge islands can reduce pedestrian crashes up to

56%

FOCUS CRASH TYPE: PEDESTRIAN/BICYCLE RIDER

PROVEN SAFETY COUNTERMEASURES

Pedestrian Hybrid Beacons

The pedestrian hybrid beacon (PHB) is a traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.

Road Diets (Roadway Reconfiguration)

A Road Diet, or roadway reconfiguration, can improve safety, calm traffic, provide better mobility and access for all road users, and enhance overall quality of life.

A Road Diet typically involves converting an existing four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane (TWLTL).

Walkways

A walkway is any type of defined space or pathway for use by a person traveling by foot or using a wheelchair. These may be pedestrian walkways, shared use paths, sidewalks, or roadway shoulders.

Installing PHBs can reduce pedestrian crashes up to

55%

and can total crashes up to

29%

Converting a road from a four-lane to a three-lane section can reduce total crashes up to

19-47%

Sidewalks can reduce crashes up to

65-89%

for pedestrians walking along roadways

BEYOND COUNTERMEASURES: COMMUNITY-LEVEL FACTORS

SPEED MANAGEMENT

Speed management strategies reduce deaths and serious injuries, as well as reduce air and noise pollution, save fuel, and improve the level of comfort and overall experience for all roadway users.

Speed management strategies are discussed further in Section 4.4, Traffic Calming.

- **Establishing appropriate speed limits–** Historically, speed limits have been set using an 8fth percentile methodology, where the speed at or below which 85% of drivers are traveling is used to set the speed limit. It is important speed targets appropriate for the road function and community context are set, using resources such as NACTO's City Limits: Setting Safe Speeds for Urban Streets publication. Roswell staff are in the process of collecting new traffic data including speed date to submit our next radar permit submittal to GDOT for review this winter. The request has not been finalized yet, but it is anticipated staff will request speed limit reductions on some roads for GDOT to review.

- **Enforcing speed limits–** It is vital to have a sustained, well–resourced law enforcement to help change road user behaviors and encourage compliance with speed limits. Automated speed enforcement, such as the school zone cameras on Holcomb Bridge Road at Vickery Mill Elementary and Crabapple Middle School can improve compliance without stretching Roswell Police Department's Traffic Enforcement Division thin.

- **Raising public awareness–** Ensuring road users are aware of the rules of the road and road use etiquette can help to reduce crash risks. The NHTSA has an assortment of marketing tools regarding speed prevention that can be used to help educate the public, and the ARC's Walk. Bike. Thrive! Plan outlines steps local governments can take to improve safety, mobility, and comfort for all road users.

- **Support through policy–** a strong speed management program should look at all codes, ordinances, and laws which manage roadway operations and design, to determine if they are promoting safer speeds and roadways. The cities of Dunwoody and Brookhaven adopted Vulnerable Road User (VRU) ordinances in 2020 to help improve how drivers, pedestrians, and cyclists all interact on roads. They clarify language within vague state laws regarding to cyclist, pedestrian, and driver interactions as well as dissuade drivers from acting aggressive when passing those using active transit.

MODE SHIFT

Automobiles are one of the deadliest modes of transportation. By encouraging residents to walk, cycle, or take transit, safety outcomes can be improved.

- **Transportation Demand Management** (TDM) can encourage drivers to Georgia Commute Options offers incentives to people who choose an alternative method of getting to work and school, and worth with employers to help implement commuter options as well as remote and flex work options, and identify tax savings for the company.

- **Complete Streets** can encourage a mode shift by providing safe access for all roadway users. The City of Roswell adopted a Complete Streets Policy in 2008. It is recommended this policy be reanalyzed to ensure our Complete Streets truly meet the needs of all road users.

- **Improving access to transit** stops and **the quality and quantity of transit service** also encourages a mode shift. While Roswell does not have direct control over the transit service offered by MARTA, RDOT is able to enhance the comfort and aesthetics of MARTA bus stops, which has been shown to improve transit. The Transit Center and the National Aging and Disability Transportation Center have produced resources on assessing and improving bus stops for local governments to use.

LAND USE AND DEVELOPMENT PATTERNS

Updating zoning regulations, designing public spaces that put people first, and pursing Transit Oriented Development (TOD) can support improved safety outcomes and should be considered by local governments moving forward. Under the Infrastructure Investment and Jobs Act (IIJA), a Transit Oriented Development Pilot Grant was introduced for municipalities to work towards. The City of Roswell will continue to explore opportunities to see how new opportunities align with the vision and goals set forth by our Mayor and Council.

MOVING TOWARDS ZERO

A long–term vision of zero deaths and serious injuries requires a comprehensive, data–driven approach, steady incremental investments based on the Safe Systems Approach, and targeted and coordinated efforts from all safety stakeholders in the city.

In the summer of 2023, the City of Roswell received a Safe Streets for All (SS4A) planning grant. This grant awarded the City $250,000 to have a consultant produce a local safety action plan, which will recommend projects and safety strategies best to eliminate roadway fatalities and serious injuries, based on an analysis of crash data, the city's road network, and public involvement. A consultant is anticipated to be selected by February 2024.

4.04
Traffic Calming

The Institute of Transportation Engineers (ITE) officially defines traffic calming as **the combination of many physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve street conditions for non-motorized street users.** Traffic calming relies on Education, Enforcement, and Engineering to help reduce speeds and cut through traffic, as well as improve safety for bicyclists and pedestrians.

GOALS OF TRAFFIC CALMING

The most basic objective of traffic calming is the slowing of vehicular traffic. From that goal, new goals can be made:

- **Improved "feel" of the street –** If people feel more comfortable on the street, they are more likely to engage in street–oriented activities with their neighbors.
- **Enhanced aesthetic values and a sense of nature –** Most traffic calming methods can create communal open spaces, making neighborhoods more attractive, and break up the unending appearance of streets that encourage speeding.
- **Balance among modes of transportation –** Reduced speeds improve safety for everyone

on the road, while signaling that motor vehicles do not exclusively own the roadway.

- **Increased safety –** Reduced speeds significantly reduce the number of and severity of crashes involving motor vehicles.
- **Improved air quality and noise levels –** Slower-traveling vehicles make less noise and generally release fewer pollutants into the environment.
- **Decreased fuel consumption –** With the increased number of trips made by active transit and slower traffic speeds, fuel consumption has been reported to be reduced anywhere from 10 to 12 percent.
- **Continued accommodation of motor vehicle traffic –** While shifting the balance among travel modes, it should not result in severely restricted traffic volumes or the shifting of traffic problems from a traffic –calmed area to other streets.

ADDRESSING MAJOR CONCERNS OF TRAFFIC CALMING

"Encouraging people to walk, play, and bike in and next to streets will cause them to develop a false sense of security. These bad habits will continue when they leave their neighborhoods and increase crashes."

Traffic calming has been studied extensively in America and overseas, including the Netherlands, Germany, and Australia to evaluate the safety and impact of traffic calming techniques and devices. **These facility evaluations uniformly show fewer crashes, fewer fatalities, and less severe injuries.**

"Traffic calming on lower volume residential streets may reduce the volume of traffic a street can handle, however local residents still will rely on the street to get to their homes. The other concern is that by slowing traffic on one street it may simply move the traffic onto another street, increasing congestion."

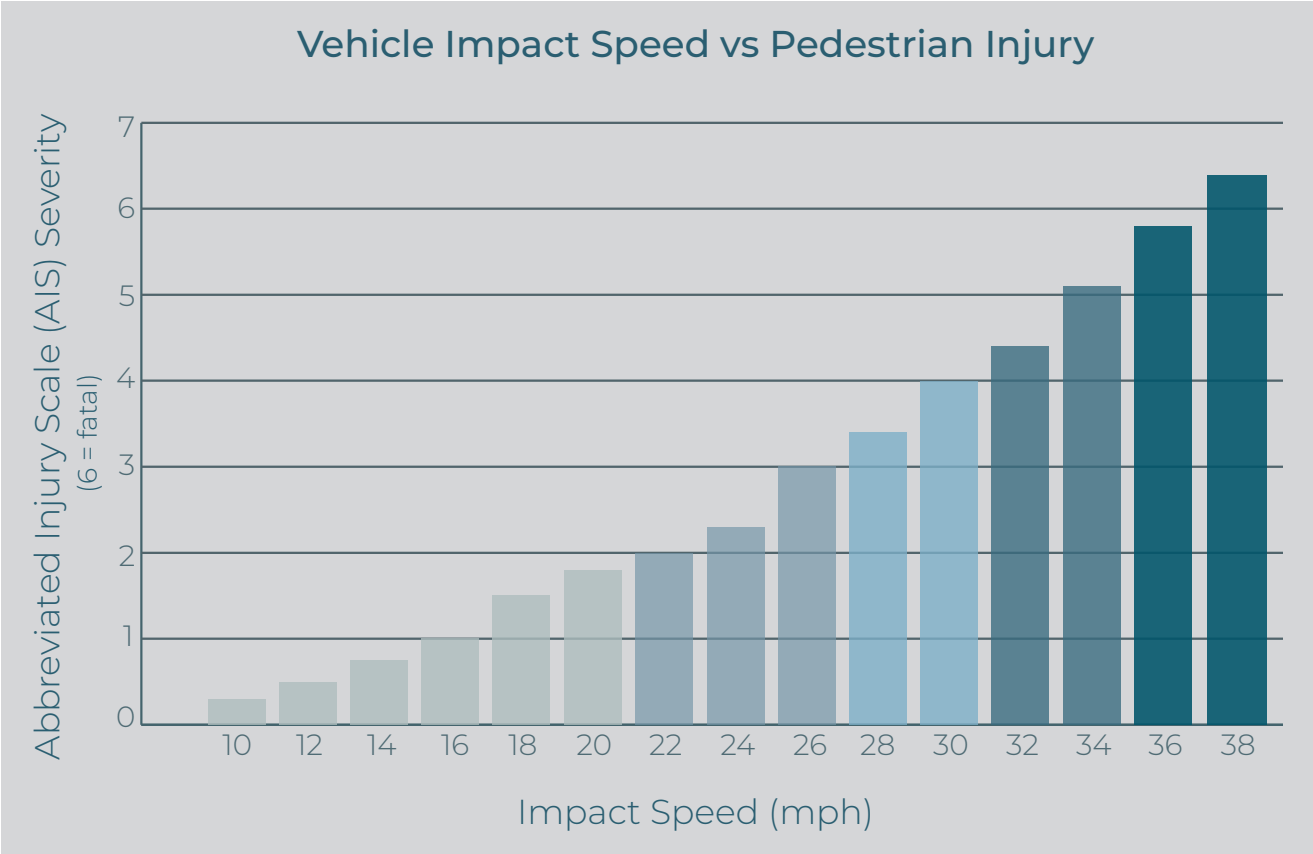
A five–year study of traffic calming and follow–up research performed by the Germany Federal Government found **there was little change in overall traffic volumes, the reduction in average vehicle speeds was almost 50 percent, and the average trip time only increased by 33 seconds.**

Studies conducted in Berkeley and Palo Alto, CA have found that **traffic calming measures have not impaired police or fire response times.**

"Adding chicanes, medians, and roundabouts may increase emergency response times and prevent garbage trucks, school buses, and other large vehicles from accessing roads so design of facilities needs to be mindful of these road users."

The German study mentioned on the previous page found **bicycle ridership doubled over 4 years after traffic calming elements were implemented.**
When the Dutch city of Groningen implemented traffic calming elements in their downtown, they found it directly resulted in a substantial increase in bicycling and walking, with over 50 percent of all trips into the downtown being made by bicycle.
The Cyclist Touring Club has published a technical note, *Cyclists and Traffic Calming*, which includes extensive information adapting traffic calming strategies for bicycling.

"Traffic calming may improve safety for pedestrians, but textured crossings, bulb–outs, and other similar features have an adverse impact on cycling."



The **Abbreviated Injury Scale** (AIS) is used to represent the threat to life a single injury presents, in this case, the initial impact with a motor vehicle.

The importance of reducing speed

Reducing vehicles speeds is vital to providing a safe street environment that can be shared with non-motorized street users. If a pedestrian is struck by a vehicle traveling at 20 miles per hour or less, they are likely to sustain only non-severe injuries from the initial impact. If struck by a motor vehicle traveling at 36 miles per hour or more, the injuries from the initial impact are likely to be fatal.

TRAFFIC CALMING IN ROSWELL

Roswell currently has a Traffic Calming Program, approved by Mayor and Council in February 2024, which applies to roads with a speed limit of 35 mph or lower.

GOALS OF THE PROGRAM

a. **Reduction in speed for 85% of vehicles to a safe and legal speed limit.**
b. **Encouraging through traffic to avoid using local roads, and to stay on collectors and arterials.**
c. **Deterring truck traffic and other inappropriate vehicles from local roads.**
d. **Maintaining and/or enhancing emergency vehicle access and response time.**
e. **Encouraging and enhancing of pedestrian and bicycle access and usage.**
f. **Continuous improvement in the use of effective, efficient, economical, and environmentally sustainable traffic calming measures.**
g. **Focus on clear communication with and involvement of neighborhood associations and residents.**
h. **Collection of Input from public safety officials, emergency responders, school officials, planners, and engineers.**

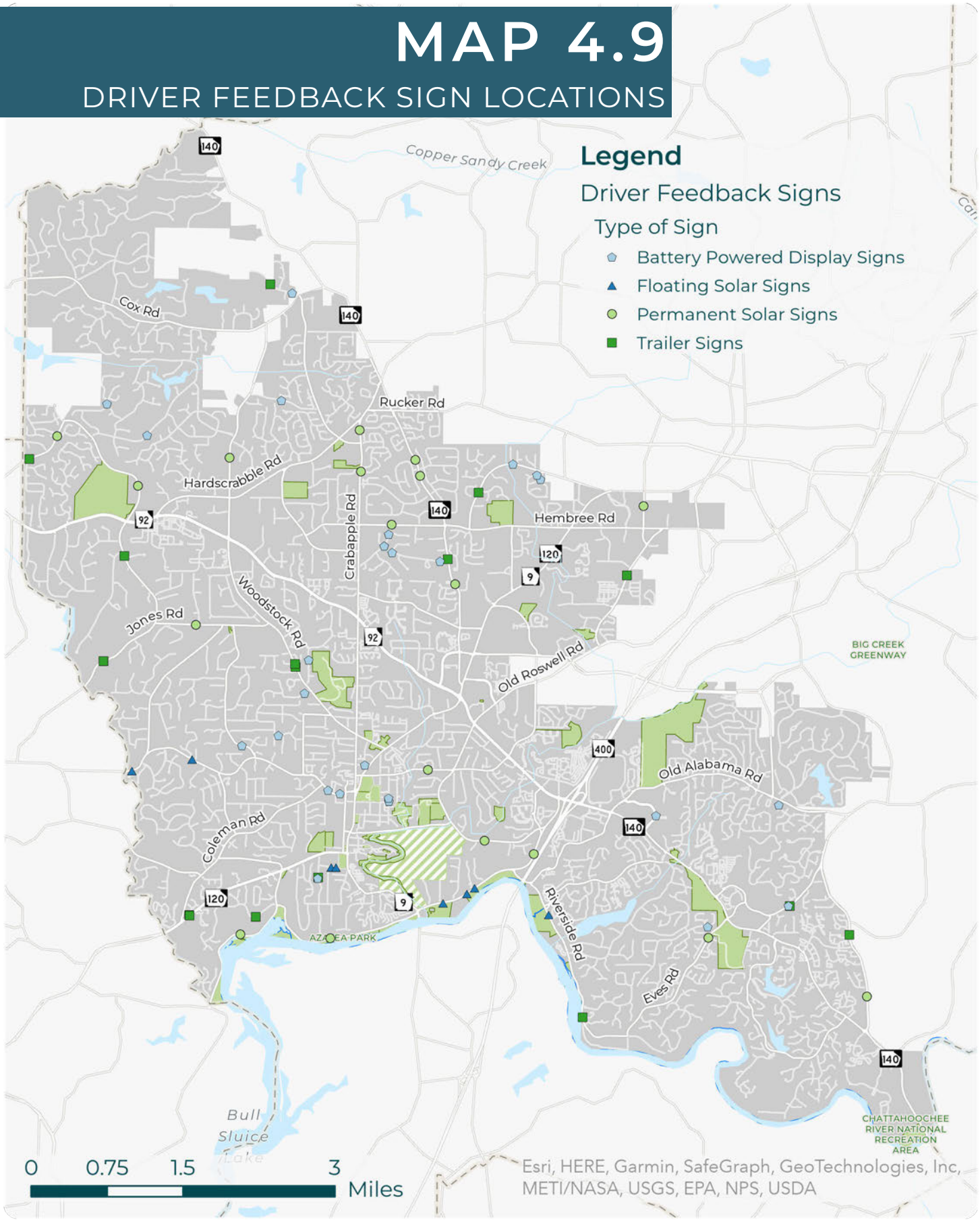
SPEED FEEDBACK SIGN PROGRAM

The city currently has an inventory of 27 speed feedback signs, which has an electronic display board attached to a sign displaying the posted speed limit that illuminations the vehicles speed in miles per hour. The purpose of the signs are to alert drivers that they may be traveling above the posted speed limit so that they may slow down to correct the operation of their vehicle. Some signs have the ability to flash a message (i.e. “slow down”) or flash red/blue lights to indicate law enforcement to encourage speed reduction. Of the 27 signs in Roswell’s inventory, 23 of which are solar powered radar signs, and the remaining 4 are battery powered display signs. Sixteen of the solar signs have permanent locations. Three of the solar signs are dedicated to various locations on Riverside Road, King Street, and Pine Grove Road, with their locations being moved approximately every two months. The remaining four solar signs have been built onto trailers to be deployed based on resident complaints of high speeds, and for certain speed studies.

The four battery powered signs are rotated through subdivisions, based on resident complaints, and as an interim solution for traffic calming. These signs have a limited battery life and typically can only be deployed for 8–10 days. The program is very popular with our residents and allows us to respond to citizen complaints very rapidly (generally within 24–48 hours) which also yields positive feedback from our citizens. Map 4.10 on the next page shows the traditional speed feedback sign locations.

MAP 4.9

DRIVER FEEDBACK SIGN LOCATIONS



4.04.02
TRAFFIC CALMING TOOL KIT

There are many different tools that can be used to implement traffic calming, but not all work in every given situation. It is important to first identify the nature and extent of the traffic related problems on a street, and then select and implement cost–effective measures to solve the identified problems.

The tables below provide a brief glance at where these various measures can be applicable based on street classifications per FHWA guidelines.

TABLE 4.12: ACCEPTABILITY OF TRAFFIC CALMING MEASURE

Measure	Location Applicability ✓ Generally Applicable ○ Use with Care ✕ Nominal to Low Applicability * Depending on the local context criteria, the measure indicated may or may not be appropriate for the street classification.		
	Local / Collector Streets	Major Collector / Urban Arterial Streets	Rural Arterial Streets
Communication and Enforcement			
Information Signage	✓	✓	✓
Speed Display Device	✓	✓	✓
Educational Campaign	✓	✓	✓
Minor Adjustments			
Full-lane Transverse Bars	✓	○	✓
On-Road Messaging	✓	✓	✓
Street Parking	✓	○	✕
Vertical Centerline Treatments	✓	✕	✓
Engineering			
Vertical Deflection			
Raised Crossings	✓	✕	✕
Raised Intersections	✓	✕*	✕
Speed Cushions	✓	✕	✕
Speed Humps / Tables	✓	✕	✕
Speed Kidneys	✓	✕	✕
Horizontal Deflection			
Chicanes (one-way streets)	Locals Only	✕	✕
Chicanes (two-way streets)	✓	✕	✕
Corner Tightening / Curb Radius Reductions	✓	○	○
Mini-Roundabouts	✓	✕	✓

Measure	Location Applicability ✓ Generally Applicable ○ Use with Care ✕ Nominal to Low Applicability * Depending on the local context criteria, the measure indicated may or may not be appropriate for the street classification.		
	Local / Collector Streets	**Major Collector / Urban Arterial Streets**	**Rural Arterial Streets**
Bulb-Outs / Curb Extensions / Neckdowns / Chokers	✓	○*	✕
Cycle-Friendly Bulb-Outs	✓	○	✕
Lane Narrowings	✓	○	✓
Center Island Narrowings	✓	○	✓
Road Diets	✓	✓	✕
Surface Treatments			
Textured Crossings	✓	○	✕
Textured Surfaces	✓	✕	✕
Transverse Rumble Strips		✕	✓
Traffic Management			
Vehicular Directional Closures	✓	✕	✕
Vehicle Diverters	✓	✕	✕
On-Street Plazas / Vehicle Access Closures	✓	✕	✕
Intersection Channelizations	✓	○	○
Raised Medians Through Intersections	✓	○	○
Right-In Right Out Islands	✓	○	○
Urban Designs			
Streetscaping	✓	✓	✕*
Gateways	✓	✓	○
Shared Spaces	✓	✕	✕
Woonerven ("Living Streets")	✓	✕	✕

COMMUNICATION AND ENFORCEMENT

Information signage is largely used to educate the public, draw attention to approaching conditions, and encourage lower speeds. They are best used in tandem with a larger traffic calming plan. Over usage may reduce effectiveness.

Sign warning of speed tables
Austin Brown via the Pedestrian and Bicycle Information Center

City of Roswell's speed feedback sign trailers

Speed display devices use radar technology to display approaching vehicle speeds. They work best on two-lane roads with low to moderate traffic, and ahead of school zones. Without enforcement, there is limited long-term effectiveness.

Educational campaigns raise awareness of specific road safety issues, including speeding and aggressive driving. Use of social media and over formats can increase the reach of the campaign, but may be less effective without joined enforcement.

Roswell Police Department educating citizens about road safety

MINOR ADJUSTMENT MEASURES

PAVEMENT MARKINGS

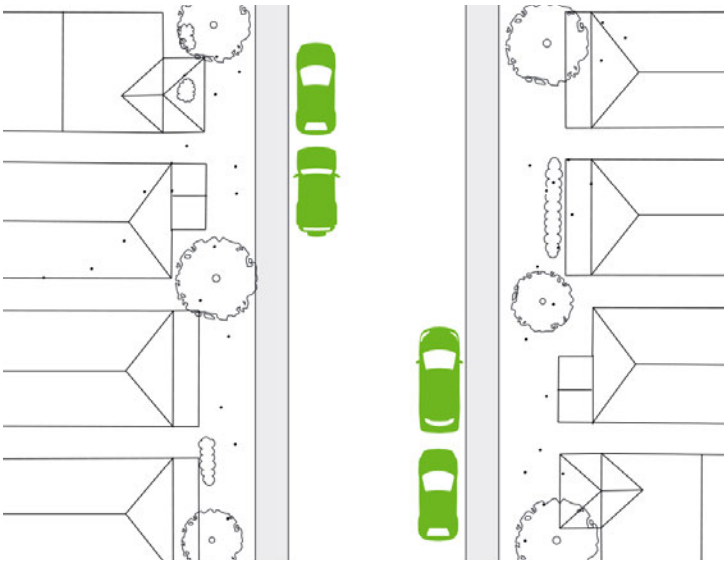
On-road messaging is largely used to educate the public, draw attention to approaching conditions, and encourage lower speeds. They are best used in tandem with a larger traffic calming plan. Over usage may reduce effectiveness.

RDOT crews painting on-road messaging on King Road alerting drivers to the school zone

Optical speed bars on Magnolia Street (Roswell, GA)

Optical speed bars are dashed lines painted along the pavement with progressively decreasing spacing. They create an optical illusion which makes drivers feel like they are traveling faster than they actually are, which encourages slower speeds.

STREET PARKING



Street parking on Sloan Street encourages drivers to slow down (Roswell, GA)

Street parking reduces the effective roadway width by allowing vehicles to park parallel to the edge of the roadway and encourage more cautious driving behavior. It is important to avoid implementing on roads were on-road bike volumes are high and no buffer area to prevent "dooring" is provided, as well as routes with high bus volumes. The challenge is to ensure that the installation of new on-street parking spaces near intersections, side streets, or some driveways, does not inadvertently interfere with sight distance requirements of vehicles.

EFFECTIVENESS

Speed Reduction	◐
Road Volume Reduction	○
Safety	◐

ADVANTAGES

- Speed reduction
- Opportunity for landscaping

DISADVANTAGES

- Not recommended on bike routes
- Ineffective on low volume roads

VERTICAL CENTERLINE TREATMENTS

Centerline treatment warning drivers of the crosswalk on Canton Street (Roswell GA)

Vertical centerline treatments create the perception of narrow travel lanes by creating vertical "friction" elements in the center of the road. They have the potential reduce vehicular speeds and mitigate potential on-coming traffic conflicts, but might require frequent replacement from vehicle impacts.

EFFECTIVENESS

Speed Reduction	◐
Road Volume Reduction	○
Safety	○

ADVANTAGES

- Flex stake installations have the potential to reduce vehicular speeds and mitigate potential conflicts between on-coming traffic

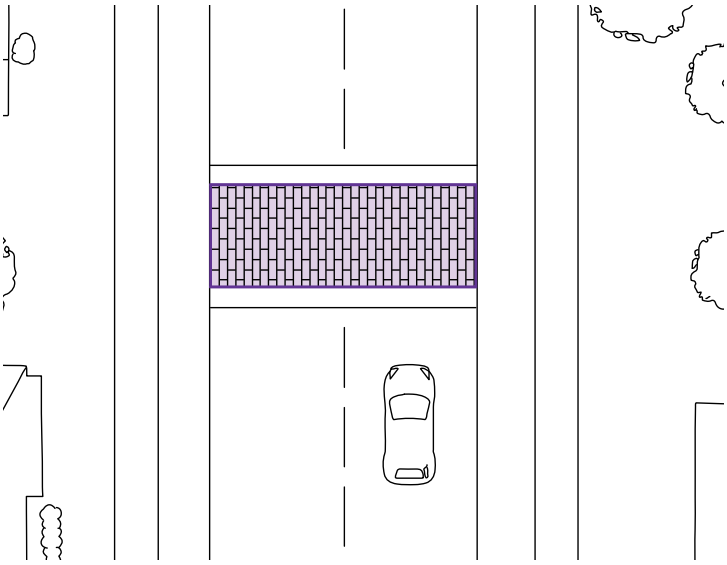
DISADVANTAGES

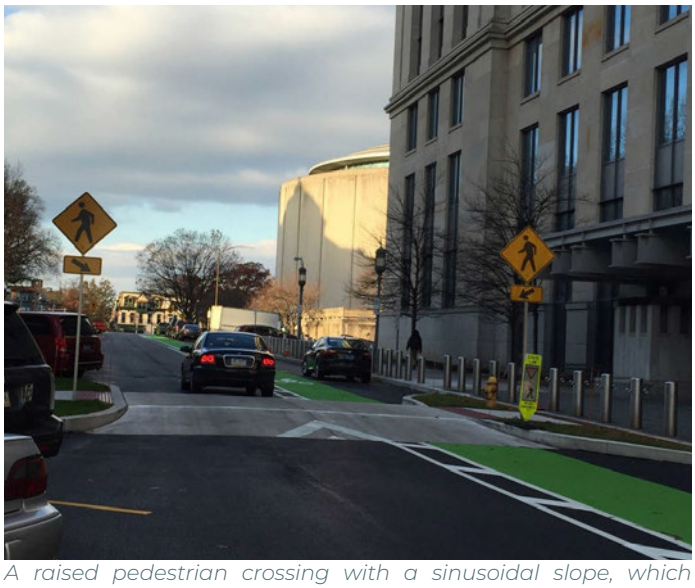
- Measure is temporary / seasonal
- May require frequent replacement due to vehicle impacts

ENGINEERING MEASURES

VERTICAL DEFLECTIONS

RAISED CROSSINGS





A raised pedestrian crossing with a sinusoidal slope, which reduces discomfort to cyclists and drivers (Harrisburg, PA) Pennsylvania Department of Transportation via the Pedestrian and Bicycle Information Center

Raised crossings are marked pedestrian crossings at either intersections or mid-blocks, raised to be higher than the roadway. It is important to consider if there is a need to improve the visibility of vulnerable street users. They should not be placed within the braking zones of traffic signals.

EFFECTIVENESS

Speed Reduction	◐
Road Volume Reduction	○
Safety	◐

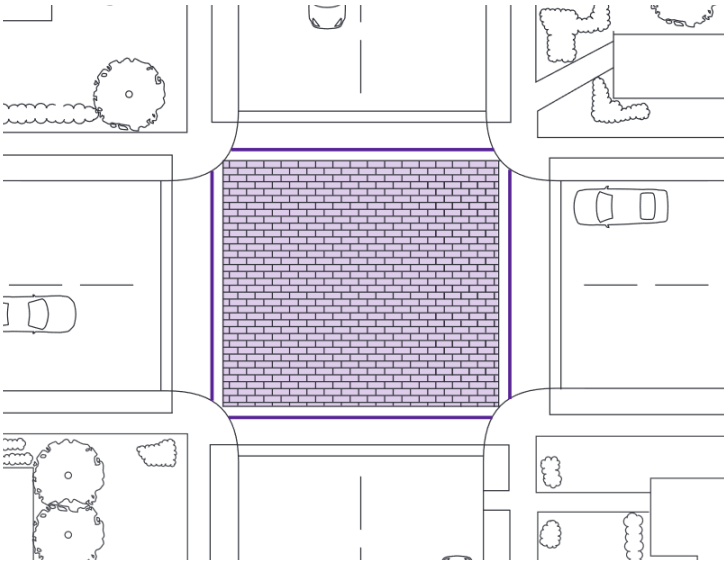
ADVANTAGES

- Speed reduction
- Self-enforcing
- Reduce pedestrian-vehicle conflict

DISADVANTAGES

- Negative impact on Emergency Services by slowing down response time and impacting the comfort of patients being transported

RAISED INTERSECTIONS



A raised intersection (Prague, Czechia)
ŠJů via Wikimedia Commons

Raised intersections are intersections built higher than the approach roads. They work best at urban cross-sections, and school zones. These can be costly to build if not constructed as part of a larger roadway reconstruction project.

EFFECTIVENESS

Speed Reduction	◐
Road Volume Reduction	○
Safety	◐

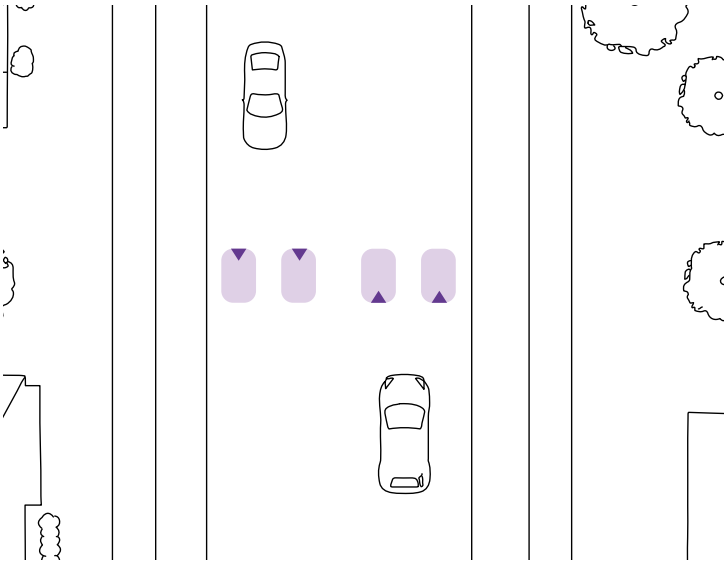
ADVANTAGES

- Speed reduction
- Self-enforcing
- Pedestrian area is better defined
- Reduce pedestrian-vehicle conflict

DISADVANTAGES

- Negative impact on Emergency Services by slowing down response time and impacting the comfort of patients being transported

SPEED CUSHIONS



Speed cushions designed to accommodate cyclists (Seattle, WA)
Note that the white sedan is parked illegally, reducing oncoming vehicles' ability to see pedestrians.
Toole Design Group via the Pedestrian and Bicycle Information Center

Speed cushions are raised areas, similar to speed humps, but do not cover the entire width of the roadway. They are designed to allow larger vehicles to "straddle" the cushions while smaller vehicles are vertically deflected. While some large vehicles and buses can pass with limited deflection, they can still affect emergency response times. They are more difficult to construct compared to speed humps.

EFFECTIVENESS

Speed Reduction	●
Road Volume Reduction	◐
Safety	●

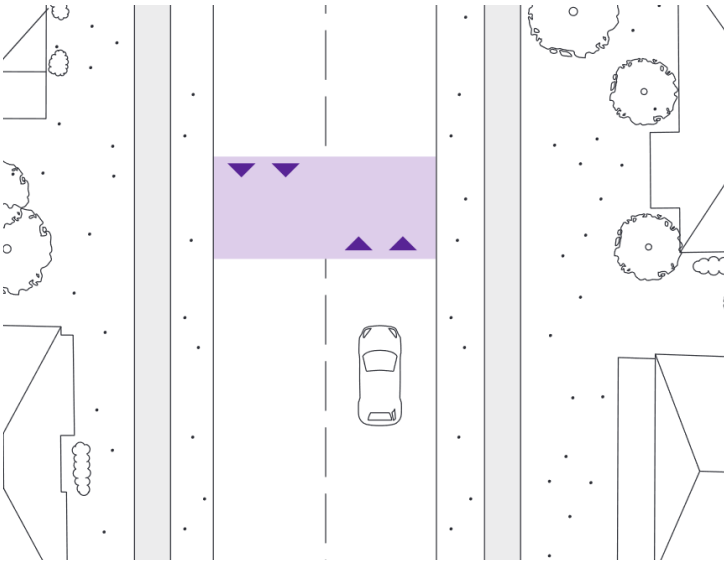
ADVANTAGES

- Speed reduction
- Self-enforcing
- Minimal impact on cyclists

DISADVANTAGES

- Negative impact on Emergency Services by slowing down response time and impacting the comfort of patients being transported

SPEED HUMPS



A speed bump with on-road messaging warning drivers (Maui, HI)
Dan Burden via the Pedestrian and Bicycle Information Center

Speed cushions are raised areas of a roadway which cause vertical upward deflection of traveling vehicles. **Speed tables** are elongated speed humps with flat–topped sections. The preferred installation is in a series, close to street lighting, and downgrade from water catch basins to minimize the potential of ponding on the roadway.

EFFECTIVENESS

Speed Reduction	●
Road Volume Reduction	●
Safety	●

ADVANTAGES

- Speed reduction
- Self-enforcing
- Minimal impact on cyclists

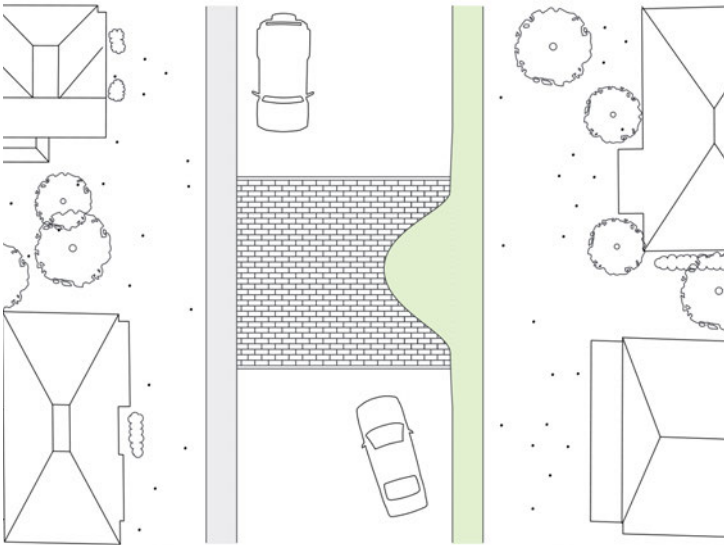
DISADVANTAGES

- Negative impact on Emergency Services by slowing down response time and impacting the comfort of patients being transported

ENGINEERING MEASURES

HORIZONTAL DEFLECTIONS

BULB-OUTS / CURB EXTENSIONS



These bulb-outs on Mimosa Boulevard shorten the crossing distance and increase pedestrian visibility (Roswell, GA)

Bulb-outs are horizontal extensions of curbs into the roadway, creating narrower sections of road surface area. They can shorten crossing distances, and be combined with transit stops to create high quality waiting areas and eliminate “lay-bys”.

EFFECTIVENESS

Speed Reduction	◐
Road Volume Reduction	○
Safety	◐

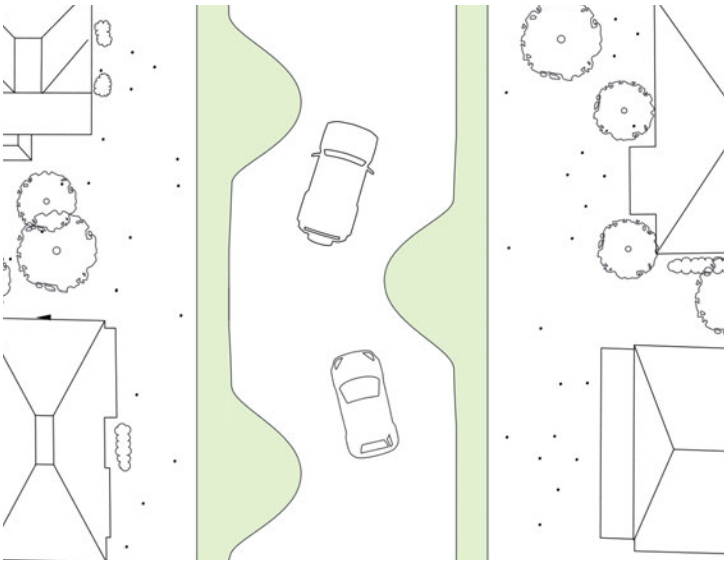
ADVANTAGES

- Speed reduction
- Increase pedestrian visibility
- Opportunity for landscaping

DISADVANTAGES

- May not be compatible with bike lanes
- May require removal of on street parking spaces

CHICANES



Chicanes lining the street (Chicago, IL)
Kristen Brookshire via the Pedestrian and Bicycle Information Center

Chicanes use physical features built into the roadside that force the driving path to shift side to side, as well as potentially narrow road lanes. They can reduce traffic volumes and traffic noise, but can potentially divert traffic volumes to other streets as a result. Two–vehicle–wide chicanes on two–way streets are primarily considered to prevent high speeds, while less than two–vehicle–wide chicanes on two–way streets are primarily considered to prevent high speeds but can also discourage through traffic. These narrow chicanes rely on regulatory signs, good visibility, and driver courtesy to ensure a two–way conflict is not created. Mountable curbs can be considered where large vehicles may not be able to maneuver with standard barrier curbs.

EFFECTIVENESS

	One lane	Two lanes
Speed Reduction	●	◐
Road Volume Reduction	●	○
Safety	●	◐

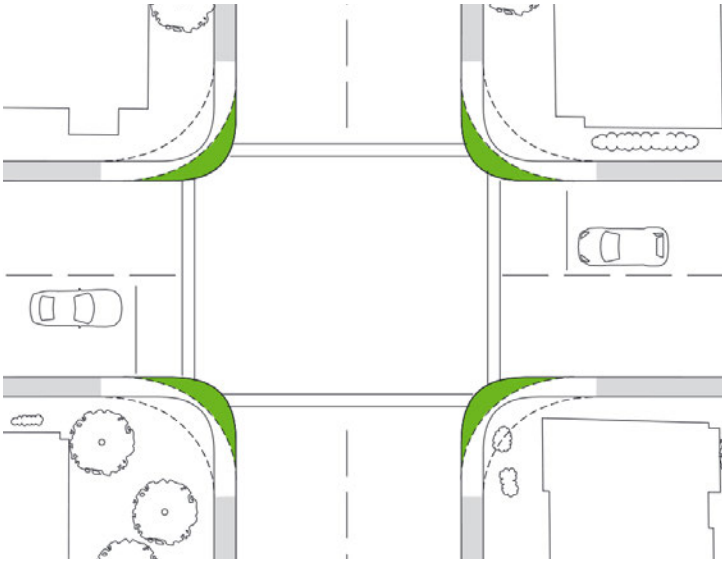
ADVANTAGES

- Speed reduction
- Discourage shortcutting and through traffic
- Opportunity for landscaping

DISADVANTAGES

- Not recommended on bike routes
- Ineffective on low volume roads
- Safety concerns on high volume roads

CURB RADIUS REDUCTIONS



Planters being used to reduce the turning radius and shorten the crossing distance for pedestrians (Oxnard, CA)
Dan Burden via the Pedestrian and Bicycle Information Center

Curb radius reductions (corner tightening) extend the curb further out in the intersection to create tighter corners, requiring vehicles to make slower right turns. They are not recommended at intersections where there is a significant volume of trucks and buses turning, as they may need to mount the curb or cross into adjacent travel lanes to complete the turn movement.

EFFECTIVENESS

Speed Reduction	◐
Road Volume Reduction	○
Safety	◐

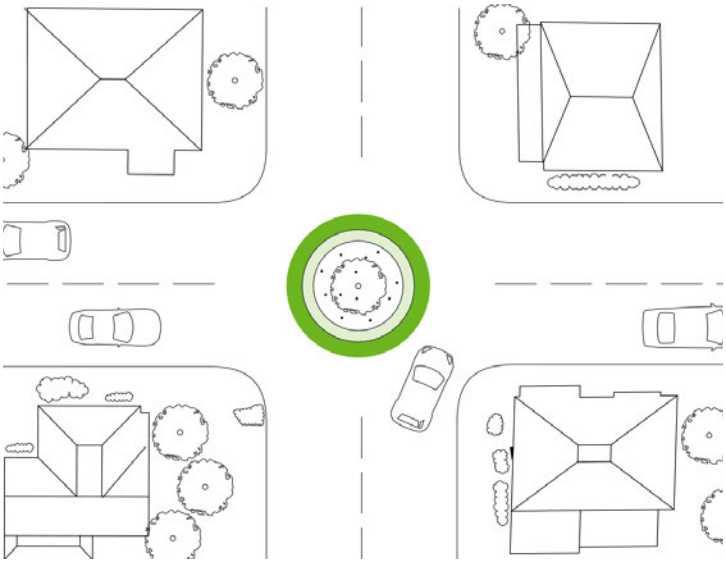
ADVANTAGES

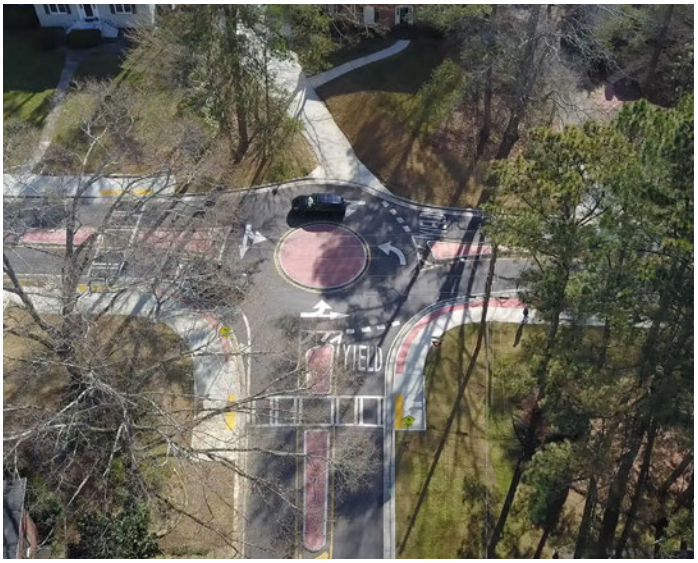
- Slow right-turning vehicles
- Reduce crossing distance for pedestrians
- Improve pedestrian visibility

DISADVANTAGES

- May impact vehicles with larger turn radii

MINI ROUNDABOUTS





Mini roundabout on North Coleman Drive (Roswell, GA)

Mini roundabouts require vehicles to travel through an intersection in a counter–clockwise direction around a small traversable island. They are most effective when used in a series.

EFFECTIVENESS

Speed Reduction	●
Road Volume Reduction	○
Safety	◐

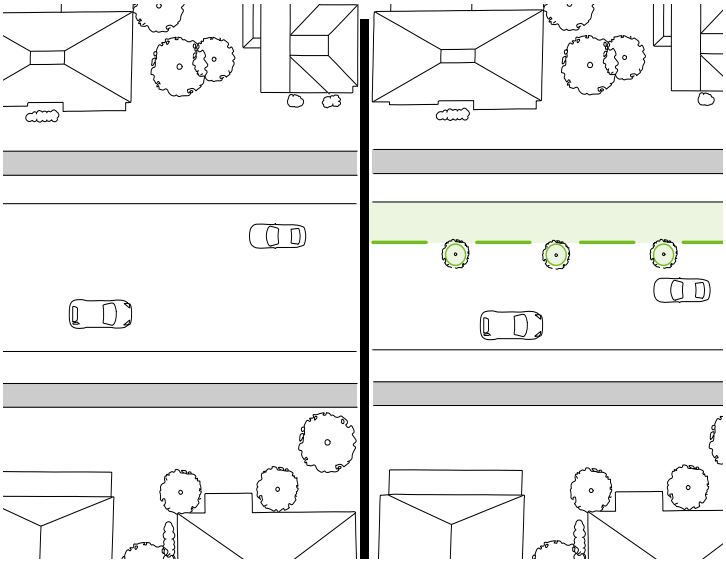
ADVANTAGES

- Speed reduction
- Reduce vehicle-vehicle conflicts at intersections
- Opportunity for landscaping

DISADVANTAGES

- Restricts turning movements by large vehicles
- May increase Emergency Services response time

LANE NARROWING



The width of the travel lanes on this road were reduced to install a walk lane (Halifax, Canada)
Municipality of Halifax via the Pedestrian and Bicycle Information Center

Lane narrowing reduces the lane width with the intention of making drivers feel less comfortable traveling at high sprees because of the lack of buffer space from other objects. Adding physical features along the roadside tends to provide better results than pavement markings alone, though reduction of sight line must be considered. The additional space gained from lane narrowing can be used in other methods, and can reduce crossing distances.

EFFECTIVENESS

Speed Reduction	◐
Road Volume Reduction	○
Safety	◐

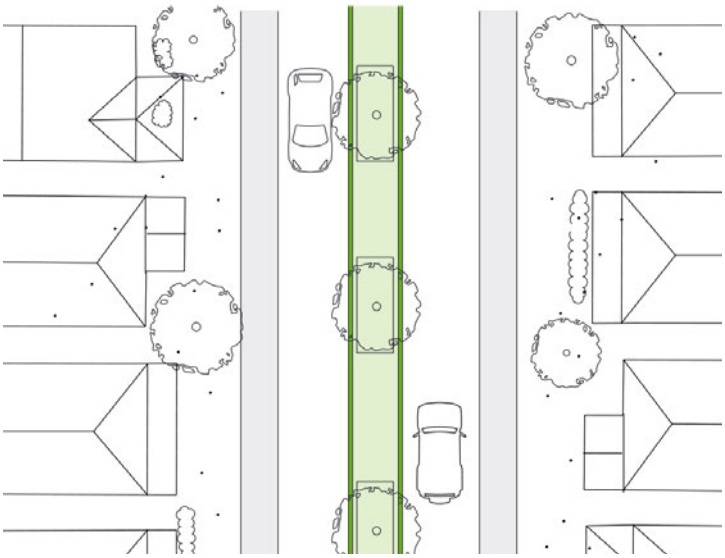
ADVANTAGES

- Speed reduction
- Reduce pedestrian-vehicle conflict
- Safer pedestrian crossing

DISADVANTAGES

- Potential loss of parking
- May increase Emergency Services response time

RAISED MEDIAN ISLANDS



Raised median island on Oxbo Road (Roswell, GA)

Raised median islands create an elevated island on the centerline of a two–way roadway to reduce the width of adjacent travel lanes. They can provide refuge between travel lanes at crossings, as well as provide space for street beautification. They can restrict access to side roads, and can potentially cause increased vehicle speeds if the lane width remains wide and are long enough to create a sustained sensed of protection from on-coming traffic.

EFFECTIVENESS

Speed Reduction	◐
Road Volume Reduction	○
Safety	◐

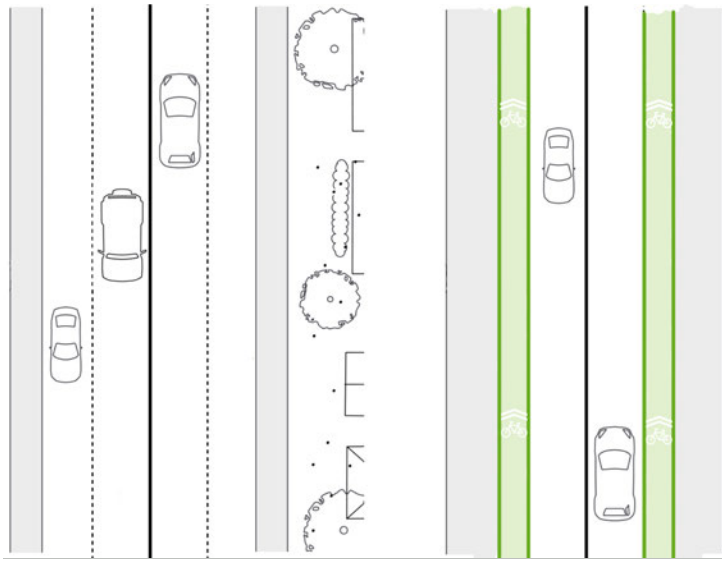
ADVANTAGES

- Speed reduction
- Reduce pedestrian-vehicle conflict
- Safer pedestrian crossing

DISADVANTAGES

- Potential driveway access restriction
- Potential loss of parking

ROAD DIETS



A four-lane road reconfigured to a two-lane road with a continuous turn lane and bike lanes (Lower Merion, PA) Montgomery Counting Planning Commission via Wikimedia Commons

Road diets reconfigure the road surfaces by reducing the number of travel lanes or width of the road surface intended for vehicles are reduced to reallocate the space for other uses. They create a buffer of space between motor traffic and pedestrians, but can potentially affect emergency vehicle response times.

EFFECTIVENESS

Speed Reduction	◐
Road Volume Reduction	○
Safety	◐

ADVANTAGES

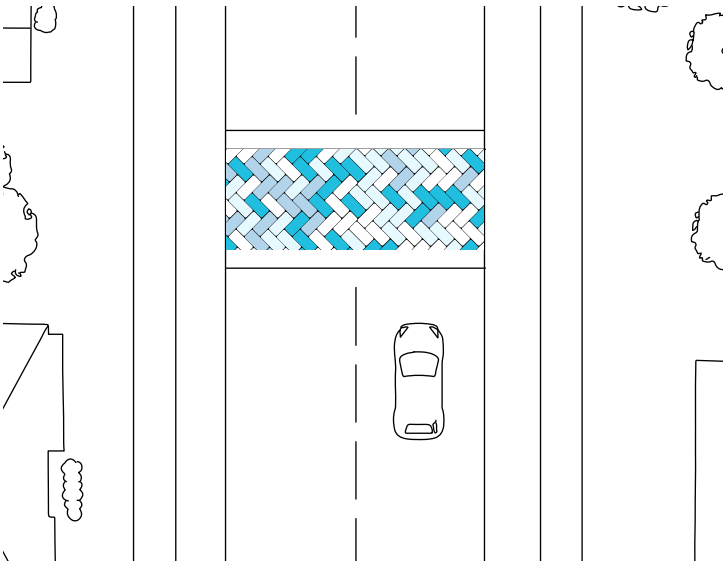
- Speed reduction
- Reduce crossing distances
- Safer pedestrian crossing

DISADVANTAGES

- Potential loss of parking
- May increase Emergency Services response time

SURFACE TREATMENTS

TEXTURED CROSSINGS



A textured crossing with an additional buffer of a median island (Clearwater, FL)
Dan Burden via the Pedestrian and Bicycle Information Center

Textured crossings use materials or textures that contrast with the pavement to highlight transportation crossings. They can raise the profile of vulnerable street users, and can encourage slower driving speeds by signaling a context change in the environment. They can cause traction issues, and potentially cause a false sense of security for pedestrians. If they are not properly installed, they might settle differently from the adjacent roadway surface and could require additional maintenance.

EFFECTIVENESS

Speed Reduction	◐
Road Volume Reduction	○
Safety	◐

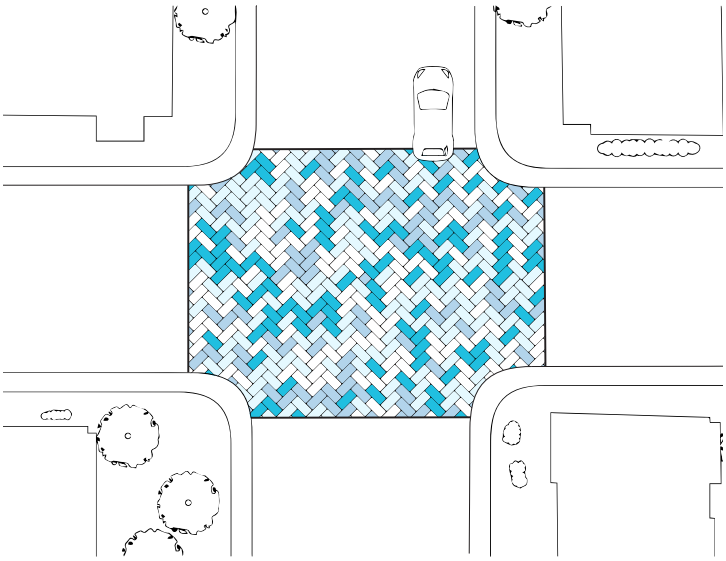
ADVANTAGES

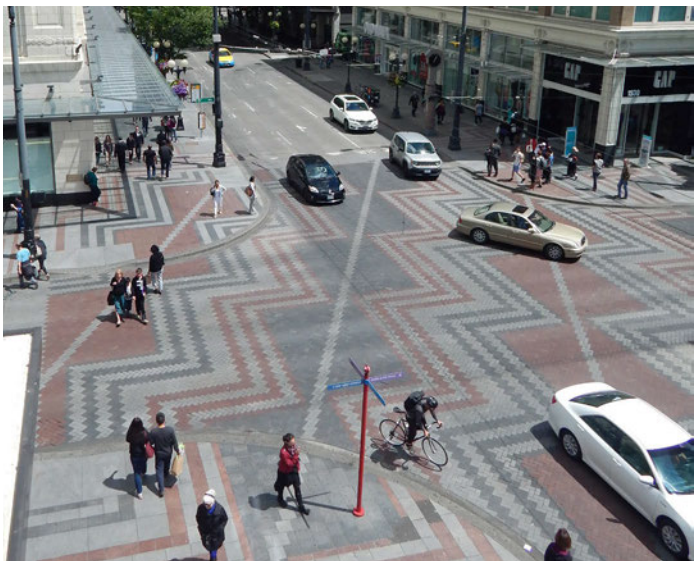
- Speed reduction
- Reduce crossing distances
- Safer pedestrian crossing

DISADVANTAGES

- Potential loss of parking
- May increase Emergency Services response time

TEXTURED SURFACES





A textured intersection (Seattle, WA)
Seattle Department of Transportation via Wikimedia Commons

Textured surfaces involve replacing the standard asphalt of road with a textured material, such as cobblestone. They can improve aesthetics and signal a context change to drivers, as well as communicate that the street purpose goes beyond vehicular transportation. They may cause increased noise, and can cause discomfort for cyclists

EFFECTIVENESS

Speed Reduction	◐
Road Volume Reduction	○
Safety	◐

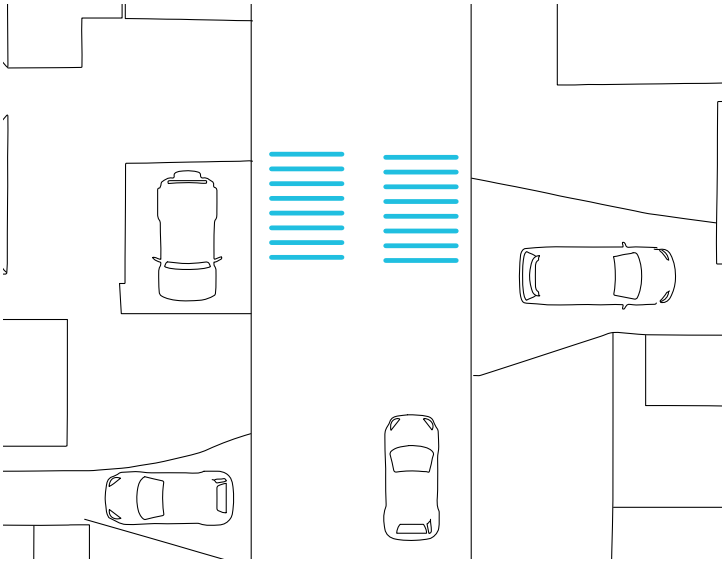
ADVANTAGES

- Speed reduction
- Reduce crossing distances
- Safer pedestrian crossing

DISADVANTAGES

- Potential loss of parking
- May increase Emergency Services response time

TRANSVERSE RUMBLE STRIPS



Transverse rumble strips alert drivers they are approaching a roundabout (Hillsborough, Northern Ireland)
Albert Bridge via Geograph

Textured surfaces involve replacing the standard asphalt of road with a textured material, such as cobblestone. They can improve aesthetics and signal a context change to drivers, as well as communicate that the street purpose goes beyond vehicular transportation. They may cause increased noise, and can cause discomfort for cyclists

EFFECTIVENESS

Speed Reduction	◐
Road Volume Reduction	○
Safety	◐

ADVANTAGES

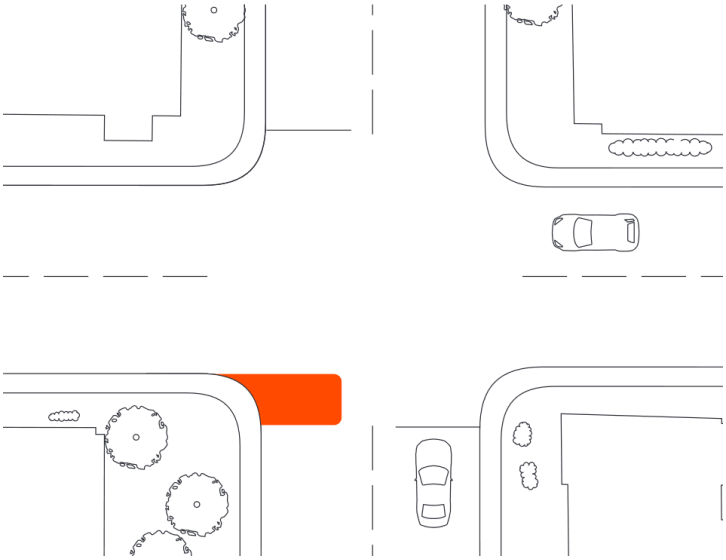
- Speed reduction
- Reduce crossing distances
- Safer pedestrian crossing

DISADVANTAGES

- Potential loss of parking
- May increase Emergency Services response time

TRAFFIC MANAGEMENT

VEHICULAR DIRECTIONAL CLOSURES



A directional closure with bicycle access (British Columbia, Canada)
Richard Drdul via Wikimedia Commons

Vehicular directional closures prohibit one direction of traffic from continuing on two–way streets. They are able to prevent through traffic while still allowing emergency access and can shorten crossing distances.

EFFECTIVENESS

Speed Reduction	○
Road Volume Reduction	●
Safety	◐

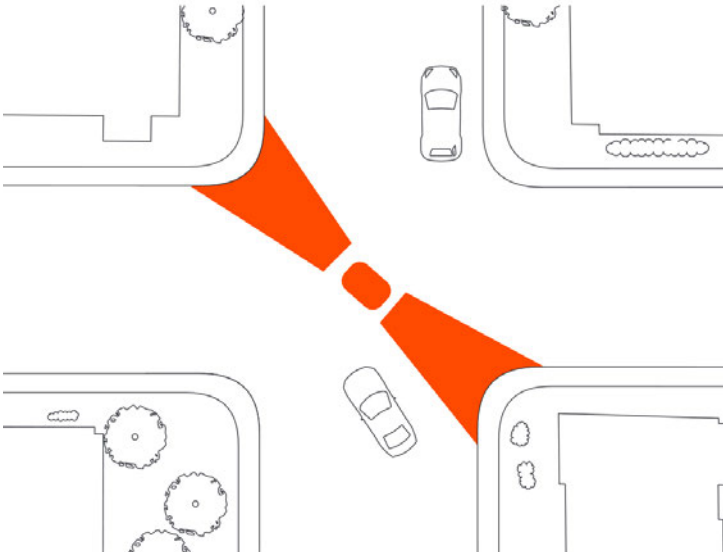
ADVANTAGES

- Obstruct shortcutting or through traffic

DISADVANTAGES

- May increase traffic on adjacent streets
- May increase trip length for some residents

VEHICLE DIVERTERS



A vehicle diverter with bollards (British Columbia, Canada)
Richard Drdul via Wikimedia Commons

Vehicle diverters are raised barriers running diagonally across intersections, forcing vehicles to turn. The goal is to limit the amount of through traffic using the road as a cut through. They can reduce the conflict at intersections and improve conditions for vulnerable street users, but can potentially put cyclists at risks from drivers not anticipating them passing through the barrier.

EFFECTIVENESS

Speed Reduction	○
Road Volume Reduction	●
Safety	◐

ADVANTAGES

- Obstruct shortcutting or through traffic

DISADVANTAGES

- May increase traffic on adjacent streets
- May increase trip length for some residents

ON-STREET PLAZAS

16th Street in Denver, CO was converted into a pedestrian promenade in the 1980s
Matt Wright via Wikimedia Commons

On-street plazas / vehicle access closures prevent vehicle access to sections of road, while still allowing bikes and pedestrians to travel through. These do create a significant decrease of traffic, but emergency vehicle routes must be considered when placing the closure and a potential vehicle turn around should be included.

EFFECTIVENESS

Speed Reduction	○
Road Volume Reduction	●
Safety	◐

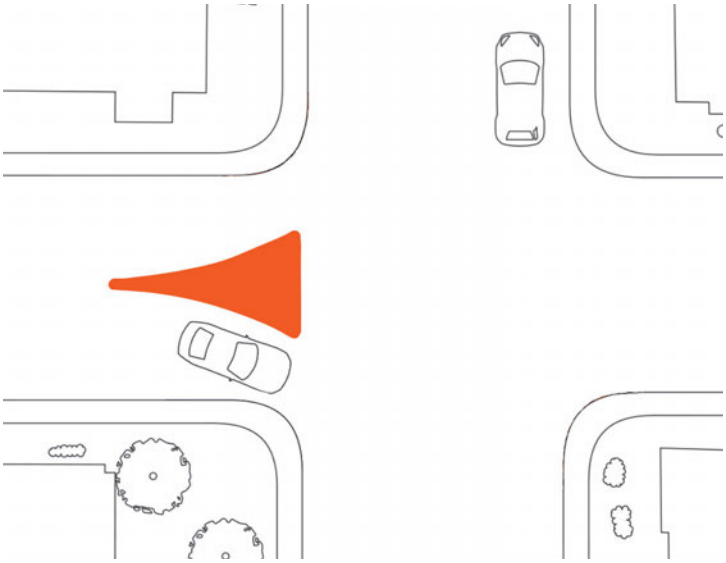
ADVANTAGES

- Speed reduction
- Reduce crossing distances
- Safer pedestrian crossing

DISADVANTAGES

- Potential loss of parking
- May increase Emergency Services response time

INTERSECTION CHANNELIZATIONS



The island prevents cars from turning left, and also provides a refuge to pedestrians (Barcelona, Spain)
Eric Fischer via Wikimedia Commons

Intersection channelizations / right-in right-out islands involve placing raised islands, or bollards to prevent certain movements of vehicles. They can reduce the number of conflicts with pedestrians and reduce crossing distances, but may increase vehicles speeds due to specific geometry and configuration.

EFFECTIVENESS

Speed Reduction	○
Road Volume Reduction	◐
Safety	◐

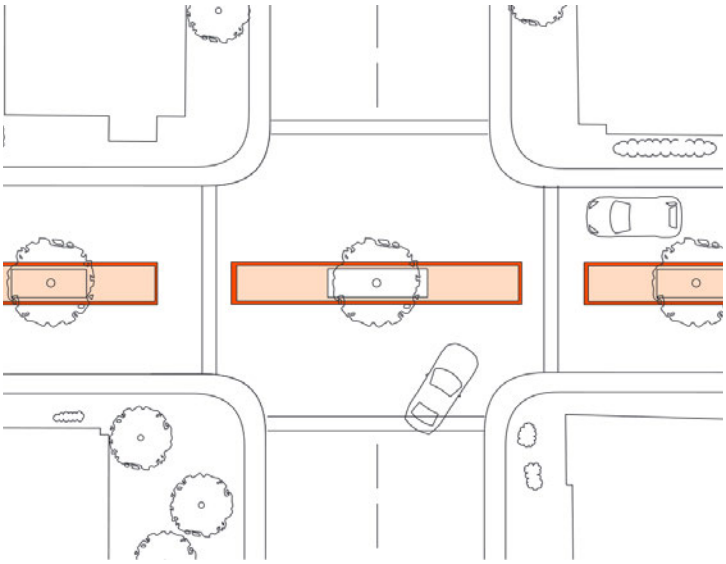
ADVANTAGES

- Speed reduction
- Reduce crossing distances
- Safer pedestrian crossing

DISADVANTAGES

- Potential loss of parking
- May increase Emergency Services response time

RAISED MEDIANS THROUGH INTERSECTIONS



Left turns and u-turns are prohibited to allow cyclists and pedestrians to safety traverse the intersection (Pennsylvania Ave, Washington, DC)
Payton Chung via Wikimedia Commons

Raised medians through intersections are median islands located on the centerline of intersections, preventing left turns and through movements. They prevent left–turn and angle collisions and can provide a refuge area for pedestrians. The most beneficial placement for raised medians is along collector or arterial streets at intersections with local streets.

EFFECTIVENESS

Speed Reduction	○
Road Volume Reduction	●
Safety	◐

ADVANTAGES

- Obstruct shortcutting or through traffic
- Reduce crossing distances
- Provide refuge for pedestrians
- Maintain access for bicyclists and pedestrians

DISADVANTAGES

- May increase traffic on adjacent streets
- May increase trip length for some residents

URBAN DESIGN

STREETSCAPING

Flowers have been found to be an effective method of streetscaping, as many drivers will slow down to appreciate the colorful blooms (Gloucestershire, England)
Via the BBC

Streetscaping uses trees and other foliage, and street furniture within the right–of–way to encourage slower speeds. The closer to the travel lanes the streetscaping is, the greater the reduction in speed. It creates a more livable and environmentally sustainable public space, and can increase the appeal of walking and cycling.

EFFECTIVENESS

Speed Reduction	◐
Road Volume Reduction	○
Safety	◐

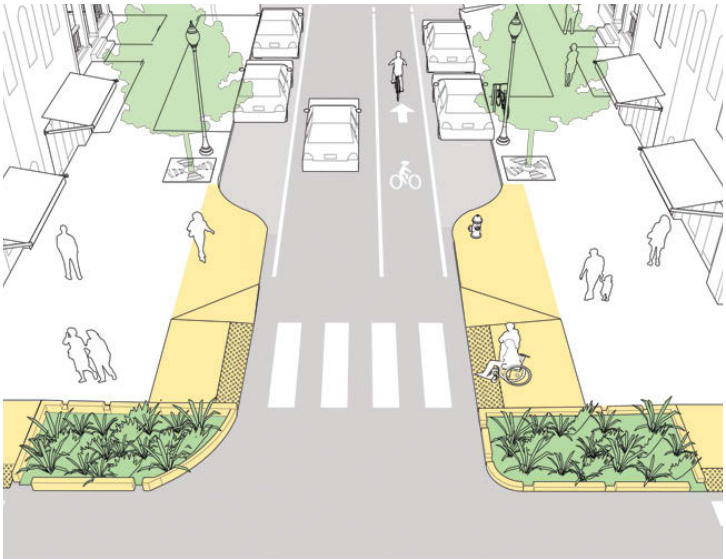
ADVANTAGES

- Speed reduction
- Reduce crossing distances
- Safer pedestrian crossing

DISADVANTAGES

- Potential loss of parking
- May increase Emergency Services response time

GATEWAYS



The arch creates a sense of place and encourages safer speeds in this downtown area (Grimsby, Canada)
Stephen Sweeney via Wikimedia Commons

Gateways are a special decorative type of streetscaping, designed to show street users they are in a transitional area or destination and encourage appropriate driving behavior.

EFFECTIVENESS

Speed Reduction	◐
Road Volume Reduction	○
Safety	◐

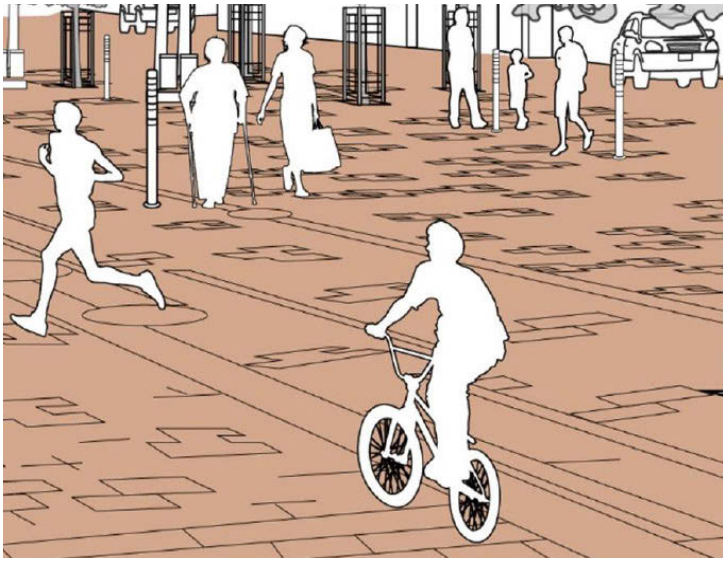
ADVANTAGES

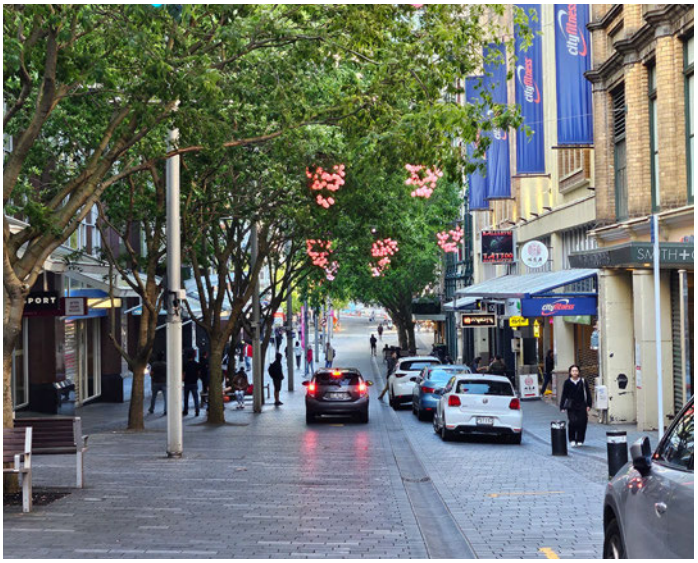
- Speed reduction
- Reduce crossing distances
- Safer pedestrian crossing

DISADVANTAGES

- Potential loss of parking
- May increase Emergency Services response time

SHARED SPACES





Shared space requires cars to travel at the speed of the pedestrians around them (Auckland, New Zealand)
Mark Dana

Shared spaces minimize the separation between street users by removing curbs, road markings, and signs and signals. They help create civil interactions between street users, moving through the space using social cues rather than the assigned right of way movements.

EFFECTIVENESS

Speed Reduction	◐
Road Volume Reduction	○
Safety	◐

ADVANTAGES

- Speed reduction
- Reduce crossing distances
- Safer pedestrian crossing

DISADVANTAGES

- Potential loss of parking
- May increase Emergency Services response time

WOONERVEN

Cars have limited access on this Woonerf (Vauban, Germany)
Payton Chung via Wikimedia Commons

Woonerven ("living streets") are residential streets which have been outfitted with a combination of shared space and other traffic calming devices to create a space where it is clear that through traffic is not intended to be the main user.

EFFECTIVENESS

Speed Reduction	◐
Road Volume Reduction	○
Safety	◐

ADVANTAGES

- Speed reduction
- Reduce crossing distances
- Safer pedestrian crossing

DISADVANTAGES

- Potential loss of parking
- May increase Emergency Services response time

05—NEEDS ASSESSMENT

The needs assessment presents the analysis results of needed transportation projects to support mobility and accessibility in the City of Roswell through 2050. The needs assessment reflects the City's continuing transportation planning process which provides a linkage between the Comprehensive Plan with the Transportation Master Plan. The fundamental aspect of this needs assessment is to confirm how transportation needs in the city may be changing in the future to reflect new patterns or the pace of development, the influence of recent transportation investments, other socioeconomic characteristics, and regional and sub-regional trends.

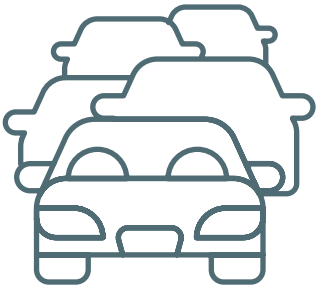
The foundation for the needs assessment is the CIP, which allocates available revenues for transportation projects in the City of Roswell over the next five years through 2028. The needs assessment builds upon those transportation funding commitments to determine what additional needs exist, or will exist over the next 25+ year planning horizon. It is important to note that the needs assessment is not constrained by cost. Rather, it presents future transportation demand within the City's corridors and travel sheds based on perceived levels of congestion, economic activity or redevelopment, and accessibility considerations for people with mobility limitations.

The needs assessment also reflects the growing trend to focus on livability within the City of Roswell in light of declining population growth rate and road-building or road-expanding constraints. The programs and projects identified in the needs assessment are compared with the projected financial resources through 2050 to determine which priority projects can be funded with available revenue sources.

The following broad trends were assumed to continue:

Redevelopment of areas, especially around the Historic District and along the Holcomb Bridge Road (SR 140) exit off of the GA 400 expressway

Demand for bicycle and pedestrian infrastructure to accommodate a growing population that cannot or chooses not to drive



Continued increase in commuter travel through Roswell from neighboring jurisdictions

The cost of major transportation projects is also increasing and this coupled with more expensive right-of-way costs, decreasing options for new corridors, neighborhood opposition, and environmental constraints will make it increasingly difficult to implement major projects. Therefore, the Transportation Master Plan minor update must look beyond traditional means to expand the transportation infrastructure in the city and focus instead on land uses and urban design, technology, and alternative mode development to enhance mobility and improve accessibility for all users.

5.01 Department Needs For Future Consideration

For the department to ensure we are providing the best service possible to our residents, there are additional equipment, staffing, and others needs that need further consideration and future funding.

5.01.01 CONSTRUCTION DIVISION

Construction needs to have access to reliable equipment which includes vehicles and equipment. In recent years since the pandemic supply chain issues have hampered the once routine process of ordering new vehicles or equipment. Some vehicles may require up to three (3) years to receive once placing an order. Same goes for reliable equipment, ordering delays must be planned for to avoid any drops in service. Maintenance of existing equipment is also pivotal to our staff forces can be effective.

5.01.02 ENGINEERING DIVISION

Preconstruction activities that include tasks such survey, concept development, design, engineering are what make our projects move forward. Given all the obstacles involved, including utilities, right-of-way acquisition, stormwater requirements, permitting, etc. Having funding for adequate and qualified staffing is critical to deliver projects at a high level. Beyond staffing, having funding available for projects to move forward is also crucial. Staff needs funding to not only do the current or next phase of a project, but have ability to work with our decision makers to prepare to fund the next stage to get more projects shovel ready. This includes consistent direction on goals and priorities for projects being on-deck for delivery and having extra contingency plans available when unexpected challenges present themselves.

5.01.03
MAINTENANCE DIVISION

Continuing to invest in maintenance programs is paramount given rising cost and industry trends. Maintaining existing assists with today's pricing is a challenge that will require appropriate funding levels in the years ahead. Paving local roadways at a level our customers expect will require funding at levels anticipated to be at five or more million per year.

Ensuring all staffing needs are fulfilled is also important to ensure crews for all units (Asphalt, concrete, landscaping, street-sweeping, etc.) can not only react to complaints, but also be proactive to best serve our customers. This includes having fully staffed crews and opportunities for team members to move up the ladder career wise over time. In addition, as noted above under Construction Division, having reliable equipment and supplies is critical to success if staff are to keep doing smaller jobs in-house. Funding for their items such as equipment as well as including program funding for Bridge Maintenance, guardrail replacement, speed management and pedestrian safety help fund the work programs these crews work on.

5.01.04
PLANNING DIVISION

For the City to continue to advance its status as a Walk Friendly and Bike Friendly Community, the easiest method would be to dedicate additional funding to the Speed Management and Pedestrian Safety account that will help with traffic calming programs and new pedestrian crossings around the City. The funding can also be used for activities related to Safe Route to School (SRTS).

Additional funds for professional services would be beneficial to do consultant led planning studies on citywide or sub-area studies that current staff may not have the tools to lead or be constitutionally equipped to handle given the data/technical requirements. Most notably, The City lacks the staffing to complete proper and consistent pedestrian and bicycle counts. The company Streetlight Insights provides this information, and while The City did have a subscription to their vehicle data, it did not include bicycle and pedestrian data.

Funding for another round of the North Fulton Comprehensive Transportation Plan (NFCTP) within the next five years may also be worthy if the Mayor and Council agree.

5.01.02
TRAFFIC ENGINEERING DIVISION

The Traffic division also needs equipment and supplies to enhance its services to the traveling public. The Mayor and Council graciously provided funding for a new pole replacement truck to help replacing old timber poles at certain intersections. The truck is on order, but is anticipated to arrive in 2026 due to the post-pandemic supply chain challenges. Some of the needed funding will be for the upcoming campaign to start replacing old wooden timber poles that support some of our traffic signals. These poles have a limited life span and require replacement, by doing this with in-house personnel the City can save money by avoiding the expense of hiring contractors. The truck is the first step toward this goal, but funding the program is key to avoid any issues caused by old poles decaying that may impact the traveling public.

Funding the Speed Management and Pedestrian Safety fund is key as it helps staff install traffic control devices and construct roadway design elements to reduce vehicle speeds and enhance pedestrian safety. The program has a history of success in implementing projects such as pedestrian refuge median islands, crosswalk enhancements, rectangular rapid flashing beacon (RRFB) assemblies, pedestrian hybrid beacons (PHB), electronic radar speed feedback signs, and other traffic calming measures. This funding will help the roll out of the traffic calming campaign over the next five years that will coincide with our repaving program.

Additional equipment/infrastructure needs for a smooth operation of the Traffic Engineering division includes:

- A new dual-gun paint sprayer due to the existing sprayers nearing the end of their lifespan and require frequent repairs. The paint sprayer help in maintaining pavement markings and ensuring safe traffic flow throughout the city.
- A new 16-ft utility trailer for transporting barricades, traffic cones, signs, and other equipment to better support the city's projects, events, and emergency responses. The current method of using multiple pickup trucks is inefficient and time-consuming. A utility trailer would allow crews to load and unload equipment more quickly and efficiently, saving time and money. Additionally, a single trip to the site would suffice, reducing the number of trips and wear and tear on the Division's vehicles.
- A new portable sandblaster with accompanying accessories to allow the Division to reuse old and damaged traffic signs, saving the city money on the purchase of new aluminum blanks.
- A new Router Table Kit allowing us to cut aluminum sheets in-house to create custom-sized traffic signs, saving the city money on the purchase of expensive pre-cut blanks, saving the city money on the purchase of new aluminum blanks. The router table can also be used to

create decorative sign blanks and cut smaller blanks from larger damaged signs saving us the cost of ordering blanks from a local vendor.

- Upgrade the City's school zone flashers to a new Retrofit School Timer Switch which is necessary because the current system is old and no longer allows the city to communicate with the system remotely. The existing system requires staff to physically visit each school and reprogram the devices on-site during abnormal school release days. The new system will allow the city to control all school devices remotely, which will save time and money.
- Installation of fiber optic networks to connect the local intersections to the central traffic management center. The fiber optical network will provide high speed data communication and improve the traffic flow and safety at the intersections. The network can also benefit other city departments like Police Department and Fire Department.
- Upgrade the existing monitors and display software used by RDOT TMC, 911 Center, and the emergency operation center (EOC) to help improve traffic flow monitoring, incident management and ensure the security of the City network.

5.02
Plan Needs For Future Consideration

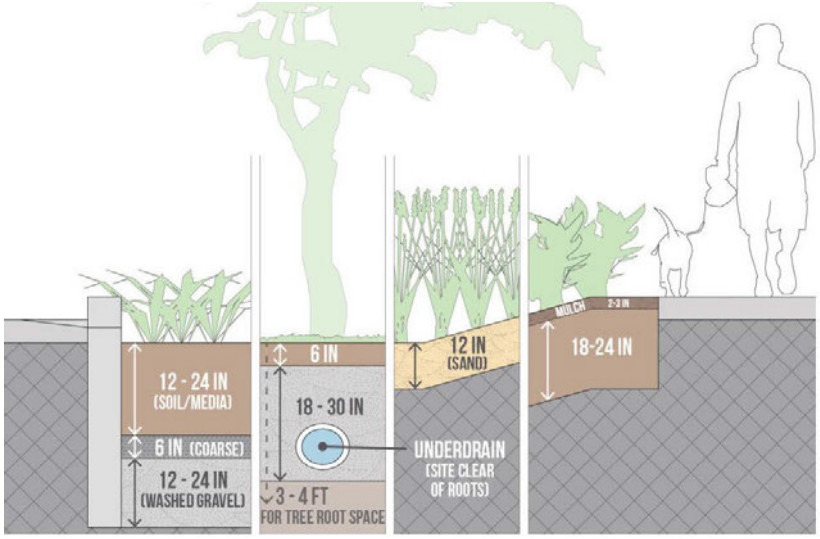
As staff developed the Transportation Master Plan, several general ideas and concepts were developed but not to the level where staff felt a specific program could be cost out. In most cases, some sort of additional independent study would have to take place to determine things such as scope, costs, locations, impacts to the community, or a new operator. Some of these broad concepts are listed below.

5.02.01
CLIMATE RESILIENCE

As the effects of climate change become more apparent, it is clear the City needs to take steps to protect its infrastructure and citizens from the extreme heat and severe flash flooding events the metro region is forecasted to see.

Research has shown that based on climate models and development trends, the City of Roswell is going to be at higher risk of flash flooding events than the surrounding North Fulton cities. As more of the city is developed, it is paramount that the city UDC be updated to require bioretention and biofiltration planters and swales in development plans which will introduce a large area of impermeable surfaces or those that may cause detrimental runoff.

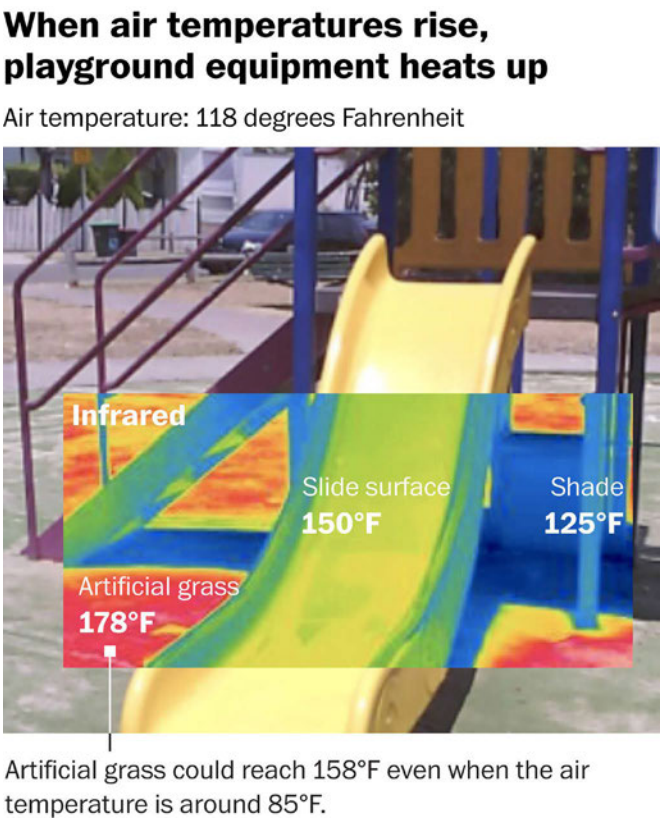
The National Association of City Transportation Officials (NATCO) has published their Urban Street Stormwater Guide to address resiliency and climate change while providing the best practices for sustainable stormwater management in the public right of way.



An example of a biofiltration planter and a diagram of the recommended structuring of a biofiltration planter

A bioretention planter along North Coleman

Climate change is causing Roswell to see rising temperatures. Heat can cause chronic illness and death, and the urban heat island effect means pockets of Roswell can be nearly 10 degrees hotter than the surrounding area. It is recommended the City prepare a heat action plan to ensure better quality of life for all residents, modeled after other municipalities that are leading the way in cooling efforts, such as Singapore and Miami Dade County.



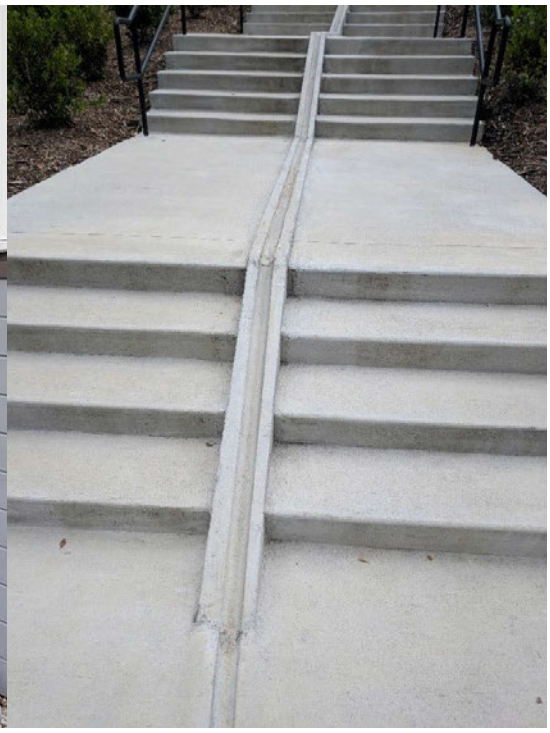
Sidewalks, bus stops, and playgrounds are especially susceptible to overheating from the lack of shade, and the materials used to build them. Ensuring adequate shading and piloting innovative streetscapes are vital to cooling our community.

5.02.02
ENHANCING OUR BICYCLE AND PEDESTRIAN NETWORKS

While once a leader in bicycle infrastructure in the state, Roswell has since fallen behind Alpharetta, Decatur, and Atlanta in quantity and quality of bicycle facilities.

It has been proven time and time again in research: when there are more cyclists on the roads, everyone becomes safer—not just the cyclists, but the drivers and pedestrians as well.

Roswell DOT has preferred implementing multi-use trails for bike facilities as they can be used by both pedestrians and cyclists. Unfortunately under federal law electric bicycles ("e-bikes") are not allowed on any nonmotorized trail or pedestrian walkways. As e-bikes continue to grow in popularity, RDOT will need to build more bicycle lanes and cycle tracks.



Bike runnels or bike stairways are channels along stairways that allow bicyclists to easily carry their bikes up stairs. The cities of Seattle and Oakland, PA have begun incorporating in the cement sides of the stairs, but aluminum ones have also been employed for quick installation.

ACCESSIBLE WAYFINDING APP

While many wayfinding apps now have pedestrian routing options, very few are able to say if the route is accessible.

Gwinnett County received a $40 million grant as part of the It's Transportation For Us (ITS4US) Program to provide more efficient, affordable, and accessible transportation to underserved communities. Their application, the Georgia Mobility and Accessibility Planer (G-MAP) uses connected vehicle infrastructure, an advanced trip routing engine, and a regional trip planner to allow travelers to

create a personalized trip plan to navigate to their destination.

While Roswell may not be able to create such a sophisticated application, the information behind G-MAP is open sourced, and the needed sidewalk data has already been collected as part of th ADA Transition Plan.

5.02.02
FURTHERING TRANSIT IN ROSWELL

In the fall of 2023 officials with Atlanta-region Transit Link Authority, or ATL, announced the region's first transit trip planning app was available for download, following months of testing that started in the spring. The goal of this new ATL Rides technology is simple, to enable transit customers to plan seamless trips, by way of a one-stop-shop app, for crossing systems in 13 counties operated by six different agencies. Those agencies include Xpress, MARTA, Ride Gwinnett, CobbLinc, Connect Douglas, and the Cherokee Area Transit System, or CATS. Upgrades to the app in the future will include on-demand services such as paratransit and micro mobility options, including scooter and bike share.

MARTA NEXTGEN BUS NETWORK REDESIGN

As metro Atlanta has grown, MARTA's bus network has gradually expanded to accommodate the growth in the service area and serve newly developed areas. In 2021 due to expansions, declining ridership, and changing travel patterns, MARTA began the process of redesigning the bus network. The redesign is part of the MARTA 2040 program, which supports faster and more reliable service, shorter travel times, and connectivity.

MARTA initially presented two contrasting concepts of how the redesigned bus network could look to find what was most important to people and what the public's priorities were. Both concepts assumed that MARTA would run the same amount of bus service as it did in late 2019, just before the pandemic. The two concepts were the **Ridership Concept** and the **Coverage Concept**. The **Ridership Concept**'s goal is to be useful to more people, so that more people ride. Right now MARTA has many routes, but most of them don't come often enough to be useful to most people. This concept would run higher frequency where there are the most people and destinations, but with a fixed budget, that would mean it could not go everywhere that service goes now. The **Coverage Concept**'s goal is to provide some service to as many people as possible, including all existing riders. This would require spreading service out, but spreading it out means spreading it thin. When MARTA runs so many routes, they cannot afford to run the service very often, and because of that, fewer people find the bus system useful.

After receiving public input and having discussions with their Board of Directors, MARTA leadership settled on a hybrid approach of the Coverage and Ridership Concepts with a slight advantage towards maximizing ridership. At the time of publishing this document, the bus network redesign was still in the concept development stage but there were discussions to remove some of the routes with the lowest ridership. Route 142, which serves East Roswell, was one of the routes being considered for deletion or some other form of modification.

TRANSIT CENTER FEASIBILITY

Given Roswell's position at the center of North Fulton and near the convergence of five state routes, the opportunity to create nodal development is feasible. If the state or regional transit agencies secure additional funding for new transit connections in North Fulton, Roswell may have an opportunity in certain areas. The development of a transit center, or smaller transfer station, could provide new opportunities to improve mobility and facilitate transfers among the transit systems, as well as provide incentives for future redevelopment plans that align with the vision of the City.

Further study is needed along with coordination with elected officials, local stakeholders, and regional transit partners. Some opportunity areas may exist along some of our state route corridors including, but not limited to, GA 400 at Holcomb Bridge Road (SR 140) and Alpharetta Highway (SR 9/120) at Holcomb Bridge Road (SR 140). The importance of transit and other alternative modes should not be overlooked as the existing roadway network is at or over capacity during peak hours.

PARK AND RIDE LOTS

The closest MARTA Park and Ride lot available for use by the citizens of Roswell is located at the Mansell Road exit of SR 400 (Exit 8). When some form of transit is implemented (possibly along the SR 92/Holcomb Bridge Road corridors), the need for other Park and Ride lots may be recognized. Their locations could be determined as the transit service is studied and a recommended implementation strategy is identified. Some hypothetical locations for Park and Ride lots could be along the SR 92 corridor west of Alpharetta Highway (SR 9), near the corner of Holcomb Bridge Road (SR 140) and Alpharetta Highway (SR 9/120), along Holcomb Bridge Road east of Barnwell Road, along Alpharetta Highway (SR 9/120) north of Hembree Road near the North Fulton Regional Hospital. The ultimate goal for the placement of these Park and Rides lots would be to capture trips heading into or through Roswell before they head onto the City's street network or SR 400 creating congested conditions. Regardless of location, the first step would be to identify a transit service (The ATL, MARTA, GRTA, or other provider) that would operate in the north Fulton County area. It is also unclear if or when neighboring counties such as Gwinnett County or Cherokee County may add or enhance transit operations.

VERTICAL TAKE-OFF AND LANDING (VTOL) VEHICLES

Additional consideration and future planning should also consider new alternatives including Vertical Take-Off and Landing (VTOL) Vehicles and locations to facilitate their operations. Pilot programs for VTOLs are already being explored in other cities including Chicago with United Airlines as a partner, as well as in Paris, France in advance of the upcoming Olympic Games. The Atlanta region being home to the world's busiest airport may likely follow and communities should consider VTOL facilities to provide an alternate mode of travel to regional destinations. These destinations would likely be Atlanta Hartsfield Jackson International Airport, but may also include other regional destinations (i.e. Downtown Atlanta, Athens, Chattanooga, etc.) that would ultimately depend on VTOLs aircraft range and other facilities.

Before Roswell could consider this, feasibility of suitable sites would need to be thoroughly reviewed and studied. At a minimum, additional information on noise and flight routing should be vetted given the airspace above the Atlanta region is already very congestion. The proximity to not only Atlanta Hartsfield Jackson International Airport restricts higher altitudes, but low altitudes are also a concern given the approach and departure patterns of the multiple satellite airports including: DeKalb Peachtree Airport (PDK), Cobb County International Airport / McCollum Field (QQR), Dobbins Air Reserve Base (MGE), Fulton County Charlie Brown Airport (FTY), and Gwinnett County airport (LZU).

06—FINANCIAL PLAN

The following includes a discussion of the variety of sources available for funding of Transportation Master Plan projects and programs.

6.01
Federal Funding

President Biden signed the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), into law on November 15, 2021. The law authorizes $1.2 trillion for transportation and infrastructure spending with $550 billion of that figure going towards "new" investments and programs. Funding from the IIJA is expansive in its reach, addressing energy and power infrastructure, access to broadband internet, water infrastructure, and more. Some of the new programs funded by the bill could provide the resources needed to address a variety of infrastructure needs at the local level.

6.01.01
MAJOR POLICY CHANGES

LOCAL CONTROL

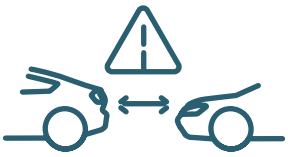
In a step forward for cities seeking to streamline design and complete streets processes, the IIJA contains a new provision granting cities authority to apply an approved design guide of their choice to federally funded projects on locally owned streets. This language establishes that when states administer Federal funds to cities, they are neither required nor permitted to require cities to comply with state design standards or safety policy.

COMPLETE STREETS

MPOs must use 2.5 percent of their overall funding to develop and adopt complete streets policies, active transportation plans, transit access plans, transit-oriented development plans, or regional intercity rail plans. Similarly, states must reserve 2.5 percent of State Planning and Research funds for the same purposes. However, these policies do not have to be included in state or MPO spending plans.

NEPA REFORM

The IIJA streamlines reviews by limiting the allowable number of pages for a decision and requiring a single federal agency to be responsible for issuing a decision resulting from a NEPA review.



CRASH DATA

The IIJA requires new crash data systems to distinguish between bicycles, electric scooters, and wheelchairs.

In 2023, the City was awarded two IIJA grants from the federal government. The Transportation Department received a $250,000 planning grant from the Safe Streets and Roads for All Grant Program and the Recreation and Parks Department received a $2 million scoping study grant from the Reconnecting Communities and Neighborhoods Grant Program. An overview of each program is on the following pages.

6.01.02
SAFE STREETS AND ROADS FOR ALL (SS4A) GRANT

- To develop or update a comprehensive safety action plan (Action Plan); conduct planning, design, and development activities in support of an Action Plan; and carry out projects and strategies identified in an Action Plan
- Two types of grants: Action Plan Grants and Implementation Grants
- Implementation activities can include applying low-cost roadway safety treatments; identifying and correcting common risks; transforming a roadway corridor; installing pedestrian safety enhancements and closing network gaps
- $5 billion over 5 years ($1 billion FY2022)

6.02.03
RECONNECTING COMMUNITIES AND NEIGHBORHOODS GRANT

- Pilot program for planning and capital investments
- For projects to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development
- Can include high-quality public transportation, infrastructure removal, pedestrian walkways and overpasses, capping and lids, linear parks and trails, roadway redesigns and complete streets conversions, and main street revitalization
- $1 billion over 5 years: $250 million for planning; $750 million for capital investment; $30 million for technical assistance

The SS4A grant that RDOT received will be used to a create Citywide Safety Action Plan that will enable staff to pursue Implementation Grants in years going forward. The Reconnecting Communities and Neighborhoods Grant that Recreation and Parks received will be used to conduct a scoping study for a multi-use trail connecting the Big Creek Greenway on the east side of Georgia 400 to the Liberty Square neighborhood on the west side of the freeway.

When applying for future grants consideration should be given to the fact that the USDOT has stressed that inter-jurisdictional cooperation and an emphasis on equity increases the likelihood of receiving funds.

Additional grants from the IIJA that the City may pursue include the following:

6.01.04 REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) GRANT

- For planning and capital investments that support roads, bridges, transit, rail, ports, or intermodal transportation
- Successor to BUILD and TIGER
- $2.2 billion awarded to-date; another $7.5 billion over 5 years
- Competitive grant with 50/50 funding split for rural and urban areas
- Projects evaluated on several criteria, including safety, environmental sustainability, quality of life, economic competitiveness and opportunity, partnership and collaboration, innovation, state of good repair, and mobility and community connectivity

6.01.05 STRENGTHENING MOBILITY AND REVOLUTIONIZING TRANSPORTATION (SMART) GRANT

- To conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety.
- Can include coordinated automation, connected vehicles, sensors, systems integrations, delivery/logistics, innovative aviation, smart grid, traffic signals
- $100 million over 5 years

Federal funding is categorized in a variety of programs covering all modes of transportation. Most federal funding sources require a match from the project sponsor. The level of match varies widely from category to category. If a project uses federal funds, the level of analysis, documentation, outreach, and commitment is generally more detailed or stringent.

Another source of federal funding is the Surface Transportation Block Grant program (STBG). The STBG provides flexible funding that may be used by states and local governments for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

In the metropolitan Atlanta region, four agencies have responsibility for programming federal funding – the Georgia Department of Transportation (GDOT), the Atlanta Regional Commission (ARC), the State Road and Tollway Authority (SRTA), and the Metropolitan Atlanta Rapid Transit Authority (MARTA). If the City of Roswell wishes to program federal funds on any project or program in the Transportation Master Plan, coordination with some (or all) of these agencies is necessary.

6.02
State Funding

In 2015, the State of Georgia made a very proactive and significant change to how it funds transportation with the passage of the Transportation Funding Act or House Bill 170 (HB 170). With a combination of new taxes and fees, the bill raises approximately $850 million to $1 billion a year depending on economic conditions. Under Georgia's previous tax structure for gasoline (a 7.5 cents per-gallon excise tax, and a 4 percent sales tax) about 19.3 cents on every gallon went to the state. Under HB 170, the same gallon of gas is taxed at 26 cents per gallon, or 29 cents for diesel. Therefore, drivers of most vehicles pay about six cents more per gallon at the pump. It should be noted that the Governor's Office has the authority to suspend the gas tax for emergencies, which happened multiple times during the COVID-19 pandemic or during times of higher oil prices or economic conditions. Heavy trucks and big-rig owners pay a "highway impact fee" of $50 to $100 depending on the weight of the vehicle. The measure does not set aside any money for mass transit. State funds, and certain Federal funds, for Transportation projects are primarily controlled by the Georgia Department of Transportation.

6.02.01
LOCAL MAINTENANCE AND IMPROVEMENT GRANT (LMIG)

The Local Maintenance and Improvement Grant or LMIG was created in 2010 by the Georgia Department of Transportation by merging the former State Aid program and the Local Assistance Repaving Program or LARP. LMIG funds can be used on a variety of projects including resurfacing, safety improvements at intersections, culvert/bridge improvements, and a variety of other uses. LMIG

funds are provided to local governments based on a formula which accounts for key stats including population and road mileage. LMIG funds do require a local matching requirement which the City has to budget for and include every year. The City maintains a yearly repaving schedule for the City street system. LMIG supplements the resurfacing funds traditionally provided by Mayor and Council in the annual budget.

6.03
Local Funding

A five-year Capital Improvement Program (CIP) for the City of Roswell is developed and updated annually as part of the City's budget process. The first year of the CIP is incorporated into the Annual Budget and Program for Services and is commonly known as the Capital Budget for the fiscal year. The Capital Budget is the City's annual appropriation for capital spending, authorizes specific projects, and appropriates specific funding for these projects. The subsequent or outlying years of the CIP are updated and revised each year to reflect the changing needs and priorities of the City. Projects and financing sources listed in the CIP for years other than the first year are not authorized until the Annual Budget and Program for Services for those years is adopted. The outlying years serve only as a guide for future planning and are subject to further review and modification in subsequent years.

Typical examples of capital projects include construction of new City facilities, remodeling or expansion of existing facilities, purchase, improvement and development of land, street construction, reconstruction, resurfacing or road improvements, sidewalks, drainage and waterline projects, vehicles, heavy equipment, computers and other machinery and equipment, and planning and engineering costs related to specific capital improvements. The large increases in Transportation One-Time Capital expenses in FY 2019 and 2020 are related to the anticipated construction of the Historic Gateway and Big Creek Parkway Projects. For a complete view of the current year's fiscal budget, please consult the City of Roswell City Budget available on the City's website or by contacting the City's Finance Department.

6.03.01
BONDS

The City has utilized general obligation bonds to fund a variety of transportation improvement projects. The issuance of general obligation bonds must be authorized by the voters through approval of a bond referendum. Bonds were approved by voters in 1995, 2000 and 2012 to fund intersection, bridge, sidewalk and drainage projects.

More recently in November 2022, Roswell voters approved $179.6 million in funding through three Bond Program questions on the ballot:

- $107.6 million for Recreation, Parks, Bicycle & Pedestrian Paths, and Sidewalks
- $52 million for Public Safety (Police & Fire) Capital Projects
- $20 million for a Downtown Public Parking Deck for the City

The City's first bond issuance of $86.2 million (out of the total $179.6 million) was approved in May 2023 and included $53.1 million to use towards Recreation, Parks, Bicycle & Pedestrian Paths, and Sidewalks; $13.1 million towards Public Safety (Police & Fire) Capital Projects; and $20 million towards a Downtown Public Parking Deck for the City. A second issuance of additional bond funds is expected in of 2025.

RDOT is using $20 million of the *Bicycle & Pedestrian Paths, and Sidewalks* bond issuance to fund portions of the following projects earlier in 2023, the Mayor and Council may elect to add/modify the project list at a later date based on new information:

1. **Old Alabama Road Multi-Use Trail – Big Creek Park to Roxburgh Drive**
   Design expected to be completed in autumn 2023 on portion west of Wooten Road. Survey and design east of Wooten Road out to Roxburgh Drive is anticipated to be completed in autumn of 2024. Construction is anticipated to begin on the portion east of Wooten Road in winter of 2024-2025, assuming no significant right-of-way concerns are uncovered.

2. **Hardscrabble Road Multi-Use Trail – King Road to near Whittingham Place (near Target shopping center)**
   Right-of-way acquisition expected to be completed in autumn of 2023. Construction anticipated to begin in the winter of 2023-2024.

3. **Oxbo Road Multi-Use Trail – From area near/east of Pleasant Hill Drive to Grimes Bridge Road**
   Survey and design anticipated to begin in autumn 2023 and be completed in summer of 2024. Construction anticipated to begin in autumn of 2024.

4. **Etris Road Multi-Use trail – Between Hardscrabble Road and Crabapple Road**
   Survey and design anticipated to begin in autumn 2023 and be completed in winter 2023-2024. Construction anticipated to begin in winter of 2023-2024.

5. **King Road Multi-Use trail – Between Publix Shopping Center and Hardscrabble Road**
   Survey and design anticipated to begin in autumn 2023 and be completed in winter 2023-2024. Construction anticipated to begin in summer 2024, assuming no significant right-of-way concerns are uncovered.

6. **Norcross Street Multi-Use Trail – Between Myrtle Street and Millbrook Circle**
   Funding for this project will be included in the second bond issuance, expected 2025.

7. **Riverside Road (Bridge) - Near Martin's Landing**
   Funding for this project will be included in the second bond issuance, expected 2025.

8. **Hardscrabble Road Sidewalk - Near Northside Chapel Funeral Home**
   Funding for this project will be included in the second bond issuance, expected 2025.

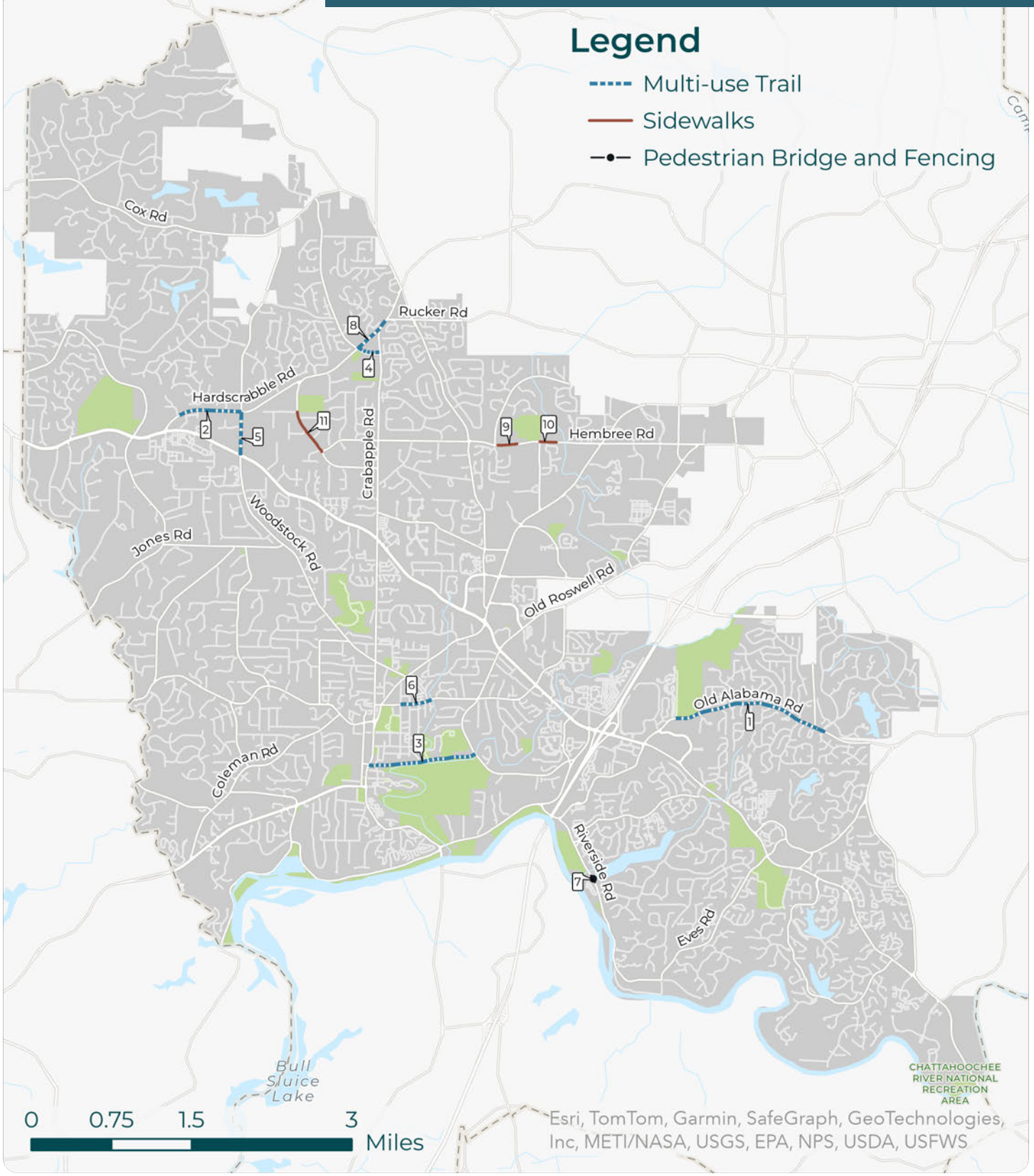
9. **Hembree Road Sidewalk – From Upper Hembree Road to near Tapestry Community Church**
   Funding for this project will be included in the second bond issuance, expected 2025.

10. **Hembree Road Sidewalk – From Hembree Park to near Montessori School**
    Funding for this project will be included in the second bond issuance, expected 2025.

11. **Chaffin Road Sidewalk – From Hembree Road to Northgate Trace**
    Funding for this project will be included in the second bond issuance, expected 2025.

MAP 6.1

BOND PROJECTS



6.03.02 TRANSPORTATION SPECIAL PURPOSE LOCAL OPTION SALES TAX (TSPLOST)

During the 2016 Legislative Session, the Georgia Legislature passed Senate Bill 369 (SB 369) authorizing counties to consider a Special Purpose Local Option Sales Tax for transportation purposes (TSPLOST). In contrast to the previous transportation sales tax referendum held in 2012 that created regional project lists throughout the state, SB 369 focused on local control, allowing counties and municipalities to determine their most pressing transportation needs and establishes funding specifically dedicated to those improvements. In November of 2016, Fulton County residents (outside of the City of Atlanta) voted on a 0.75-cent sales tax for transportation purposes. The City of Atlanta voted independently on transportation and transit funding within the City's limits. Funding from this initiative can be spent only on transportation improvements, such as roads, bridges, sidewalks, bicycle paths, and other transportation-related purposes included in the legislation.

Staff worked cooperatively with Alpharetta, Johns Creek, Milton and Sandy Springs on a coordinated project list that would have a regional impact. The focus was on visible projects (new construction, not regular maintenance) that will make an impact and can have major progress if not completion within 5 years. Projects were taken from existing initiatives such as the North Fulton Comprehensive Transportation Plan, Holcomb Bridge Road Corridor Study, and the Livable Centers Initiatives.

TSPLOST 2 is a second round of sales tax–supported transportation project funding that was approved by taxpayers in all Fulton County cities, with the exception of the City of Atlanta, on the November 2020 ballot. At the June 2021 City Council meeting, the City of Roswell's elected officials approved a list of eligible projects for TSPLOST 2 referendum that occurred in November of 2021.

At the June 2021 City Council meeting, the City of Roswell's elected officials approved a list of eligible projects for TSPLOST 2 referendum that occurred in November of 2021.

Roswell's Tier 1 TSPLOST 2 projects and a brief description are below:

1. **Riverside Road Corridor Improvements**
    - Project Limits: Riverside Park to Old Alabama Road
    - Proposed Scope: Multi-use trail, sidewalk, bike lanes, and intersection improvements
    - Estimated Cost: $8,775,000

2. **Corridor Improvements for Grimes Bridge Road, Dogwood Road, Old Dogwood Road**
    - Project Limits: Grimes Bridge Road from Dogwood Road to Oxbo Road, Dogwood Road from Riverside to SR-140, Old Dogwood Road from Dogwood Road to SR-140 (2.25 miles total)
    - Proposed Scope: Multi-use trail, sidewalk, and intersection improvements
    - Estimated Cost: $10,500,000

3. **Nesbit Ferry Road—Corridor Improvement with Johns Creek**
    - Project Limits: SR 140/Holcomb Bridge Road to Old Alabama Road
    - Proposed Scope: multi-use trail, sidewalk, operational and intersection improvements
    - Estimated Cost: $1,000,000

4. **Pine Grove Road/Magnolia Street Corridor Improvements**
    - Project Limits: Mimosa Blvd to Lake Charles Road
    - Proposed Scope: Multi-use trail, sidewalk, and intersection improvements
    - Estimated Cost: $6,900,000

5. **Pine Grove Road Corridor Improvements**
    - Project Limits: Lake Charles Road to Cobb County
    - Proposed Scope: Multi-use trail, sidewalk, and intersection improvements
    - Estimated Cost: $7,935,000

6. **Old Ellis Road Extension (ROW only)**
    - Project Limits: from Sun Valley Road to Old Ellis Road
    - Proposed Scope: Purchase land required to extend Old Ellis Road to Sun Valley Road, multi-use trail, sidewalk, bike lane, and intersection improvements
    - Estimated Cost: $6,000,000

7. **Big Creek Pkwy Phase 2—Warsaw Connection (ROW and construction)**
    - Project Limits: Warsaw Road to Old Holcomb Bridge Road (at/near intersection with Holcomb Bridge Road)
    - Proposed Scope: Extend Big Creek Parkway to Warsaw Road with bike/pedestrian accommodations
    - Estimated Cost: $5,000,000

8. **Cox Road Intersection Improvements (Cox Road at Etris Road and Cox Road at King Road)**
    - Project Limits: Intersection Improvement
    - Proposed Scope: Intersection Improvement
    - Estimated Cost: $1,000,000 (25% Partnership, with Milton paying 75%)

9. **Norcross Street Bridge Replacement**
    - Project Limits: Bridge Replacement over Hog Wallow Creek
    - Proposed Scope: Bridge Replacement
    - Estimated Cost: $4,200,000

10. **Old Alabama Road Multi-Use Trail**
    - Project Limits: Market Blvd. to Holcomb Woods Pkwy.
    - Proposed Scope: Multi-use trail (one side of road)
    - Estimated Cost: $2,000,000

11. **Old Alabama Road Multi-Use Trail**
    - Project Limits: Holcomb Woods Pkwy. to Big Creek Park Entrance
    - Proposed Scope: Multi-use trail (one side of road)
    - Estimated Cost: $640,000

12. **Holcomb Bridge Road Multi-Use Trail (along Holcomb Bridge Road)**
    - Project Limits: Martins Landing Drive to Eves Road (along Holcomb Bridge Road)
    - Proposed Scope: Multi-use trail (one side of road)
    - Estimated Cost: $2,800,000

13. **Holcomb Bridge Road Multi-Use Trail**
    - Project Limits: Boston Market to Martin Landing Drive
    - Proposed Scope: Multi-use trail (one side of road)
    - Estimated Cost: $1,600,000

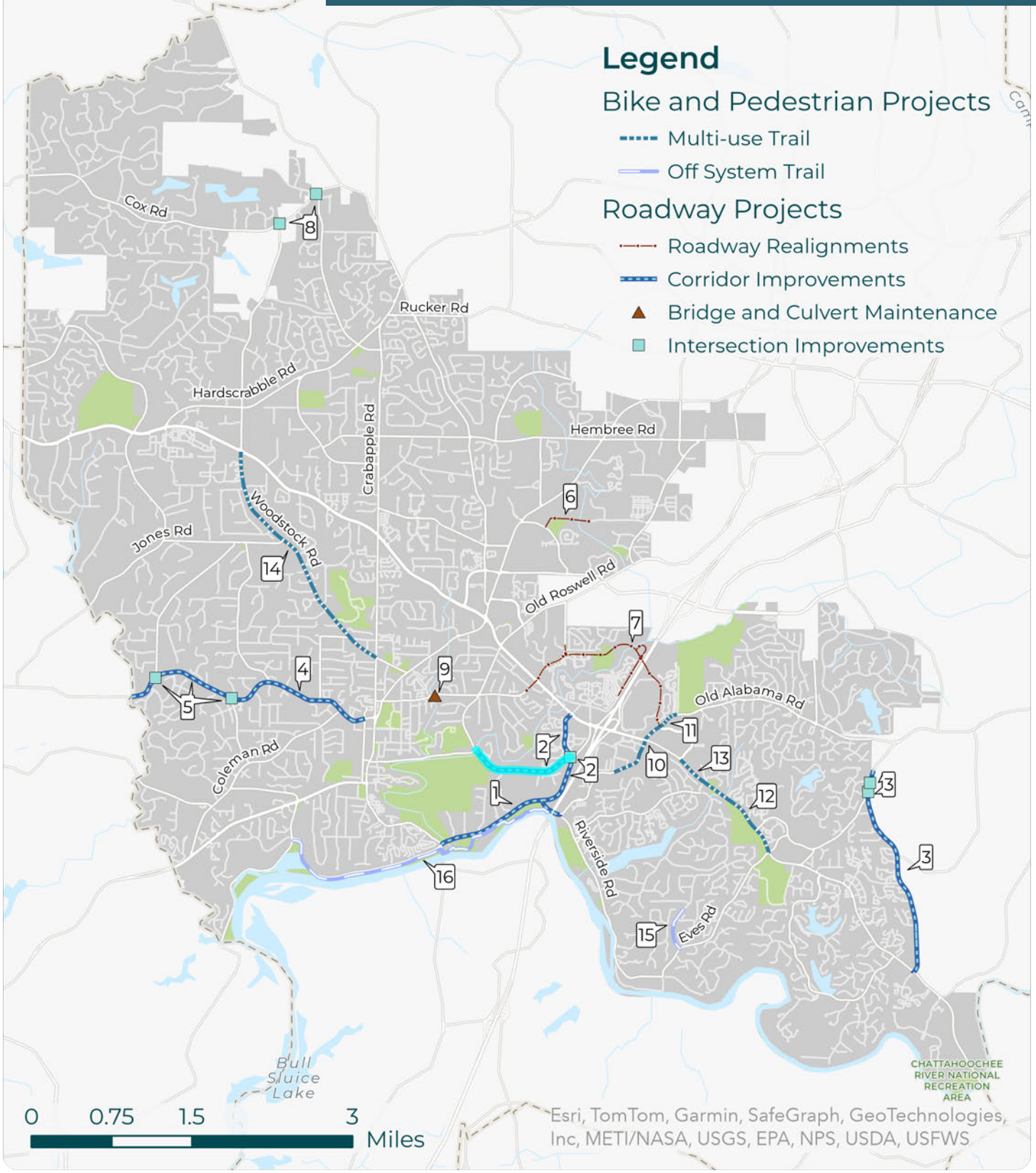
14. **Woodstock Road Multi-Use Trail**
    - Project Limits: Canton Street to SR-92/Woodstock Road
    - Proposed Scope: Multi-use trail (one side of road)
    - Estimated Cost: $7,142,635

15. **River Eves Elementary School Multi-Use Trail (off-system trail)**
    - Project Limits: Canton Street to SR-92/Woodstock Road
    - Proposed Scope: Multi-use trail (one side of road)
    - Estimated Cost: $7,142,635

15. **Chattahoochee River Parks Multi-Use Trail Rehab (Recreation and Parks Project)**
    (1) Asphalt Milling/Replacement, (2) Boardwalk Improvements/Rehab
    - Project Limits: Existing portions of asphalt trail from Willeo Road to Don White Park just west of GA-400 and repairs to frequently flooded portions of the boardwalk system
    - Proposed Scope: Milling and replacement of the existing asphalt trail surface, including restoration and repairs to certain portions of the boardwalk system prone to flood impacts.
    - Estimated Cost: $2,195,750

MAP 6.2

TSPLOST II PROJECTS



6.04
Exploration of Other Funding Sources

The structure of the Transportation Master Plan allows projects to be amended into the Capital Improvement Program or to be shifted to the mid- or long-range time frames. As each year's budget is created, a certain number of projects are proposed for the Capital Improvement Program. By having a large number of projects in the Transportation Master Plan to choose from, the Mayor and City Council working with the public could select certain projects to move forward using Bond proceeds or sales tax revenue.

The challenge will be how to avoid overwhelming the staff as they manage a large program of transportation projects. While the one-time infusion of funding is welcome, one of the major issues would be defining how quickly the funding could be piped into infrastructure improvements. Another benefit of Bond or dedicated sales tax funding is that it allows other traditional sources of funding such as general sales or property taxes to be redirected to other improvements listed in the Capital Improvement Program.

07—CHALLENGES

7.01
Financing Transportation

The single most important issues related to implementation of transportation infrastructure today is funding. At every level of government, there is simply not enough funding to expand the existing infrastructure and in some cases, there is not enough funding to maintain the existing system. Outdated forms of taxes and fees have traditionally not kept up with the demands of today's traveling public. In addition, there are political pressures that make changing revenue collections methods difficult for decision makers to move forward.

Gasoline taxes, the traditional way of funding transportation was not indexed to inflation; therefore, the buying power has been diminished over the last three decades. Nearly ten years ago, Georgia State fuel tax code was enhanced to improve the buying power as the price of fuel rises and falls to make it a more reliable funding stream to meet Georgia's growing population. This was also done to fairly charge users that drive more fuel-efficient or electric vehicles. Recently, the Governor's office has temporarily suspended the gas tax in times of high inflation or fuel crises. The COVID-19 pandemic of 2020 redefined commuting patterns in large urban areas which large segments of the population working from home multiple days per week. As of 2023, traditional commuting patterns have begun to re-establish themselves and congestion has become more notable along with the ever-growing increase in regional population.

7.02
Is Congestion Inevitable in a Metropolitan Area?

The City of Roswell and the Atlanta region has struggled with congestion for decades. With the explosive growth experienced throughout the latter 20th century, the transportation infrastructure has been unable to keep pace with the influx of new residents and jobs. The Atlanta Regional Commission (ARC) forecasts the Atlanta region's population may increase by 2.9 million people by the year 2050, which would put the region's population at or near 8.6 million.

This coupled with land use patterns that focused traffic onto only a handful or major roads, the resulting congestion can be overwhelming at peak times. Directional peak movements are common throughout the region; however, more recently, congestion in both directions on roadways is

becoming more prominent. Roswell is prone to congestion from neighboring cities cutting through to reach their destination. This problem is made worse by our city's southern border being a river with only a handful of crossing points acting as funneling points to regional traffic. Traffic is not just flowing north and south each day, but also east and west between large residential and employment centers in Gwinnett County and Cherokee County. In many cases, the region's roadways have been widened as far as current right-of-way will allow. To expand these roads would require very expensive land purchases which have significant right-of-way impacts to homes or businesses.

In the case of Roswell, the city's roadways serve a dual role by providing connections for local residents as well as acting as the major thoroughfares for regional commuters. There are few options for local citizens to use to get around the City and due to the City's lack of a grid system design and built out land use patterns, the installation of new connections is difficult without causing significant impacts to existing home owners. Given the City's built-out land uses, the addition of new roadways or widening of existing roads would require acquiring land that may include a structure (i.e. house, commercial building), or would require making connections that do not exist today. As a result of these issues, the need to more effectively use the existing transportation infrastructure is paramount.

7.03
Growth of the Senior Population

The metropolitan Atlanta area is currently experiencing an increase in persons over while compiling Census data for the Atlanta region, the Atlanta Regional Commission found people aged 65 and over rose 44% between 2012 and 2022. Further, the ARC predicts this number to grow dramatically over the next 10 years as more people choose to age in place. Nationwide, it is expected that one in five drivers will be over 65 by 2030. Until recently, the Atlanta region has been known to attract younger families but statistics now show that a shift in population is taking place. More seniors are moving to the metro Atlanta area or are remaining here after raising families. This high-growth population group will impact many facets of life in the region including transportation, economic development, recreation, and education.

Currently, those aged 45-64 make up Roswell's largest population group at over 27,000 (29%). This group is moving toward the "over 65" line; therefore, it is important for the City of Roswell to recognize and accommodate the large influx of older adults.

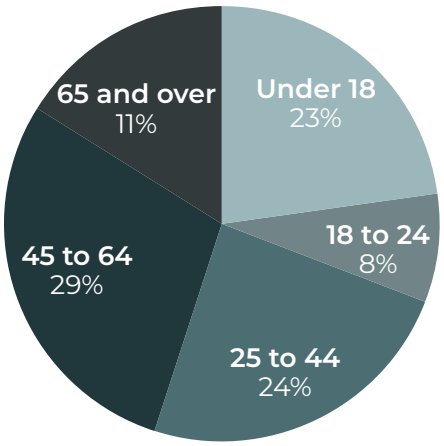


Figure 3.1 — Roswell Population Precentages

Additionally, with the retirement age continuing to rise coupled with workers staying employed longer, it is expected more people will be staying in place for a longer time. These factors combined with an increasing life expectancy mean that the older generation will continue to grow.

The greatest thing that aging adults fear is the concern of losing their independence or ability to drive. Transportation has been and continues to be a challenge for older adults. Studies have shown that people over 65 years of age are more likely to give up public transit systems before giving up driving. This can pose a danger if older adults are not able to understand or comprehend roadway signs and signals. Many seniors find fast-paced and complex public transit systems difficult to work and inaccessible from their front door. As a result, many seniors resort to driving despite the challenges.

It is important for the City of Roswell to focus on signing, signaling, and markings to ensure they are clearly legible and easy to understand. This trend will also place more demands on all of the City's multi-modal facilities as this group will need more transportation choices. A truly multimodal transportation system should be accessible by all users regardless of age.

08—AMENDMENT POLICY

The Transportation Master Plan (TMP) was originally developed in 2006 and was updated periodically (2009, 2011, 2014, and 2019) since until this update in 2023. Having an established process is needed to accommodate changes to the TMP that spell out which types of changes that would require Mayor and Council input or action, public input, or could simply be made by staff administratively.

The Transportation Master Plan (TMP) is meant to be a living document. The need to update the TMP document to ensure it remains accurate and up-to-date is paramount. Certain modifications are considered relatively minor and can be addressed via staff revisions whereas other changes would require formal action by the Mayor and City Council. As a result, two modification types have been developed to address changes to the TMP.

8.01 Procedures for Administrative Modifications

There are times where minor revisions will be required for the Transportation Master Plan (TMP). These changes will be processed by RDOT staff and will not require any formal action by the Mayor and City Council. RDOT staff will review the TMP document quarterly and report any administrative changes to the Transportation and Community Development Committee (TCM) via the "Information Items" table.

Examples of Modifications Considered Administrative

- Splitting or merging projects due to design, concept, environmental, right-of-way or constructibility related issues (non-CIP projects only)
- Revising project limits without changing the overall project scope and intent (non-CIP projects only)
- Refining project cost or project phase cost
- Revisions to potential fund sources (non-CIP projects only)
- Moving projects between "short-range", mid-range" and "long-range" portions of the TMP
- Deletion of a project after it has been constructed
- Typographical errors in text or graphics or minor updates based on new information
- Revision or update of data (i.e. US Census information)
- Revision or update of text or graphics (tables, graphs, maps) within the document

If the Mayor or any Councilmember wishes to address an issue listed as administrative, staff can move into the amendment process listed below and obtain formal approval of the amendment(s).

8.02
Procedures for Amendments

As more significant revisions are made to the Transportation Master Plan, there may be a need for the Mayor and City Council to provide input and feedback and take formal action to make modifications to the TMP. Revisions will be brought before the Mayor and City Council at a scheduled Work Session for discussion and later, presented to the full Council for action at either the Community Development and Transportation Committee meeting or the next regularly scheduled Council Meeting (or both). The normal procedure will be that no formal public meetings are expected to be scheduled. However, if the Mayor and City Council wish to give the public an opportunity to review the suggested revisions, arrangements will be made to schedule one or more public meetings, open houses, or the like including announcements on the City's website.

Examples of Modifications Considered Amendments

- Addition of a project
- Deletion of a project (other than one that has been constructed)
- Significant revision of project descriptions or intent
- Major updates to data (i.e. Functional Classification table)

09—RECOMMENDATIONS AND GOING FORWARD

9.01
Development of the Project List

The input was received, the needs have been studied, funding has been identified; now comes the final stage of the Transportation Master Plan update. The development of the project list is based on four levels of relevance, listed below. It should be noted that projects may not be completed (construction completed) in these timelines, but are anticipated to start if funding is identified.

CAPITAL IMPROVEMENT PROGRAM (CIP) AND SHORT RANGE PROJECTS (TIER 1)	MID-RANGE PROJECTS (TIER 2)	LONG RANGE PROJECTS (TIER 3)	OTHER NEEDS
FISCAL YEARS 2024 — 2028	FISCAL YEARS 2029 — 2039	FISCAL YEARS 2040 — 2050	FISCAL YEARS 2051 AND BEYOND
Projects which are in the current year budget, actively underway or to be under construction, or have committed funding through TSPLOST I and II or the 2022 Bond Program or are projects that need to begin survey, concept, or design work and be placed in the budget to secure funding and move forward.	Projects that have been reviewed and/or studied by staff, or mentioned by the public or elected officials. Some have completed one or more phases but are waiting for funds to proceed. In essence, these projects are queued and ready to be placed in the budget and moved forward.	Projects identified during development of the Master Plan that require additional study and have not received funding.	Projects that are “aspirational”, require future study, and have not received consideration for funding.

The project list includes over 187 projects (or programs) totaling over $697 million worth of investment. As new projects are conceived, they will be added to this list in future amendments. The full project list and maps of the projects are located at the end of this chapter. A more thorough explanation of the project list development process along with the scoring criteria and methods are located in the Appendix.

9.02
Master Plan Initiatives

During development of the Transportation Master Plan update, several initiatives were developed that are new to the City or that took initiatives from the previous Transportation Master Plan and updated them to reflect current trends and direction in the City. Several of these initiatives are discussed below. Each of the initiatives is scheduled for implementation in the Transportation Master Plan and will receive funding when identified as a priority by the Mayor and City Council.

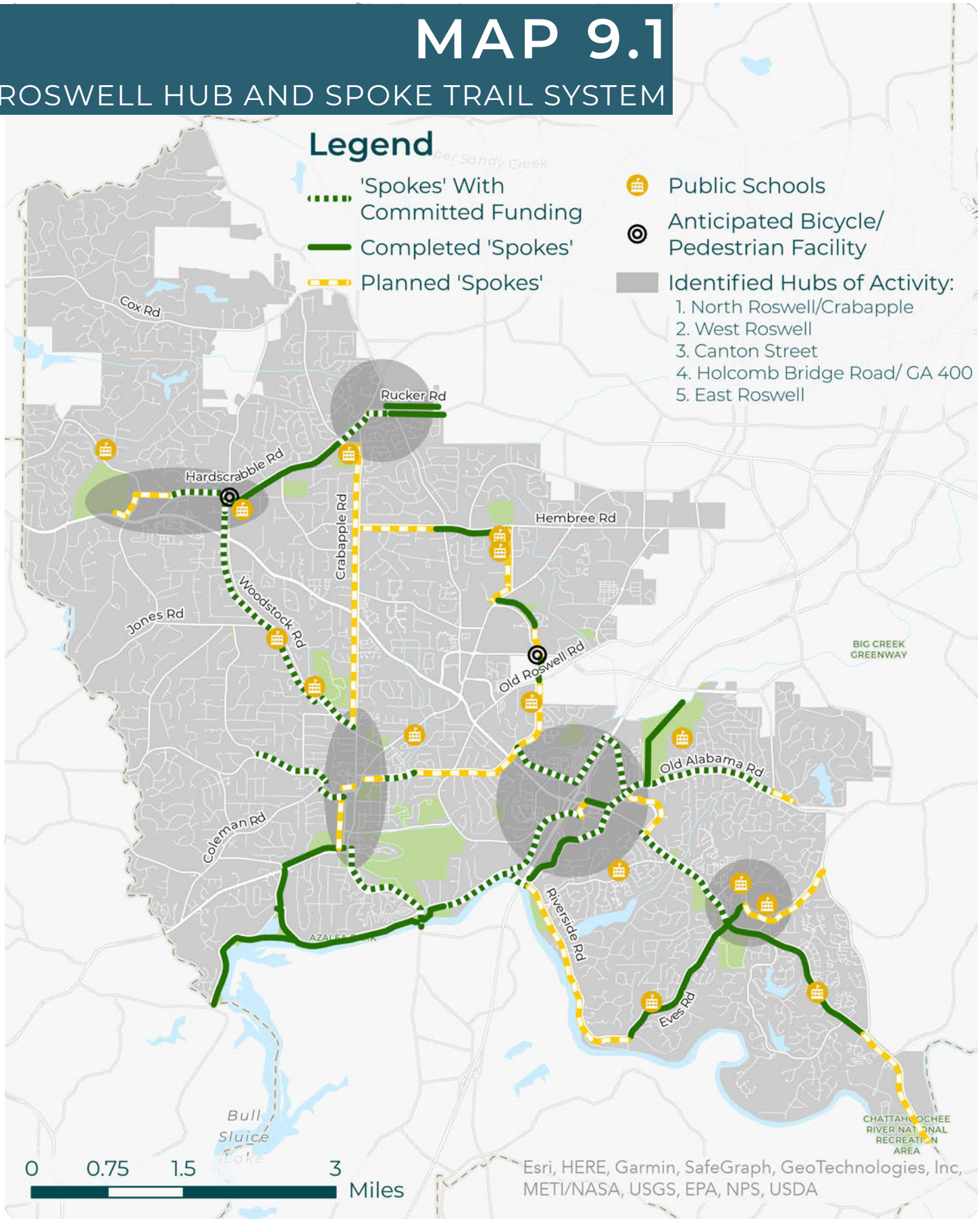
9.02.01
THE ROSWELL HUB AND SPOKE TRAIL SYSTEM

As part of the Roswell Bicycle and Pedestrian Master Plan adopted in 2019, the Roswell Hub and Spoke Trail System is a series of routes throughout the city that connect the City's key "hubs" of activity as identified by our residents during the public outreach phase. The projects would include the installation of wide multi-use paths, which unlike narrower sidewalks, can be legally used by both bicyclist and pedestrians. The Hub and Spoke trail system replaced the former plan, previously called the Roswell Loop trail system.

Building off previous Master Plan initiatives, staff took a new approach to ensure more timely and realistic implementation of the trail network. Staff reorganized the plan trail corridors into segments that would be easier to implement. The Hub & Spoke Trail system builds off Roswell's existing complete street policy. The plan also outlines which side of the road the multi-use trail is to be located on for future projects and/or development. As funding is identified or as redevelopment occurs, segments of the Roswell Hub and Spoke can be built. The Hub and Spoke Trail System map is included on the next page.

MAP 9.1

ROSWELL HUB AND SPOKE TRAIL SYSTEM



9.02.02
SAFE ROUTES TO SCHOOL PROGRAM

The Safe Routes to Schools program was first introduced in the Federal Transportation Bill, SAFETEA-LU and continues under the Transportation Alternatives program in the current Federal Transportation Act, MAP-21, and was expanded under the Infrastructure Investment and Jobs Act (IIJA). The program's goal is to increase the number of children in grades K-12 who bicycle and walk to school. The program will be implemented by increasing awareness, development of locally-driven programs, and improving bicycling and walking conditions around schools. Some of the benefits of this program include the reduction of congestion, improved air quality and safety near schools, and increased physical activity for children. In the Atlanta region, the program is managed by the Atlanta Regional Commission (ARC) with funding through the Georgia Department of Transportation (GDOT).

The City's program, Walk Bike and Roll to School Roswell, provides maps showing the travel time to walk to school based on the age appropriate walking speed. These maps are located on The City website, as well as in Appendix A. Some of the past selected projects included sidewalk installation, pedestrian signal installation, providing funding for crossing guards and development of programs aimed at increasing awareness.

9.02.03
ADDITIONAL INITIATIVES

Other initiatives staff were not able to complete a full review on include:

- Sign inventory
- Level of Traffic Stress Analysis for Bicycle & Pedestrian Facilities
- Technology Integration
- Health & Planning
- Age in Place

9.03
Going Forward

The City of Roswell and the Metro Atlanta region experienced tremendous population and commercial growth over the past 30 years. However, in recent years Roswell's growth has slowed given local policy and decision making on development. With this growth of not only Roswell, but of our neighboring cities, came increased demands on the transportation system. Some roadways were widened to accommodate the influx of vehicles traveling to points throughout the northern Atlanta region. Every major intersection corner saw an influx of grocery stores, banks, fast food restaurants, and occasional big box retailer. Today, many commercial properties are either under-utilized. In addition, too few roads are carrying far too much traffic trying to access job centers both north and south as well as east and west of Roswell. Coupled with nature barriers such as the Chattahoochee River – which has only three crossings in 11 miles of riverfront in Roswell – the needed capacity to handle the amount of traffic seen in north Fulton is just not present.

The Transportation Master Plan (TMP) includes a number of projects and programs to address or enhance operational problems, and looks to expand the use of non-automobile travel. The TMP is a dynamic document. Like any other Plan developed by the City, the TMP should never remain static but instead should be updated frequently to reflect the latest data available, more recent development, or changing traffic patterns across the City. In addition, the TMP should be updated periodically to deal with current year priorities and adjusts made during development of the annual budget and Capital Improvement Program (CIP).

Funding from state and federal levels for transportation improvements is limited, and is increasingly becoming more and more competitive. Consequently, City policy makers must be very strategic and selective in identifying the cost-effective projects for funding consideration. In addition, policy makers should focus more attention on maintaining the aging network as well as enhancing the existing network to reduce congestion, and encouraging alternative modes of transportation.

Finally, transportation and land use coordination planning is paramount. Thoroughfare plans and advance right-of-way purchases would help preserve new roadway and trail corridors and ensure connectivity between existing and new developments. Also, access management standards along high profile corridors and congested areas could promote efficiency of the highway system. The City of Roswell faces a number of issues in the coming years as development transitions to redevelopment. City policy makers have taken steps to position Roswell to be a leader in the coming years. People are moving to Roswell due to its extensive amenities and small town feel. It is imperative City leaders

stay on the forefront of planning and development to ensure Roswell does not lose this recent momentum.

During this update, the projects fall broadly into several either groups of projects or programs. These are the recommended areas for focus within the City:

- Continue progress on legacy projects (i.e., Historic Gateway, Big Creek Parkway)
- Corridor Enhancement
- Intersection Improvements
- Bicycle and Pedestrian Program
- Traffic Calming Projects

The scoring criteria for the TMP were based on several factors including the key goals and objectives that elected officials identified for RDOT in the spring of 2022. These goals and objectives are outlined below:

- Enhance mobility for Roswell residents
- Promote public safety
- Maintain, sustain, and enhance existing assets (maintenance)
- Elevate the quality of life and wellness of citizens
- Support economic growth
- Preserve character of existing neighborhoods (traffic calming, landscaping, lighting, place making)
- Explore innovative technology to optimize our transportation network

This was supplemented by additional priorities set forth by the Mayor and Council in 2023 to include traffic calming priorities within the development of the Transportation Master Plan (TMP) to help reduce speeding, improve safety and quality of life.

9.04
Project Scoring Methodology

ROADWAY AND INTERSECTION PROJECT SCORING OVERVIEW

After meeting with our stakeholders that included the general public, elected officials and the Transportation Advisory Commission it was decided that a balanced scoring method between safety factors and traffic/congestion data would be used for the ranking of the projects.

Safety Factors– Three years of crash data (2020- 2022) were analyzed and the following factors were used for scoring:

- **Accident Rate –** This is the rate of accidents per 100 million vehicles (for intersections); and rate per 100 million vehicle miles (for mid-block segments), so the ranking is more or a per-capita approach that is partially dependent on traffic volumes, not just frequency. The higher the accident rate for a given project location the higher it was prioritized in the plan.
- **Injuries –** Any injury documented in the police accident report, regardless of severity, was counted and used for this scoring category.
- **Fatal and Severe Injuries –** Injuries that were categorized as severe or resulted in a fatality were scored a second time (in addition to the above injury scoring) to provide additional weight to them.

Traffic / Congestion Factors– A number of strategies and data sources were used for scoring:

- **Speeding Data –** 85th percentile data was used to determine the speed at or below which 85 percent of the drivers travel on a road segment. Motorists traveling above the 85th percentile speed are considered to be exceeding the safe and reasonable speed for road and traffic conditions. This data was then compared to the roadway's posted speed limit and the difference of the two was used in scoring.
- **Cut-Through Traffic Score –** Using Streetlight Data's origin/destination tools (subscription service) staff analyzed all traffic entering and exiting the City during morning (6-10 AM) and evening (3-7 PM) weekday rush hours. Staff then performed additional analyses on whether that traffic was staying in the City, originating in the city, terminating in the city, or just cutting through or across the city to another external destination. This analysis was converted into a percentage of traffic that was using that various corridors to cut through the City (i.e. from Cherokee County to Gwinnett County). Higher cut thorough percentage values on non-state routes was prioritized in the plan.

- **Level of Service –** Level of service (LOS) is used to analyze roadways and intersections by categorizing traffic flow and assigning quality levels of traffic based on performance measure like vehicle speed, density and congestion. LOS is categorized using letters A through F, with A being the best and F being the worst, similar to academic grading. Current LOS and projected 2050 LOS (from ARC travel demand model) were used for this analysis.
- **Risk Factor –** ARC compiled a list of factors that increase the risk of different types of crashes and mapped areas in the region that have several of these risks. These factors help to identify locations with the greatest potential for safety improvement and the greatest need for investment. Staff compared our project list to these factors and scored them accordingly.

BICYCLE AND PEDESTRIAN PROJECT SCORING OVERVIEW

Since the Bicycle and Pedestrian Master Plan was adopted by the Mayor and Council in 2019, it was the primary source for these types of non-motorized projects that include sidewalks, bike facilities, and multi-use trails. These bike/ped projects were previously scored and ranked when the document was adopted so there was no additional scoring needed.

The consultant team that prepared the Bicycle and Pedestrian Master Plan scored these projects by using a Propensity Analysis of the City. This technical analysis was an assessment that incorporated four overall considerations to determine the propensity for walking and biking on various corridors in Roswell:

- **Demand Analyses** which focused on demographic data that is suggestive of more likelihood for residents to walk or bike.
- **Attraction Analyses** which focuses on the accessibility of and proximity to various points of interest in the community that people may want to walk or bike to.
- **Character Analyses** which sought to define what the experience of walking or biking is like along certain corridors and how that may either encourage (or discourage) walking and biking.
- **Future Analyses** which recognizes that the other analyses are effectively considerations of existing conditions and that a plan for future walking and biking in the City of Roswell should consider how future growth and developed is planned and anticipated.

This overall analysis indicated relatively more propensity in the core areas of Roswell, with particularly high indications of more propensity in the areas around the SR 400/Holcomb Bridge Road interchange and in the historic core. For more information, please refer to the City of Roswell's Bicycle and Pedestrian Master Plan on the City's website.

BRIDGE PROJECT SCORING OVERVIEW

GDOT performs bi-annual inspections of all state bridges under the direction of the U.S. Department of Transportation Federal Highway Administration (FHWA). Bridge conditions are rated using National Bridge Inventory (NBI) condition ratings in accordance with the Pavement and Bridge Condition Performance Measures final rule, which was published in 2017.

The latest inspection reports were downloaded from GDOT's "InspectX" web site, which lists a total of 27 structures (7 culverts and 20 bridges) within the Roswell city limits. Nine of those bridges are National Highway System (NHS) bridges and 18 bridges are non-NHS bridges. GDOT is responsible for the maintenance of all NHS bridges while cities and counties are responsible for the non-NHS bridges. Of the 18 non-NHS bridges listed in the report, the City of Roswell is assigned the maintenance responsibility for 17 structures (3 culverts and 14 bridges); the remaining structure is assigned to Cobb County.

A bridge condition is determined by the NBI condition ratings for the deck, superstructure and substructure items on bridges and the culvert item on culverts. Ratings greater than or equal to 7 classify a bridge as good, ratings of 5 or 6 as fair and less or equal to 4 ratings as poor. Of the 27 bridges within the city, 16 (59%) are rated good and 11 (41%) are rated fair. None of the city's bridges are rated poor. Of the 17 bridges for which the City of Roswell is assigned maintenance responsibility, 11 (65%) are rated good and 6 (35%) are rated fair.

CORRIDOR IMPROVEMENTS AND TRAFFIC CALMING SCORING OVERVIEW

Similarly to the City's Complete Streets Policy, which states that it should apply "to all new construction and reconstruction of roadways under the jurisdiction of the City of Roswell" the guidance received from internal stakeholders was Traffic Calming Projects or tools would be considered when the City was repaving a street or during an upcoming corridor improvement. As stated in more detail in the System Maintenance chapter of this document, RDOT uses a system of road rating that utilizes the PCI (Pavement Condition Index) methodology, which became an American Society for Testing and Materials (ASTM) standard in 1999. The PCI ranges from zero (worst condition) to 100 (best condition).

A citywide PCI assessment was completed in autumn of 2023 and these ratings were applied to the project corridors and ranked accordingly.

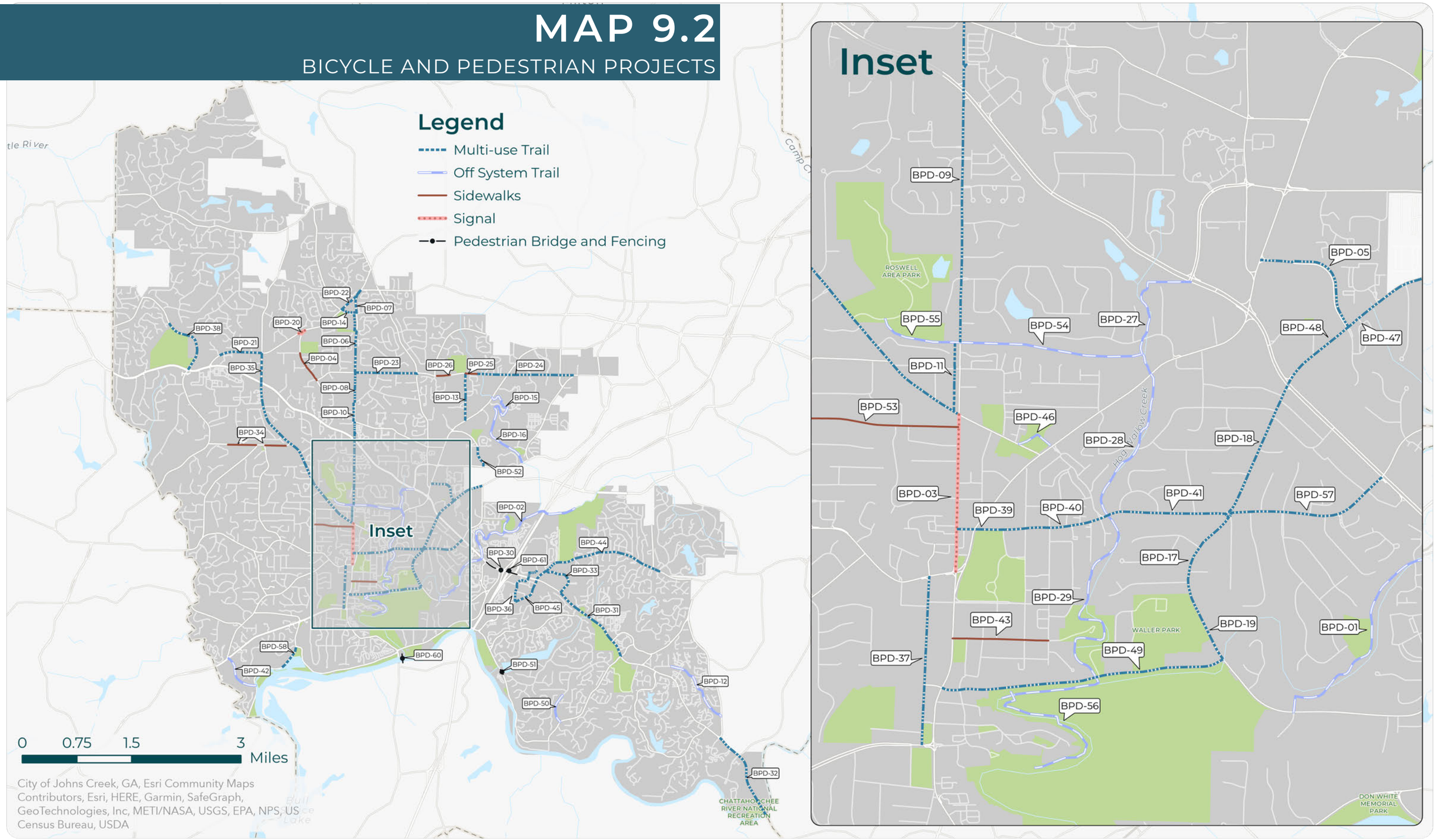
9.05
Project Recommendations

The full list of the project recommendations and maps of the projects are located on the following pages. They are also shown broken out into the Tiers (1, 2 and 3) mentioned at the beginning of this chapter.

For each project listed, the following information is provided: the project type; the TMP Project Identifier, which is used to identify projects on the maps; the limits of the project; the description of the project; the applicable phase of the project (committed, preliminary design, right-of-way (ROW) aquisition, survey and concept design, construction); the Funding Source; and the Estimated Project Cost. Additional information about any project can be obtained by contacting the City of Roswell Department of Transportation or visiting www.roswellgov.com/transportation.

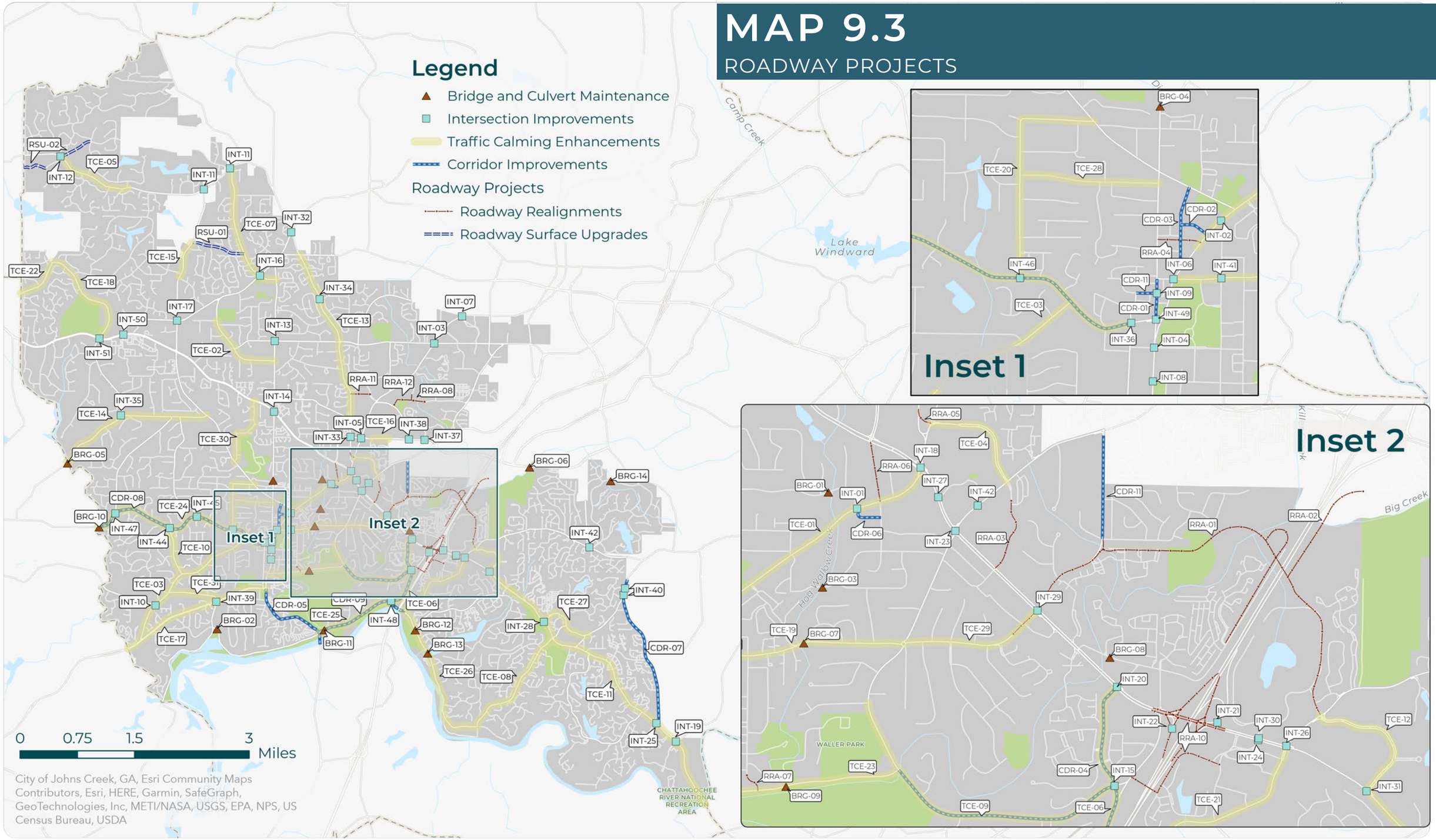
MAP 9.2

BICYCLE AND PEDESTRIAN PROJECTS



MAP 9.3

ROADWAY PROJECTS



Project Category	TMP Project Identifier	Project Name	From/At	To	TIER (Subject to change)	Project Type	Description of Project (Subject to change)	Project Standing	Project Funding Source	2023 Project Cost Estimate (2023 Dollars)
Bike/Ped	BPD-01	Big Creek (waterway)	Grimes Bridge Road	Holcomb Bridge Road (SR 140)	TIER 3	Off System Trail	This project will build a multi-use greenway along Big Creek from Grimes Bridge Road to Holcomb Bridge Road, where feasible.			$ 7,720,300
Bike/Ped	BPD-02	Big Creek (waterway)	Holcomb Bridge Road (SR 140)	Big Creek Park	TIER 1	Off System Trail	This project will build a multi-use greenway along Big Creek spanning from Oxbo Road to Big Creek Park, where feasible.	Committed	Reconnecting Communities Federal Grant (IIJA)	$ 7,720,300
Bike/Ped	BPD-03	Canton Street	Woodstock Road	Alpharetta Highway (SR 9/120)	TIER 1	Signal	This project will install either enhanced crossings or possible RRFB signals for traffic calming and enhanced pedestrian safety.			$ 126,298
Bike/Ped	BPD-04	Chaffin Road	Hembree Road	Coleman Drive	TIER 1	Sidewalks	This project will fill in gaps along the sidewalk network.	Committed	Bond Project	$ 587,567
Bike/Ped	BPD-05	Commerce Parkway	Old Roswell Road	Alpharetta Highway (SR 9/120)	TIER 3	Multi-use Trail	This project will reduce lanes to add a multi-use path, where feasible.			$ 2,282,192
Bike/Ped	BPD-06	Crabapple Road	Etris Road	Hembree Road	TIER 3	Multi-use Trail	This project will consider continuing a multi-use path along Crabapple Road.			$ 3,199,184
Bike/Ped	BPD-07	Crabapple Road	Hardscrabble Road	Etris Road	TIER 3	Multi-use Trail	This project will install multi-use path along Crabapple Road, where feasible.			$ 1,968,850
Bike/Ped	BPD-08	Crabapple Road	Hembree Road	Strickland Road	TIER 2	Multi-use Trail	This project will fill gaps in sidewalk network and construct a multi-use path on Crabapple Road, where feasible.			$ 2,131,634
Bike/Ped	BPD-09	Crabapple Road	Houze Way	Planned Off System Trail	TIER 3	Multi-use Trail	This project will install a multi-use path and / or fill gaps in sidewalk network, where feasible.			$ 3,988,155
Bike/Ped	BPD-10	Crabapple Road	Strickland Road	Houze Way	TIER 3	Multi-use Trail	This project will construct a multi-use path along Crabapple Road, where feasible.			$ 1,749,845
Bike/Ped	BPD-11	Crabapple Road / Canton Street	Planned Off-System Trail	Woodstock Road	TIER 2	Multi-use Trail	This project will build a multi-use path along Crabapple Road and Canton Street, where feasible.			$ 1,720,120
Bike/Ped	BPD-12	East Roswell Trail / Champions Green Parkway / Powder Ridge	Scott Road	Nesbit Ferry Road	TIER 2	Off System Trail	This project will build a multi-use greenway on off-road sections and a multi-use path on portions of Champions Green Parkway, where feasible.			$ 3,708,204
Bike/Ped	BPD-13	Elkins Road	Alpharetta Highway (SR 9/120)	Hembree Road	TIER 2	Multi-use Trail	This project will build a multi-use path along Elkins Road, as well as fill gaps in the sidewalk network.			$ 2,737,144
Bike/Ped	BPD-14	Etris Road	Hardscrabble Road	Crabapple Road	TIER 1	Multi-use Trail	This project will continue a multi-use path along Etris Road, where feasible.	Committed	Bond Project	$ 1,610,191
Bike/Ped	BPD-15	Foe Killer Creek	Elkins Road	Old Ellis Road extension	TIER 3	Off System Trail	This project will build a multi-use greenway along Foe Killer Creek, where feasible.			$ 4,207,050
Bike/Ped	BPD-16	Foe Killer Creek	Old Ellis Road extension	Old Roswell Road	TIER 3	Off System Trail	This project will build a multi-use greenway along Foe Killer Creek, where feasible.			$ 2,782,255
Bike/Ped	BPD-17	Grimes Bridge Road	Adult Rec Center (ARC) entrance	Norcross Street	TIER 2	Multi-use Trail	The project will install a multi-use path along Grimes Bridge Road, where feasible.			$ 2,142,451
Bike/Ped	BPD-18	Grimes Bridge Road	Norcross Street	Holcomb Bridge Road	TIER 2	Multi-use Trail	This project will fill gaps in sidewalk network, and add a multi-use path, if feasible.			$ 2,350,536
Bike/Ped	BPD-19	Grimes Bridge Road	Oxbo Road	Adult Rec Center (ARC) entrance	TIER 2	Multi-use Trail	The project will install a multi-use trail along Grimes Bridge Road from Oxbo Road to the Adult Rec Center (ARC) entrance.			$ 1,521,133
Bike/Ped	BPD-20	Hardscrabble Road	King Road	Etris Road	TIER 3	Signal	This project will install RRFBs as appropriate if heavy bicycle and pedestrian usage is observed at the roundabout.			$ 8,720
Bike/Ped	BPD-21	Hardscrabble Road	Whittingham Place	King Road	TIER 1	Multi-use Trail	This project will install a multi-use trail along Hardscrabble Road from Whittingham Place to King Road, where feasible.	Right of Way Acquisition	Bond Project	$ 2,072,975
Bike/Ped	BPD-22	Hardscrabble Road / Crabapple Road	Etris Road	Rucker Road	TIER 1	Sidewalks	This project will continue the sidewalk as needed along Hardscrabble and Crabapple Roads.		Bond Project	$ 1,444,468

Project Category	TMP Project Identifier	Project Name	From/At	To	TIER (Subject to change)	Project Type	Description of Project (Subject to change)	Project Standing	Project Funding Source	2023 Project Cost Estimate (2023 Dollars)
Bike/Ped	BPD-23	Hembree Road	Crabapple Road	Houze Road	TIER 3	Multi-use Trail	This project will fill gaps in sidewalk network as needed along Hembree Road.			$ 3,247,207
Bike/Ped	BPD-24	Hembree Road	Elkins Road	Old Roswell Road	TIER 2	Multi-use Trail	This project will build a multi-use path along the south side of Hembree Road, as well as fill gaps in the sidewalk network.			$ 4,972,250
Bike/Ped	BPD-25	Hembree Road	Hembree Park	Cross of Life Montessori School	TIER 1	Sidewalks	This project will continue the sidewalk as needed along Hembree Road.		Bond Project	$ 279,450
Bike/Ped	BPD-26	Hembree Road	Upper Hembree Road	Tapestry Community Church	TIER 1	Sidewalks	This project will continue the sidewalk as needed along Hembree Road.		Bond Project	$ 445,500
Bike/Ped	BPD-27	Hog Wallow Creek	Alpharetta Street (SR 9/120)	Crossville Road (SR 92)	TIER 2	Off System Trail	This project will build a multi-use greenway along Hog Wallow Creek spanning from Alpharetta Street to Crossville Road.			$ 2,177,952
Bike/Ped	BPD-28	Hog Wallow Creek	Norcross Street	Alpharetta Street (SR 9/120)	TIER 2	Off System Trail	This project will build a multi-use greenway along Hog Wallow Creek spanning from Norcross Street to Alpharetta Street.			$ 2,726,245
Bike/Ped	BPD-29	Hog Wallow Creek	Oxbo Road	Norcross Street	TIER 2	Off System Trail	This project will build a multi-use greenway along Hog Wallow Creek spanning from Oxbo Road to Norcross Street.			$ 4,115,609
Bike/Ped	BPD-30	Holcomb Bridge Road (SR 140)	Dogwood Road	SR-400 SB on/off ramps	TIER 2	Multi-use Trail	This project will install a fence or pedestrian type barrier to prevent illegal pedestrian crossings of Holcomb Bridge Road.			$ 100,000
Bike/Ped	BPD-31	Holcomb Bridge Road (SR 140)	Holcomb Woods Parkway	Eves Road	TIER 1	Multi-use Trail	This project will install a multi-use path along Holcomb Bridge Road, where feasible.		TSPLOST II	$ 4,139,969
Bike/Ped	BPD-32	Holcomb Bridge Road (SR 140)	Nesbit Ferry Road	Gwinnett County Line	TIER 2	Multi-use Trail	This project will install a multi-use path along Holcomb Bridge Road, where feasible.			$ 4,269,630
Bike/Ped	BPD-33	Holcomb Woods Parkway	Holcomb Bridge Road	Old Alabama Road	TIER 2	Multi-use Trail	This project will reduce lane widths to add a multi-use path and a cycle track.			$ 50,000
Bike/Ped	BPD-34	Jones Road	Existing Sidewalk	Shallowford Road	TIER 2	Sidewalks	This project will fill the sidewalk gap along the south side of Jones Road.			$ 451,000
Bike/Ped	BPD-35	King Road	Woodstock Road (SR 92)	Hardscrabble Road	TIER 1	Multi-use Trail	This project will install multi-use path along King Road, where feasible.	Preliminary Design	Bond Project	$ 2,118,399
Bike/Ped	BPD-36	Market Boulevard	Old Alabama Road	Kimberly Clark Driveway	TIER 2	Multi-use Trail	This project will fill gaps in the sidewalk network, and potentially reduce the road lane width to build a multi-use path.			$ 2,713,378
Bike/Ped	BPD-37	Mimosa Boulevard / Oxbo Road	Magnolia Street	Alpharetta Highway (SR 9/120)	TIER 2	Multi-use Trail	This project will install a multi-use path on the west (Mimosa) and south (Oxbo) sides of the corridor, and install RRFB or PHB pedestrian signal at the Oxbo Road and Atlanta Street intersection and carry the path to Oxbo Rd east of Atlanta Street. On the southern end of the corridor, the multi-use path will join with the planned multi-use path GDOT is installing along Atlanta Street, south of Marietta Highway.			$ 2,597,286
Bike/Ped	BPD-38	Mountain Park Road	Woodstock Road (SR 92)	Mountain Park Elementary School	TIER 3	Multi-use Trail	This project will construct a multi-use path along Mountain Park Road, where feasible.			$ 3,316,151
Bike/Ped	BPD-39	Norcross Street	Canton Street	Fraser Street / Forrest Street	TIER 2	Multi-use Trail	This project will build a multi-use path along Norcross Street.			$ 1,707,544
Bike/Ped	BPD-40	Norcross Street	Fraser Street / Forrest Street	Norcross Street Bridge	TIER 1	Multi-use Trail	This project will build a multi-use path along Norcross Street.		Bond Project	$ 1,840,003
Bike/Ped	BPD-41	Norcross Street	Norcross Street Bridge	Grimes Bridge Road	TIER 2	Multi-use Trail	This project will build a multi-use path along Norcross Street.			$ 2,236,178
Bike/Ped	BPD-42	N-S Corridor	Marietta Highway (SR 120)	Willeo Road	TIER 2	Off System Trail	This project will build a multi-use greenway spanning from Marietta Highway to Willeo Road.			$ 2,581,679

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Bike/Ped	BPD-43	Oak Street	Atlanta Street (SR 9/120)	Myrtle Street	TIER 3	Sidewalks	This project will fill in gaps in sidewalk network as needed.			$ 504,842
Bike/Ped	BPD-44	Old Alabama Road	Big Creek Park Driveway	Roxburgh Drive	TIER 1	Multi-use Trail	This project will fill gaps in sidewalk network and consider a multi-use path, if feasible.	Preliminary Design	Bond Project	$ 1,467,400
Bike/Ped	BPD-45	Old Alabama Road	Market Boulevard	Big Creek Park Driveway	TIER 1	Multi-use Trail	This project will build a multi-use path along Old Alabama Road.	Survey and Concept Design	TSPLOST II	$ 2,640,000
Bike/Ped	BPD-46	Old Roswell Cemetery Trail	Woodstock Road	Alpharetta Highway (SR 9/120)	TIER 1	Off System Trail	This project will provide a sidewalk connection along the eastern side of Woodstock Road to Alpharetta Highway (SR 9).			$ 417,574
Bike/Ped	BPD-47	Old Roswell Road	Commerce Parkway	Warsaw Road	TIER 3	Multi-use Trail	This project will fill gaps in sidewalk network and consider a multi-use path, if feasible.			$ 2,222,294
Bike/Ped	BPD-48	Old Roswell Road	Holcomb Bridge Road	Commerce Parkway	TIER 2	Multi-use Trail	This project will fill gaps in sidewalk network, and add multi-use path, if feasible.			$ 1,849,055
Bike/Ped	BPD-49	Oxbo Road	Atlanta Street (SR 9/120)	Grimes Bridge Road	TIER 1	Multi-use Trail	This project will install a multi-use trail along Oxbo Road, where feasible.	Committed	Bond Project	$ 3,622,996
Bike/Ped	BPD-50	Planned Off System Trail	Eves Road	Eves Circle	TIER 1	Off System Trail	This project will build a multi-use greenway, where feasible.	Committed	TSPLOST II	$ 2,139,103
Bike/Ped	BPD-51	Riverside Road Pedestrian Bridge	Near Martins Landing dam	—	TIER 1	Pedestrian Bridge	This project will build a new pedestrian bridge on the side of Riverside Road.	Committed	Bond Project	$ 625,000
Bike/Ped	BPD-52	Sun Valley Drive	Mansell Road	Finchely Drive	TIER 3	Multi-use Trail	This project will add a multi-use path along Sun Valley Drive, where feasible.			$ 1,830,444
Bike/Ped	BPD-53	Thompson Place	North Coleman Road	Canton Street	TIER 3	Sidewalks	This project will consider adding a sidewalk along Thompson Place.			$ 877,650
Bike/Ped	BPD-54	Un-named E-W Creek	Crabapple Road	Hog Wallow Creek	TIER 3	Off System Trail	This project will build a multi-use greenway with protected crossing (RRFB or PHB at Crabapple Road).			$ 2,721,107
Bike/Ped	BPD-55	Un-named E-W Creek	Roswell Area Park	Crabapple Road	TIER 3	Off System Trail	This project will build a multi-use greenway with protected crossing (RRFB or PHB at Crabapple Road).			$ 1,843,379
Bike/Ped	BPD-56	Vickery Creek	Oxbo Road	Waterfall by Mill Ruins	TIER 1	Off System Trail	This project will rehabilitate the existing trail and potentially install two new pedestrian bridges (ENV approvals needed).	Committed	Federal Lands Access Program (FLAP) Grant	$ 3,800,000
Bike/Ped	BPD-57	Warsaw Road	Grimes Bridge Road / Norcross Street roundabout	Holcomb Bridge Road (SR 140)	TIER 2	Multi-use Trail	This project will build a sidewalk or multi-use path along Warsaw Road, where feasible.			$ 2,567,271
Bike/Ped	BPD-58	Willeo Road	Near Boardwalk Connection	Azalea Drive	TIER 2	Multi-use Trail	This project will build a sidewalk or multi-use path along Willeo Road, where feasible.			$ 1,956,233
Bike/Ped	BPD-59	Woodstock Road	Canton Street	SR-92/Woodstock Rd	TIER 1	Multi-use Trail	This project will build a multi-use path or sidewalks along portions of Woodstock Road.	Preliminary Design	TSPLOST II	$ 6,736,822
Bike/Ped	BPD-60	Atlanta Street (SR 9) over Chattahoochee River Pedestrian Bridge	Roberts Drive (in Sandy Springs)	Riverside Road / Azalea Drive	TIER 2	Multi-use Trail	This project will develop a concept or plans to build pedestrian facilities to access a future BRT Transit site.			$ 11,500,000
Bike/Ped	BPD-61	Holcomb Bridge Road (SR 140) / GA 400 Interchange Pedestrian Bridges	Holcomb Bridge Road (SR 140)	—	TIER 2	Pedestrian Bridge	This project will add a new 12-foot wide bridge adjacent to the existing northbound Atlanta Street bridge over the Chattahoochee River. The bridge will connect to the existing Riverfront Trail in Roswell and sidewalks in Sandy Springs.			$ 8,274,543
Bridges	BRG-01	Alpine Drive - (Culvert)	Hog Wallow Creek	—	TIER 2	—	This project will replace / rehabilitate the existing culvert on Alpine Drive at Hog Wallow Creek.			$ 1,000,000

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Bridges	BRG-02	Azalea Drive	Chattahoochee River Tributary	—	TIER 2	This project will replace / rehabilitate the existing bridge on Azalea Drive at the Chattahoochee River Tributary.			$ 3,000,000
Bridges	BRG-03	Charles Place	Hog Wallow Creek	—	TIER 1	This project will replace the existing bridge on Charles Place at Hog Wallow Creek.	Committed	General Funds	$ 3,500,000
Bridges	BRG-04	Crabapple Road – (Culvert)	Tributary	—	TIER 2	This project will replace / rehabilitate the existing culvert on Crabapple Road at the tributary.			$ 1,000,000
Bridges	BRG-05	Jones Road	Willeo Creek	—	TIER 1	This project will replace the existing bridge on Jones Road at Willeo Creek.	Committed	General Funds	$ 4,300,000
Bridges	BRG-06	Mansell Road (EBL)	Big Creek	—	TIER 2	This project will replace / rehabilitate the existing bridge on east bound lane of Mansell Road at Big Creek.			$ 5,800,000
Bridges	BRG-07	Norcross Street	Hog Wallow Creek	—	TIER 1	This project will replace / rehabilitate the existing bridge on Norcross Street at Hog Wallow Creek.	Survey and Concept Design	TSPLOST II	$ 4,200,000
Bridges	BRG-08	Old Holcomb Bridge Road	Big Creek	—	TIER 1	This project will replace the existing bridge on Old Holcomb Bridge Road at Big Creek.	Committed	General Funds	$ 5,450,000
Bridges	BRG-09	Oxbo Road	Hog Wallow Creek	—	TIER 1	This project will replace the existing bridge on Oxbo Road at Hog Wallow Creek.			$ 4,050,000
Bridges	BRG-10	Pine Grove Road	Willeo Creek Tributary	—	TIER 2	This project will replace / rehabilitate the existing bridge on Pine Grove Road at the Willeo Creek tributary.			$ 5,800,000
Bridges	BRG-11	Riverside Road	Big Creek	—	TIER 1	Part of the SR 9 Historic Gateway project, this project will replace the existing bridge on Riverside Road at Big Creek.			$ 4,800,000
Bridges	BRG-12	Riverside Road	Chattahoochee River Tributary	—	TIER 2	This project will replace / rehabilitate the existing bridge on Riverside Road at the Chattahoochee River tributary.			$ 5,450,000
Bridges	BRG-13	Riverside Road	Seven Branch	—	TIER 2	This project will replace / rehabilitate the existing bridge on Riverside Road at Seven Branch.			$ 1,200,000
Bridges	BRG-14	Roxburgh Drive – (Culvert)	Big Creek Tributary	—	TIER 2	This project will replace / rehabilitate the existing culvert on Roxburgh Drive at the Big Creek tributary.			$ 1,100,000
Corridor Improvements	CDR-01	Canton Street	Alpharetta Street (SR 9/120) near Elizabeth Way	Near Webb St / Norcross Street	TIER 1	The project would examine feasibility and concept of a pedestrian plaza on portions of Canton Street or other nearby corridors and implement portions of the alternative/concept chosen.			$ 2,500,000
Corridor Improvements	CDR-02	Cherry Way	Green Street	Alpharetta Street (SR 9/120)	TIER 2	This project will upgrade Cherry Way for better operations or pedestrian opportunities.			$ 1,061,333
Corridor Improvements	CDR-03	Green Street	Alpharetta Street (SR 9/120)	Woodstock Street	TIER 1	This project will improve Green Street to enhance local traffic operation and add sidewalks where feasible.			$ 1,988,898
Corridor Improvements	CDR-04	Grimes Bridge Road	Oxbo Road	Dogwood Road	TIER 1	This project will improve Grimes Bridge Road and portions of Dogwood Road. Improvements may include bike facilities, a multi-use trail, mid-block crossings, traffic calming features, and potential intersection improvements.		TSPLOST II	$ 10,500,000
Corridor Improvements	CDR-05	Historic Gateway (SR 9)	Chattahoochee River	Marietta Highway (SR 120)	TIER 1	This project includes several elements to improve the SR 9 corridor from the Chattahoochee River to Marietta Highway (SR 120): Removal of the reversible lane and addition of fourth travel lane, grade separation of the Riverside Road/Azalea Drive intersection with SR 9, and replacement of the Riverside Road bridge. The project also include two roundabouts: one at the Chattahoochee Street/SR 9 intersection and the other at the Jones Circle/SR 9 intersection.	Right of Way Acquisition	TSPLOST I	$ 51,000,000
Corridor Improvements	CDR-06	Horton Drive	Alpharetta Street (SR 9/120)	Mansell Circle	TIER 1	This project will convert Horton Drive into a one-way road.			$

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Corridor Improvements	CDR-07	Nesbit Ferry Road	Holcomb Bridge Road (SR 140)	Old Alabama Road (in Johns Creek)	TIER 1	This project will consider corridor improvements along Nesbit Ferry Road from SR 140/Holcomb Bridge Road to Old Alabama Road including a sidewalk in Roswell. This is a joint project with the City of Johns Creek.	Survey and Concept Design	TSPLOST II	$ 1,000,000
Corridor Improvements	CDR-08	Pine Grove Road	City Limits at Cobb County	Mimosa Boulevard	TIER 1	This project will improve Pine Grove Road from the city limits to the Mimosa Boulevard intersection. Improvements may include bike facilites, a multiuse trail, mid-block crossings, traffic calming features, and potential intersection improvements.	Survey and Concept Design	TSPLOST II	$ 14,835,000
Corridor Improvements	CDR-09	Riverside Road	Rivera Road	Dogwood Road	TIER 1	This project will improve Riverside Road from Riviera Rd (Gateway cst limits) to the Riverside/Dogwood intersection. Improvements may include bike facilites, a multiuse trail, mid-block crossings, and potential intersection improvements.	Preliminary Design	TSPLOST II	$ 8,564,650
Corridor Improvements	CDR-10	Warsaw Road Safety Improvements	Worthington Hills Drive	Just south of Old Roswell Road	TIER 2	This project will upgrade the Warsaw Road corridor to include a center turn and improved crosswalks near Mimosa Elementary School.			$ 1,662,363
Corridor Improvements	CDR-11	Webb Street	Mimosa Boulevard	Canton Street	TIER 1	This project will realign portions of Webb Street and Mimosa Boulevard for better access to Canton Street or upgrade Webb Street with 10' lane and/or sidewalks.			$ 4,561,000
Intersection Improvements	INT-01	Alpharetta Hwy (SR 9)	Alpine Drive / Horton Drive	—	TIER 3	This project will improve operations and sight distance at the intersection of Alpharetta Highway with Alpine Drive and Horton Drive.			$ 10,000
Intersection Improvements	INT-02	Alpharetta Hwy (SR 9)	Fraser Street	—	TIER 3	This project will realign Fraser Street with Alpharetta Street (SR 9) for enhanced sight distance.			$ 400,000
Intersection Improvements	INT-03	Alpharetta Hwy (SR 9)	Hembree Road	—	TIER 1	This project will examine feasibility of new intersection improvement that may include adding right turn lanes from northbound Alpharetta Highway to eastbound Hembree Road and southbound Alpharetta Highway to westbound Hembree Road, upgrade the eastbound channelization island to the new GDOT specifications, and improve signal timing.			$ 900,000
Intersection Improvements	INT-04	Alpharetta Hwy (SR 9)	Hill Street / Ramsey Street	—	TIER 2	This project will construct right in-right out islands at the intersections of Hill Street and Ramsey Street with SR 9.			$ 45,000
Intersection Improvements	INT-05	Alpharetta Hwy (SR 9)	Mansell Road	—	TIER 1	This project will examine signal timing improvements, and add a new pedestrian island in the northeast quadrant where dual right turn lanes exist.			$ 45,000
Intersection Improvements	INT-06	Alpharetta Hwy (SR 9)	Norcross Street	—	TIER 2	This project will improve signal timing at the intersection of Alpharetta Highway with Norcross Street.			$ 20,000
Intersection Improvements	INT-07	Alpharetta Hwy (SR 9)	Upper Hembree Road	—	TIER 2	This project will improve signal timing at the intersection of Alpharetta Highway with Upper Hembree Road.			$ 20,000
Intersection Improvements	INT-08	Atlanta Street (SR 9/120)	Oak Street	—	TIER 3	This project will examine feasibility of adding a left turn lane from southbound SR 9/120 to eastbound Oak Street.			$ 1,200,000
Intersection Improvements	INT-09	Canton Street	Webb Street	—	TIER 1	This project will realign/relocate and slightly widen Webb Street connection to Canton Street for improving sight distance and turning radii.			$ 900,000
Intersection Improvements	INT-10	Coleman Road	Willeo Road (west)	—	TIER 3	This project will construct a roundabout at the intersection of Coleman Road with Willeo Road (west) and remove the existing signal.			$ 1,610,456
Intersection Improvements	INT-11	Cox Road	Etris Road and King Road		TIER 1	This project will consider intersection improvements at Cox Road at Etris Road and Cox Road at King Road. This is a joint project with the City of Milton. The Cities of Roswell and Milton have signed an agreement outlining the cost sharing for this project (25% partnership, with Milton paying 75%) with the City of Roswell commitment not to exceed $1M.	Survey and Concept Design	TSPLOST II	$ 1,000,000
Intersection Improvements	INT-12	Cox Road	Lackey Road / Lum Crowe	—	TIER 3	This project will construct a roundabout at the intersection of Cox Road with Lum Crowe Road and Lackey Road to assist with traffic calming.			$ 4,075,000

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Intersection Improvements	INT-13	Crabapple Road	Hembree Road	—	TIER 1	This project will examine feasibility of new intersection improvement that may include a roundabout at the intersection of Crabapple Road with Hembree Road and remove the existing signal.			$ 4,075,000
Intersection Improvements	INT-14	Crossville Road (SR 92)	Crabapple Road	—	TIER 1	This project will improve signal timing at the intersection of Crossville Road with Crabapple Road.			$ 35,000
Intersection Improvements	INT-15	Grimes Bridge Road	Dogwood Road	—	TIER 2	This project will construct a roundabout at the intersection of Grimes Bridge Road with Dogwood Road and remove the existing signal. This project may be affected by the GDOT GA 400 Express Lanes project.			$ 1,465,214
Intersection Improvements	INT-16	Hardscrabble Road	Etris Road	—	TIER 2	This project will improve signal timing at the intersection of Hardscrabble Road with Etris Road.			$ 20,000
Intersection Improvements	INT-17	Hardscrabble Road	King Road	—	TIER 1	This project will consider an intersection improvements that may include a roundabout at the intersection of Hardscrabble Road with King Road and remove the existing signal.			$ 4,075,000
Intersection Improvements	INT-18	Holcomb Bridge Road (SR 140)	Alpharetta Hwy (SR 9)	—	TIER 1	This project will explore a future concept to improve the intersection and also upgrade the northbound and southbound channelization islands to the new GDOT specifications.			$ 35,000
Intersection Improvements	INT-19	Holcomb Bridge Road (SR 140)	Barnwell Road	—	TIER 1	This project will improve signal timing at the intersection of Holcomb Bridge Road with Barnwell Road.			$ 20,000
Intersection Improvements	INT-20	Holcomb Bridge Road (SR 140)	Dogwood Road	—	TIER 2	This project will consider intersection improvement that may include Dogwood Road traveling over Holcomb Bridge Road west of the existing intersection connecting to Old Holcomb Bridge Road. The existing signal would be modified and all turns would be converted to right-in, right-out or relocated			$ 19,673,722
Intersection Improvements	INT-21	Holcomb Bridge Road (SR 140)	GA 400 NB Ramp	—	TIER 1	This GDOT-led project will replace the existing bridge over SR-400, and reconfigure the GA 400 interchange into a diverging diamond interchange. The City of Roswell has committed $15M to the DDI project.	Procurement	General Funds	$ 7,500,000
Intersection Improvements	INT-22	Holcomb Bridge Road (SR 140)	GA 400 SB Ramp	—	TIER 1	This GDOT-led project will replace the existing bridge over SR-400, and reconfigure the GA 400 interchange into a diverging diamond interchange. The City of Roswell has committed $15M to the DDI project.	Procurement	General Funds	$ 7,500,000
Intersection Improvements	INT-23	Holcomb Bridge Road (SR 140)	Grimes Bridge Road/Old Roswell Road	—	TIER 1	This project will improve signal timing at the intersection of Holcomb Bridge Road and Grimes Bridge Road with Old Roswell Road.			$ 20,000
Intersection Improvements	INT-24	Holcomb Bridge Road (SR 140)	Market Boulevard	—	TIER 2	This project will put Market Boulevard under Holcomb Bridge Road west of the existing intersection connecting to the Kimberly Clark property. The existing signal would be removed and all turns would be converted to right-in, right-out. The concept would need to revisisted after GDOT constructs and opens the GA-400 Express lane Project and the new interchange at Holcomb Bridge Road is opened.			$ 24,806,714
Intersection Improvements	INT-25	Holcomb Bridge Road (SR 140)	Nesbit Ferry Road	—	TIER 1	This project will add a dedicated right turn lane from southbound Nesbit Ferry Road onto westbound Holcomb Bridge Road, and a left turn lane from northbound South Holcomb Bridge Way onto westbound Holcomb Bridge Road. There is currently a joint TSPLOST project with the city of Johns Creek currently underway.	Survey and Concept Design	TSPLOST II	$ 650,000
Intersection Improvements	INT-26	Holcomb Bridge Road (SR 140)	Old Alabama Road	—	TIER 2	This project will conduct a planning study of the intersection of Holcomb Bridge Road with Old Alambama Road possibly following the completion of the GDOT GA 400 interchange reconstruction.			$ 150,000
Intersection Improvements	INT-27	Holcomb Bridge Road (SR 140)	Old Roswell Place	—	TIER 2	This project will explore feasibility of restricting some turn movements at the intersection of Holcomb Bridge Road with Old Roswell Place.			$ 55,000
Intersection Improvements	INT-28	Holcomb Bridge Road (SR 140)	Scott Road	—	TIER 3	This project will construct a median turn restriction island.			$ 41,000

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Intersection Improvements	INT-29	Holcomb Bridge Road (SR 140)	Warsaw Road	—	TIER 1	This project will construct a portion of the overall Big Creek Parkway project. This phase will make improvements along Warsaw Road south of Holcomb Bridge Road to just north of Bainbridge Road. Improvements along Holcolmb Bridge Road are also included including new dual left turn lanes and dual left on southbound Warsaw Road.			$ 8,991,743
Intersection Improvements	INT-30	Holcomb Bridge Road (SR 140)	at/near Market Blvd / Market Way	—	TIER 3	This project will the explore the concept to consider an underpass to allow vehicles to pass under SER-140/HBR between Market Blvd and Kimberly Clark perimeter Road			$
Intersection Improvements	INT-31	Holcomb Woods Parkway	Holcomb Bridge Road (SR 140)	—	TIER 2	This project will construct a dual left turn lane from Holcomb Woods Parkway onto eastbound Holocmb Bridge Road.			$
Intersection Improvements	INT-32	Houze Road (SR 140)	Crabapple Road	—	TIER 2	This project will conduct a GDOT-led planning study or concept development project to look at the intersection of Houze Road with Crabapple Road which is partially in Alpharetta.			$ 50,000
Intersection Improvements	INT-33	Houze Road (SR 140)	Mansell Road	—	TIER 2	This project will add a right turn lane to westbound Mansell Road to northbound Houze Road and stripe a second through lane for westbound Mansell Road.			$ 2,000,000
Intersection Improvements	INT-34	Houze Road (SR 140)	Saddle Creek Drive	—	TIER 3	This project will construct a roundabout at the intersection of Houze Road with Saddle Creek Drive.			$ 1,537,835
Intersection Improvements	INT-35	Jones Road	Bowen Road	—	TIER 3	This project will construct a roundabout at the intersection of Jones Road with Bowen Road.			$ 4,075,000
Intersection Improvements	INT-36	Magnolia Street	Mimosa Boulevard	—	TIER 3	This project will construct an intersection improvement at the intersection of Mimosa Boulevard with Magnolia Street.			$ 500,000
Intersection Improvements	INT-37	Mansell Road	Colonial Center Parkway	—	TIER 2	This project will improve signal timing at the intersection of Mansell Road with Colonial Center Parkway.			$ 20,000
Intersection Improvements	INT-38	Mansell Road	Warsaw Road	—	TIER 2	This project will conduct a planning study of the intersection of Mansell Road with Warsaw Road which is on the border with Alpharetta			$ 50,000
Intersection Improvements	INT-39	Marietta Hwy (SR 120)	Willeo Road	—	TIER 2	This project will improve signal timing at the intersection of SR-120 Marietta Highway with Willeo Road and consider other improvements.			$ 20,000
Intersection Improvements	INT-40	Nesbit Ferry Road	Scott Road and Nesbit Lakes Drive	—	TIER 1	This project will consider improvements at the intersections of Nesbit Ferry Road with Scott Road and Nesbit Lakes Drivw. This is a joint project with the City of Johns Creek. The Cities of Roswell and Johns Creek have executed an agreement outlining the cost sharing for this project with the City of Roswell commitment not to exceed $1M for the entire project.	Survey and Concept Design	TSPLOST II	$ 1,000,000
Intersection Improvements	INT-41	Norcross Street	Fraser Street/Forrest Street	—	TIER 3	This project would construct a roundabout at the intersection of Norcross Street with Frazier/Forrest Streets and remove the existing signal.			$ 168,4,075
Intersection Improvements	INT-42	Old Alabama Road	Old Alabama Road Connector/Roxburgh Drive	—	TIER 2	This project will consider feasibility of installing a dual roundabout at Old Alabama Road and Roxburgh Drive and at Old Alabama Rd connector, and remove the existing signals.			$ 8,500,000
Intersection Improvements	INT-43	Old Roswell Road	Old Roswell Place	—	TIER 2	This project will explore concept development for a new intersection improvement on Old Roswell Road.			$ 350,000
Intersection Improvements	INT-44	Pine Grove Road	Hightower Road/ Waterford Way	—	TIER 1	This project would construct a roundabout at the intersection of Pine Grove Road with Hightower Road/Waterford Way and remove the existing signal.	Survey and Concept Design	TSPLOST II	$ 1,537,835
Intersection Improvements	INT-45	Pine Grove Road	Lake Charles Road	—	TIER 1	This project would construct a roundabout at the intersection of Pine Grove Road with Lake Charles Road and remove the existing signal.	Survey and Concept Design	TSPLOST II	$ 1,610,456

Project Category	TMP Project Identifier	Project Name	From/At	To	TIER (subject to change)	Description of Project (Subject to change)	Project Standing	Project Funding Source	2023 Project Cost Estimate (2023 Dollars)
Intersection Improvements	INT-46	Pine Grove Road	North Coleman Road	—	TIER 1	This project would construct a roundabout at the intersection of Pine Grove Road with North Coleman Road.	Survey and Concept Design	TSPLOST II	$ 1,537,835
Intersection Improvements	INT-47	Pine Grove Road	Shallowford Road	—	TIER 1	This project would construct a roundabout at the intersection of Pine Grove Road with Shallowford Road.	Survey and Concept Design	TSPLOST II	$ 1,537,835
Intersection Improvements	INT-48	Riverside Road	Dogwood Road	—	TIER 2	This project would consider feasibility of a roundabout at the intersection of Riverside Road with Dogwood Road and remove the existing signal. It is currently not in the scope for the Riverside Road TPLOST project in vincinity.			$ 4,075,000
Intersection Improvements	INT-49	SR 9/120 (Village Center)	Magnolia Street/Canton Street	—	TIER 2	This project would explore feasibility to reconfigure the intersection of SR 9/120 with Magnolia, Canton, and Hill Streets making a traditional 4-point intersection.			$ 12,968,467
Intersection Improvements	INT-50	Woodstock Rd (SR 92)	Hardscrabble Road	—	TIER 1	This project will extend the left turn lane from southbound Hardscrabble Road to eastbound Crossville Road, upgrade the eastbound channelization island to the new GDOT specifications, and improve signal timing.			$ 150,000
Intersection Improvements	INT-51	Woodstock Rd (SR 92)	Mtn. Park / Bowen Road	—	TIER 1	This project will upgrade the eastbound and westbound channelization islands to the new GDOT speficiations, and improve signal timing.			$ 30,000
Programs	PGM-01	Bridge Maintenance	—	—	ONGOING	This program performs general maintenance on City-owned bridges such as painting and inspection.			$ 1,375,400
Programs	PGM-02	Bus Stop Improvements	—	—	ONGOING	This program will provide shelters and other amenities to improve the transit riding experience.			$ 137,540
Programs	PGM-03	Connectivity	—	—	ONGOING	This program will make minor connections between parcels across the City to improve connectivity. Connections could be sidewalk, paths, and/or roads.			$ 2,063,10
Programs	PGM-04	Mast Arm/Pole Replacement	—	—	ONGOING	This program will transition the City's traffic signals from span wire and poles to mast arms.			$ 6,877,000
Programs	PGM-05	Resurfacing	—	—	ONGOING	This program is for the annual resurfacing of roadways across the City.			$ 2,475,720
Programs	PGM-06	Right-Of-Way Preservation	—	—	ONGOING	This program will fund the purchase of land to facilitate future transportation infrastructure expansion.			$ 6,877,000
Programs	PGM-07	Safe Routes to School (SRTS)	—	—	ONGOING	This program provides funds for improved crosswalks and sidewalk connections near schools to facilitate safer walking and bicycling opportunities.			$ 68,770
Programs	PGM-08	Sidewalk Connectivity	—	—	ONGOING	This program provides funds to make minor sidewalk, multi-use trail, and/or crosswalk connections across the City including installation of ped signals.			$ 34,385
Programs	PGM-09	Speed Management and Pedestrian Safety	—	—	ONGOING	This program provides funds for traffic calming features, improved crosswalks, sidewalks, RRFBs, or other safety treatments for the benefit of pedestrians.			$ 447,005
Roadway Realignments	RRA-01	Big Creek Parkway	Holcomb Bridge Road (SR 140) (west of SR 400)	Holcomb Bridge Road (SR 140) (east of SR 400)	TIER 1	This project will construct a new Complete Street roadway from Warsaw Road over SR 400 connecting to Old Alabama Road.	Preliminary Design	TSPLOST I	$ 69,966,000
Roadway Realignments	RRA-02	Big Creek Parkway, Phase 3	Big Creek Parkway	North Point Parkway	TIER 2	This project will connect Big Creek Parkway with North Point Parkway east of SR 400.			$ 63,956,100
Roadway Realignments	RRA-03	Commerce Parkway Extension	Old Roswell Road	Holcomb Bridge Road (SR 140)	TIER 2	This project will extend Commerce Parkway south connecting to Holcomb Bridge Road at Market Place.			$ 2,081,490

Project Category	TMP Project Identifier	Project Name	From/At	To	TIER (subject to change)	Description of Project (Subject to change)	Project Standing	Project Funding Source	2023 Project Cost Estimate (2023 Dollars)
Roadway Realignments	RRA-04	Green Street Connector	Canton Street	Alpharetta Highway (SR 9/120)	TIER 1	This project will explore connecting Green St to the new traffic signal installed by the Southern Post Development			$
Roadway Realignments	RRA-05	Houze Road Realignment	Existing Roadway	SR 9/120 at Commerce Parkway	TIER 2	This project will realign Houze Road north of the existing intersection to make a connection to the Commerce Parkway traffic signal at SR 9/120.			$ 4,827,256
Roadway Realignments	RRA-06	Mansell Road Extension	Alpharetta Highway (SR 9/120)	Crossville Road (SR 92)	TIER 2	This project will extend Mansell Road southward from SR 92 and connect to SR 9/120 near Mansell Circle.			$ 13.685,230
Roadway Realignments	RRA-07	Myrtle Street Extension	Existing Roadway	Oxbo Road	TIER 3	This project will extend Myrtle Street to Oxbo Road.			$ 550,518
Roadway Realignments	RRA-08	Old Ellis-Mansell Connector	Mansell Place	Old Ellis Road	TIER 3	This project will extend Old Ellis Road westward to connect to Mansell Place.			$ 2,119,491
Roadway Realignments	RRA-09	Riverwalk Emergency Access	Riverwalk Drive	Azalea Drive	TIER 2	This project will provide a wide path for emergency access from/to the Riverwalk Community. This path will also provide multi-use connections to the River.			$ 154,355
Roadway Realignments	RRA-10	SR 400 at Holcomb Bridge Road (SR 140) Interchange and EL Access Bridge	SR 400	Holcomb Bridge Road (SR 140)	TIER 1	This GDOT project will replace the existing bridge, reconfigure the ramps to/from SR 400 to a diverging diamond interchange, and add a new southbound access to the express lanes. MARTA will build a Bus Rapid Transit (BRT) station below the interchange for the future BRT line on SR 400.		TSPLOST II	$ 64,729,223
Roadway Realignments	RRA-11	Sun Valley-Houze Road Connector	Houze Road (SR 140)	Existing Roadway	TIER 2	This project will extend Sun Valley Drive west from SR-9 area over to Houze Road.			$ 550,518
Roadway Realignments	RRA-12	Sun Valley-Old Ellis Connector	Sun Valley Extension	Old Ellis Road	TIER 1	This project will connect the Old Ellis-Mansell Connector and Sun Valley-Warsaw Connector.		TSPLOST II	$ 12,314,590
Roadway Surface Upgrades	RSU-01	Kent Road	King Road	Etris Road	TIER 3	This project will upgrade and/or pave Kent Road.			$ 3,276,040
Roadway Surface Upgrades	RSU-02	Lum Crowe Road	City Limits	City Limits	TIER 3	This project will upgrade and/or pave Lum Crowe Road.			$ 2,900,000
Traffic Calming Enhancements	TCE-01	Alpharetta Highway (SR 9/120)	Norcross Street	Holcomb Bridge Road (SR 140)	TIER 1	This project will reduce lane width with a lanscaped median island to encourage slower speeds and enhance aesthetics along Alpharetta Highway (SR 9).			$ 20,000
Traffic Calming Enhancements	TCE-02	Chaffin Road	Coleman Drive	Crabapple Road	TIER 3	This project will review future feasibility for traffic calming features that may include speed feedback signs, median treatments, horizontal deflection, or other improvements, etc..			$ 88,000
Traffic Calming Enhancements	TCE-03	Coleman Road	Pine Grove Road	Marietta Highway (SR 120)	TIER 1	This project will review future feasibility for traffic calming features that may include speed feedback signs, median treatments, horizontal deflection, or other improvements, etc..			$ 100,800
Traffic Calming Enhancements	TCE-04	Commerce Parkway	Holcomb Bridge Road (SR 140)	Old Roswell Road	TIER 2	This project will reduce lane width to encourage slower speeds along Commerce Parkway.			$ 100,800
Traffic Calming Enhancements	TCE-05	Cox Road	Lackey Road	Litchfield Drive	TIER 3	This project will reduce lane width with a lanscaped median island to encourage slower speeds and enhance aesthetics along Cox Road.			$ 60,000
Traffic Calming Enhancements	TCE-06	Dogwood Road	Holcomb Bridge Road (SR 140)	Riverside Road	TIER 1	This project will review future feasibility for traffic calming features that may include speed feedback signs, median treatments, horizontal deflection, or other improvements, etc..			$ 4,000
Traffic Calming Enhancements	TCE-07	Etris Road	City Limits	Crabapple Road	TIER 3	This project will review future feasibility for traffic calming features that may include speed feedback signs, median treatments, horizontal deflection, or other improvements, etc..			$ 113,000

Project Category	TMP Project Identifier	Project Name	From/At	To	TIER (subject to change)	Description of Project (Subject to change)	Project Standing	Project Funding Source	2023 Project Cost Estimate (2023 Dollars)
Traffic Calming Enhancements	TCE-08	Eves Road	Riverside Road	Holcomb Bridge Road (SR 140)	TIER 2	This project will review future feasibility for traffic calming features that may include speed feedback signs, median treatments, horizontal deflection, or other improvements, etc..			$ 150,000
Traffic Calming Enhancements	TCE-09	Grimes Bridge Road	Meadowood Drive	Dogwood Road	TIER 1	This project will construct traffic calming features along Grimes Bridge Road.			$ 116,000
Traffic Calming Enhancements	TCE-10	Hightower Road	Pine Grove Road	Coleman Road	TIER 2	This project will review future feasibility for traffic calming features that may include speed feedback signs, median treatments, horizontal deflection, or other improvements, etc..			$ 48,000
Traffic Calming Enhancements	TCE-11	Holcomb Bridge Road (SR 140)	Holcomb Woods Parkway	City Limits	TIER 2	This project will increase the placement of speed feedback signs along Holcomb Bridge Road (SR 140) as part of the Speed Management Program.			$ 8,000
Traffic Calming Enhancements	TCE-12	Holcomb Woods Parkway	Old Alabama Road	Holcomb Bridge Road (SR 140)	TIER 2	This project will review future feasibility for traffic calming features that may include speed feedback signs, median treatments, horizontal deflection, or other improvements, etc..			$ 26,000
Traffic Calming Enhancements	TCE-13	Houze Road (SR 140)	Houze Way	City Limits	TIER 3	This project will increase the placement of speed feedback signs along Houze Road (SR 140) as part of the Speed Management Program.			$ 8,000
Traffic Calming Enhancements	TCE-14	Jones Road	City Limits	Woodstock Road	TIER 2	This project will review future feasibility for traffic calming features that may include speed feedback signs, median treatments, horizontal deflection, or other improvements, etc..			$ 28,000
Traffic Calming Enhancements	TCE-15	King Road	Kent Road	Chaffin Road	TIER 3	This project will reduce lane width with a lanscaped median island to encourage slower speeds and enhance aesthetics along King Road.			$ 40,000
Traffic Calming Enhancements	TCE-16	Mansell Road	Holcomb Bridge Road (SR 140)	City Limits	TIER 3	This project will reduce lane width with a lanscaped median island to encourage slower speeds and enhance aesthetics along Mansell Road.			$ 200,000
Traffic Calming Enhancements	TCE-17	Marietta Highway (SR 120)	City Limits	Alpharetta Highway (SR 9)	TIER 2	This project will increase the placement of speed feedback signs along Marietta Highway (SR 120) as part of the Speed Management Program.			$ 8,000
Traffic Calming Enhancements	TCE-18	Mountain Park Road	Woodstock Road (SR 92)	Old Mountain Park Road	TIER 3	This project will review future feasibility for traffic calming features that may include speed feedback signs, median treatments, horizontal deflection, or other improvements, etc..			$ 48,000
Traffic Calming Enhancements	TCE-19	Norcross Street	Alpharetta Highway (SR 9/120)	Warsaw Road	TIER 2	This project will review future feasibility for traffic calming features that may include speed feedback signs, median treatments, horizontal deflection, or other improvements, etc..			$ 88,000
Traffic Calming Enhancements	TCE-20	North Coleman Road	Pine Grove Road	Woodstock Road	TIER 2	This project will review future feasibility for traffic calming features that may include speed feedback signs, median treatments, horizontal deflection, or other improvements, etc..			$ 8,000
Traffic Calming Enhancements	TCE-21	Old Alabama Road	Riverside Road	Holcomb Bridge Road (SR 140)	TIER 1	This project will reduce lane width to encourage slower speeds along Old Alabama Road.			$ 16,000
Traffic Calming Enhancements	TCE-22	Old Mountain Park Road	Mountain Park Road	City Limits	TIER 1	This project will review future feasibility for traffic calming features that may include speed feedback signs, median treatments, horizontal deflection, or other improvements, etc..			$ 48,000
Traffic Calming Enhancements	TCE-23	Oxbo Road	Alpharetta Highway (SR 9/120)	Grimes Bridge Road	TIER 1	This project will review future feasibility for traffic calming features that may include speed feedback signs, median treatments, horizontal deflection, or other improvements, etc..			$ 118,000
Traffic Calming Enhancements	TCE-24	Pine Grove Road	City Limits	Mimosa Boulevard	TIER 1	This project will construct traffic calming features along Pine Grove Road.			$ 8,000
Traffic Calming Enhancements	TCE-25	Riverside Road	Dogwood Road	Azalea Drive	TIER 1	This project will construct traffic calming features along Riverside Road.			$ 8,000
Traffic Calming Enhancements	TCE-26	Riverside Road	Old Alabama Road	Eves Road	TIER 1	This project will construct traffic calming features along Riverside Road.	Preliminary Design	TSPLOST II	$ 168,000

Project Category	TMP Project Identifier	Project Name	From/At	To	TIER (subject to change)	Description of Project (Subject to change)	Project Standing	Project Funding Source	2023 Project Cost Estimate (2023 Dollars)
Traffic Calming Enhancements	TCE-27	Scott Road	Holcomb Bridge Road (SR 140)	Old Scott Road	TIER 1	This project will review future feasibility for traffic calming features that may include speed feedback signs, median treatments, horizontal deflection, or other improvements, etc..			$ 88,000
Traffic Calming Enhancements	TCE-28	Thompson Place	North Coleman Road	Canton Street	TIER 3	This project will review future feasibility for traffic calming features that may include speed feedback signs, median treatments, horizontal deflection, or other improvements, etc..			$ 48,000
Traffic Calming Enhancements	TCE-29	Warsaw Road	Norcross Street	Holcomb Bridge Road (SR 140)	TIER 1	This project will review future feasibility for traffic calming features that may include speed feedback signs, median treatments, horizontal deflection, or other improvements, etc..			$ 88,000
Traffic Calming Enhancements	TCE-30	Wavetree Drive	Crossville Highway (SR 92)	Woodstock Road	TIER 1	This project will review future feasibility for traffic calming features that may include speed feedback signs, median treatments, horizontal deflection, or other improvements, etc..			$ 88,000
Traffic Calming Enhancements	TCE-31	Willeo Road	Coleman Road	Marietta Highway (SR 120)	TIER 2	This project will review future feasibility for traffic calming features that may include speed feedback signs, median treatments, horizontal deflection, or other improvements, etc..			$ 48,000

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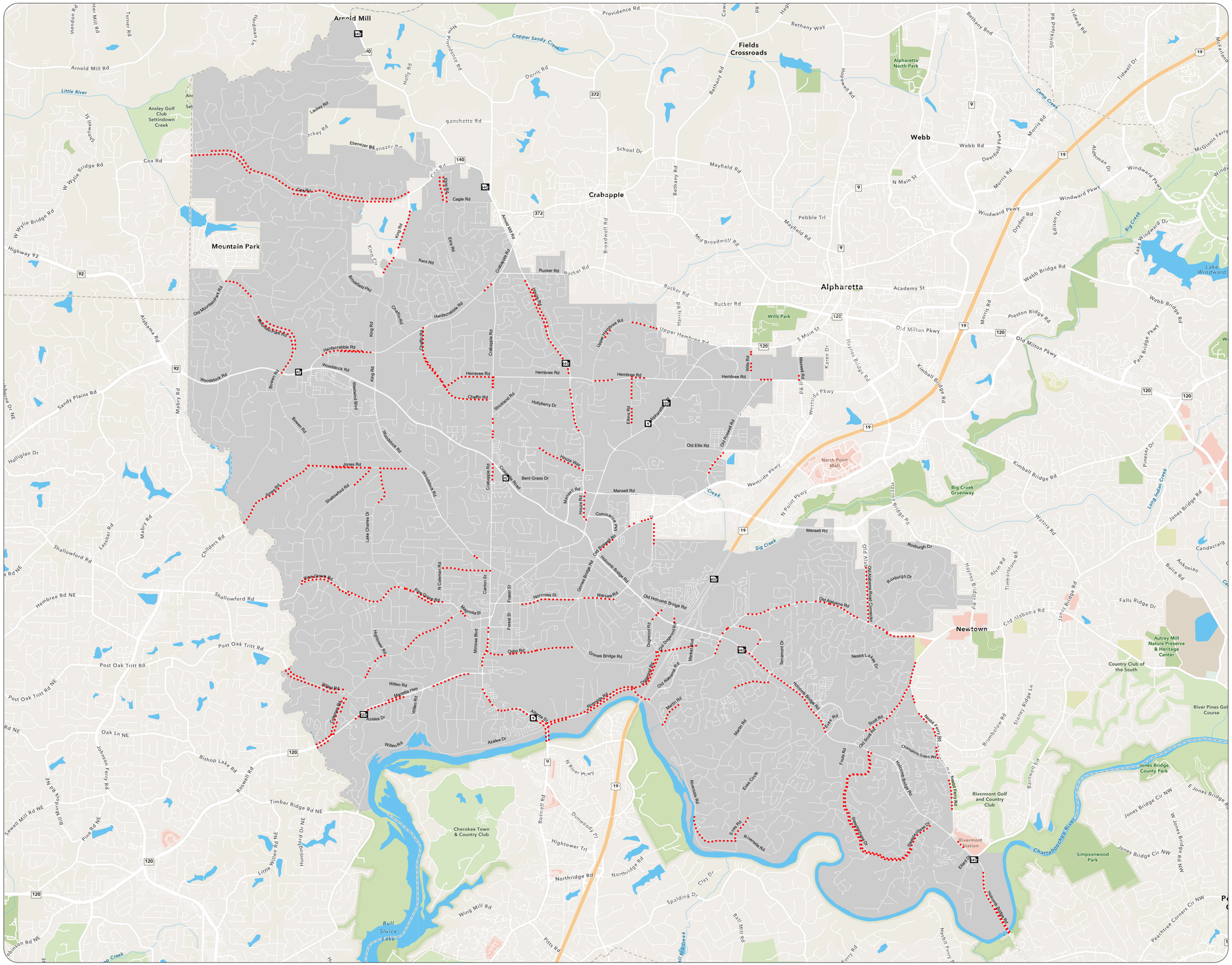
APPENDIX A— APPENDIX MAPS

SIDEWALK GAP MATRIX



Legend

- Sidewalk Gaps
- Arterial Streets
- Streets
- Roswell City Limits
- Chatahoochee River

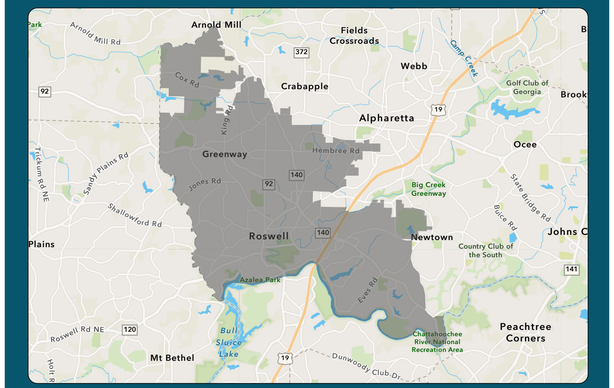
Note: The sidewalk gap matrix only includes arterial and collectors roadways. Local neighborhood roads without sidewalks are not included on this map.

Scale: 1:32,500

0 0.4 0.8 1.6 Miles

The City of Roswell attempts to create, use, and maintain accurate spatial data. However, the City of Roswell does not warrant the accuracy or currency of the data contained herein. All data is provided "as is," with all faults, without warranty of any kind, either expressed or implied, including, but not limited to, the implied warranties of merchantability or fitness for a particular purpose.

Sources: City of Roswell GIS (2023); City of Roswell Department of Transportation (2023); Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA



Sidewalk Gap Prioritization Program: October 2023

Arterial and Collector Roads Only

Rank	Project Name	From/At (south/west)	To (north/east)	Length (mi)	Linear Feet	Side of Road	TOTAL SCORE	Staff Comment
1	**Holcomb Bridge Road (SR 140)**	Martin's Landing Dr	Eves Road	0.9	4625	South	**60**	TSPLOST 2 funded project (schedule being developed by RDOT)
2	**Hardscrabble Road**	Existing Sidewalk near Target and RRFB X'ing	Brooksglen Drive	0.4	2300	North	**55**	New Bond funded project - Right-of-Way expected to be complete Autumn of 2023. Construction anticipated to begin Winter/Spring 2024.
3	**Woodstock Road**	Exisiting Sidewalk near Young Life Academy	Exisiting Sidewalk west of Coleman St	0.0	250	South	**53**	TSPLOST 2 PROJECT, project scope under review, also one home under development
4	**Old Roswell Road**	Existing Sidewalk near Northfield Place	Lakewood Parkway	0.2	1180	East	**53**	Part of Project within City of Alpharetta
5	**Atlanta St (SR 9)**	Sandy Springs	530' S of Chattahochcee Cir	0.3	1325	East	**53**	GDOT project will install this (GDOT acquiring ROW presently)
6	**Atlanta St (SR 9)**	Sandy Springs	Warm Spings Cir	0.6	3185	West	**51**	GDOT project will install this (GDOT acquiring ROW presently)
7	**Holcomb Bridge Road (SR 140)**	Existing Sidewalk S of Ellard Drive	Existing Sidewalk N of Garrard Landing	0.3	1540	South	**50**	
8	**Holcomb Bridge Road (SR 140)**	Existing Sidewalk SE of Cartique Carwash	Existing Sidewalk N of Martin's Landing Dr	0.5	2490	South	**50**	TSPLOST 2 funded project (schedule being developed by RDOT)
9	**Old Alabama Road**	Big Creek Park	Rouse Ln	0.2	1140	North	**48**	New bond funded project - being Designed now by RDOT, Construction anticipated later in 2024
10	**Old Alabama Road**	200' W of Crabtree Dr	Tyson Cir	0.2	1160	North	**48**	New bond funded project - being Designed now by RDOT, Construction anticipated later in 2024
11	**Old Alabama Road**	Roxburgh Drive	Existing Sidewalk 580' W of Long Pointe	0.1	760	North	**48**	Utility challeges exist.
12	**Warsaw Road**	Singing Hills Drive	Old Roswell Road	0.2	1200	East	**48**	Part of project on border with Alpharetta
13	**Dogwood Road**	800' N of Riverside Rd	Pavillion Center	0.3	1445	East	**48**	Cordinating with GDOT on GA-400 project, TSPLOST 2 PROJECT
14	**Magnolia Street**	Coleman Road	300' E of Coleman	0.1	300	North	**48**	Council voted not to pursue (Nov 2020), TSPLOST 2 PROJECT exploring concept for improvements
15	**Scott Road**	Old Scott Road	Existing Sidewalk just E of Nesbit Entry	0.3	1770	South	**48**	RDOT added Crosswalk to connect to opposing sidewalk
16	**Atlanta Street (SR 9/120)**	Existing Sidewalk S of Ramsey St	Ramsey Street	0.0	230	West	**46**	Parking lot already provides walkable surface
17	**Hardscrabble Road**	Northside Chapel Funeral Home Driveway	CVS Driveway	0.0	240	South	**45**	staff exploring option to build in-house, otherwise Funding for this project will be included in the second bond issuance (2025).
18	**Holcomb Bridge Road (SR 140)**	Existing Sidewalk 600' S of Nesbit Ferry	Existing Sidewalk by Kroger entrance	0.1	370	North	**45**	Project within or on border with City of Johns Creek
19	**Mountain Park Road**	650' N of Target Shopping Center	Mountain Park Elementary	0.5	2560	East	**45**	extremely challenging terrain exist in one area
20	**Dogwood Road**	Riverside Rd	Grimes Bridge Rd	0.5	2700	West	**45**	Cordinating with GDOT on GA-400 project, TSPLOST 2 PROJECT concept being finalized
21	**Mountain Park Road**	Woodstock Rd - SR 92	Wildwood Springs Rd	0.9	4655	West	**45**	extremely challenging terrain exist in one area
22	**Hardscrabble Road**	Exisiting Sidewalk 730' E of Crosscrabble Place	Existing Sidewalk 270' W of King Road	0.3	1700	South	**43**	Scoping sidewalk across the street (#2 above)
23	**Hembree Road**	Upper Hembree Road	Existing Sidewalk near Tapestry Community Church	0.2	1100	North	**43**	New bond funded project - Funding for this project will be included in the second bond issuance (2025).
24	**Atlanta St (SR 9)**	200' N of Warm Springs	Church St	0.1	635	West	**43**	GDOT has Future Road Project planned (GDOT acquiring ROW presently)
25	**Norcross Street**	Existing Sidewalk 220' E of Myrtle Street	Roundabout	0.6	3000	South	**43**	New bond funded project -Bridge replacement project over Hog Waller Crk anticipated in 2025, funding for this project will likely be included in the second bond issuance (2025).
26	**Nesbit Ferry Road**	Exisiting Sidewalk 150' S of Shurburne Drive	Rivermont Parkway	0.2	1130	West	**43**	TSPLOST 2 PROJECT, City of Johns Creek leading project (scope being finalized w/ Roswell approval)
27	**Nesbit Ferry Road**	Crème de la Crème entrance	Existing Sidewalk near Veternary Office	0.1	390	West	**43**	TSPLOST 2 PROJECT, City of Johns Creek leading project (scope being finalized w/ Roswell approval)
28	**Old Roswell Road**	Existing Sidewalk near Apartment Complex NE of Commerce Park	Warsaw Road	0.3	1420	North	**41**	Part of Project within City of Alpharetta
29	**Riverside Road**	Atlanta St	City Building	0.1	560	South	**40**	GDOT has Future Project planned, TSPLOST 2 project (schedule being developed)
30	**Nesbit Ferry Road**	Champions Green	Existing Sidewalk N of Champions	0.1	635	West	**40**	TSPLOST 2 PROJECT, City of Johns Creek leading project (scope being finalized w/ Roswell approval)
31	**Nesbit Ferry Road**	Arbor Woods Drive	Arden Place	0.1	640	West	**40**	TSPLOST 2 PROJECT, City of Johns Creek leading project (scope being finalized w/ Roswell approval)
32	**Nesbit Ferry Road**	Existing Sidewalk S of Abbottswell Drive	400' S of Scott Road	0.1	680	West	**40**	TSPLOST 2 PROJECT, City of Johns Creek leading project (scope being finalized w/ Roswell approval)
33	**Riverside Road**	Shoot the Hooch	Dogwood Rd	0.1	680	South	**40**	RDOT Riverside Road Project planned TSPLOST 2 PROJECT
34	**Nesbit Ferry Road**	Brumbelow Road	Existing Sidewalk at Nesbit Ferry Montessori School	0.1	730	West	**40**	TSPLOST 2 PROJECT, City of Johns Creek leading project (scope being finalized w/ Roswell approval)
35	**Dogwood Road**	Doubletree Driveway (southern)	Holcomb Bridge Road (SR 140)	0.2	860	West	**40**	Potential TSPLOST 2 project, pending outcome of scoping phase
36	**Crabapple Road**	Victoria Way	SR 92	0.2	890	East	**38**	
37	**Hembree Road**	Hembree Park Entrance	Existing Sidewalk W of Montessori School	0.1	690	North	**38**	
38	**Atlanta Street (SR 9/120)**	Park Square	Oak Street	0.3	1570	West	**38**	Very challenging terrain infront of Roswell Presbyterian church (very expesive)
39	**Riverside Road**	Exisiting Sidewalk S of Northcliff Trace	Eves Road	0.6	3340	South	**38**	challenging terrain - one area on edge of river
40	**Crabapple Road**	Existing sidewalk north of Church	Existing sidewalk across from Chaffin Road	0.0	220	East	**35**	
41	**Crabapple Road**	Houze Way	Existing Sidewalk near Hidden Pond Lane (entrance	0.1	380	East	**35**	
42	**Old Alabama Road**	Existing Sidewalk @ Holcomb 400	Exisiting Sidewalk 200' S of Holcomb Bridge Road (S	0.1	730	East	**35**	
43	**Crabapple Road**	Existing Sidewalk N of Chaffin Rd	Hembree Road	0.1	580	East	**35**	
44	**Marietta Hwy (SR 120)**	Existing Sidewalk E' of Lullwater Ct	Existing Sidewalk W' of Westcroft Ln	0.1	680	North	**35**	
45	**Crabapple Road**	Existing Sidewalk N of Chaffin Rd	Hembree Road	0.2	905	West	**35**	
46	**Atlanta St (SR 9)**	100' N of Heritage Trail	Exisitng Sidewalk at Roswell Flower Shop	0.1	295	West	**34**	GDOT has Future Road Project planned (GDOT acquiring ROW presently)
47	**Marietta Hwy (SR 120)**	City Limits	Barrington Oaks Ridge	0.1	755	South	**33**	No sidewalk on Cobb County side (south side of SR-120)
48	**Warsaw Road**	Grimes Bridge Road	Pattingham Drive	0.3	1620	South	**33**	
49	**Old Alabama Road Connector**	Old Alabama Road	Alpharetta City Limits	0.6	3100	East	**33**	City installed sidewalk in 2019 on opposing side (west side for pedestrians)
50	**Elkins Road**	Existing Sidewalk near Bombay Ln	Existing Sidewalk S of Arbor Crk Dr	0.2	800	East	**33**	
51	**Steeplechase Drive**	Holcomb Bridge Road (SR 140) (west)	Wayt Road	0.5	2900	South	**33**	portions of roadway have large striped area for bikes/pedestrians
52	**Steeplechase Drive**	Holcomb Bridge Road (SR 140) (west)	Wayt Road	0.5	2900	North	**33**	portions of roadway have large striped area for bikes/pedestrians
53	**Marietta Hwy (SR 120)**	City Limits	Coleman Rd	0.2	1280	North	**33**	
54	**Houze Road (SR 140)**	Bradford Drive	Rucker Road	0.2	1200	West	**33**	
55	**Old Alabama Road**	720' E of Pine Bloom	Johns Creek City Limits	0.3	1610	South	**33**	
56	**Marietta Hwy (SR 120)**	Existing Sidewalk E' of Garrision Walk	Exisiting Sidewalk W' of Barrington Dr	0.4	2065	South	**33**	
57	**Old Roswell Road**	Existing Sidewalk near Mobil 1 Lube Express	Existing Sidewalk 175' SW of Commerce Pkwy	0.2	895	North	**31**	
58	**Holcomb Woods Parkway**	#100 Holcomb Woods Pkwy	140' W of Atlanta Academy	0.2	1040	East/North	**31**	RDOT has Project planned
59	**Atlanta St (SR 9)**	Used Imports Auto	King St	0.2	800	West	**31**	GDOT has Future Road Project planned (GDOT acquiring ROW presently)
60	**Pine Grove Road**	Existing Sidewalk E of Lake Charles Drive	Existing Sidewalk W of Old Oak Trace	0.0	110	North	**30**	TSPLOST 2 funded project (concept development underway by RDOT)
61	**Pine Grove Road**	Existing Sidewalk 250' W of Old Oak Trce	Old Oak Trce	0.0	250	North	**30**	TSPLOST 2 funded project (concept development underway by RDOT)
62	**Old Alabama Road**	100 W' of Barrington Dr W	Chruch in front of Lake Forest	0.1	645	North	**30**	New Bond funded project - Design efforts will begin in 2024, Construction schedule is TBD
63	**Old Alabama Road**	200 E' of Wooten Rd	Epiphany Byzantine Church	0.1	690	North	**30**	New Bond funded project - Design efforts will begin in 2024, Construction schedule is TBD
64	**Holcomb Bridge Road (SR 140)**	Existing Sidewalk near Fire Station	Gwinnett County line	0.3	1380	North	**30**	
65	**Houze Road (SR 140)**	Camber Woods Drive	Applegate Drive	0.1	533	East	**30**	
66	**Jones Road**	Lake Charles Road	Existing Sidewalk W of Woodstock Road	0.3	1500	South	**30**	
67	**Marietta Hwy (SR 120)**	Existing Sidewalk E' of Renaissance Rd	Existing Sidewalk W' Dowling Dr	0.6	3050	South	**30**	
68	**Riverside Road**	Atlanta St	Dogwood Rd	1.4	7390	North	**30**	
69	**Holcomb Woods Parkway**	Planet Fitness Parking Lot	Office Images Parking Lot	0.1	450	West	**28**	RDOT has Project planned
70	**Pine Grove Road**	Existing Sidewalk 320' E of Pineridge Way	Existing Sidewalk 180' W of Lynwood Drive	0.1	325	South	**28**	TSPLOST 2 funded project (concept development underway by RDOT)
71	**Willeo Road (west)**	Mosspointe Dr	Willeo Baptist Church	0.1	760	South	**28**	
72	**Nesbit Ferry Road**	Scott Road	Johns Creek City Limit	0.2	1300	West	**28**	TSPLOST 2 PROJECT, City of Johns Creek leading project (scope being finalized w/ Roswell approval)
73	**Coleman Road**	Marietta Highway (SR 120)	Existing Sidewalk at Sub Division	0.2	1100	East	**28**	
74	**Upper Hembree Road**	Existing Sidewalk across from Foe Creek Drive	Alpharetta City Limits	0.1	345	South	**26**	
75	**Elkins Road**	440' N of Arbor Creek Dr	Hembree Road	0.2	1060	East	**26**	
76	**Old Alabama Road**	Existing Sidewalk NE of Holcomb Bridge Road	Existing Sidewalk at McCalla Raymer entrance	0.1	350	West	**25**	TSPLOST 2 funded project (schedule being developed by RDOT)
77	**Hembree Road**	East of Wills Road	Alpharetta City Limits at Cooperative Way	0.1	570	North	**25**	
78	**Pine Grove Road**	Synagouge Driveway	212' W of Tangletree	0.1	415	South	**25**	TSPLOST 2 funded project (concept development underway by RDOT)
79	**Eves Rd**	Riverside Rd	Existing Sidewalk S of River Eves ES	0.1	510	West	**25**	
80	**Houze Road (SR 140)**	Pvt Dr N of Hollyberry	Derby Forest Ct	0.1	535	West	**25**	
81	**Riverside Road**	Dogwood Road	Old Alabama Road	0.2	1025	North	**25**	TSPLOST 2 funded project (schedule being developed by RDOT)
82	**Cox Road**	Existing Sidewalk near Johnson Road	Existing Sidewalk near Burlingame Drive	0.1	600	South	**25**	
83	**Pine Grove Road**	Existing Sidewalk E of Old Oak Trace	North Coleman Road	0.3	1550	North	**25**	TSPLOST 2 funded project (concept development underway by RDOT)
84	**Old Alabama Road**	Church across from Lake Forest	Old Alabama Conn	0.5	2445	North	**25**	Bond funded project, Design efforts will begin in 2024, Construction schedule is TBD
85	**Oxbo Rd**	170 Oxbo Rd	182 Oxbo Rd	0.0	100	North	**23**	New Bond funded project -Survey and Design of Multi-use Trail on south side of Oxbo anticipated to begin Autumn 2023 and later be complete in Spring of 2024. Construction anticipated to begin in Summer of 2024.
86	**Old Dogwood Road**	Dogwood Road	Existing Sidewalk at intersection of Old Dogwood a	0.0	215	East	**23**	TSPLOST 2 funded project (schedule being developed by RDOT)
87	**Maxwell Road**	Alpharetta City Limit/Hembree Road	Exisiting Sidewalk near entrance to Recycling Cente	0.0	200	West	**23**	
88	**Dogwood Road**	Holcomb Bridge Road (SR 140)	Existing Sidewalk in front of Red Lobster	0.0	260	West	**23**	
89	**Upper Hembree Road**	Existing Sidewalk 200' SW of West Hembree Crossing	Existing Sidewalk 240' NE of East Hembree Crossing	0.2	880	North	**23**	
90	**Pine Grove Road**	730' W of Knoll Terrace	Shallowford Road	0.3	1580	North	**23**	TSPLOST 2 funded project (concept development underway by RDOT)
91	**Houze Road (SR 140)**	Whitehall Way	N of Hollyberry Dr	0.3	1650	West	**23**	
92	**Pine Grove Road**	Existing Sidewalk E of Lynwood Drive	Existing Sidewalk W of North Coleman Road	0.2	820	South	**23**	TSPLOST 2 funded project (concept development underway by RDOT)
93	**Coleman Road**	200' N of Ashley Manor	250' N of Hightower	0.1	735	West	**21**	Project slated for construction in late 2023
94	**Oxbo Rd**	194 Oxbo Rd	Bridge W of Dobbs Rd	0.1	750	North	**21**	Survey and Design of Multi-use Trail on south side of Oxbo anticipated to begin Autumn 2023 and later be complete in Spring of 2024. Construction anticipated to begin in Summer of 2024.
95	**Coleman Road**	500' N of Subdivision Enterance	200' S of Willeo W	0.2	875	East	**21**	
96	**Houze Way**	Existing Sidewalk 580' W of Bellingrath Blvd.	Houze Road	0.1	530	South	**21**	
97	**Oxbo Rd**	Atlanta St	170 Oxbo Rd	0.3	1520	North	**21**	Survey and Design of Multi-use Trail on south side of Oxbo anticipated to begin Autumn 2023 and later be complete in Spring of 2024. Construction anticipated to begin in Summer of 2024.
98	**Oxbo Rd**	Dobbs Rd	800' W of Grimes Bridge Rd	0.3	1550	North	**21**	Survey and Design of Multi-use Trail on south side of Oxbo anticipated to begin Autumn 2023 and later be complete in Spring of 2024. Construction anticipated to begin in Summer of 2024.
99	**Wills Road**	Existing Sidewalk (at GA Power)	Existing Sidewalk 200' S of SR 9	0.0	235	East	**20**	
100	**Chaffin Road (East)**	Oak Knoll Way	Existing sidewalk 220' N or Oak Knoll Way	0.0	220	West	**20**	
101	**Chaffin Road (East)**	Hembree Road	Existing sidewalk N of Hembree Road	0.0	250	East	**20**	
102	**Wills Road**	Existing Sidewalk 630' N of Hembree Road	Existing Sidewalk near entrance to power station	0.1	360	East	**20**	
103	**Mountain Park Road**	Oakhaven Dr	City Limits	0.3	1820	East	**20**	
104	**Pine Grove Road**	W' of Synagouge Enterance	Shallowford Road	0.4	2220	South	**20**	TSPLOST 2 funded project (concept development underway by RDOT)
105	**Coleman Road**	SR 120	200' S of Willeo W	0.4	2345	West	**20**	
106	**Pine Grove Road**	200'E of Harper Cove Dr	Lake Charles Dr	0.6	3365	North	**20**	TSPLOST 2 funded project (concept development underway by RDOT)
107	**Houze Road (SR 140)**	Existing Sidwalk N of Saddle Creek Drive/RRFB	Bradford Drive	0.6	3000	West	**20**	
108	**Houze Road (SR 140)**	Saddle Creek Drive (south leg by pool/tennis)	Existing Sidewalk S of Camber Woods Drive	0.6	3000	East	**20**	
109	**Houze Road (SR 140)**	Roundabout	Saddle Creek Drive/RRFB	0.3	1662	West	**20**	
110	**Jones Road**	Existing Sidewalk E of Heatherwood Way	Shallowford Road	0.4	2030	South	**18**	
111	**Jones Road**	Bowen Road	Existing Sidewalk E of Spring Creek Rd	0.5	2643	North	**18**	

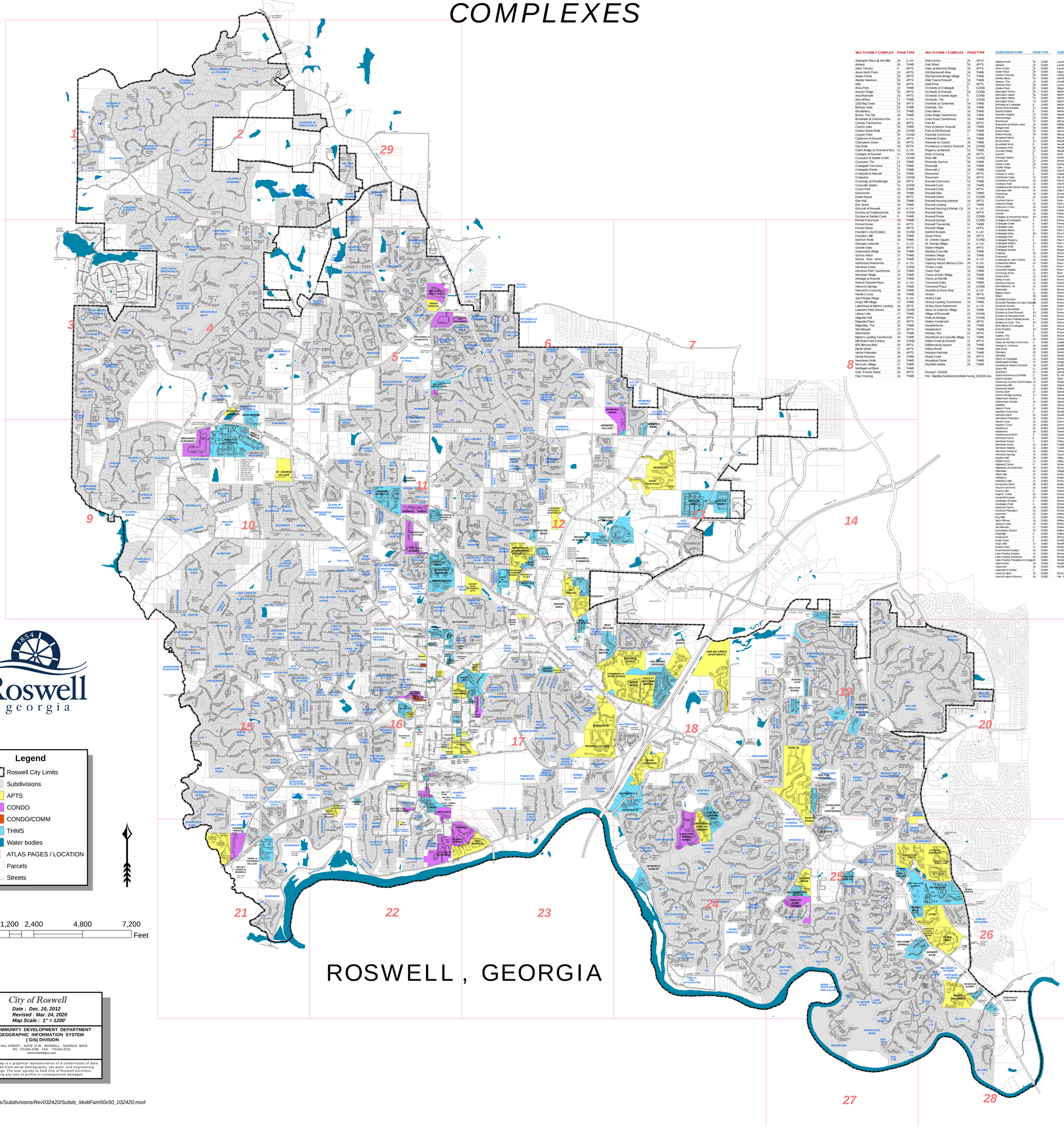
Sidewalk Gap Prioritization Program: October 2023

Arterial and Collector Roads Only

Rank	Project Name	From/At (south/west)	To (north/east)	Length (mi)	Linear Feet	Side of Road	TOTAL SCORE	Staff Comment
112	**Old Dogwood Road**	460' S of Holcomb Bridge Rd	Holcomb Bridge Road (SR 140)	0.1	460	East	**18**	TSPLOST 2 funded project (schedule being developed by RDOT)
113	**Chaffin Road (East)**	Existing sidewalk N of Hembree Road	Northgate Trace	0.3	1450	East	**18**	New Bond funded project - Funding for this project will be included in the second bond issuance, expected 2025
114	**Willeo Road (west)**	Cobb County line	Existing Sidewalk near High Meadows School	0.2	1030	North	**18**	
115	**Martin Rd**	Esther Jackson	Martins Landing Rd	0.3	1500	North	**18**	
116	**Martin Rd**	Riverside Rd	Martin Ridge	0.3	1460	South	**18**	
117	**Steeplechase Drive**	Wyat Dr	#8350	1.4	7230	South	**18**	portions of roadway have large striped area for bikes/pedestrians
118	**Steeplechase Drive**	Wyat Dr	Kids R Kids	1.7	8825	North	**18**	portions of roadway have large striped area for bikes/pedestrians
119	**Upper Hembree Road**	Existing Sidewalk E of Stradford Wood	Existing Sidewalk 450' W of Foe Creek Drive	0.1	660	North	**16**	
120	**Willeo Road (west)**	Existing Sidewalk across from Mosspointe Dr	430' W of Coleman Rd	0.2	1170	North	**15**	
121	**Willeo Road (west)**	Cobb County line	Mosspointe Dr	0.4	2075	South	**15**	
122	**Chaffin Road (East)**	Hembree Road	Existing Sidewalk 150' W of Crabapple Rd	0.6	2970	East	**15**	
123	**King Road**	Existing Sidewalk S of King Circle	Milton City Limits at Kent Road	0.2	1290	West	**15**	
124	**King Road**	Milton City Limits	Milton City Limits	0.4	2200	West	**15**	
125	**Jones Road**	Cobb County line	Jones Road (Jones/Bowen Intersection)	1.0	5160	West	**15**	
126	**Cox Road**	Exisitng Sidewalk E of Old Course	Exisitng Sidewalk @ Fire Station #6	1.8	9555	North	**15**	
127	**Houze Road (SR 140)**	Alpharetta Highway (SR 9/120)	Mansell Road	0.3	1600	East	**13**	
128	**Etris Road**	Cagle Road	Existing Sidewalk S of Etris Walk	0.2	1280	West	**13**	
129	**Scott Road**	Nesbit Entry Drive	Nesbit Ferry Road	0.4	1850	North	**13**	
130	**Upper Hembree Road**	Exisiting Sidewalk 150' E of Stradford Wood	Existing Sidewalk 525' W of Foe Creek Drive	0.1	615	South	**13**	
131	**Cox Road**	Existing Sidewalk E of Old Surrey Place	Milton City Limits (King Road)	0.4	2090	North	**13**	
132	**Coleman Road**	Dove Ct	300' S of Wickerberry	0.6	3160	West	**11**	
133	**Lake Charles Road**	Jones Road	Bradenburgh Way	0.4	2200	East	**10**	
134	**Hembree Road**	Chaffin Road	Crabapple Road	0.5	2870	South	**10**	
135	**Chaffin Road (East)**	Across street from Northgate Pass	Hardscrabble Road	0.6	3000	West	**10**	
136	**Cox Road**	Existing Sidewalk W of Roper Rd	Existing Sidewalk W of King Estates	0.7	3510	South	**10**	
137	**Cox Road**	Cheerokee County Line	Exisitng Sidewalk W of Ansley Way	0.7	3845	South	**10**	
138	**Etris Road**	Cagle Road	550' S of Cox Rd	0.3	1360	East	**8**	
139	**Shallowford Road**	Shagbark Trail	Jones Road	0.3	1400	East	**3**	

Please note:
1) Many sidewalk project scores are equal based on critera. Planning Level Cost Estimates are used to break ties in scoring to determine ranking (lower cost projects are ranked higher when scores are tied).
2) All cost estimates are planning level cost estimates and are subject to change without notice based on new information including, but not limited to, results or findings from future survey, design, preliminary engineering, utility findings, or staff fieldwork or analysis. RDOT continues to udpate and input planning level cost estimates on an ongoing basis.
3) Sidewalk Program only scores and ranks roadways that are designated at Collectors and Arterials type roadways. Sidewalk gaps on neighborhood or subdivision type streets are not ranked in this system.
4) With new TSPLOST 2 being passed by voters in November 2021, RDOT is currently determining the project schedules (that may include sidewalks contained in this list) based on incoming monthly funding revenue generated over the 5 year window (starting in Spring 2022) to determine when projects can be designed and constructed. The tenative schedule will be reviewed by the Mayor and Council at a later TBD date.

SUBDIVISIONS AND MULTI-FAMILY COMPLEXES



MULTI-FAMILY COMPLEX	PAGE	TYPE
Addington Place @ the Mills	16	A. L/V.
Alstead	25	THMS
Arbor Terrace	5	APTS
Arium North Point	13	APTS
Aspen Pointe	18	APTS
Atlantic Newtown	26	APTS
Attis	26	APTS
Arora Park	12	THMS
Autumn Ridge	25	APTS
Avia Riverside	23	APTS
Bent Willow	17	THMS
2200 Big Creek	18	APTS
Bishops Gate	25	THMS
Brickleberry	11	THMS
Bricks, The Old	16	THMS
Brookdale at Chambrel Ros.	12	A. L/V.
Canopy Townhomes	16	APTS
Canton Oaks	16	THMS
Canton Street Walk	16	COND
Canyon Point	25	COND
Catherine of Roswell	12	APTS
Champions Green	25	APTS
City Walk	16	APTS
Claire Bridge at Chambrel Ros.	12	A. L/V.
Cottages of Roswell	11	COND
Courtyard at Saddle Creek	5	COND
Courtyard, The	17	THMS
Crabapple Commons	11	THMS
Crabapple Pointe	11	THMS
Creekside at Mansell	13	THMS
Creekview	16	COND
Crossings at Woodbridge	18	APTS
Crossville Station	11	COND
Crown Park	17	THMS
Devonshire	26	THMS
Drake House	12	APTS
Elan Hall	25	THMS
Elm Street	16	THMS
Elmcroft of Roswell	16	A. L/V.
Enclave at Chattahoochee	16	COND
Enclave at Saddle Creek	5	THMS
Forrest Commons	16	THMS
Forrest Grove	16	APTS
Forrest Street	16	APTS
Founder's Club Estates	16	COND
Founder's Mill	16	THMS
Garrison Walk	16	THMS
Georgian Lakeside	4	A. L/V.
Grande Oaks	12	APTS
Greenwood Village	16	THMS
Grimes Place	17	THMS
Harlow East - West	13	THMS
Hearthstone Retirement	17	A. L/V.
Hembree Creek	7	COND
Hembree Park Townhomes	13	THMS
Hembree Village	13	THMS
Heritage at Roswell	10	THMS
Historic Roswell Place	16	A. L/V.
Holcomb Springs	25	THMS
Holcomb's Crossing	18	THMS
Hunter's Cove	19	THMS
Just People Village	16	A. L/V.
King's Mill Village	16	THMS
Lakehouse at Martins Landing	18	APTS
Lakeview Patio Homes	18	COND
Liberty Lofts	17	THMS
Magnolia Hall	16	APTS
Magnolia Place	12	APTS
Magnolias, The	16	THMS
555 Mansell	12	APTS
Manchester	10	THMS
Martin's Landing Townhomes	18	THMS
Mill Street Park Condos	16	COND
835 Mimosa Blvd.	16	APTS
Myrtle Street	17	APTS
Nesbit Palisades	26	APTS
Nesbit Reserve	26	THMS
Newhaven Walk	12	THMS
Norcross Village	17	THMS
Northgate at Ellard	26	THMS
Oak / Forrest Street	16	APTS
Oak Crossing	16	THMS

MULTI-FAMILY COMPLEX	PAGE	TYPE
Oak Forrest	16	APTS
Oak Street	16	APTS
Oaks at Holcomb Bridge	18	APTS
Old Blacksmith Row	16	THMS
Old Holcomb Bridge Village	17	THMS
Olde Towne Roswell	16	THMS
Opal Drive	17	APTS
Orchards at Crabapple	5	COND
Orchards of Roswell	10	COND
Orchards of Sweet Apple	5	COND
Orchards, The	6	COND
Overlook at Centennial	19	THMS
Overlook, The	16	THMS
Oxbo Manor	16	THMS
Oxbo Ridge Townhomes	16	THMS
Oxbo Road Townhomes	16	THMS
Park 83	19	APTS
Park at Historic Roswell	16	THMS
Park at Old Roswell	17	THMS
Parkside Commons	7	THMS
Parkside Estates	25	THMS
Parkside on Canton	16	THMS
Providence in Historic Roswell	16	COND
Regency at Mansell	12	THMS
River Crossing	18	APTS
River Mill	23	COND
Riverside Summit	26	THMS
Riverwalk	18	THMS
Riverwalk 2	18	THMS
Riverwood	17	APTS
Rosemont	13	APTS
Roswell Commons	12	THMS
Roswell Court	16	THMS
Roswell Creek	17	APTS
Roswell Glen	19	THMS
Roswell Green	11	COND
Roswell Housing Authority	16	APTS
Roswell Landing	17	THMS
Roswell Nursing & Rehab. Ctr.	16	A. L/V.
Roswell Oaks	12	APTS
Roswell Pointe	21	COND
Roswell Springs	22	COND
Roswell Township	11	THMS
Roswell Village	17	APTS
Sanford Estates	25	A. L/V.
Seven Pines	26	APTS
St. Charles Square	17	COND
St. George Village	10	A. L/V.
Station Heights	25	APTS
Sterling Crossville	11	THMS
Swallow Village	16	THMS
Tapestry House	26	A. L/V.
Tapestry House Memory Care	26	A. L/V.
Timber Creek	14	THMS
Tower Park	16	THMS
Towns at East Village	12	THMS
Towns at Old Mill	12	THMS
Townsend Oaks	16	THMS
Townsend Place	16	COND
Veranda at Grove Way	17	A. L/V.
Vickers	16	APTS
Vickery Falls	16	COND
Vickery Landing Townhomes	16	THMS
Vickery Rose Retirement	12	A. L/V.
Views at Coleman Village	21	THMS
Village of Riverwalk	22	COND
Walk at Heritage	10	COND
Walton Centennial	19	APTS
Weatherburne	19	THMS
Weatherford	16	THMS
Wesley, The	22	APTS
Westbrook at Crossville Village	11	THMS
Willeo Creek at Roswell	21	APTS
Williamsburg Square	25	THMS
Willow Brook	17	THMS
Wisteria Parkside	19	THMS
Wood Creek	18	APTS
Woodland Pointe	12	THMS
Wynfield Gables	24	THMS

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File : Mapfiles/Subdivisions/Multi-Family_032420.xlsx

SUBDIVISION NAME	PAGE	TYPE
Adeline Pond	16	SUBD
Alstead	25	SUBD
Arbor Creek	12	SUBD
Arden Place	26	SUBD
Ashley Crossing	26	SUBD
Ashley Manor	15	SUBD
Aspens, The	10	SUBD
Atherton Park	19	SUBD
Azalea Point	22	SUBD
Barrington Farms	19	SUBD
Barrington Gates	16	SUBD
Barrington Manor	11	SUBD
Barrington West	19	SUBD
Berkdale at Crabapple	6	SUBD
Bonne River Estates	17	SUBD
Brand Estates	5	SUBD
Brandon Heights	12	SUBD
Breckenridge	10	SUBD
Brentwood	17	SUBD
Brierstone at Nesbit Lakes	19	SUBD
Bridgecreek	16	SUBD
Bristol Oaks	15	SUBD
Britton Woods	19	SUBD
Broadwell Manor	9	SUBD
Brook Green	11	SUBD
Brookfield West	4	SUBD
Broughton Park	10	SUBD
Camden Ridge	17	SUBD
Carmel	3	SUBD
Carriage Station	17	SUBD
Castle Aire	12	SUBD
Cedar Creek	16	SUBD
Chaffin Ridge	11	SUBD
Charrett	1	SUBD
Charles H. Kirbo	9	SUBD
Charleston Oaks	12	SUBD
Charleston Pointe	15	SUBD
Chatham Park	13	SUBD
Chattahoochee Street Homes	22	SUBD
Cherokee Hills	22	SUBD
Chickering	15	SUBD
Cliffside	22	SUBD
Cochran Farms	5	SUBD
Coleman Ridge	15	SUBD
Coleman's Cove	16	SUBD
Commerce	22	SUBD
Corinth	16	SUBD
Cottages at Horseshoe Bend	26	SUBD
Cottages of Crabapple	6	SUBD
Crabapple Creek	6	SUBD
Crabapple Lake	5	SUBD
Crabapple Manor	6	SUBD
Crabapple Oaks	29	SUBD
Crabapple Parc	5	SUBD
Crabapple Registry	6	SUBD
Crabapple Station	11	SUBD
Crabapple Walk	5	SUBD
Crabapple Woods	6	SUBD
Crabtree	18	SUBD
Cranwood	11	SUBD
Creekside at Lake Charles	15	SUBD
Creekstone Manor	15	SUBD
Crosscrabble	4	SUBD
Crossville Heights	12	SUBD
Crossway Acres	11	SUBD
Darien Park	12	SUBD
Derby Forest	12	SUBD
Devereux Downs	10	SUBD
Earl Mathews, Inc	12	SUBD
Edenvale	5	SUBD
Elgaen Place	11	SUBD
Ellard	28	SUBD
Emerald Orchard	16	SUBD
Emerald Plantation at Lake Charles	15	SUBD
Emerson Woods	6	SUBD
Enclave at Brookfield	4	SUBD
Enclave at East Roswell	25	SUBD
Enclave at Hembree Park	13	SUBD
Estates at the Chattahoochee	4	SUBD
Estates on Eves, The	25	SUBD
Etris Manor at Crabapple	5	SUBD
Eves Estates	24	SUBD
Foxhall	1	SUBD
Gables, The	6	SUBD
Garrison Hill	16	SUBD
Gates at Hamilton Commons	5	SUBD
George E. Coleman	16	SUBD
Glen Eves	25	SUBD
Glenayre	10	SUBD
Glendale	17	SUBD
Glens of Crabapple	11	SUBD
Goldengate Estates	17	SUBD
Goulding at Historic Roswell	16	SUBD
Grace Hill	11	SUBD
Granberry	11	SUBD
Grand Reserve at Litchfield	2	SUBD
Grand Veridian	12	SUBD
Greenway Country Club Estates	12	SUBD
Greenway Hills	11	SUBD
Greenway Manor	11	SUBD
Grimes Bluff	17	SUBD
Grimes Bridge Landing	17	SUBD
Habersham Downs	9	SUBD
Habersham Woods	16	SUBD
Hadfield	3	SUBD
Haley's Pond	10	SUBD
Hamilton Commons	5	SUBD
Hampton Bluff	21	SUBD
Hannaford Plantation	15	SUBD
Harper Cove	15	SUBD
Hawker's Cove	12	SUBD
Hawthorne	15	SUBD
Heatherton	18	SUBD
Heathenwood North	5	SUBD
Hembree Farms	6	SUBD
Hembree Forest	7	SUBD
Hembree Grove	12	SUBD
Hembree Heights	12	SUBD
Hembree Preserve	12	SUBD
Hembree Springs	13	SUBD
Heydon Hall	29	SUBD
Hidden Pond	16	SUBD
Highland Colony	3	SUBD
Highlands at Centennial	19	SUBD
Hillandale	21	SUBD
Hilton Hills	11	SUBD
Hollyberry	12	SUBD
Hollyberry Hills	12	SUBD
Horseshoe Bend	25	SUBD
Houze Commons	13	SUBD
Houze Lake	6	SUBD
Hugh E. Coker	22	SUBD
Huntehill Estates	15	SUBD
Huntington Estates	4	SUBD
Huntington Park	4	SUBD
Hunteick Farms	16	SUBD
Hunteick Plantation	15	SUBD
Inverness	21	SUBD
Ivey Mills	11	SUBD
Jack Pittman	16	SUBD
Jackson Lake	16	SUBD
Joe Mansell	17	SUBD
Kensington Square	19	SUBD
Kingsridge	4	SUBD
Kingswood	5	SUBD
Kings Grant	24	SUBD
King's Mill	17	SUBD
Kveton Park	11	SUBD
Knoll Woods	16	SUBD
Lake Charles Estates	15	SUBD
Lake Charles Plantation	10	SUBD
Lake Charles Plantation on Indigo	15	SUBD
Lake Forest	18	SUBD
Lakemont	15	SUBD
Lakeside at Ansley	1	SUBD
Land of Lakes	16	SUBD
Land of Lakes Reserve	16	SUBD

SUBDIVISION NAME	PAGE	TYPE
Laurel Lake	3	SUBD
Laurelbrook	10	SUBD
Laurian Park	3	SUBD
Legacy Village	11	SUBD
Liberty Square	18	SUBD
Litchfield Estates	1	SUBD
Litchfield Hundred	1	SUBD
Lynwood Place	16	SUBD
Magnolia Walk	16	SUBD
Martin's Landing-Hillside	18	SUBD
Martin's Landing-North Pond East	18	SUBD
Martin's Landing-Northshore	24	SUBD
Martin's Landing-Parkside	18	SUBD
Martin's Landing-Six Branches	24	SUBD
Martin's Landing-Southshore	24	SUBD
Martin's Landing-Woodfield	25	SUBD
Meadowood	17	SUBD
Meeting Street	10	SUBD
Michael's Pond	11	SUBD
Middleton Place	11	SUBD
Millbrook	17	SUBD
Morris Manor	12	SUBD
Mossponte	15	SUBD
Mountainwell Commons	3	SUBD
Nesbit Lakes	19	SUBD
Nesbit Reserve	26	SUBD
Nesbit Ridge	25	SUBD
Nesbit Woods	19	SUBD
North Point	15	SUBD
Northcliff	24	SUBD
Northgate	11	SUBD
Northpointe Oaks	19	SUBD
Oak Lane	11	SUBD
Oak Ridge Run	16	SUBD
Oakland Hills	15	SUBD
Old Alabama Place	19	SUBD
Old Oak Commons	16	SUBD
Old Roswell Corners	13	SUBD
Old Surrey Place	2	SUBD
Olde Roswell	11	SUBD
Orchard Lake	11	SUBD
Overlook at Litchfield	2	SUBD
Oxbo Bluffs	16	SUBD
Park at Roswell	15	SUBD
Park Bridge	16	SUBD
Parkwest on Crabapple	11	SUBD
Parkside	17	SUBD
Parkside Estates	25	SUBD/THMS
Parkwood	6	SUBD
Pembroke Hill	17	SUBD
Pine Grove	15	SUBD
Pine Grove Bluff	15	SUBD
Pine Grove Estates	16	SUBD
Pine Hurst	11	SUBD
Pine Needles	16	SUBD
Pine Valley Estates	17	SUBD
Reed Farm	12	SUBD
Regents Court	16	SUBD
Reminisce	5	SUBD
Reserve at Coleman	21	SUBD
Reserve at Crabapple	6	SUBD
River Lake Shores	17	SUBD
River Oak	11	SUBD
River Ridge	16	SUBD
River Terrace	24	SUBD
Riverbirch Glen	15	SUBD
Rivercrest	26	SUBD
Riverfalls	25	SUBD
Riverside Hills	23	SUBD
Riverside Landing	28	SUBD
Riverside Park at the Chattahoochee	28	SUBD
Riversong	25	SUBD
Riverview Estates	22	SUBD
Riverwood Acres	26	SUBD
Robinwood Estates	15	SUBD
Rock Creek Acres	17	SUBD
Roswell Chase	19	SUBD
Roswell Farms	16	SUBD
Roswell Heights	17	SUBD
Roswell Hills	16	SUBD
Roswell Manor	18	SUBD
Roswell Mill Properties	15	SUBD
Roswell North	11	SUBD
Roswell Place	11	SUBD
Roswell Station	11	SUBD
Saddle Creek	6	SUBD
Saddle Crossing	29	SUBD
Saddlebrook Forest	5	SUBD
Sentinel on the River	25	SUBD
Shadowbrook	17	SUBD
Shadowood	17	SUBD
Shagbark	10	SUBD
Shallowford Park	15	SUBD
Spring Creek	10	SUBD
Spring Ridge	19	SUBD
St. Raphael	25	SUBD
State Street at Devereux Downs	10	SUBD
Steeple Chase	9	SUBD
Stevens Hollow	6	SUBD
Stewater Shade	11	SUBD
Stonebridge	17	SUBD
Stonegate	10	SUBD
Stonegrove	16	SUBD
Stonehedge	10	SUBD
Stonemoor	10	SUBD
Stoneyck	19	SUBD
Stradford Wood	6	SUBD
Studdford	19	SUBD
Summerhill Estates	29	SUBD
Summerhill Farm	5	SUBD
Summit at Hardscrabble	5	SUBD
Sweet Apple Crossing	2	SUBD
Tarmen on the River	17	SUBD
Taylor Oaks	7	SUBD
Terramont	19	SUBD
Tollwood	16	SUBD
Traditions at Roswell	4	SUBD
Tuxedo Valley Estates	17	SUBD
Twelvestones Township	25	SUBD
Tyson's Corner	19	SUBD
Valley Forge Estates	17	SUBD
Valley Woods	18	SUBD
Vickery Creek	17	SUBD
Victory Ridge	17	SUBD
Village on Pine	16	SUBD
Walnutwood Trail	5	SUBD
Waldridge	10	SUBD
Warsaw Acres	17	SUBD
Waterford	15	SUBD
Waverly Hall	9	SUBD
Wavetree Cove	11	SUBD
Westwind	10	SUBD
Wexford	5	SUBD
Whisper Wood	10	SUBD
Whitehall	12	SUBD
Whitingham Park	4	SUBD
Wickerberry	16	SUBD
Willowcrest at Upper Hembree	6	SUBD
Willowood Springs	9	SUBD
Willow Woods	15	SUBD
Willow Creek	5	SUBD
Willow Run	10	SUBD
Willow Springs w/ (Golf Course)	19	SUBD
Willow Springs (Old Roswell)	22	SUBD
Wilson Glen	10	SUBD
Windfaire East / West / 3	24	SUBD
Windflower	16	SUBD
Windsor	11	SUBD
Windsor Forest	12	SUBD
Windy Pines	16	SUBD
Wingfield Gates	11	SUBD
Woodfall	11	SUBD
Wrightwood	17	SUBD
Wyfield Estates	5	SUBD

Revised : 032420
File : Mapfiles/Subdivisions/SubdivisionsList_032420.xlsx

Walk, Bike, and Roll to School Roswell

Esther Jackson Elementary School

Legend

Walking Time to School

Based on the walking speed of the average 6 year old

- 20- 25 Minutes
- 15 - 20 Minutes
- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes

Signalized Pedestrian Crossing

Schools

- Elementary School
- Middle School
- High School

Sidewalks

Roads

Buildings

Roswell City Limits

N W E S

1 inch equals 1,167 feet

0 0.05 0.1 0.2 Miles

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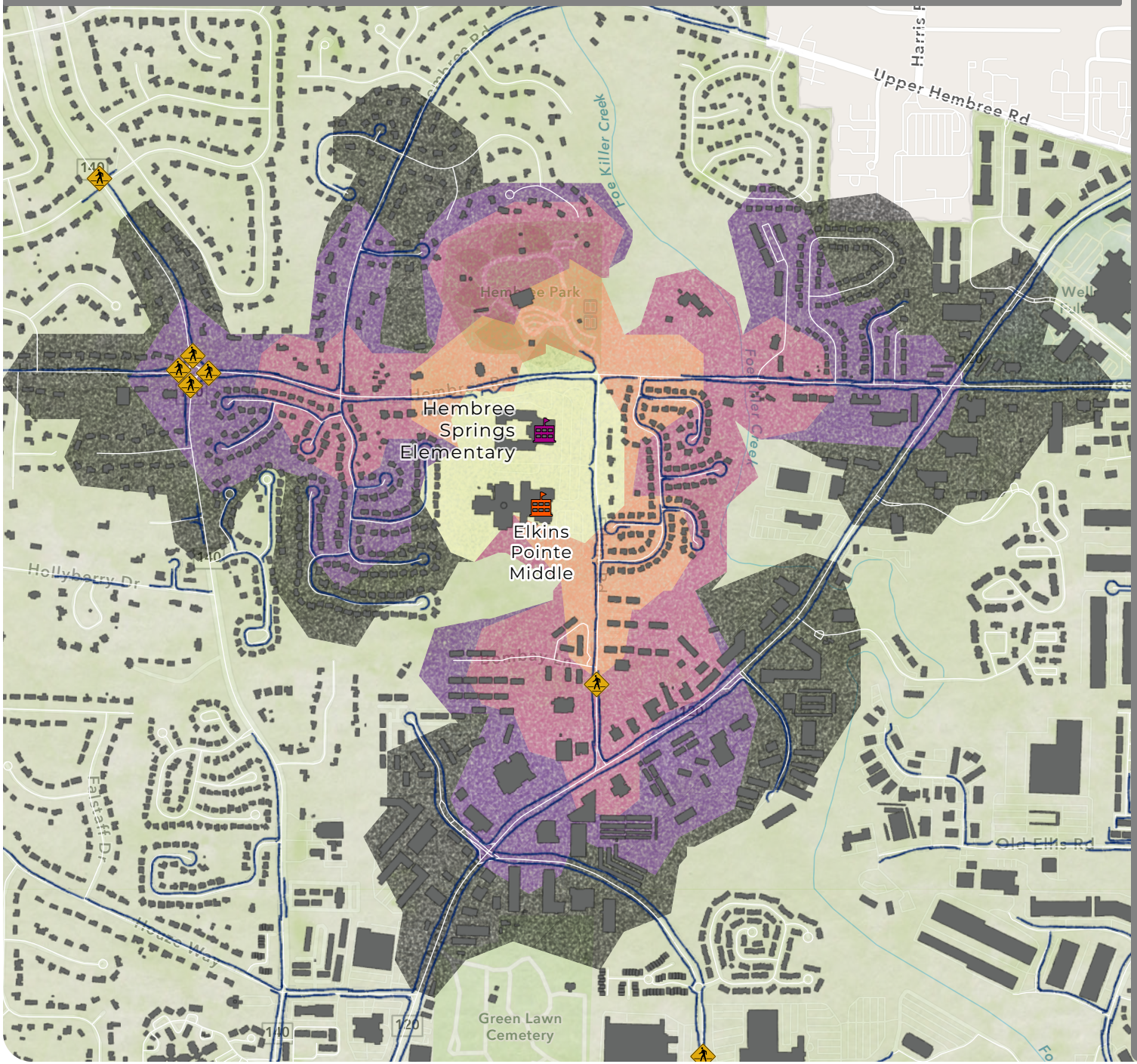
ROSWELL DOT

WALK BIKE & ROLL TO SCHOOL

SAFE ROUTES TO SCHOOL

Walk, Bike, and Roll to School Roswell

Hembree Springs Elementary School



Legend

Walking Time to School

Based on the walking speed of the average 6 year old

- 20- 25 Minutes
- 15 - 20 Minutes
- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes

Signalized Pedestrian Crossing

Schools

- Elementary School
- Middle School
- High School

Sidewalks

Roads

Buildings

Roswell City Limits

N W E S

1 inch equals 1,250 feet

0 0.05 0.1 0.2 Miles

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ROSWELL DOT

WALK BIKE & ROLL TO SCHOOL

SAFE ROUTES TO SCHOOL

Walk, Bike, and Roll to School Roswell

Hillside Elementary School

Legend

Walking Time to School

Based on the walking speed of the average 6 year old

- 20- 25 Minutes
- 15 - 20 Minutes
- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes

Signalized Pedestrian Crossing

Schools

- Elementary School
- Middle School
- High School

Sidewalks

Roads

Buildings

Roswell City Limits

N W E S

1 inch equals 1,125 feet

0 0.05 0.1 0.2 Miles

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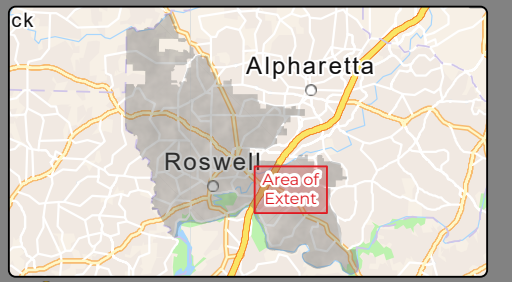


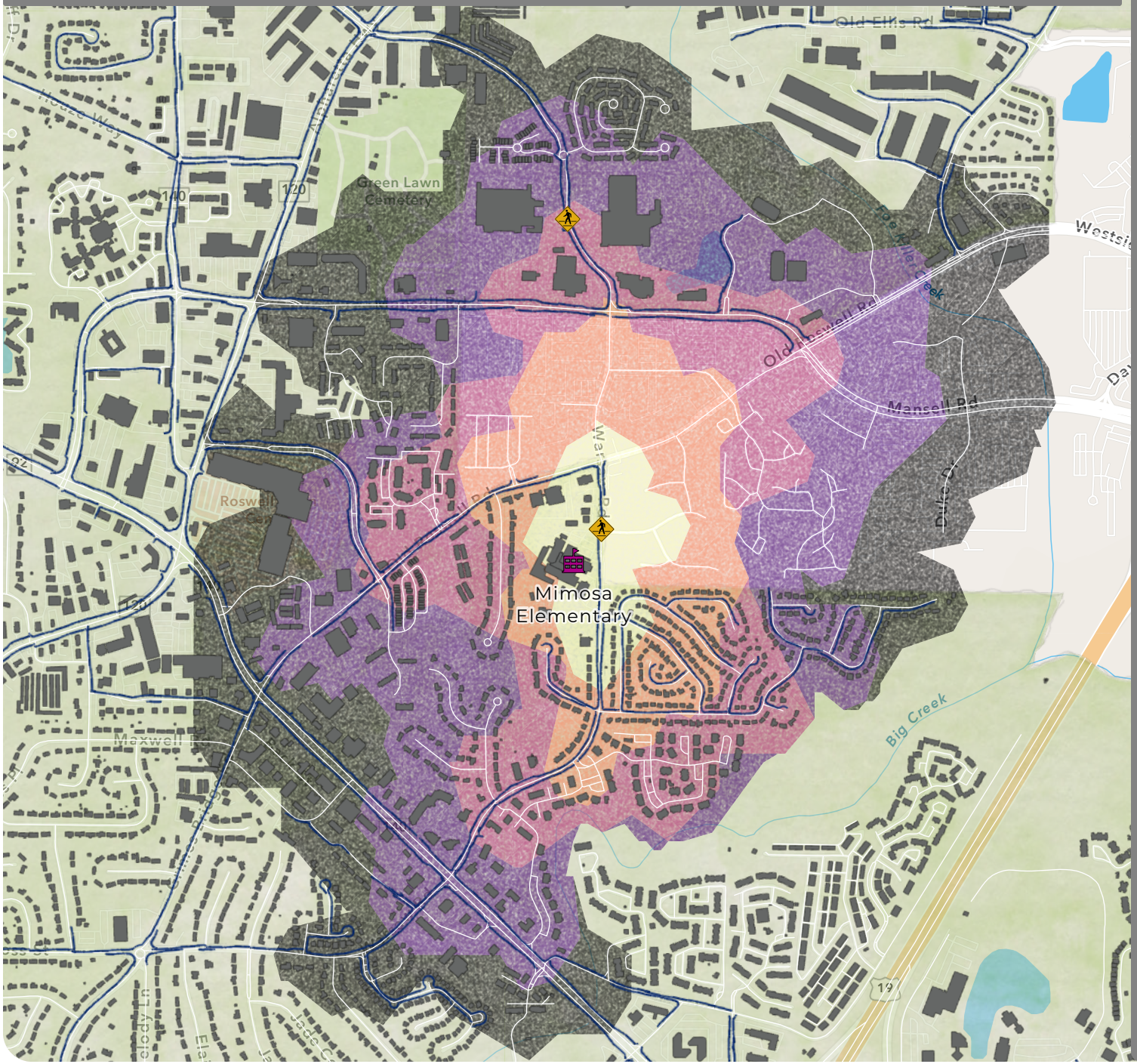
ROSWELL DOT

WALK BIKE & ROLL TO SCHOOL

SAFE ROUTES TO SCHOOL

Walk, Bike, and Roll to School Roswell

Mimosa Elementary School



Legend

Walking Time to School

Based on the walking speed of the average 6 year old

- 20- 25 Minutes
- 15 - 20 Minutes
- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes

Signalized Pedestrian Crossing

Schools

- Elementary School
- Middle School
- High School

Sidewalks

Roads

Buildings

Roswell City Limits

N W E S

1 inch equals 1,350 feet

0 0.07 0.15 0.3 Miles

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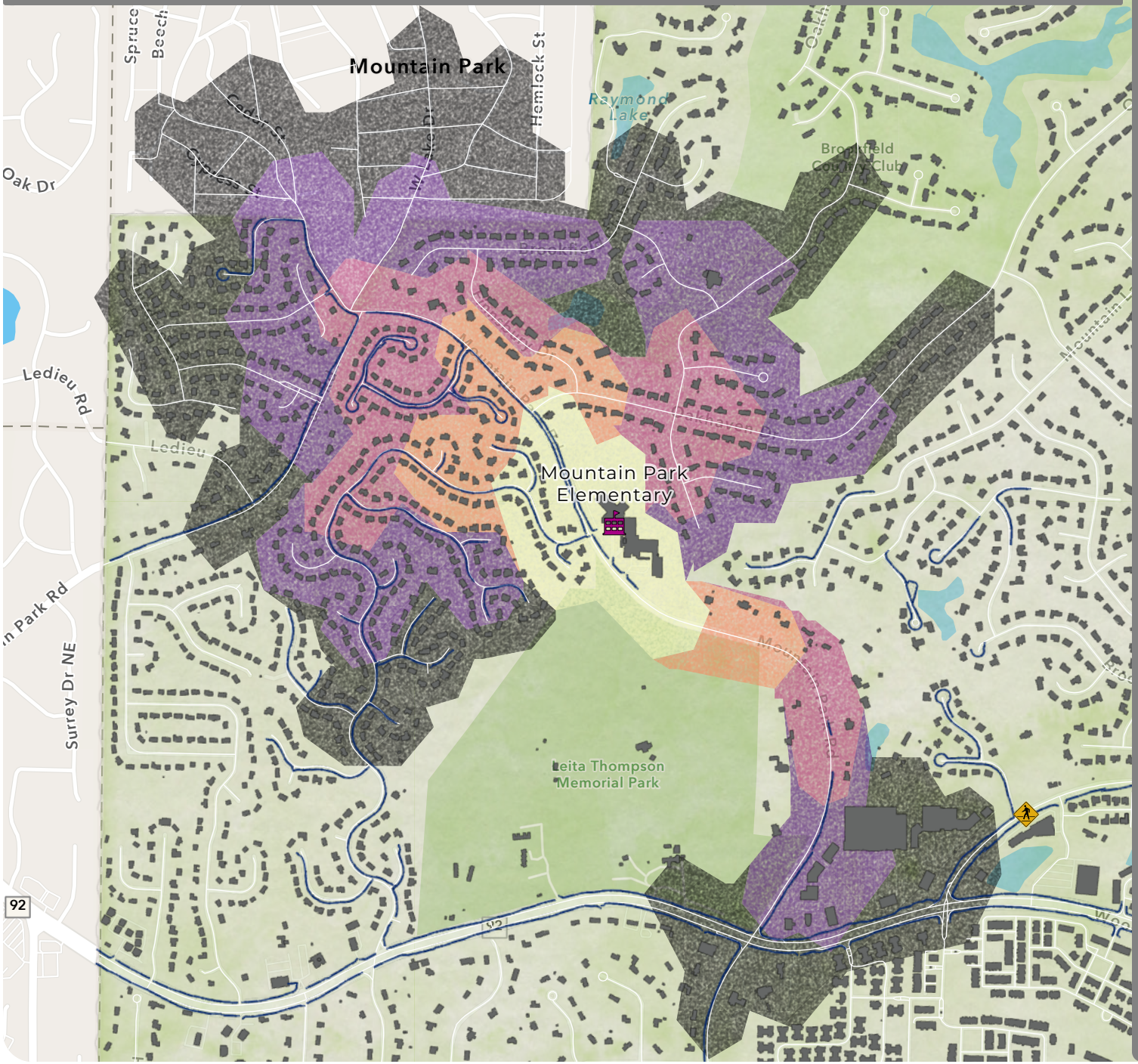
ROSWELL DOT

WALK BIKE & ROLL TO SCHOOL

SAFE ROUTES TO SCHOOL

Walk, Bike, and Roll to School Roswell

Mountain Park Elementary School



Legend

Walking Time to School

Based on the walking speed of the average 6 year old

- 20- 25 Minutes
- 15 - 20 Minutes
- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes

Signalized Pedestrian Crossing

Schools

- Elementary School
- Middle School
- High School

Sidewalks

Roads

Buildings

Roswell City Limits

N W E S

1 inch equals 1,216 feet

0 0.05 0.1 0.2 Miles

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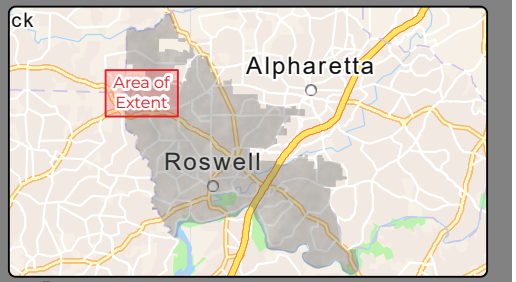


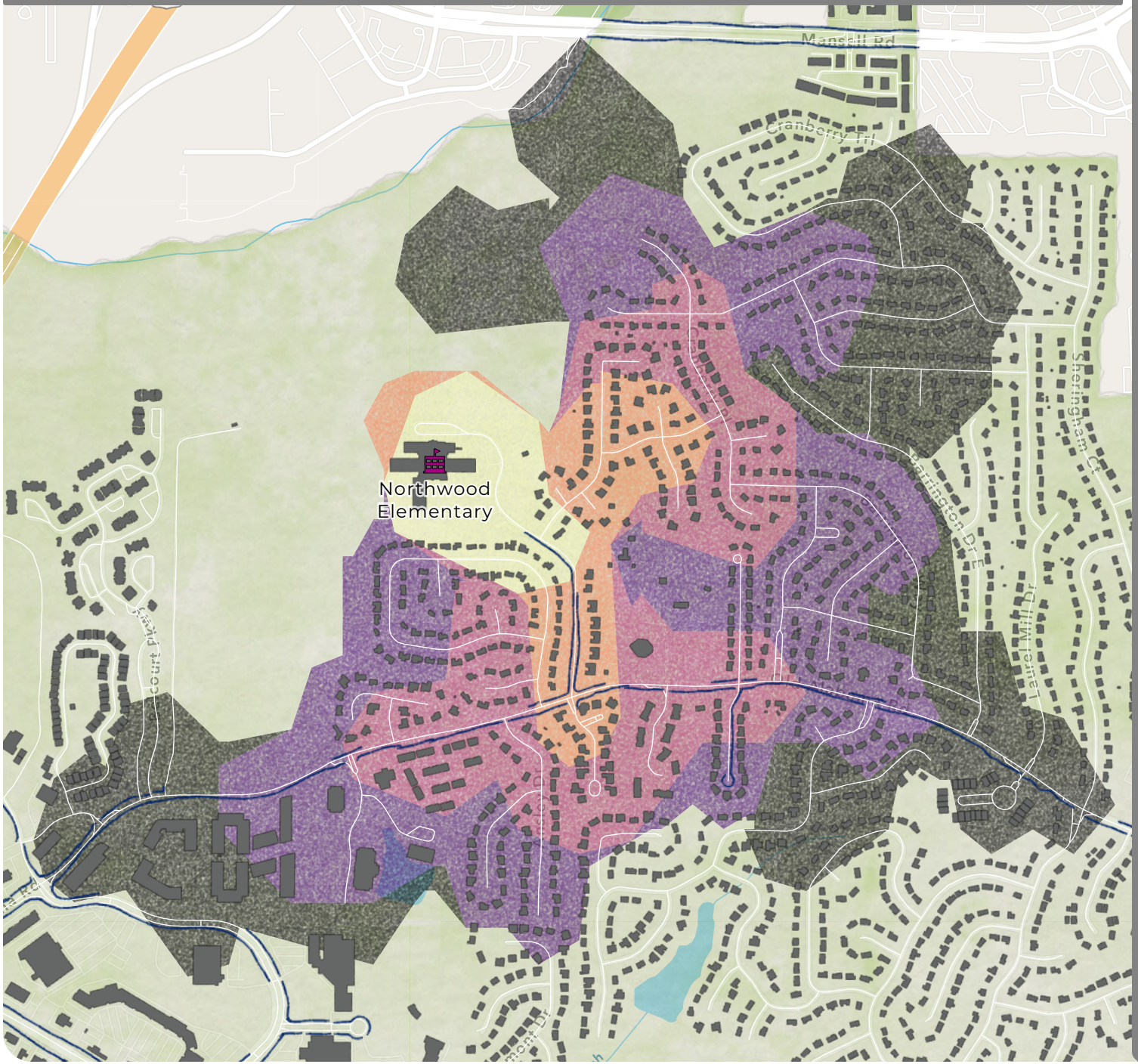
ROSWELL DOT

WALK BIKE & ROLL TO SCHOOL

SAFE ROUTES TO SCHOOL

Walk, Bike, and Roll to School Roswell

Northwood Elementary School



Legend

Walking Time to School

Based on the walking speed of the average 6 year old

- 20- 25 Minutes
- 15 - 20 Minutes
- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes

Signalized Pedestrian Crossing

Schools

- Elementary School
- Middle School
- High School

Sidewalks

Roads

Buildings

Roswell City Limits

N W E S

1 inch equals 958 feet

0 0.05 0.1 0.2 Miles

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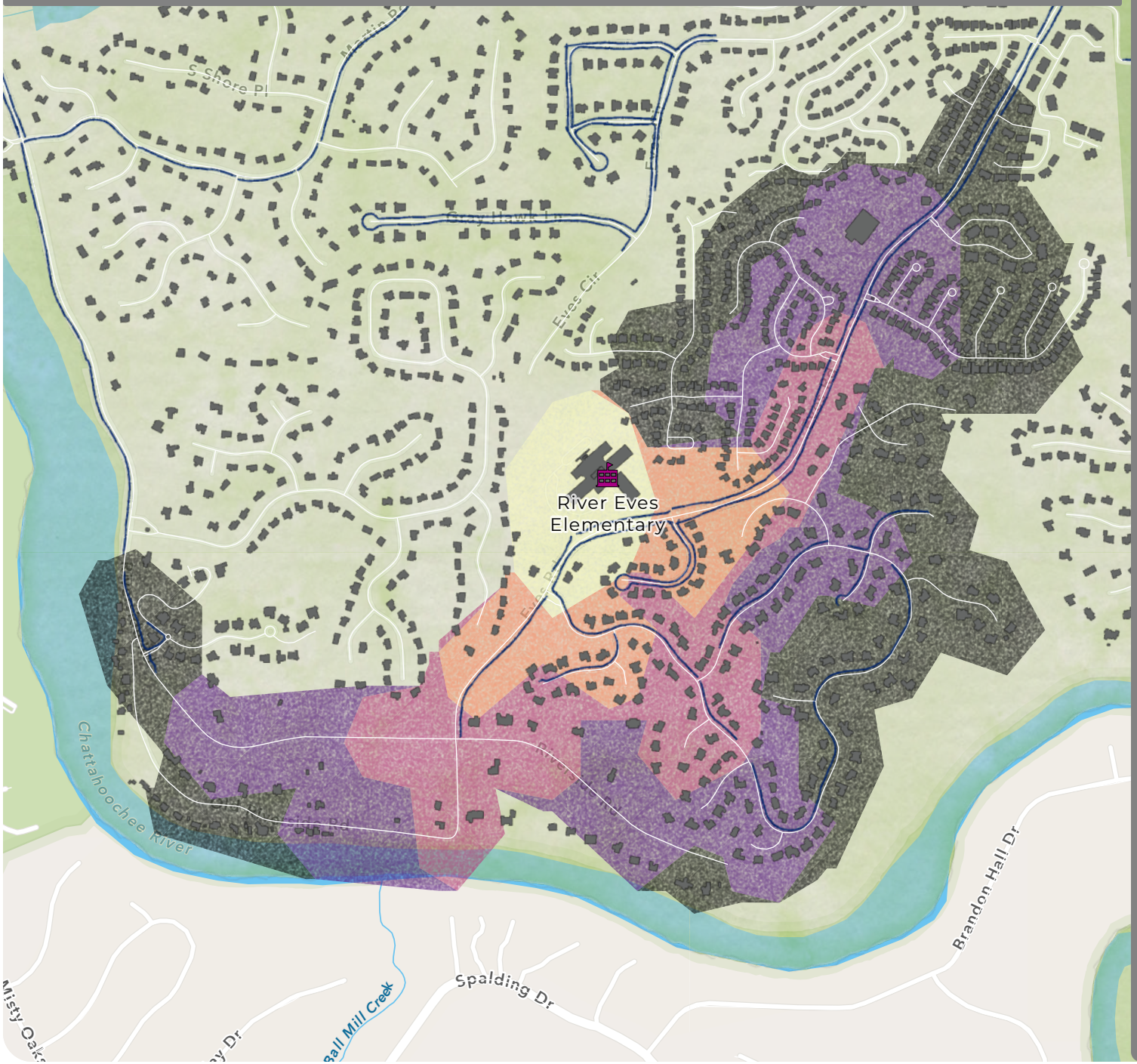
ROSWELL DOT

WALK BIKE & ROLL TO SCHOOL

SAFE ROUTES TO SCHOOL

Walk, Bike, and Roll to School Roswell

River Eves Elementary School



Legend

Walking Time to School

Based on the walking speed of the average 6 year old

- 20- 25 Minutes
- 15 - 20 Minutes
- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes

Signalized Pedestrian Crossing

Schools

- Elementary School
- Middle School
- High School

Sidewalks

Roads

Buildings

Roswell City Limits

N W E S

1 inch equals 1,042 feet

0 0.05 0.1 0.2 Miles

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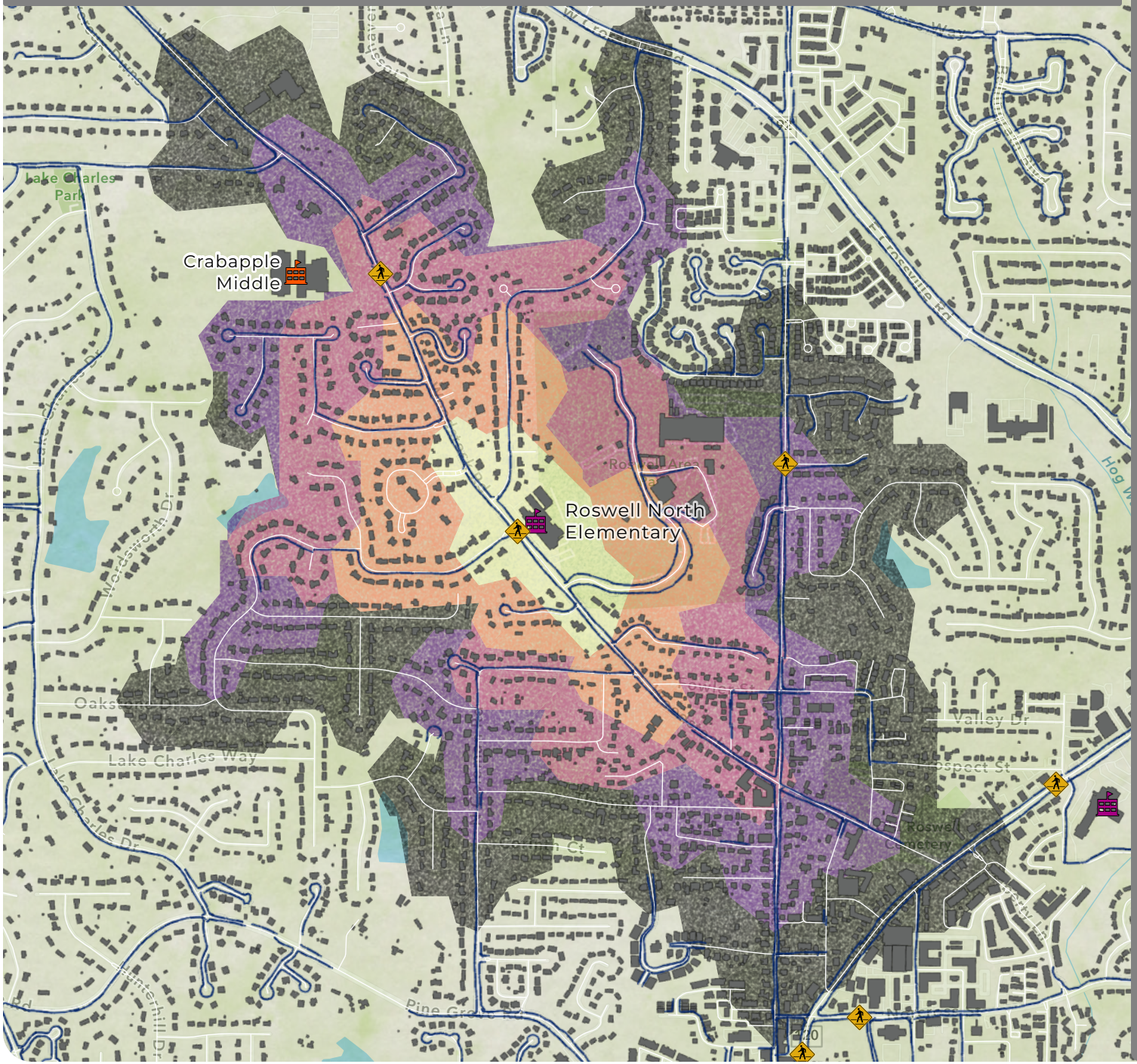
ROSWELL DOT

WALK BIKE & ROLL TO SCHOOL

SAFE ROUTES TO SCHOOL

Walk, Bike, and Roll to School Roswell

Roswell North Elementary School



Legend

Walking Time to School

Based on the walking speed of the average 6 year old

- 20- 25 Minutes
- 15 - 20 Minutes
- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes

Signalized Pedestrian Crossing

Schools

- Elementary School
- Middle School
- High School

Sidewalks

Roads

Buildings

Roswell City Limits

N W E S

1 inch equals 1,333 feet

0 0.07 0.15 0.3 Miles

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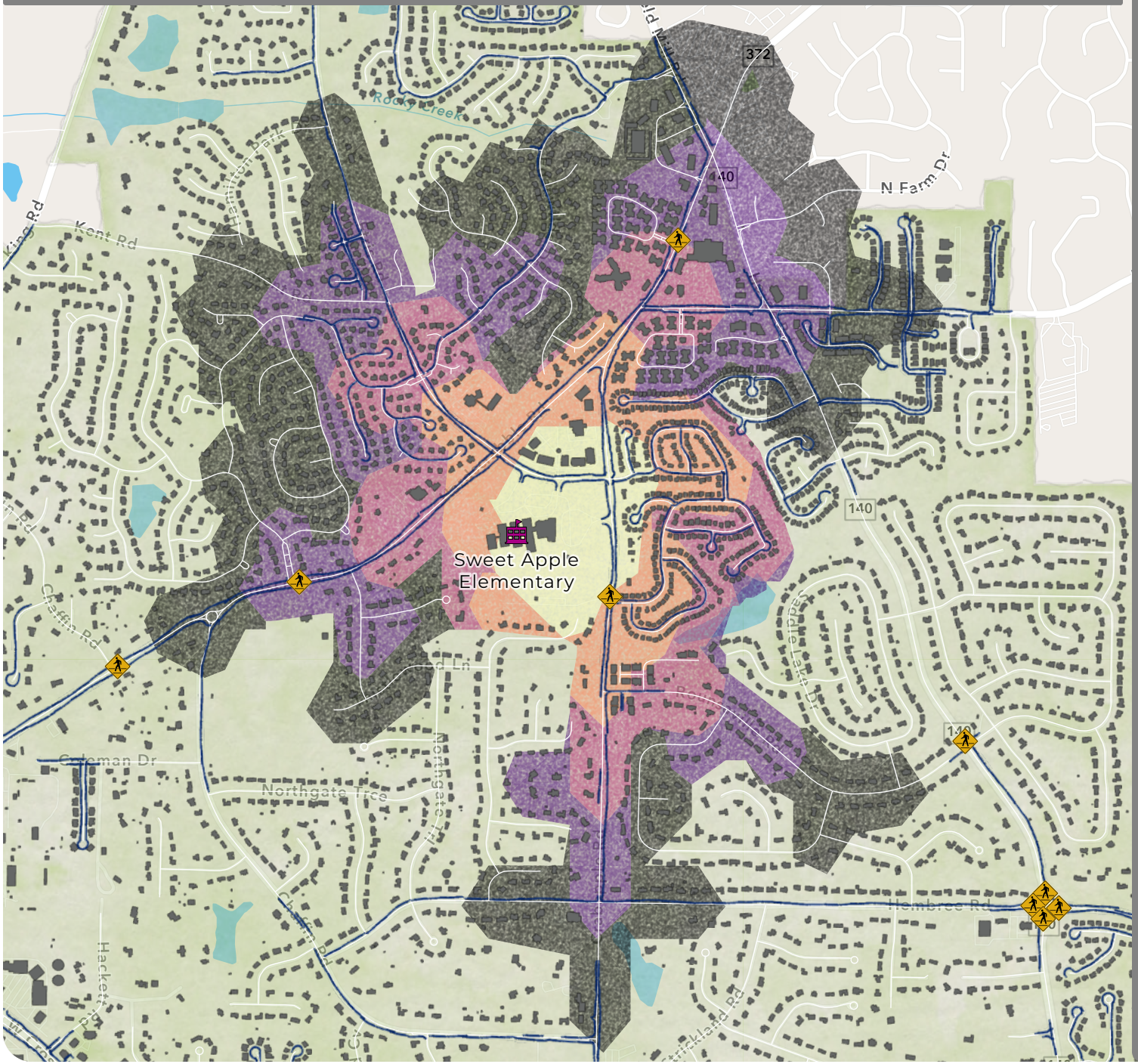
ROSWELL DOT

WALK BIKE & ROLL TO SCHOOL

SAFE ROUTES TO SCHOOL

Walk, Bike, and Roll to School Roswell

Sweet Apple Elementary School



Legend

Walking Time to School

Based on the walking speed of the average 6 year old

- 20- 25 Minutes
- 15 - 20 Minutes
- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes

Signalized Pedestrian Crossing

Schools

- Elementary School
- Middle School
- High School

Sidewalks

Roads

Buildings

Roswell City Limits

N W E S

1 inch equals 1,458 feet

0 0.07 0.15 0.3 Miles

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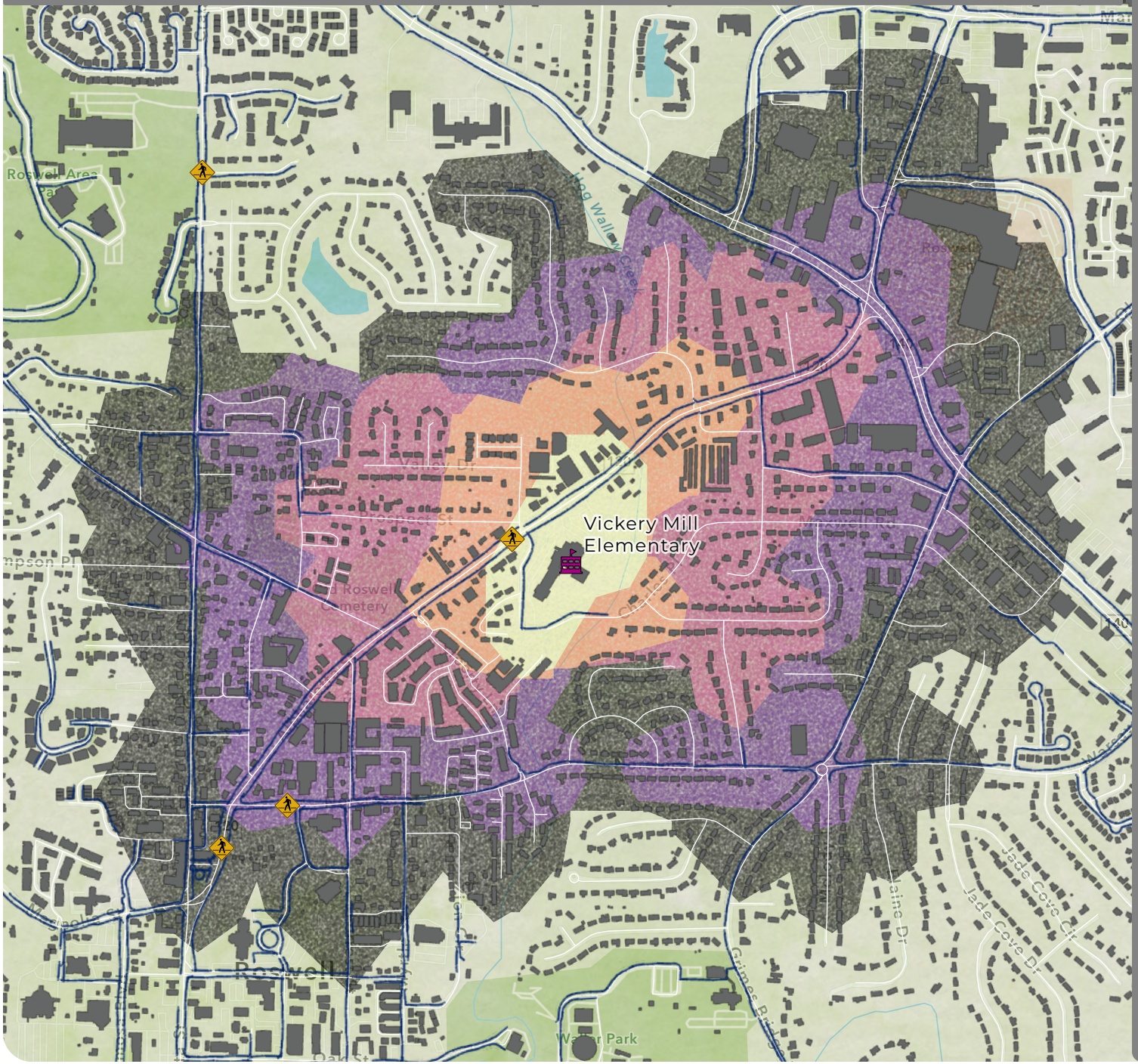
ROSWELL DOT

WALK BIKE & ROLL TO SCHOOL

SAFE ROUTES TO SCHOOL

Walk, Bike, and Roll to School Roswell

Vickery Mill Elementary School



Legend

Walking Time to School

Based on the walking speed of the average 6 year old

- 20- 25 Minutes
- 15 - 20 Minutes
- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes

Signalized Pedestrian Crossing

Schools

- Elementary School
- Middle School
- High School

Sidewalks

Roads

Buildings

Roswell City Limits

N W E S

1 inch equals 1,167 feet

0 0.05 0.1 0.2 Miles

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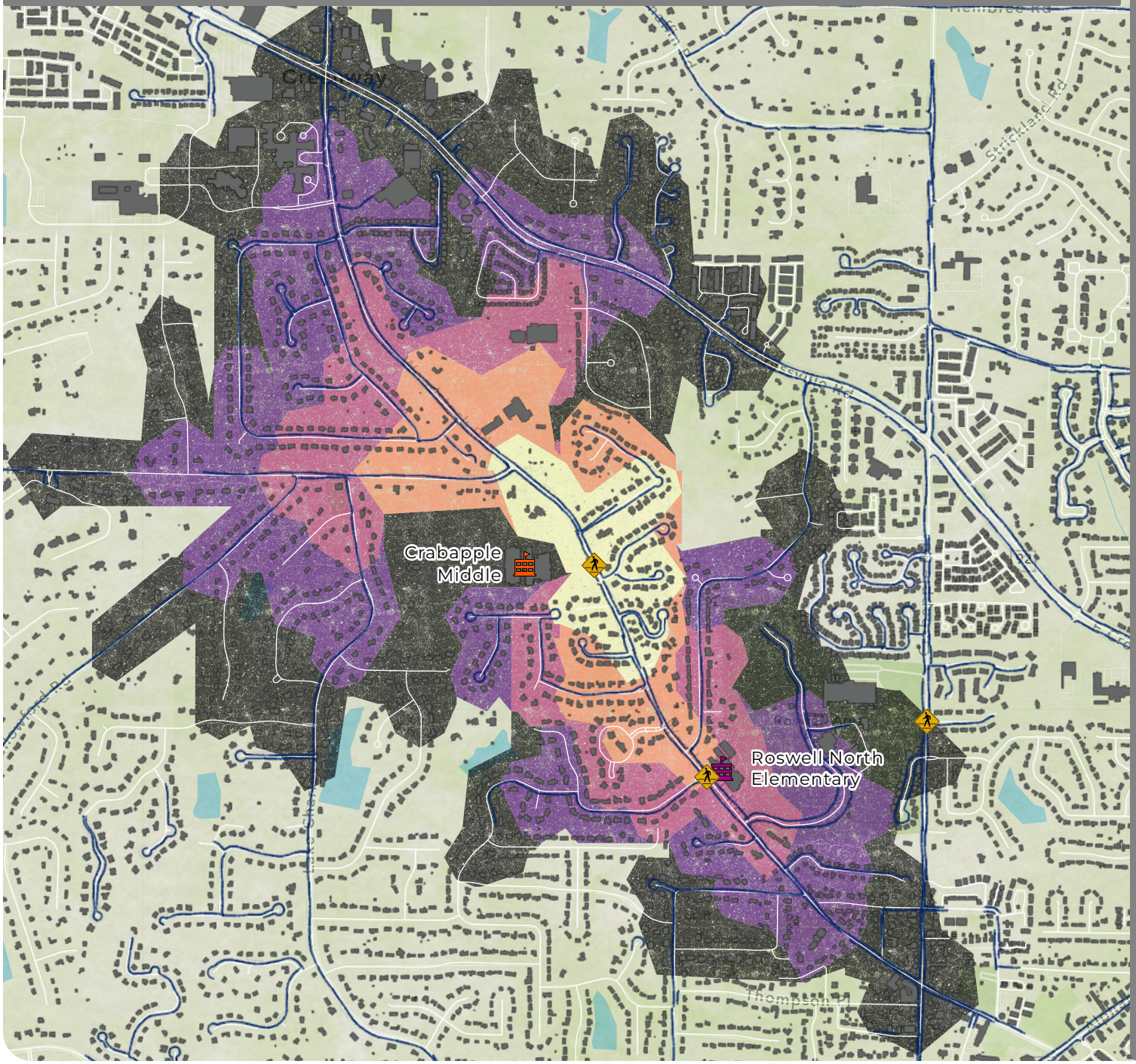
ROSWELL DOT

WALK BIKE & ROLL TO SCHOOL

SAFE ROUTES TO SCHOOL

Walk, Bike, and Roll to School Roswell

Crabapple Middle School



Legend

Walking Time to School

Based on the walking speed of the average 11 year old

- 20 - 25 Minutes
- 15 - 20 Minutes
- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes

Signalized Pedestrian Crossing

Schools

- Elementary School
- Middle School
- High School

Sidewalks

Roads

Buildings

Roswell City Limits

N W E S

1 inch equals 1,621 feet

0 0.07 0.15 0.3 Miles

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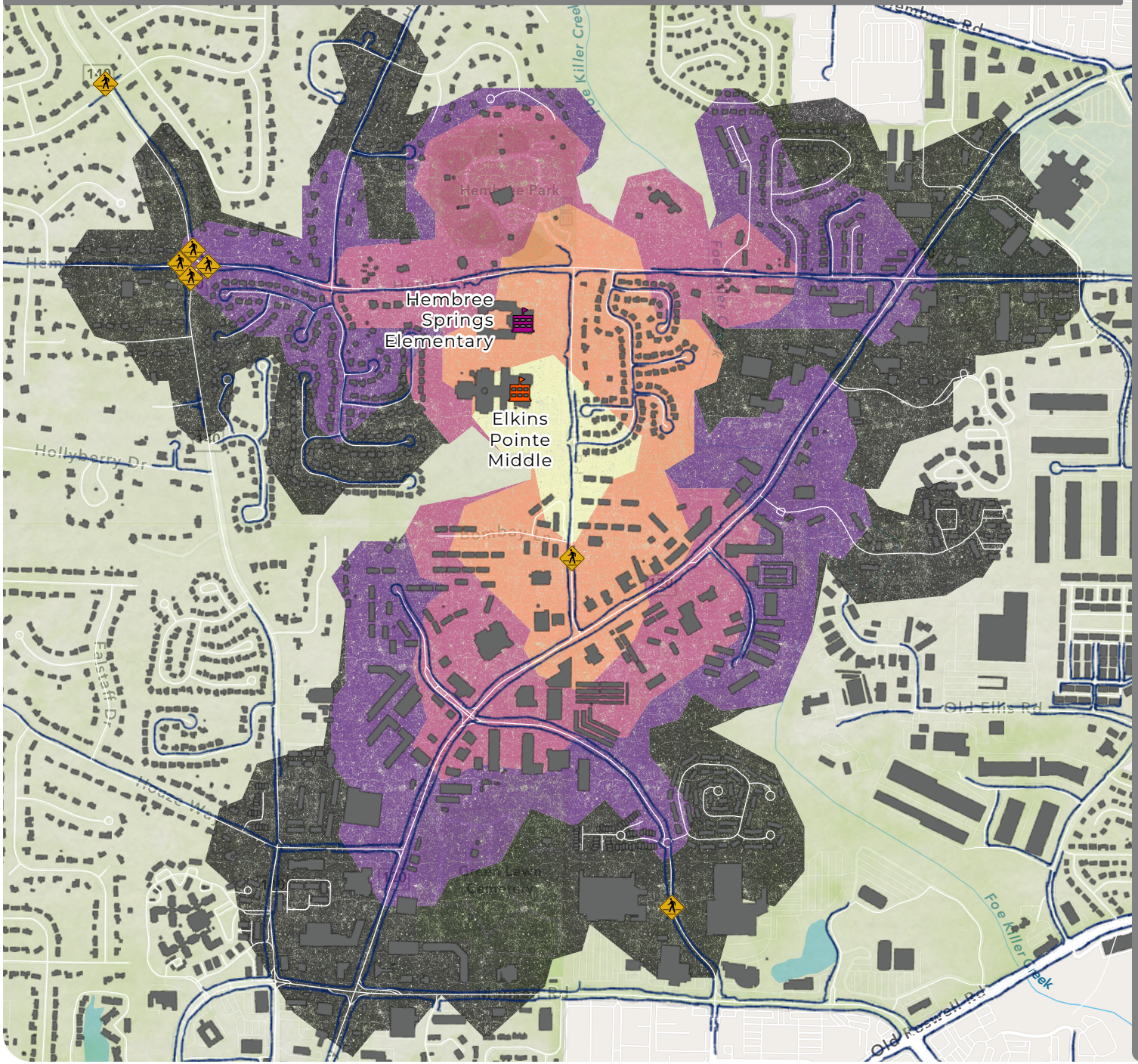
ROSWELL DOT

WALK BIKE & ROLL TO SCHOOL

SAFE ROUTES TO SCHOOL

Walk, Bike, and Roll to School Roswell

Elkins Pointe Middle School



Legend

Walking Time to School

Based on the walking speed of the average 11 year old

- 20 - 25 Minutes
- 15 - 20 Minutes
- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes

Signalized Pedestrian Crossing

Schools

- Elementary School
- Middle School
- High School

Sidewalks

Roads

Buildings

Roswell City Limits

N W E S

1 inch equals 1,333 feet

0 0.07 0.15 0.3 Miles

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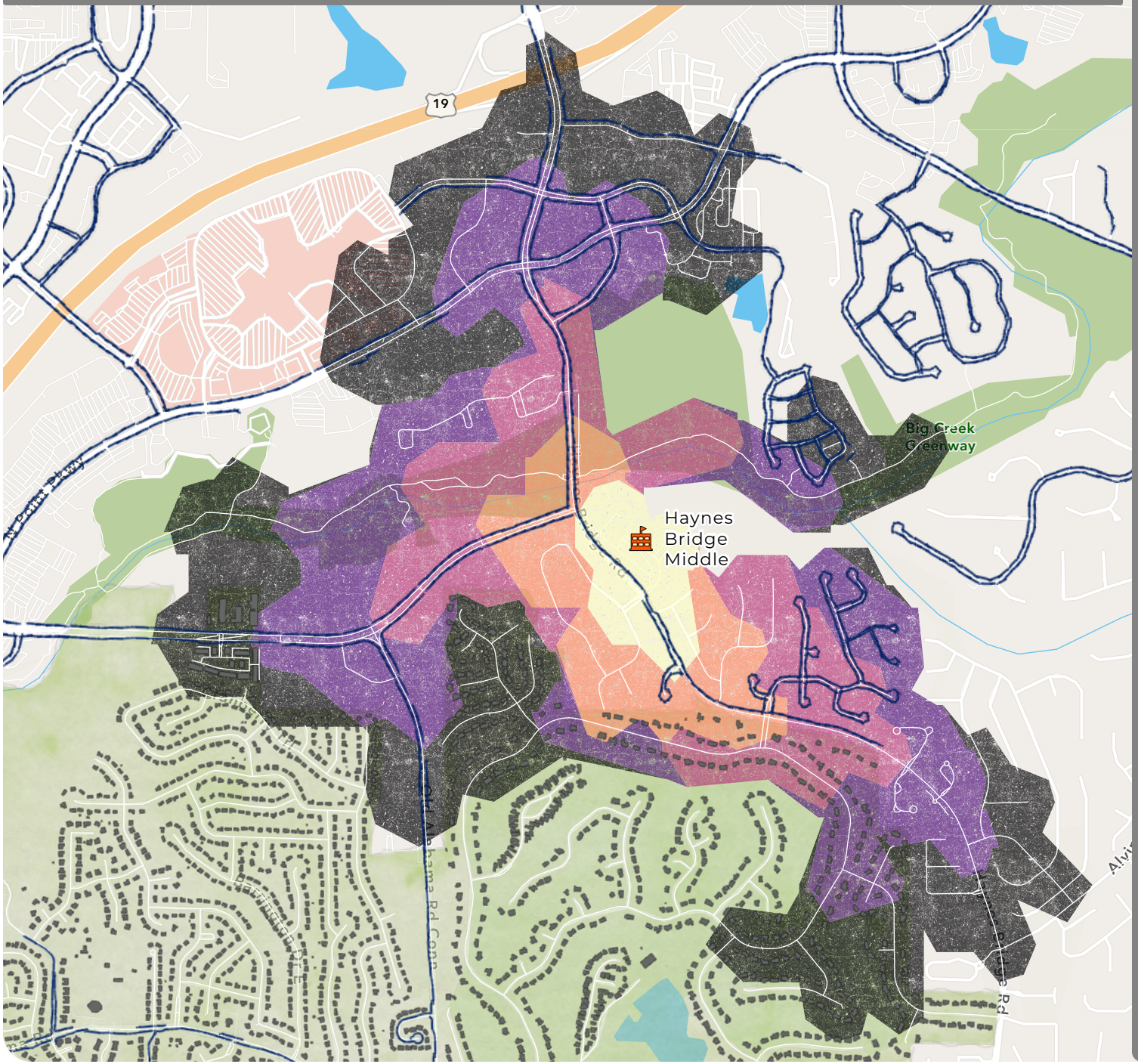
Walk, Bike, and Roll to School Roswell

Haynes Bridge Middle School



Legend

Walking Time to School

Based on the walking speed of the average 11 year old

- 20 - 25 Minutes
- 15 - 20 Minutes
- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes

Signalized Pedestrian Crossing

Schools

- Elementary School
- Middle School
- High School

Sidewalks

Roads

Buildings

Roswell City Limits

N W E S

1 inch equals 1,583 feet

0 0.07 0.15 0.3 Miles

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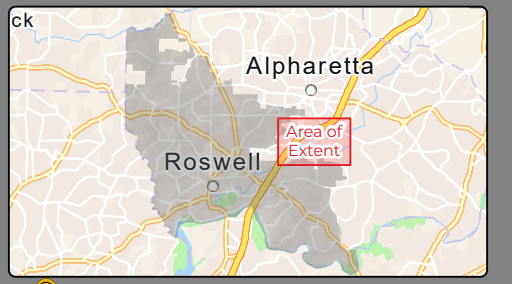


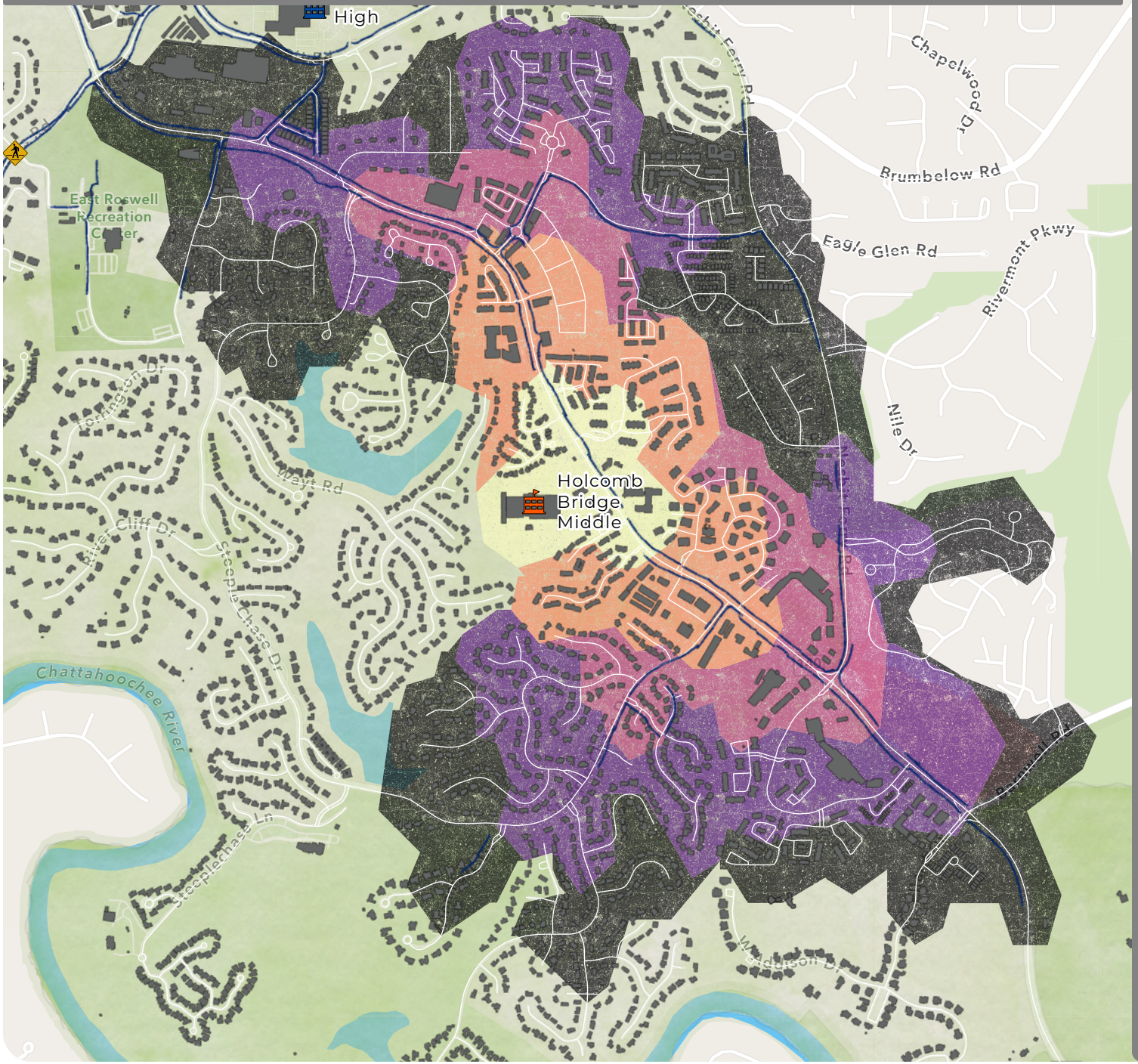
ROSWELL DOT

WALK BIKE & ROLL TO SCHOOL

SAFE ROUTES TO SCHOOL

Walk, Bike, and Roll to School Roswell

Holcomb Bridge Middle School



Legend

Walking Time to School

Based on the walking speed of the average 11 year old

- 20 - 25 Minutes
- 15 - 20 Minutes
- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes

Signalized Pedestrian Crossing

Schools

- Elementary School
- Middle School
- High School

Sidewalks

Roads

Buildings

Roswell City Limits

N W E S

1 inch equals 1,417 feet

0 0.07 0.15 0.3 Miles

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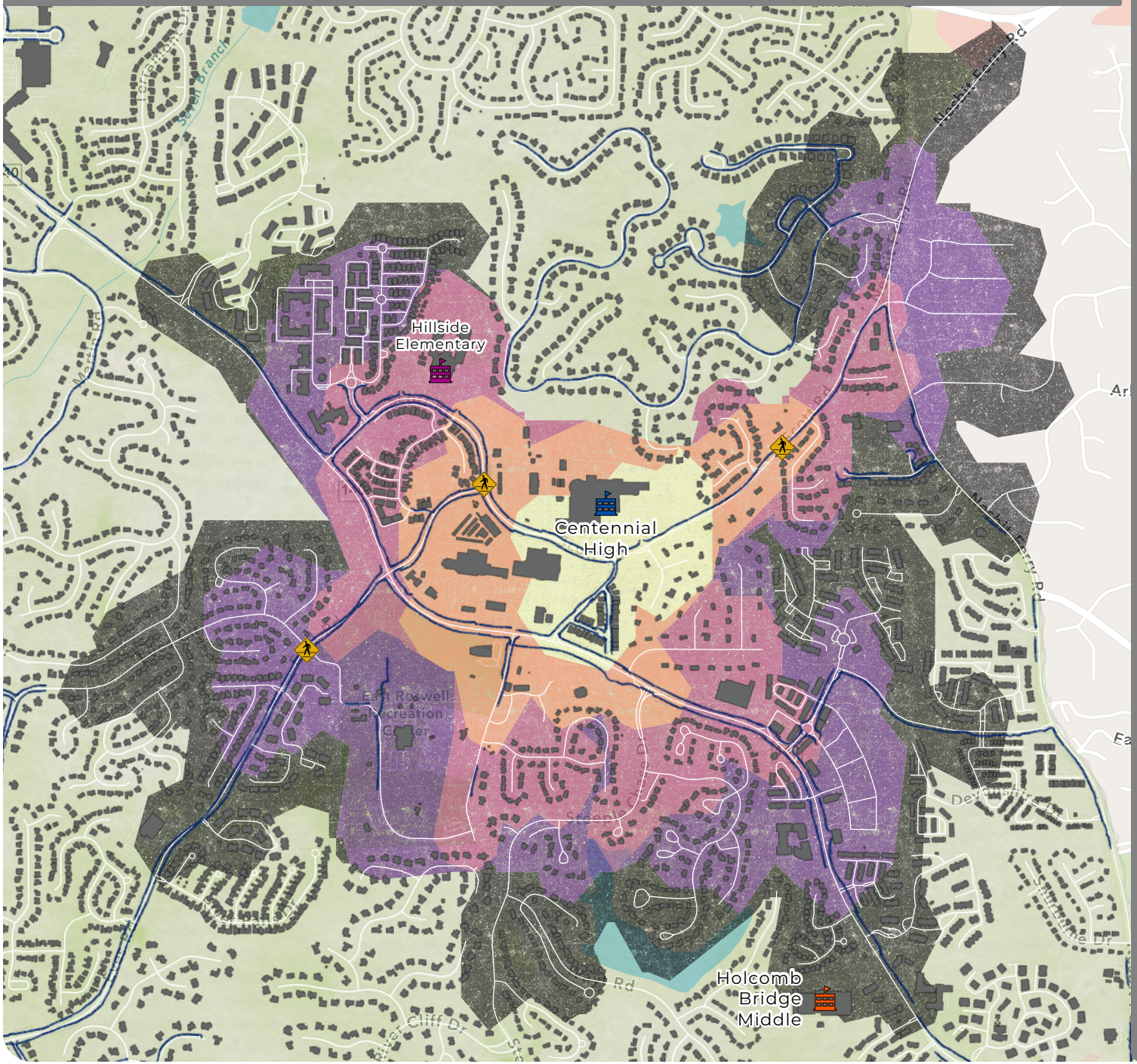
ROSWELL DOT

WALK BIKE & ROLL TO SCHOOL

Safe Routes to School

Walk, Bike, and Roll to School Roswell

Centennial High School



Legend

Walking Time to School

Based on the walking speed of the average 14 year old

- 20 - 25 Minutes
- 15 - 20 Minutes
- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes

Signalized Pedestrian Crossing

Schools

- Elementary School
- Middle School
- High School

Sidewalks

Roads

Buildings

Roswell City Limits

N W E S

1 inch equals 1,417 feet

0 0.07 0.15 0.3 Miles

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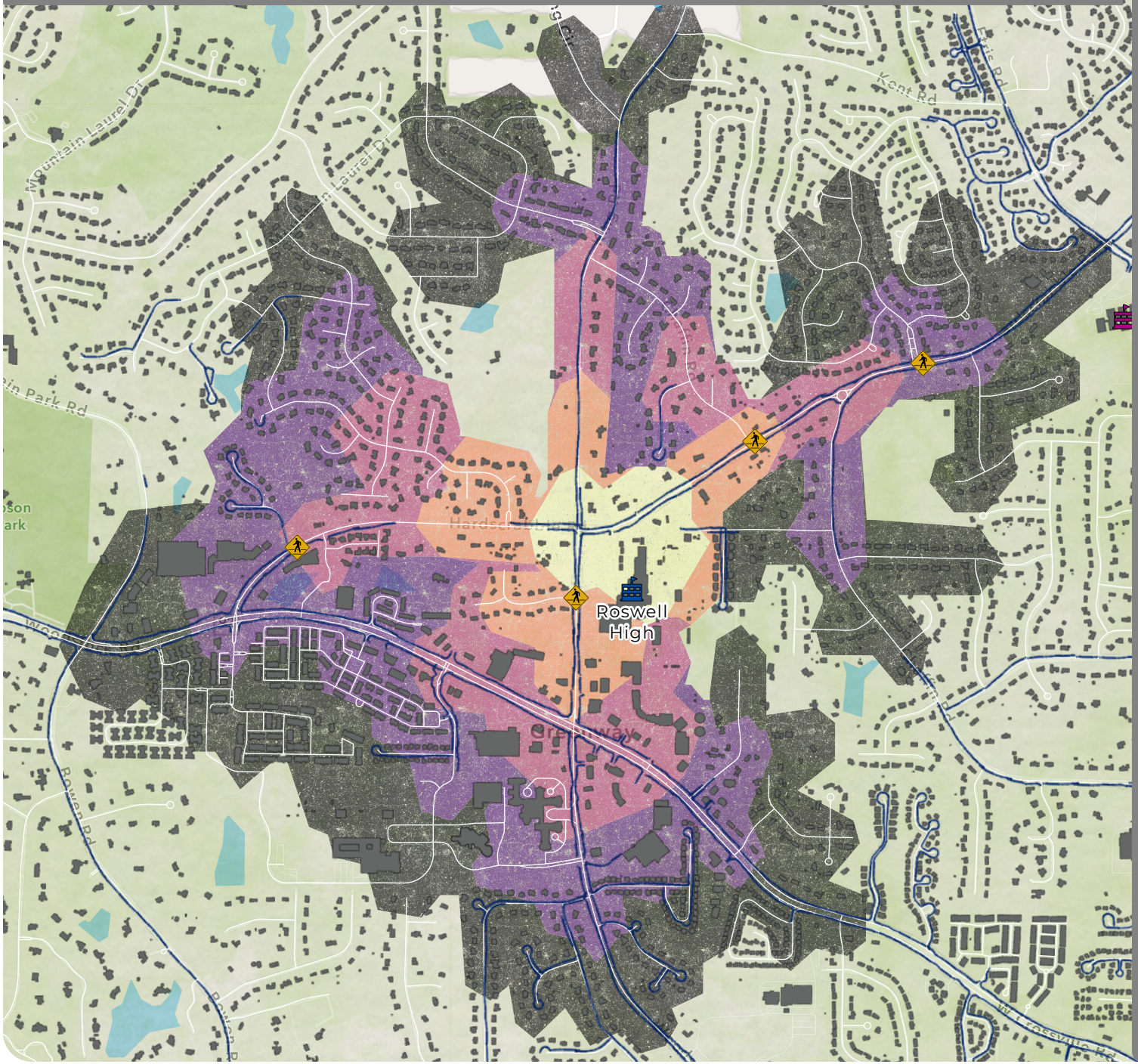
ROSWELL DOT

WALK BIKE & ROLL TO SCHOOL

SAFE ROUTES TO SCHOOL

Walk, Bike, and Roll to School Roswell

Roswell High School



Legend

Walking Time to School

Based on the walking speed of the average 14 year old

- 20 - 25 Minutes
- 15 - 20 Minutes
- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes

Signalized Pedestrian Crossing

Schools

- Elementary School
- Middle School
- High School

Sidewalks

Roads

Buildings

Roswell City Limits

N W E S

1 inch equals 1,576 feet

0 0.07 0.15 0.3 Miles

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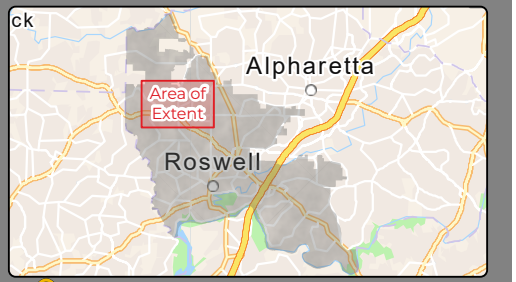


ROSWELL DOT

WALK BIKE & ROLL TO SCHOOL

SAFE ROUTES TO SCHOOL

APPENDIX B— SPEED LIMITS

Street	Limits (if applicable)	Speed Limit (MPH)
Alpharetta Street (SR 9, 120)	Marietta Highway (SR 120) to Green Street	35
Alpharetta Street/Highway (SR 9, 120)	Green Street to Houze Way	40
Alpharetta Highway (SR 9, 120)	Houze Way to City Limits	45
Arnold Mill Road (SR 140)	Crabapple Road to City Limit	35
Atlanta Street (SR 9, 120)		35
Azalea Drive		35
Bowen Road		35
Brookfield Parkway		25
Cagle Road		35
Canton Street		25
Chaffin Road		35
Coleman Road		35
Colonial Park Drive		35
Commerce Parkway		30
Cox Road		40
Crabapple Road	Woodstock Road to Minhinette Drive / Fowler Avenue	25
Crabapple Road	Minhinette Drive / Fowler Avenue to Crossville Road (SR 92)	35
Crabapple Road	Crossville Road (SR 92) to Rucker Road	40
Crabapple Road	Rucker Road to City Limits	35
Crossville Road (SR 92)		45
Dogwood Road		35
Elkins Road		35
Etris Road	Crabapple Road to Hardscrabble Road	35

Street	Limits (if applicable)	Speed Limit (MPH)
Etris Road	Hardscrabble Road to City Limits	45
Eves Road		40
Grimes Bridge Road		35
Hardscrabble Road		40
Hembree park Drive		30
Hembree Parkway		30
Hembree Road	Chaffin Road to Crabapple Road	30
Hembree Road	Crabapple Road to Houze Road (SR 140)	35
Hembree Road	Houze Road (SR 140) to Alpharetta Highway (SR 9, 120)	40
Hembree Road	Alpharetta Highway (SR 9, 120) to Wills Road	45
Hembree Road	Wills Road to City Limits	35
Hightower Road		35
Holcomb Bridge Road (SR 140)		45
Holcomb Woods Pkwy		35
Hollyberry Drive		30
Houze Road (SR 140)		35
Houze Way		35
Jones Road		35
Kent Road		25
King Road	Woodstock Road / Crossville Road (SR 92) to Kent Road / City Limits	35
King Road	City Limits to City Limits	40
Lackey Road		25
Lake Charles Drive		35

Street	Limits (if applicable)	Speed Limit (MPH)
Magnolia Street		35
Mansell Road	City Limits to City Limits	45
Mansell Road	Old Roswell Road / City Limits to Alpharetta Highway (SR 9, 120)	40
Mansell Road	Alpharetta Highway (SR 9, 120) to Crossville Road (SR 92)	35
Marietta Highway (SR 120)		45
Market Boulevard		35
Martin Road		30
Martins Landing Drive		25
Maxwell Road		40
Mimosa Boulevard		25
Mountain Park Road		35
Nesbit Ferry Road		40
Norcross Street		35
North Coleman Road		30
Northmeadow Parkway		30
Oakhaven Drive		25
Old Alabama Road	Riverside Road to Holcomb Bridge Road (SR 140)	35
Old Alabama Road	South of Holcomb Bridge Road (SR 140) to City Limits	40
Old Alabama Road Connector		45
Old Dogwood Road		35
Old Holcomb Bridge Road		35
Old Mountain Park Road		35
Old Roswell Road	City Limit to Hembree Road	45

Street	Limits (if applicable)	Speed Limit (MPH)
Old Roswell Road	Holcomb Bridge Road (SR 140) to City Limit	30
Old Scott Road		30
Oxbo Road	Mimosa Boulevard to 1000' past Alpharetta Street (SR 9, 120)	25
Oxbo Road	1000' past Alpharetta Street (SR 9, 120) to Grimes Bridge Road	35
Pine Grove Road		35
Riverside Road	East of Old Alabama Road	35
Rucker Road		35
Scott Road		40
Shallowford Road		35
Steeple Chase Drive		35
Strickland Road		30
Stroup Road		25
Turner McDonald Freeway (US 19/SR 400)		65
Upper Hembree Road		35
Warsaw Road		35
Webb Street		25
West Lake Drive	Mountain Park Road to City Limit	25
Willeo Road	Coleman Road to City Limit	35
Woodstock Road	Woodstock Road / Crossville Road (SR 92) to Kiveton Park Drive	40
Woodstock Road	Canton Street to Kiveton Park Drive	35
Woodstock Street	Canton Street to Alpharetta Highway (SR 9, 120)	30
Woodstock Road (SR 92)	City Limits to King Road	45

All other City streets not listed are classified as "LOCAL" and have a speed limit of 25 MPH or less.

APPENDIX C— CONNECTIVITY PROGRAM

The Connectivity Program suggests where analysis should be done by developers as a requirement of development review for consideration and potential approval. For more information about the Connectivity Program, see Section 2.16.02. Some projects listed below may also appear in the TMP Project List in Chapter 9.

TOWN SQUARE

Map Label	Type of Connection	Description	Linear Ft
1	Street (safety)	Mimosa Boulevard Realignment	500

GROVEWAY

Map Label	Type of Connection	Description	Linear Ft
2	Street/Trail	Oak Street, Phase III	682
3	Street	Oak Street East to Grimes Bridge Road	2000
4	Street	Hill Street Extension to Oak Street	900
5	Trail	Waller Creek Trail - Waller Park to Norcross Street	2550
6	Street	Forrest Street to Oxbo Road	350
7	Street	Myrtle Street to Oxbo Road	575

MIDTOWN

Map Label	Type of Connection	Description	Linear Ft
8	Street	Thomas/Strickland/Alpine	1329
9	Trail	Prospect Trail to SR 9/120	857
10	Trail	Hog Wallow Trail Extension (Norcross to Alpine)	3713
11	Street	Mansell Circle/Colonial Park Intersection Realignment (x2)	120
12	Street	Delmont Terrace Extension to Mansell Circle	290

GATEWAY

Map Label	Type of Connection	Description	Linear Ft
13	Street/Trail	Riverwalk Trail/Emergency Access	477
14	Trail	Taimen on the River Trail extension to Grimes Bridge Landing	551

WEST SIDE

Map Label	Type of Connection	Description	Linear Ft
15	Street/Sidewalk	Swaybranch Drive	435
16	Street	Wickerberry Knoll Road Extension	175
17	Street/Trail	River Access Trail (Azalea Drive to SR 120/Coleman Road)	2688
18	Street/Trail	Pine Ridge Way Extension to Hunterhill Street	340
19	Street	Wavetree Extension to Cove Street	550
20	Street	Coleman Drive to Hackett Road	775
21	Street	Brook Valley Drive Extension to Hackett Road	1300
22	Street	Meadow Glen Trail Extension to Brook Valley Drive	280
23	Street	Realign Chaffin Road West with Chaffin Road East	875
24	Street	Extend Thistlewood Lane to Chaffin Road	1275
25	Street	Roswell Area Park access to Crabapple MS	300
26	Trail	Roswell Area Park Drive access to Wave Tree Drive	303
27	Street	Spring Creek Road Extension (Shallowford Road to Woodstock Road (SR 92))	1290
28	Trail	Battery Pointe	641

NORTH SIDE

Map Label	Type of Connection	Description	Linear Ft
29	Trail/Park	Dotsie Garner Mills Park (donation)	852
30	Trail	Moeksha's Trail Easement	256
31	Trail	Old Roswell Rd (Mansell Partners) Trail Easement	214
32	Trail	Shagbark Trail to Plantation Drive (vacated City ROW)	158
33	Street	Hardscrabble Road to Mountain Park Road Connector	1420
34	Street	Hollyberry Road Trail to Crabapple Road/Chaffin Road	1233
35	Trail	Putting Green Lane to Applewood Drive Trail	236
36	Street	Old Ellis Extension to Sun Valley Drive/Mansell Place (Phase II)	1131
37	Street	Houze Road to Sun Valley Drive (west of SR 9/120) (Phase III)	1330

NORTHWEST

Map Label	Type of Connection	Description	Linear Ft
38	Street	Cold Harbor Drive Extension to Ebenezer Road	588
39	Street	Silver Fox Court Extension to Cold Harbor Drive	1000
40	Street	Lum Crowe Road to Russell Road (in Mountain Park)	2300

HOLCOMB BRIDGE GAP

Map Label	Type of Connection	Description	Linear Ft
41	Connect Parking	Old Roswell Lakes Road to Holcomb Bridge Road/ Market Place	940
42	Street/Parkway	Bainbridge Lane to Old Forge Lane (with bridge)	512
43	Street/Parkway	Old Forge Lane to Old Roswell Road	1115
44	Street/Parkway	Bainbridge Lane to Warsaw Road	865

EAST SIDE

Map Label	Type of Connection	Description	Linear Ft
45	Trail/Cart Path	Champions Green Multi-Use Path to Powder Ridge Drive	820
46	Trail/Cart Path	Eves Road Pedestrian Bridge over Holcomb Bridge Road	N/A
47	Trail/Cart Path	Eves Circle to Eves Road Multi-Use Path extension	1350
48	Trail	Crabapple Orchard Drive to Big Creek Park	1155
49	Street	Royal Oak Trail to Terramont Drive	243
50	Street	Bankside Drive to Ivey Oaks Lane (in Alpharetta)	239
51	Street	Nesbit Lakes Drive connection to Scott Road	540

MARTINS LANDING

Map Label	Type of Connection	Description	Linear Ft
52	Trail/Cart Path	Martins Landing Multi-Use Path to Market Place	500
53	Trail/Cart Path	Martins Landing underpass to Terramont Park	893

FIRE STATION #4 REUSE

Map Label	Type of Connection	Description	Linear Ft
54	Street or Trail	Old Alabama Road to Gym	1225
55	Street or Trail	Gym to Holcomb Bridge Road	300
56	Street or Trail	Gym to Existing Fire Station #4; Rearrange Road (part I)	323
57	Street or Trail	Martins Landing Alternate; Waterbrook Terrace Access (1)	200
58	Street or Trail	Martins Landing Alternate; Lake Shore Court Access (2)	156
59	Street or Trail	Martins Landing Alternate; Sail Wind Court Access (3)	156
60	Street or Trail	Old Alabama Alternate; Commercial South Holcomb Bridge Road/SR 400 Access (4)	68
61	Street or Trail	Old Alabama Alternate; Commercial North Holcomb Bridge Road/SR 400 Access (5)	125
62	Street or Trail	Gym Access Directly to Holcomb Bridge Road/SR 400 Access (6)	95
63	Street or Trail	Old Alabama Road to Gym; Rearrange Road (part II)	346

OTHER CONNECTIVITY OPTIONS

Map Label	Type of Connection	Description	Linear Ft
64	Street	Oak Field Lake to Junction Track	310
65	Street	Junction Tract to Bent Grass Drive (post office access)	1164
66	Street	Junction Tract to Alpine Drive	427
67	Trail	Roswell Commons to Commerce Parkway	775
68	Street	Colonial Park Diver Access to Center (southeast corner)	372
69	Street	Rock Creek Drive Extension to Grimes Bridge Road	507
70	Street	Rock Creek Drive Extension to SR 9 (with bridge)	1140
71	Street	North Point Connector to Fenwood Trail	198
72	Street	Abbeywood Drive connection to Bushy Road	475
73	Trail	Pine Grove Road to Abbey Wood Drive	300
74	Street	Hunter Hill Way connection to Waterford Way	62
75	Street	Plantation Way to Buffton Way	400
76	Trail	Lakemont Drive to Plantation Way	464
77	Street	Spring Creek Drive at Jones Road to Shallowford Road	1041
78	Street	Meadow View Rd to Devereux Chase Road	1326
79	Street	Twin Springs Drive to Devereux Chase Road	800

Map Label	Type of Connection	Description	Linear Ft
80	Street	Pine Grove Point to Wilson Ridge Court	524
81	Sidewalk/Trail	Mountain Park Multi-Use Trail - Woodstock Road to MPES	4550
82	Street	West Wind Extension to King Road	1367
83	Trail	King Road connection to Hackett Road at Brook Valley Road	2711
84	Street	West Wind Extension (Private to Public)	1649
85	Sidewalk/Trail	Roundsville Road to Houze Road (SR 140) at Saddle Creek Drive	230
86	Trail	Lea Drive to Saddle Creek Road	520
87	Sidewalk/Trail	Hembree Park North Access to Gable Gate	101
88	Trail	Elkins Road to Sun Valley Drive	893
89	Trail/Trailhead	Westside Parkway to Sun Valley Drive	4688
90	Trail/Trailhead	Trail from City Park/Trailhead to Warsaw Road	2000
91	Trail	Trail from City Park to Alpharetta Greenway and Big Creek Park	4121
92	Trail	Walton Communities Trail Scott Road to Calibre Creek Parkway	3850
93	Street	Steeplechase Drive Extension from Holcomb Bridge Road to Nesbit Ferry Road	1144
94	Street	Shurburne Drive to Holcomb Bridge Road (at school)	1813
95	Street/Trail	Fouts Road to Steeplechase Drive	341
96	Trail	Smead Court North to Chason Wood Way	822
97	Trail (flood route)	Northcliff Trace to Eves Circle Trail	139
98	Street	Lackey Road Connection to Cashiers Way	777
99	Sidewalk/Trail	Saddlebrook Drive to Sweet Apple Park	74
100	Street	Jones Road Extension to Stroup Road	1277
101	Street	Autumn Wood at Waverly Hall Extension to Stroup Road	1525
102	Street	Thomas Drive Realignment at SR 9	600
103	Trail/Trailhead	Hog Waller Creek Trail - SR 9/120 to Alpine Road	660
104	Trail	Calibre Creek Parkway to Terramont Drive	420
105	Street	Terramont Drive to Ansley Drive	172
106	Trail	Big Creek Park/Green Way/Hillside ES access	1650
107	Street/Trail	Wayt Road to Holcomb Bridge MS	900
108	Street	Sweet Apple Road to Lackey Road	2730
109	Trail/Trailhead	Big Creek Park/Road/Trailhead/Parking Lot	1800
110	Street	Loblolly Lane to Cedar Trace	459

Map Label	Type of Connection	Description	Linear Ft
111	Street	Roswell Farm Lane to Cedar Trace	404
112	Street	Junction Tract to Alpine Drive	427
113	Trail	Limeridge Court to Cogan Court	1395
114	Trail	Skully Drive to Barrow Downs	808
115	Street	Eves Road to East Roswell Park (City ROW)	861
116	Trail	Park Access to Fouts Road at Twelve Stones Street (City ROW)	1608
117	Trail	Twelve Stones Street to Steeplechase Drive	398
118	Trail	Sassafrass Road to Holcomb Bridge Road at Champions Green Parkway	615
119	Trail	Bulloch Hall to Mimosa Boulevard	1480
120	Trail/Trailhead	Wildlife Trail - Willeo Road to Bulloch Hall	3156
121	Trail	Walton Communities Trail to Springview Street	785
122	Street	Nesbit Lakes Drive to Spring Ridge Trace	326
123	Trail	Terramont Drive to Lake Forrest Way (or Linton Rd.)	300
124	Trail	Lake Haven Court/Stonewick to Wooten Rd (School)	1215
125	Trail	Birchwood Lane to Baywood/Primrose Connection	250
126	Trail	Saddle Lake Drive to Crabapple Lake Drive	630
127	Trail	Primrose Drive to Baywood Drive	490
128	Street/Trail	Hemingway Lane to La View Circle with bridge to Park	843
129	Street	Big Creek Parkway	6450
130	Street	Lake Charles Drive Extension to Devereaux Chase	386
131	Trail/Bridge	Hackett Road Multi-Use Path Bridge over Crossville Road (SR 92)	178
132	Trail	Elgaen Court Connection	131
133	Trail	Trotters Ridge Way Extension	50
134	Street	Swaybranch South Extension East	865
135	Street	Swaybranch South Extension West	1217
136	Street	Swaybranch South Extension Center	758
137	Trail	LaView Trail	4374
138	Street	Leita Thompson Park/Mountain Park Entrance	523
139	Trail	Mountain Park (city) to Oak Haven Drive	2560
140	Trail	Holcomb Bridge Sidewalk	6945

APPENDIX D— PROJECT LIST DEVELOPMENT

UPDATING THE PROJECT LIST

The initial development of the project list began with the project list from the last TMP update in 2019. First, completed projects were removed. Projects from the Bicycle and Pedestrian Master Plan were added, as well as intersections found to have a D or lower in Level of Service scoring. An explanation of Level of Service can be found on page 24 of the main document.

Public outreach meetings were held to ensure the public could share their input on potential problem areas overlooked by staff, and to allow feedback on the process of the formulation of the TMP as a whole. Further detailing of the Public Participation Plan can be found in Appendix F.

For the first time in a TMP update projects specifically targeting traffic calming measures were added to the project list. In February 2024, the Mayor and City Council approved vertical deflection methods to be used on roadways in the City, which gives staff another tool to slow traffic. For more information about the methods used for traffic calming in the City, see Section 4.04.

THE TMP PROJECT PRIORITIZATION PROCESS

Due to budget limitation laws, the Mayor and City Council cannot commit future Councils to fund projects or programs. There is a required annual process to determine the use of operating and/or capital funds. To facilitate this annual process during the year, all identified projects are sorted into those that are an urgent safety concern, Homeowner Association, citizen requests for high numbers of multiple users, or those that are the result of the City's annual assessment related to maintenance of established level of service quality and liability. All projects are considered and an appropriate solution found though conceptual design and an ultimate characterization (i.e. those appropriate for multi-use trail or paths, complete streets, or commercial/residential project).

As the number of projects far exceeds the amount of funding available, additional sorting criterion (shown below) separates projects into short, mid and longer term projects. It is important to note that prioritization of all funding commitments is performed by the Mayor and City Council. Please note, planning level cost estimates are in today's dollars (2023) and do not have an inflation factor assigned.

The identified projects are shown in Figures 20 and 21 and the sorted list is included in Table 21.

Short-Term Criteria

- High priorities as set by Mayor and City Council identifies projects with urgent concerns, schools or parks within ½ mile, and projects that promote economic development

- Equitable area distribution of small-size projects using available funding opportunities and/or operational funds

Mid-Term Criteria

- Equitable area distribution of medium-size projects generally awaiting operational funding

- Identified project opportunities including associated gaps, grants, development review, or projects conceptualized at the “grass root” level.

Longer Term Criteria

- Equitable are distribution of large-size projects

- Aesthetic improvements in commercial areas (usually in a capital public event area project

- Redundancy projects (i.e. opposite side sidewalk or gap)

The Roswell DOT staff created project numbers based on the type of project. Table D on the next page describes each of the project types.

TABLE D: PROJECT IDENTIFIER AND TYPE EXPLANATIONS

BPD – Bicycle and Pedestrian Projects	Includes projects that add new or enhance existing bicycle and pedestrian facilities such as bike lanes, sidewalks, multi-use paths, crossings, and signals
BRG – Bridge Projects	Includes maintenance, rehabilitation or replacement of bridge structures
CDR – Corridor Improvement Projects	Includes the rehabilitation or addition of various elements to ensure a transportation corridor serves all transportation modes including sidewalks, sidepaths, trails, bicycle lanes or any combination of these treatments
INT – Intersection Improvement Projects	Includes geometric, capacity, safety, and/or operational improvements to an intersection including turn lane addition or modification, median treatments, pedestrian and/or bicycle facilities, or traffic signalization (as applicable)
PGM – Programs	Includes new/expanded programs such as Sidewalk Connectivity or Roadway Safety
RRA – Roadway Realignment Projects	Includes projects that add capacity, upgrade existing corridors, create new connections; in most cases, the addition of sidewalks, streetscape elements and bicycle lanes are considered and included in the final design
RSU – Roadway Surface Upgrade Projects	Includes projects that will pave dirt and gravel roads
TCE – Traffic Calming Enhancement Projects	Includes any project that will encourage slower speeds such as placement of speed feedback signs, median islands, chicanes, curb radii reductions, and streetscaping

APPENDIX E— DETAILED PROJECT SCORING INFORMATION

To assure a fair and competitive selection process for all projects, various scoring criteria were established for each project type. Each project was then reviewed, ranked, and selected as related to appropriate criteria.

BICYCLE AND PEDESTRIAN PROJECTS

The Bicycle and Pedestrian projects retained their scoring from the Bicycle and Pedestrian Master Plan.

BRIDGE PROJECTS

Bridge projects were not scored by Roswell DOT staff, as the Georgia Department of Transportation (GDOT) provides sufficiency ratings generated from inspections of the bridges that occur every two years. These ratings were used to rank the projects.

TRAFFIC CALMING PROJECTS

Traffic Calming projects were scored based on the road's PCI score, as the projects will be completed during resurfacing.

INTERSECTION AND MIDBLOCK PROJECTS

The criteria for intersection and midblock projects largely focused on safety. They are explained in depth below, and Tables E.1 and E.2 outline the scoring results.

Crash Rate – Crashes on all roadway segments were tallied for each of the three study years (2020-2022) and then summed together.

- For intersections, the crash rate per 100 million vehicles was calculated to normalize higher traffic volumes and ensure smaller roads were weighted the same. The formula used is

$$\frac{(\text{Number of Crashes Within the Study Period} * 1000000000)}{(\text{Annual Entering Volume} * \text{Number of Days Within Study Period})}$$

- For midblocks, the crash rate rate per 100 million vehicle miles travelled was calculated to normalize both for traffic volumes and the length of the midblock. The formula used is

$$\frac{(\text{Number of Crashes Within the Study Period} * 1000000000)}{(\text{Annual Daily Traffic} * \text{Road Segment Length in Miles} * \text{Number of Days Within Study Period})}$$

To prevent the final scoring values from being too large to conceptualize, the crash rate was multiplied by 0.05.

Crashes Resulting in Injury – Injuries were collected from police crash reports for each of the three study years (2020-2022) and then summed together. This factor only counted the number of crashes with injuries of any severity occurring, not the total number of injuries reported. This number was directly used in scoring.

Fatal and Severe Injuries – As reduction in fatal and severe injury crashes is considered the most important aspect of safer roadways, the raw number of fatal and severe injuries (recorded as an "A" or "K" on crash reports) was multiplied by 5 to use in scoring.

Cut-Through Traffic Score – Using modelled traffic volumes based on anonymized connected vehicle location data (CVD) through the program Streetlight Insights, the percentage of vehicle trips that originated and terminated outside Roswell, but travelled through the city limits was obtained as a percentage. To prevent the final scoring values from being too large, the percentage of cut-through traffic was multiplied by 0.5 and that number was used in the scoring.

Level of Service –

- For intersections, an on-call consultant was hired to conduct morning and afternoon peak LOS analysis at a number of intersections around the city. Due to time and budget constraints, not every intersection was analyzed. Those that were analyzed were given a score of A – F and converted to a numeric value for scoring. A and B were given a value of 0, C was given a value of 1, D was given a value of 6, and E was given a value of 8, and F was given a value of 10. The values for the morning and afternoon peaks were added together to have one value for the final scoring.

- For midblocks, the Atlanta Regional Commission (ARC) produced a regional travel demand model to show what congestion levels will look like forecasted through 2050. This model is considered state of the art, and includes estimated population changes, as well as major transportation projects anticipated to be complete by approximately 2040. The midblocks (areas between intersections) were given a score of A – F and converted to a numeric value for scoring. A and B were given a value of 0, C was given a value of 1, D was given a value of 6, and E was given a value of 8, and F was given a value of 10. The values for the morning and afternoon peaks were added together to have one value for the final scoring.

Speeding Data – Speeding data was calculated using the 85th percentile speed of the midblock. This is the speed at or below which 85% of drivers travel on a road. Travelling above the 85th percentile is considering to be exceeding the safe and reasonable speed for road and traffic conditions. The 85th percentile speed was subtracted from the posted speed limit. If the difference was between 10-15mph over, the project was scored with 10. If the difference was greater than 15mph over, the project was scored with 15.

Risk Factor – As part of the 2022 Regional Safety Strategy, The Atlanta Regional Commission (ARC) compiled ten years of crash reports to determine what features reoccur at the locations of specific crash types (roadway departures, bicycles, and pedestrians). They then located all roads within the metro area that met a certain threshold for the number of features that section of roadway has. For each type of elevated risk, midblocks were given a score of 1, for a maximum total of 3.

TABLE E.1: INTERSECTION PROJECT SCORING

Project Name	From/At	TMP Project Identifier	AM LOS	PM LOS	Crashes (2020-2022)	Injury Causing Crashes (2020-2022)	Fatal and Severe Injury Crashes (2020-2022)	2020-2022 Accident Rate Per 100M Vehicles	Average Daily Cut-Through Traffic Percentage (Weekday, AM & PM Peak)	AM LOS	PM LOS	Total LOS Score	Injuries Score	Fatal and Severe Injuries Score	Accident Rate	Cut-Through Traffic	Total
Holcomb Bridge Road (SR 140)	Dogwood Road	INT-20	E	C	**151**	**37**	4	186.4	36%	8	1	**9**	**9.25**	20	9.32	5.40	**52.97**
Holcomb Bridge Road (SR 140)	GA 400 NB Ramp	INT-21	D	C	**245**	**76**	2	251.9	47%	6	1	**7**	**19**	10	2.52	7.05	**45.57**
Holcomb Bridge Road (SR 140)	Alpharetta Hwy (SR 9)	INT-18	E	E	**213**	**38**	0	235.5	32%	8	8	**16**	**9.5**	0	11.77	4.80	**42.07**
Holcomb Bridge Road (SR 140)	Nesbit Ferry Road	INT-25	D	E	**88**	**24**	1	153.0	44%	6	8	**14**	**6**	5	7.65	6.60	**39.25**
Holcomb Bridge Road (SR 140)	Grimes Bridge Road/Old Roswell Road	INT-23	D	D	**116**	**36**	1	160.3	34%	6	6	**12**	**9**	5	8.02	5.10	**39.12**
Holcomb Bridge Road (SR 140)	Old Alabama Road	INT-26	E	E	**156**	**31**	0	203.7	32%	8	8	**16**	**7.75**	0	10.18	4.80	**38.73**
Holcomb Bridge Road (SR 140)	Warsaw Road	INT-29	C	D	**127**	**27**	2	160.7	35%	1	6	**7**	**6.75**	10	8.03	5.25	**37.03**
Houze Road (SR 140)	Crabapple Road	INT-30	D	E	**50**	**8**	1	127.1	45%	6	8	**14**	**2**	5	6.36	6.75	**34.11**
Woodstock Road (SR 92)	Mtn. Park / Bowen Road	INT-49	F	E	**80**	**15**	0	111.8	43%	10	8	**18**	**3.75**	0	5.59	6.45	**33.79**
Holcomb Bridge Road (SR 140)	Barnwell Road	INT-19	D	C	**44**	**15**	2	77.8	56%	6	1	**7**	**3.75**	10	3.89	8.40	**33.04**
Crossville Road (SR 92)	Crabapple Road	INT-14	E	D	**102**	**23**	0	138.1	36%	8	6	**14**	**5.75**	0	6.91	5.40	**32.06**
Alpharetta Hwy (SR 9)	Mansell Road	INT-5	D	E	**91**	**22**	0	149.0	26%	6	8	**14**	**5.5**	0	7.45	3.90	**30.85**
Holcomb Bridge Road (SR 140)	GA 400 SB Ramp	INT-22	D	D	**131**	**27**	0	130.0	35%	6	6	**12**	**6.75**	0	6.50	5.25	**30.50**
Hardscrabble Road	King Road	INT-17	D	E	**41**	**14**	0	136.6	26%	6	8	**14**	**3.5**	0	6.83	3.90	**28.23**
Alpharetta Hwy (SR 9)	Hembree Road	INT-3	D	D	**41**	**8**	1	92.8	17%	6	6	**12**	**2**	5	4.64	2.55	**26.19**
Woodstock Road (SR 92)	Hardscrabble Road	INT-48	C	E	**75**	**17**	0	109.1	43%	1	8	**9**	**4.25**	0	5.45	6.45	**25.15**
Hardscrabble Road	Etris Road	INT-16	D	D	**11**	**1**	1	54.0	29%	6	6	**12**	**0.25**	5	2.70	4.35	**24.30**
SR 9/120 (Village Center)	Magnolia Street/Canton Street	INT-47	E	E	**24**	**2**	0	57.4	32%	8	8	**16**	**0.5**	0	2.87	4.80	**24.17**
Marietta Hwy (SR 120)	Willeo Road	INT-37	D	D	**19**	**3**	0	54.0	44%	6	6	**12**	**0.75**	0	2.70	6.60	**22.05**
Mansell Road	Colonial Center Parkway	INT-35	D	D	**9**	**4**	0	29.1	28%	6	6	**12**	**1**	0	1.46	4.20	**18.66**
Holcomb Bridge Road (SR 140)	Old Roswell Place	INT-27			**19**	**5**	2	29.9	34%	0	0	**0**	**1.25**	10	1.49	5.10	**17.84**
Mansell Road	Warsaw Road	INT-36			**36**	**12**	1	96.6	26%	0	0	**0**	**3**	5	4.83	3.90	**16.73**
Alpharetta Hwy (SR 9)	Norcross Street	INT-6	C	D	**30**	**6**	0	74.5	30%	1	6	**7**	**1.5**	0	3.72	4.50	**16.72**
Holcomb Bridge Road (SR 140)	Market Boulevard	INT-24	B	B	**78**	**24**	0	103.8	31%	0	0	**0**	**6**	0	5.19	4.65	**15.84**
Houze Road (SR 140)	Mansell Road	INT-31	C	C	**33**	**7**	0	115.3	35%	1	1	**2**	**1.75**	0	5.76	5.25	**14.76**
Alpharetta Hwy (SR 9)	Upper Hembree Road	INT-7	C	D	**13**	**3**	0	61.8	19%	1	6	**7**	**0.75**	0	3.09	2.85	**13.69**
Riverside Road	Dogwood Road	INT-46			**24**	**10**	0	122.9	28%	0	0	**0**	**2.5**	0	6.15	4.20	**12.85**
Alpharetta Hwy (SR 9)	Hill Street/Ramsey Street	INT-4			**32**	**9**	0	111.9	33%	0	0	**0**	**2.25**	0	5.59	4.95	**12.79**
Old Alabama Road	Old Alabama Road Connector/Roxburgh Drive	INT-40			**24**	**10**	0	53.6	48%	0	0	**0**	**2.5**	0	2.68	7.20	**12.38**
Holcomb Bridge Road (SR 140)	Scott Road	INT-28			**31**	**13**	0	61.3	34%	0	0	**0**	**3.25**	0	3.06	5.10	**11.41**
Cox Road	Etris Road and King Road	INT-11			**8**	**1**	0	156.1	22%	0	0	**0**	**0.25**	0	7.81	3.30	**11.36**
Alpharetta Hwy (SR 9)	Fraser Street	INT-2			**7**	**1**	1	33.9	25%	0	0	**0**	**0.25**	5	1.69	3.75	**10.69**
Atlanta Street (SR 9/120)	Oak Street	INT-8	B	B	**25**	**5**	0	73.9	33%	0	0	**0**	**1.25**	0	3.70	4.95	**9.90**
Jones Road	Bowen Road	INT-33			**12**	**1**	0	125.5	19%	0	0	**0**	**0.25**	0	6.28	2.85	**9.38**
Magnolia Street	Mimosa Boulevard	INT-34			**16**	**3**	0	88.9	26%	0	0	**0**	**0.75**	0	4.45	3.90	**9.10**
Crabapple Road	Hembree Road	INT-13	C	C	**11**	**5**	0	54.5	20%	1	1	**2**	**1.25**	0	2.73	3.00	**8.98**
Pine Grove Road	Shallowford Road	INT-45			**7**	**2**	0	55.3	35%	0	0	**0**	**0.5**	0	2.76	5.25	**8.51**
Nesbit Ferry Road	Scott Road and Nesbit Lakes Drive	INT-38			**14**	**3**	0	43.5	36%	0	0	**0**	**0.75**	0	2.17	5.40	**8.32**
Cox Road	Lackey Road / Lum Crowe	INT-12			**4**	**0**	0	55.9	34%	0	0	**0**	**0**	0	2.80	5.10	**7.90**
Coleman Road	Willeo Road (West)	INT-10			**2**	**0**	0	27.6	42%	0	0	**0**	**0**	0	1.38	6.30	**7.68**
Houze Road (SR 140)	Saddle Creek Drive	INT-32			**8**	**4**	0	45.3	26%	0	0	**0**	**1**	0	2.26	3.90	**7.16**
Old Roswell Road	Old Roswell Place	INT-41			**9**	**3**	0	43.2	26%	0	0	**0**	**0.75**	0	2.16	3.90	**6.81**
Pine Grove Road	Hightower Road/Waterford Way	INT-42			**5**	**1**	0	35.4	31%	0	0	**0**	**0.25**	0	1.77	4.65	**6.67**
Norcross Street	Fraser Street/Forrest Street	INT-39	B	B	**8**	**1**	0	36.3	30%	0	0	**0**	**0.25**	0	1.81	4.50	**6.56**
Grimes Bridge Road	Dogwood Road	INT-15			**7**	**0**	0	63.8	18%	0	0	**0**	**0**	0	3.19	2.70	**5.89**
Pine Grove Road	North Coleman Road	INT-44			**5**	**0**	0	32.2	24%	0	0	**0**	**0**	0	1.61	3.60	**5.21**
Pine Grove Road	Lake Charles Drive	INT-43			**2**	**1**	0	14.9	28%	0	0	**0**	**0.25**	0	0.75	4.20	**5.20**
Canton Street	Webb Street	INT-9			**3**	**0**	0	26.0	21%	0	0	**0**	**0**	0	1.30	3.15	**4.45**
Alpharetta Hwy (SR 9)	Alpine Drive/Horton Drive	INT-1			**1**	**0**	0	3.6	21%	0	0	**0**	**0**	0	0.18	3.15	**3.33**

TABLE E.2: MIDBLOCK PROJECT SCORING

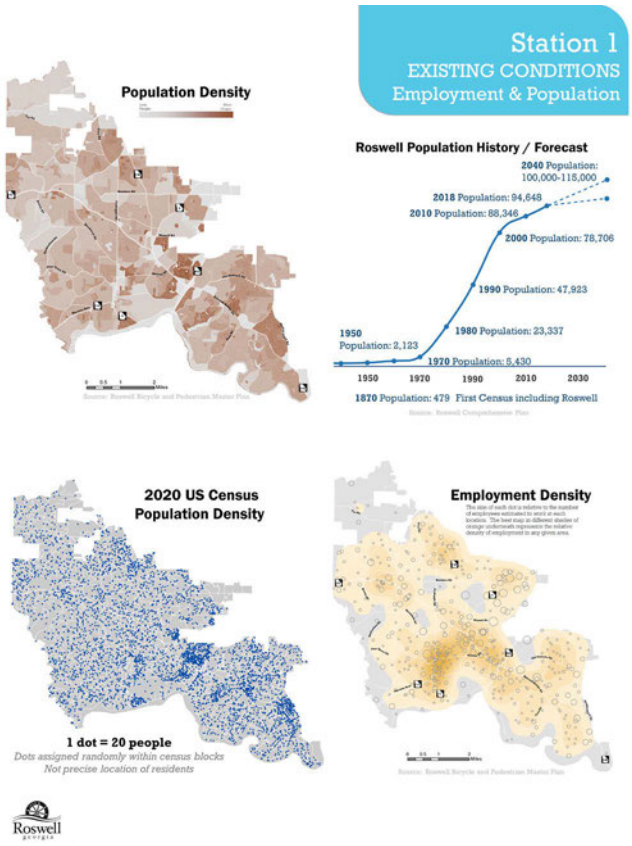
Project Type	TMP Project ID	Project Name	From	To	Total Crashes (2020-2022)	Fatal and Severe Injury Crashes (2020-2022)	Crashes Resulting in Injury (2020-2022)	2020-2022 Accident Rate Per 100M VMT	Difference Between 85th Percentile Speed and Speed Limit	LOS 2050—AM	LOS 2050—PM
Corridor Improvements	CDR-2	Cherry Way	Green Street	Alpharetta Street (SR 9/120)	**1**	0	**0**	3503.04	-9.0		
Corridor Improvements	CDR-6	Historic Gateway (SR 9)	Chattahoochee River	Marietta Highway (SR 120)	**115**	2	**28**	1318.85	10.5	E/F	F
Corridor Improvements	CDR-11	Webb Street	Mimosa Boulevard		**3**	0	**0**	2289.21	-6.3		
Traffic Calming Enhancements	TCE-16b	Holcomb Bridge Road (SR 140)	Nesbit Ferry Road	City Limits (Gwinnett)	**123**	0	**21**	153.25	17.8	E/F	F
Traffic Calming Enhancements	TCE-16a	Holcomb Bridge Road (SR 140)	Holcomb Woods Parkway	Nesbit Ferry Road	**151**	3	**41**	26.42	9.6	C/D	D/E
Traffic Calming Enhancements	TCE-1	Alpharetta Highway (SR 9/120)	Norcross Street	Holcomb Bridge Road (SR 140)	**59**	2	**26**	220.33	9.1	A/B	C
Traffic Calming Enhancements	TCE-22	Marietta Highway (SR 120)	City Limits	Alpharetta Highway (SR 9)	**34**	1	**8**	19.08	15.3	D	E
Traffic Calming Enhancements	TCE-21	Mansell Road	Houze Road (SR 140)	City Limits	**83**	0	**23**	95.99	10.5	B/C	C/D
Corridor Improvements	CDR-9	Riverside Road	Old Alabama Road	Eves Road	**9**	0	**3**	105.08	14.6	E/F	F
Corridor Improvements	CDR-1	Canton Street	SR-9 near Elizabeth Way	Near Webb St / Norcross Street	**10**	0	**1**	607.49	3.7	E	C
Traffic Calming Enhancements	TCE-20	King Road	Kent Road	Chaffin Road	**37**	0	**5**	341.66	12.8	B/C	B/C
Traffic Calming Enhancements	TCE-17	Holcomb Woods Parkway	Old Alabama Road	Holcomb Bridge Road (SR 140)	**12**	0	**6**	692.58	-2		
Corridor Improvements	CDR-8	Riverside Road	Indian Springs Drive near Riverside Park	Old Alabama Road	**16**	1	**4**	97.54	5.4	E/F	E/F
Traffic Calming Enhancements	TCE-33	Riverside Road	Dogwood Road	Azalea Drive	**28**	1	**9**	271.37	14.6	B/C	A/B
Traffic Calming Enhancements	TCE-5	Cox Road	Lackey Road	Litchfield Drive	**18**	1	**4**	133.60	15.2	A/B	A/B
Corridor Improvements	CDR-7	Pine Grove Road	City Limits at Cobb County	Mimosa Boulevard	**17**	0	**2**	11.47	17.0	C/D	E/F
Traffic Calming Enhancements	TCE-32	Pine Grove Road	City Limits	Mimosa Boulevard	**17**	0	**2**	11.47	17.0	C/D	E/F
Traffic Calming Enhancements	TCE-37	Warsaw Road	Norcross Street	Holcomb Bridge Road (SR 140)	**6**	0	**0**	85.13	12.6	C/D	E
Traffic Calming Enhancements	TCE-4	Commerce Parkway	Holcomb Bridge Road (SR 140)	Old Roswell Road	**5**	0	**2**	310.40	16.7	A/B	A/B
Traffic Calming Enhancements	TCE-40	Willeo Road	Coleman Road	Marietta Highway (SR 120)	**2**	0	**1**	9.59	11.6	A/B	C
Traffic Calming Enhancements	TCE-23	Mountain Park Road	Woodstock Road (SR 92)	Old Mountain Park Road	**11**	1	**3**	119.88	17.5	A/B	B/C
Traffic Calming Enhancements	TCE-26	Old Alabama Road	Riverside Road	Holcomb Bridge Road (SR 140)	**36**	0	**4**	253.10	9.6	A/B	A/B
Traffic Calming Enhancements	TCE-6	Dogwood Road	Holcomb Bridge Road (SR 140)	Riverside Road	**25**	0	**3**	128.85	10.1	A/B	A/B
Corridor Improvements	CDR-3	Green Street	Alpharetta Street (SR 9/120)	Woodstock Street	**2**	0	**1**	543.03	-1	A/B	A/B
Corridor Improvements	CDR-4	Green Street	Alpharetta Street (SR 9/120)	Woodstock Street	**2**	0	**1**	543.03	-1	A/B	A/B
Traffic Calming Enhancements	TCE-29	Old Mountain Park Road	Mountain Park Road	City Limits	**0**	0	**0**	0.00	17.4	A/B	A/B
Traffic Calming Enhancements	TCE-3	Coleman Road	Pine Grove Road	Marietta Highway (SR 120)	**5**	1	**1**	7.08	14.4	A/B	B
Traffic Calming Enhancements	TCE-19	Jones Road	City Limits	Woodstock Road	**8**	0	**1**	19.98	15.4	A/B	A/B
Traffic Calming Enhancements	TCE-15	Hightower Road	Pine Grove Road	Coleman Road	**0**	0	**0**	0.00	17.3	A/B	A/B
Traffic Calming Enhancements	TCE-24	Norcross Street	Alpharetta Highway (SR 9/120)	Warsaw Road	**8**	0	**1**	45.73	9.0	C/D	D/E
Traffic Calming Enhancements	TCE-13	Grimes Bridge Road	Meadowood Drive	Dogwood Road	**7**	0	**2**	165.29	10.4	B	B
Traffic Calming Enhancements	TCE-18	Houze Road (SR 140)	Houze Way	City Limits	**31**	0	**8**	22.13	6.5	C	E
Traffic Calming Enhancements	TCE-25	North Coleman Road	Pine Grove Road	Woodstock Road	**2**	0	**1**	50.29	15.8	A/B	A/B
Traffic Calming Enhancements	TCE-14	Grimes Bridge Road	Oxbo Road	Dogwood Road	**4**	0	**1**	14.59	14.7	B	B/C
Corridor Improvements	CDR-5	Grimes Bridge Road	Oxbo Road	Dogwood Road	**4**	0	**1**	14.59	14.7	B	B/C
Traffic Calming Enhancements	TCE-2	Chaffin Road	Coleman Drive	Crabapple Road	**1**	0	**0**	13.09	14.8	B/C	B/C
Corridor Improvements	CDR-10	Warsaw Road Safety Improvements	Worthington Hills Drive	Just south of Old Roswell Road	**2**	0	**1**	44.56	7.4	A/B	A/B
Traffic Calming Enhancements	TCE-38	Warsaw Road Safety Improvements	Worthington Hills Drive	Just south of Old Roswell Road	**2**	0	**1**	44.56	7.4	A/B	A/B
Traffic Calming Enhancements	TCE-12	Eves Road	Riverside Road	Holcomb Bridge Road (SR 140)	**15**	0	**7**	55.65	-1.5	A/B	B/C
Traffic Calming Enhancements	TCE-34	Riverside Road	Old Alabama Road	Eves Road	**9**	0	**3**	105.08	9.0	A/B	A/B
Traffic Calming Enhancements	TCE-39	Wavetree Drive	Crossville Highway (SR 92)	Woodstock Road	**0**	0	**0**	0.00	14.2	A/B	A/B
Traffic Calming Enhancements	TCE-30	Oxbo Road	Alpharetta Highway (SR 9/120)	Grimes Bridge Road	**2**	0	**0**	173.29	4.0	A/B	C
Traffic Calming Enhancements	TCE-8	Etris Road	City Limits	Hardscrabble Road	**4**	0	**1**	79.58	9.7	A/B	A/B
Traffic Calming Enhancements	TCE-35	Scott Road	Holcomb Bridge Road (SR 140)	Old Scott Road	**5**	0	**1**	95.19	6.9	A/B	A/B
Traffic Calming Enhancements	TCE-36	Thompson Place	North Coleman Road	Canton Street	**0**	0	**0**	0.00	-0.5		
Roadway Surface Upgrades	RSU-1	Kent Road	King Road	Etris Road	**0**	0	**0**	0.00	2	A/B	A/B
Traffic Calming Enhancements	TCE-31	Oxbo Road	By Water Treatment Plant		**0**	0	**0**	0.00	4	A/B	B
Roadway Surface Upgrades	RSU-2	Lum Crowe Road	City Limits	City Limits	**0**	0	**0**	0.00	2		

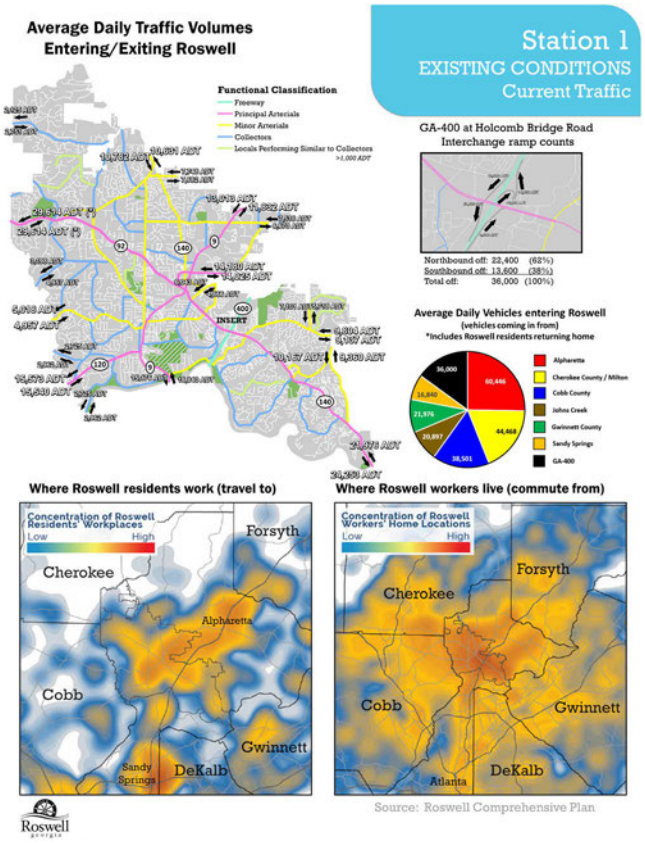
Risk Factor Rating (out of 3)	Percentage of Cut-Through Traffic	Fatal and Severe Crash Score	Injury Score	Accident Rate Score	85th Percentile Difference Score	AM LOS Score	PM LOS Score	LOS Score	Risk Factor Score	Cut-Through Traffic Score	TOTAL SCORE
0	2%	0	0	175.2	0	0	0	0	0	1	**176.15**
3	42%	10	28	65.9	10	9	10	9.5	3	21	**147.44**
0	2%	0	0	114.5	0	0	0	0	0	1	**115.46**
3	58%	0	21	7.7	15	9	10	9.5	3	29	**85.16**
3	36%	15	41	1.3	0	3.5	7	5.25	3	18	**83.57**
3	24%	10	26	11.0	0	0	1	0.5	3	12	**62.52**
1	47%	5	8	1.0	15	6	8	7	1	23.5	**60.45**
1	28%	0	23	4.8	10	0.5	3.5	2	1	14	**54.80**
0	39%	0	3	5.3	10	9	10	9.5	0	19.5	**47.25**
0	20%	0	1	30.4	0	8	1	4.5	0	10	**45.87**
0	24%	0	5	17.1	10	0.5	0.5	0.5	0	12	**44.58**
0	5%	0	6	34.6	0	0	0	0	0	2.5	**43.13**
1	36%	5	4	4.9	0	9	9	9	1	18	**41.88**
1	6%	5	9	13.6	10	0.5	0	0.25	1	3	**41.82**
0	22%	5	4	6.7	15	0	0	0	0	11	**41.68**
0	31%	0	2	0.6	15	3.5	9	6.25	0	15.5	**39.32**
0	31%	0	2	0.6	15	3.5	9	6.25	0	15.5	**39.32**
0	36%	0	0	4.3	10	3.5	8	5.75	0	18	**38.01**
0	4%	0	2	15.5	15	0	0	0	0	2	**34.52**
0	45%	0	1	0.5	10	0	1	0.5	0	22.5	**34.48**
0	9%	5	3	6.0	15	0	0.5	0.25	0	4.5	**33.74**
0	31%	0	4	12.7	0	0	0	0	0	15.5	**32.15**
0	24%	0	3	6.4	10	0	0	0	0	12	**31.44**
0	5%	0	1	27.2	0	0	0	0	0	2.5	**30.65**
0	5%	0	1	27.2	0	0	0	0	0	2.5	**30.65**
0	30%	0	0	0.0	15	0	0	0	0	15	**30.00**
0	23%	5	1	0.4	10	0	0	0	0	11.5	**27.85**
0	17%	0	1	1.0	15	0	0	0	0	8.5	**25.50**
0	19%	0	0	0.0	15	0	0	0	0	9.5	**24.50**
0	31%	0	1	2.3	0	3.5	7	5.25	0	15.5	**24.04**
0	7%	0	2	8.3	10	0	0	0	0	3.5	**23.76**
1	10%	0	8	1.1	0	1	8	4.5	1	5	**19.61**
0	2%	0	1	2.5	15	0	0	0	0	1	**19.51**
0	6%	0	1	0.7	10	0	0.5	0.25	0	3	**14.98**
0	6%	0	1	0.7	10	0	0.5	0.25	0	3	**14.98**
0	7%	0	0	0.7	10	0.5	0.5	0.5	0	3.5	**14.65**
0	19%	0	1	2.2	0	0	0	0	0	9.5	**12.73**
0	19%	0	1	2.2	0	0	0	0	0	9.5	**12.73**
0	5%	0	7	2.8	0	0	0.5	0.25	0	2.5	**12.53**
0	8%	0	3	5.3	0	0	0	0	0	4	**12.25**
0	4%	0	0	0.0	10	0	0	0	0	2	**12.00**
0	5%	0	0	8.7	0	0	1	0.5	0	2.5	**11.66**
0	0%	0	1	4.0	0	0	0	0.5	0	6	**11.48**
0	6%	0	1	4.8	0	0	0	0	0	3	**8.76**
0	5%	0	0	0.0	0	0	0	0	0	2.5	**2.50**
0	4%	0	0	0.0	0	0	0	0	0	2	**2.00**
0	2%	0	0	0.0	0	0	0	0	0	1	**1.00**
0	0%	0	0	0.0	0	0	0	0	0	0	**0.00**

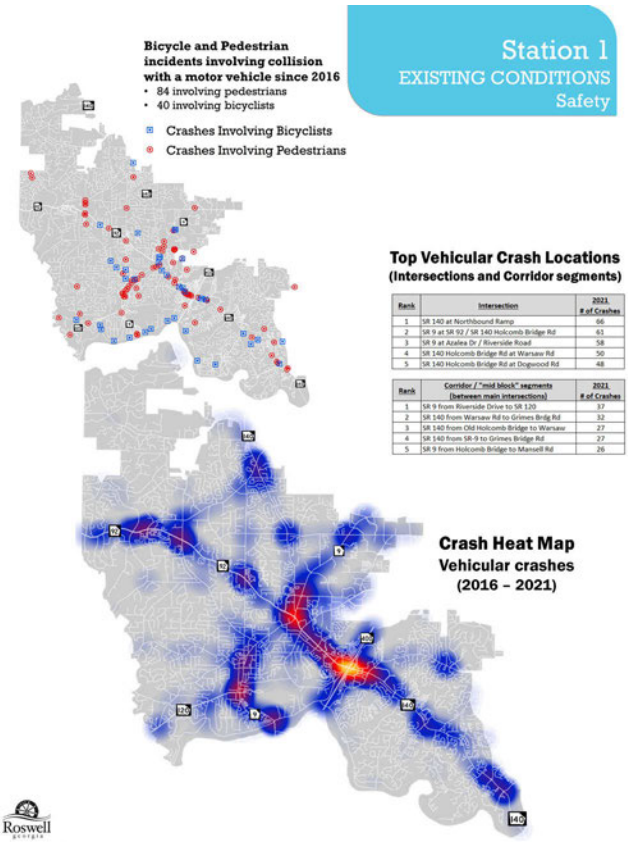
APPENDIX F— PUPLIC INVOLVEMENT PLAN

In the Spring of 2022, RDOT staff held two in-person public meetings and one virtual public meeting to help identify issues, opportunities, and potential improvements to Roswell's transportation network. The goal of this process was to ensure that transportation improvements would not only be coordinated with the leadership of Roswell but also to give individual citizens and interested groups the opportunity for meaningful input. The in-person public meetings were held at East Roswell Park Recreation Center and Hembree Park Recreation Center, and the virtual public meeting was held over Zoom.

At each of the public meetings, staff had display boards set up at three distinct stations throughout the meeting rooms. The first station showed the existing conditions of the transportation network as well as projected traffic patterns and demographics of the City.

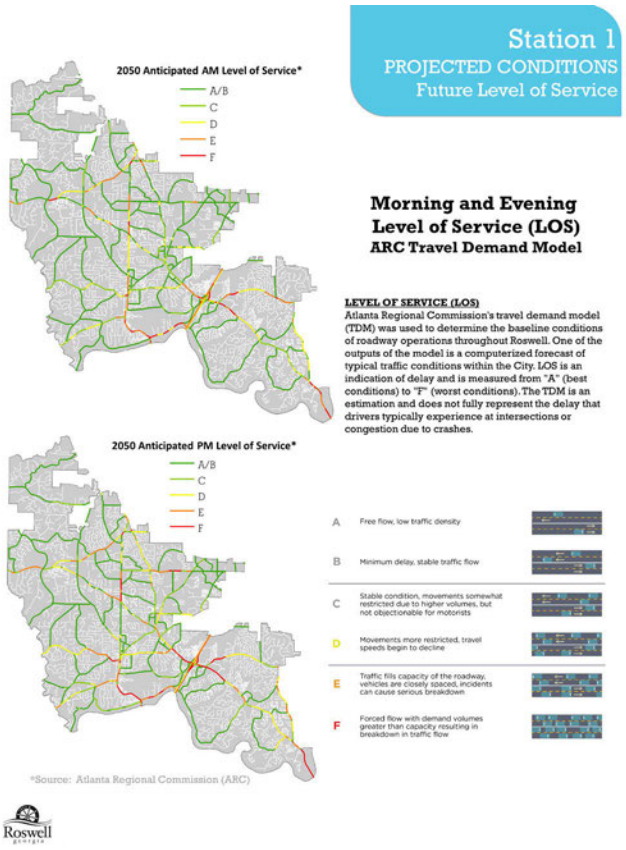






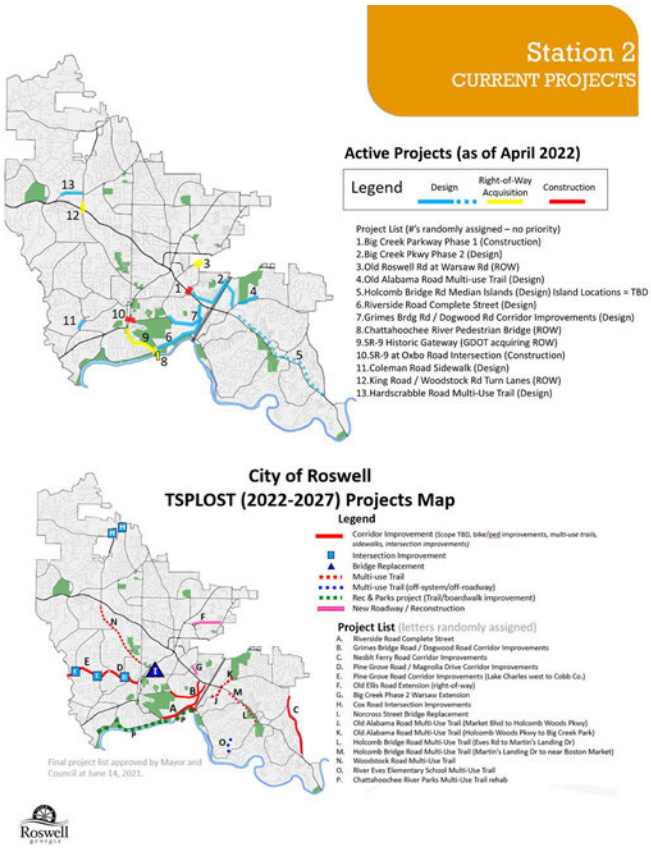
Rank	Intersection	2021 # of Crashes
1	SR 140 at Northbound Ramp	66
2	SR 9 at SR 92 / SR 140 Holcomb Bridge Rd	61
3	SR 9 at Azalea Dr / Riverside Road	58
4	SR 140 Holcomb Bridge Rd at Warsaw Rd	50
5	SR 140 Holcomb Bridge Rd at Dogwood Rd	48

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



A second station showed the projects in the City that were already funded and were, or were soon to be, under construction.

A final station allowed residents to provide input on study goals and how future funding could potentially be allocated as well as comment on current transportation issues or project needs.



Roswell's Strategic Goal: Improve Transportation to Benefit Roswell Residents

Station 3
GOAL SETTING AND FUNDING

Objectives for the Transportation Master Plan

Enhance mobility for Roswell residents	These types of investments are to prioritize projects to improve mobility for Roswell residents and promote alternative methods of travel. Add Stickers here
Promote public safety	Projects would target areas identified as high accident roadways or intersections and seek to remedy the issue causing the problems. Add Stickers here
Maintain existing assets and fund roadway maintenance	Proposed improvements replaces, restores, or improves an existing or aging asset (repaving, bridge replacement, etc.). Add Stickers here
Prioritize needs of residents, neighborhoods, and businesses	Proposed improvements benefit our neighborhoods, activity centers, and commercial developments to enhance economic activity. Add Stickers here
Preserve character of existing neighborhoods by incorporating traffic calming, landscaping, and lighting into transportation projects	Proposed improvements would include traffic calming and/or other beautification elements. Add Stickers here
Enhance quality of life and community health	These types of projects include transit, bike, or pedestrian elements and may improve access to schools and parks. Projects would also target economically disadvantaged areas or high density census tracks. Add Stickers here
Explore innovative technology	Projects would include new technology components that would benefit Roswell's transportation network. Add Stickers here

Budgeting Exercise

Station 3
GOAL SETTING AND FUNDING

Tell us your transportation priorities
$100 to spend (using ten $10 bills)

5 categories to spend money on. How would you spend your money?

Network Improvements	Projects may include: Mobility projects to reduce congestion for Roswell residents, relieve bottlenecks on key routes, improve traffic signal timing.
Safety Improvements	Projects may include: New Lighting, traffic signal improvement, intersection improvements, new turn lanes, median islands, sight distance improvements.
Traffic Calming and Roadway Aesthetics	Project types include: Traffic Calming features, narrower lanes, median islands.
Road & Bridge Maintenance	Projects may include: Repaving roads, repair sidewalks, maintain or replace aging bridges, drainage improvements.
Bicycle and Pedestrian Improvements	Projects may include: New sidewalks, multi-use trails, bike lanes, new pedestrian crossings, pedestrian crossing signals.

For the budgeting exercise, participants were asked to show how they would spend a predetermined amount of money on five priority areas. The transportation priorities and example project types for each priority were as follows:

- Network Improvements - Mobility projects to reduce congestion for Roswell residents; relieve bottlenecks on key routes, improve traffic signal timing.
- Safety Improvements – New lighting, traffic signal improvement, intersection improvements, new turn lanes, median islands, sight distance improvements.
- Traffic Calming and Roadway Aesthetics – Traffic Calming features, narrower lanes, median islands.
- Road and Bridge Maintenance – Repaving roads, repair sidewalks, maintain or replace aging bridges, drainage improvements.
- Bicycle and Pedestrian Improvements – New sidewalks, multi-use trails, bike lanes, new pedestrian crossings, pedestrian crossing signals.

For the goal setting exercise, participants were asked to tell us the objectives they would like to see as a result of the master planning process. The seven categories they were asked to prioritize are below:

- Enhance mobility for Roswell residents – These types of investments are to prioritize projects to improve mobility for Roswell residents and promote alternative methods of travel.

- Promote public safety – Projects would target areas identified as high accident roadways or intersections and seek to remedy the issue causing the problems.

- Maintain existing assets and fund roadway maintenance – Proposed improvements replaces, restores, or improves an existing or aging asset (repaving, bridge replacement, etc.)

- Prioritize needs of residents, neighborhoods, and businesses – Proposed improvements benefit our neighborhoods, activity centers, and commercial developments to enhance economic activity.

- Preserve character of existing neighborhoods by incorporating traffic calming, landscaping, and lighting into transportation projects – Proposed improvements would include traffic calming and/or other beautification elements.

- Enhance quality of life and community health – These types of projects include transit, bike, or pedestrian elements and may improve access to schools and parks. Projects would also target economically disadvantaged areas or high density census tracks.

- Explore innovative technology – Projects would include new technology components that would benefit Roswell's transportation network.

The results of the budgeting exercise are on the next page, and show the three most important areas residents want the City to spend money on are bicycle and pedestrian improvements, maintenance of our road network and traffic calming.

Budget Exercise Results				
	East Roswell Park (4/18/22)	Hembree Park (4/19/22)	Totals	Percentage
Bike and Pedestrian	35	17	52	**32.70%**
Road / Bridge Maintenance	23	16	39	**24.53%**
Traffic Calming	14	16	30	**18.87%**
Safety Improvements	10	10	20	**12.58%**
Network Improvements	8	10	18	**11.32%**

The goal setting exercise results are below and show the majority of respondents want the plan to focus on preserving the character of existing neighborhoods and prioritizing the needs of residents, neighborhoods, and businesses.

Goal Setting Exercise Results	
	Score
Preserve character of existing neighborhoods by incorporating traffic calming, landscaping, and lighting into transportation projects	**2.60**
Prioritize needs of residents, neighborhoods, and businesses	**2.07**
Enhance mobility for Roswell residents	**1.13**
Enhance quality of life and community health	**1.13**
Promote public safety	**1.00**
Explore innovative technology	**0.87**
Maintain existing assets and fund roadway maintenance	**0.53**

For the remainder of 2022 and 2023, staff coordinated with our stakeholders. These included our elected officials, staff, and members of the Transportation Advisory Commission (TAC). It should be noted that multiple members of the TAC resigned in Spring of 2023 after providing some input on the TMP earlier in the year (2023).

APPENDIX G— RDOT POLICIES AND PROCEDURES

Resolution No. 2009-03-10

STATE OF GEORGIA

CITY OF ROSWELL **March 2, 2009**

A RESOLUTION TO ADOPT A COMPLETE STREETS POLICY

WHEREAS the Charter of the City of Roswell, Section 2.20 (33), vests responsibility for the construction, operation and maintenance of roadways and streets within the corporate boundaries of the City with Mayor & City Council; and

WHEREAS the health, safety and welfare of the citizens of Roswell will be enhanced by the adoption of a policy that ensures that such roadways and streets meet the needs and expectations of all users of such roadways and streets:

NOW THEREFORE the Mayor & Council of the City of Roswell hereby resolve that the following Complete Streets Policy is adopted:

I. Purpose

This Complete Streets Policy is written to empower and direct citizens, elected officials, government agencies, planners, engineers, and architects to use an interdisciplinary approach to incorporate the needs of all users into the design and construction of roadway projects funded by and located within the city limits of the City of Roswell. Furthermore, this policy is written to encourage those who provide improvements on non-City owned roadways to also incorporate Complete Streets methodologies into their design and construction plans on roadways located within the City of Roswell.

The goals of the Complete Streets Policy are:

- To ensure that the safety and convenience of all users of the transportation system are accommodated, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users;
- To incorporate the principles of this policy into all aspects of the transportation project development process, including project identification and design approvals, as well as design manuals and performance measures;
- To create a comprehensive, integrated, and connected transportation network throughout the City of Roswell that supports compact, sustainable development;
- To ensure the use of the latest and best design standards, policies and guidelines;
- To recognize the need for flexibility to accommodate different types of streets and users; and
- To ensure that the Complete Streets design solutions fit within the context(s) of the community.

The adoption of a Complete Streets Policy by the City of Roswell follows the revision of the American Association of State Highway Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities as well as a recommendation from the Atlanta Regional Commission's Atlanta Region Bicycle and Pedestrian Walkways Plan which states:

...(i)ncorporate the concepts of routine accommodation and Complete Streets into planning, design, and construction of all future roadways and adopt development review regulations requiring developers to build bicycle and pedestrian facilities as integral components of their transportation infrastructure.

II. Policy

The Complete Streets Policy should apply to all new construction and reconstruction of roadways under the jurisdiction of the City of Roswell. Specifically:

- Roadways projects should accommodate all users of transportation system including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users;
- Roadway projects should make use of the latest and best design standards, policies and guidelines; and
- Complete Streets solutions shall be developed to fit within the context(s) of the community and those solutions shall be flexible so that the needs of the corridor can be met.

III. Exemption

Exceptions to the Complete Streets Policy include:

- Ordinary maintenance activities designed to keep assets in serviceable condition (i.e. mowing, cleaning, sweeping, pothole repair, and other regular maintenance);
- Projects involving a roadway where bicyclists and pedestrians are expressly prohibited by law from using. In such cases, efforts should be made to accommodate bicyclists and pedestrians elsewhere;
- There are extreme topographic or natural resources restraints including Federal or State Lands or Waterways; and
- The project is along a roadway that is not a City of Roswell owned street. In such cases, the City shall encourage the appropriate agencies to design and construct their project(s) based on this Policy.

This 2nd day of March, 2009.

Jere Wood, Mayor

Attest:

Sue H. Creel, City Clerk
(Seal)

Councilmember Jerry Orlans

Councilmember Rebecca Wynn

Councilmember Kent Igleheart

Councilmember Richard Dippolito

Councilmember David Tolleson

Councilmember Lori Henry

Roswell
georgia

Memorandum

To: All Transportation Staff; File
From: Muhammad Rauf, Director of Transportation
Date: March 5, 2020
Re: Construction and Street Maintenance Division

Transportation Department
Construction and Street Maintenance Division

- In order to prevent conflicts, repetitious work and unnecessary encroachments, street maintenance work shall be coordinated with other City Departments such as Water, Community Development, and Public Works.
- The City's Police and Fire Departments shall be notified of any street maintenance work that could generate traffic detours for proper planning in case of emergencies.
- In addition to City Departments, outside organizations and utility companies shall be notified as necessary. Such street maintenance work can include pavement resurfacing, repairs and replacement of sidewalks, repairs and replacement of curb and gutters and replacement of handicap ramps.
- Inspections of infrastructure shall be performed yearly by the Construction Division inspectors on the following:
    - Pavement condition
    - Bridges
    - Curb and gutters
    - Sidewalks
    - Guardrails
    - Signs
- The Construction and Maintenance Division shall employ conservation and sustainability methods when performing street maintenance work which shall include the following:
    - Recycle asphalt millings from pavement patching work to be used on gravel roads and city driveways.
    - Crush concrete debris to be used as aggregate.
- When pavement cuts are necessary within the City's public ROW, the City of Roswell standard trench cut detail shall be used. Surface pavement at street cuts shall be a minimum of 25' in width to ensure proper asphalt compaction.
- The Construction Division inspectors on a yearly basis shall inspect all city guardrails. Procurement of contracting services for any repairs or replacements needed is to commence as soon as practical.
- The Maintenance Division shall remove graffiti on public infrastructure promptly. Removal methods shall include pressure washing and painting.
- Accidents and damages related to street maintenance shall be promptly reported to immediate supervisors and referred to the City's Risk Management Department as follows:

  Brook Shepard
  770-641-3955
  bshepard@roswellgov.com

Thanks,

Muhammad Rauf, Director of Transportation

TRANSPORTATION DEPARTMENT

CONSTRUCTION DIVISION

STAFF ORGANIZATION

SCOPE OF WORK

STANDARD OPERATING PROCEDURES

SAFE OPERATING PROCEDURES

May 2023

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CITY OF ROSWELL TRANSPORTATION DEPARTMENT

CONSTRUCTION DIVISION STAFF ORGANIZATION

STAFF
Construction Manager – Joe Vitale
Construction Supervisor – Suzanne Mott
Construction Inspectors – Stanley Shoals
Gehan Evans
Utilities Coordinator – John Wooten

CONSTRUCTION DIVISION SCOPE OF WORK (SOW)

Capital Construction Projects:

- Review and provide comments during design process
  - Construction methods
  - Preliminary cost estimates
  - Participate in PFPRs
  - Participate in FFPRs
- Review and provide comments during ITB drafting process
  - Assist in conducting pre-bid meetings
  - Construction contract clauses
  - Contract time
  - Contractor requirements
  - References checks
- Contract management
  - Review and provide comments during contract drafting process
  - Conduct pre-construction meetings
  - Issue Notice to Proceed (NTP)
  - Manage project constraints
  - Budget
  - Time
  - Risk
  - Resources
  - Quality
  - Scope
  - Manage project communications
  - Regular update meeting with stakeholders
  - Provide meeting minutes

    - Provide updated schedules
    - Provide budget updates
    - Manage and respond to Requests for Information (RFI)
    - Coordinate with other City Departments and other stakeholders affected
    - Manage and process Change Orders
    - Process Payment Applications
- Inspections
    - Provide daily work inspections
    - Generate daily job logs
        - Statement of work completed per the project's schedule of values
        - Weather information
        - Staff present at project
        - Equipment used

Private / other City Departments Construction Projects:

- Participate and provide comment during plans review process
- Participate in pre-construction meetings
- Inspect all work within the city's current or future public right-of-way
    - Coordinate with other city departments
        - Provide written approvals or comments

Pavement Management:

- Perform regular field assessment of pavement conditions
- Maintain pavement condition data updated
- Generate yearly maintenance work reports
    - Resurfacing
    - Rejuvenation
    - Other pro-active actions

Right-of-Way Encroachment permits:

- Receive and catalog permit applications
- Review information submitted and provide comments
- Inspect work as permitted
- Provide written approvals or comments on final work
- Close out permits as completed

Roswell georgia	**TRANSPORTATION DEPARTMENT** **CONSTRUCTION AND MAINTENANCE DIVISION** **STANDARD OPERATING PROCEDURES**	**Date Issued:** 5/1/23 **SOP #: 1**
	CONSTRUCTION: PAVEMENT MANAGEMENT	

1. Purpose

This is the process of inspecting and rating the condition of the city's roadways pavement necessary in order to generate yearly lists of roads candidate for resurfacing.

2. Scope

This procedure entails the gathering of pavement distress data necessary for the calculation of the Pavement Condition Index (PCI) using the department's Pavement Management System.

3. Procedure

The procedures and staff responsibilities for this process are as follows:

Construction and Maintenance Manager

- Ensure that pavement condition data is regularly updated
- Generate yearly work reports (resurfacing and rejuvenation)

Street Construction Supervisor

- Add new roadways to the system
  - Roads dedicated as public by new development
  - Roads converted from private to public
- Ensure roads list and data is updated
- Input inspections data into Pavement Management System software
- Generate regular reports of roads to be inspected as follows:
  - First priority is given to older roads (based on time since last work performed)
  - Second priority is given to roads with a PCI<50
  - Group roads to be inspected by the same general areas of the city (use street atlas)
  - Maximum of 3 years between inspections

Street and Highway Inspectors

- Inspect pavement as per reports generated by the Supervisor
  - Gather distress data per software instructions

4. References

This SOP is currently conducted using a Pavement Management System software (MicroPaver) and exporting the data to excel spreadsheet where reports are generated to determine work necessary to maintain the city's road conditions.

Related SOP's
SOP #'s: 41

	TRANSPORTATION DEPARTMENT CONSTRUCTION AND MAINTENANCE DIVISION STANDARD OPERATING PROCEDURES	**Date Issued:** 5/1/23 **SOP #: 2**
	CONSTRUCTION: PAVEMENT RESURFACING	

1. Purpose

Process of yearly resurfacing of existing pavement as part of the department's Pavement Management System.

2. Scope

This procedure entails the removal of the top layer of pavement, patching distressed areas and resurfacing with a new layer of asphalt pavement.

3. Procedure

The procedures and staff responsibilities for this process are as follows:

Construction Manager

- Generate a report of work to be performed
- Process city council approval of the work (committee and council meetings)
- Request procurement
- Manage the resurfacing contract

Construction Supervisor

- Perform a detailed cost estimate of the work
- Participate in pre-bid meetings
- Schedule and manage pre-construction and construction update meetings
- Coordinate striping and detection devices work with the Traffic division
- Notify and update other departments (ComDev, EPW, Fire, PD) of work being performed
- Ensure daily update and budget control using project spreadsheet

Street and Highway Inspectors

- Perform daily work inspections
  - Monitor quality of material
  - Monitor temperature of material
  - Determine and convey to the contractor patching required
  - Input daily work quantities in project spreadsheet
  - Generate daily job logs
- The resurfacing work will be performed as follows:
  - Mill 1 ½" of existing toping (edge milling can be performed with approval from the Construction Supervisor)
  - Patch any distressed areas with a minimum of 440 lb/sy using 25 mm asphalt
  - Top surface with 165 lb/sy 9.5 mm asphalt. Use 12.5 mm with approval of the Construction Supervisor
  - Use Open Graded Interlayer (OGI) when necessary and with the approval of the Construction Supervisor
  - Re-stripe all areas as per existing or per Traffic Division instructions
  - Re-install detection devices as per existing or per Traffic Division instructions
  - Ensure proper traffic control is preformed

4. References

This SOP is currently funded by a yearly budget of $4M including $1M provided by LMIG funds. City-Wide and LMIG budgets are to be tracked separately.

Related SOP's
SOP #'s: 36, 37, 41, 42

	TRANSPORTATION DEPARTMENT CONSTRUCTION AND MAINTENANCE DIVISION STANDARD OPERATING PROCEDURES	**Date Issued:** 5/1/23
		SOP #: 3
	CONSTRUCTION: PAVEMENT REJUVENATION	

1. Purpose
Process of yearly asphalt pavement rejuvenation as part of the department's Pavement Management System.
2. Scope
This procedure entails the application of a liquid product with the purpose of extending the pavement life cycle.
3. Procedure

The procedures and staff responsibilities for this process are as follows:
Construction and Maintenance Manager
• Generate a report of work to be performed
• Request procurement
• Manage the rejuvenation contract
Street Construction Supervisor
• Perform a detailed cost estimate of the work
• Schedule and manage pre-construction and construction update meetings
Street and Highway Inspectors
• Perform daily work inspections
  ○ Monitor quality of material
  ○ Input daily work quantities in project spreadsheet
  ○ Generate daily job logs
  ○ Ensure proper traffic control

4. References
This SOP is funded by the department's yearly resurfacing and accounts for approximately 5% of this budget. Prior experience with this product dictates the use of Reclamite which is distributed by Pavement Technology, Inc., a sole source of this product

Related SOP's
SOP #'s: 36, 37, 41, 42

1. Purpose

Process of Construction Management of the department's Capital Projects.

2. Scope

This procedure entails the management and control of Capital Construction Projects constraints including scope, budget, time, quality, risk and resources.

3. Procedure

The procedure requirements for this process are as follows:

- *Construction Manager*
  - Participate in design process
    - Review progress design
    - Review final plans
    - Participate in PFPR
    - Participate in FFPR
  - Participate in pre-bid meetings
  - Request procurement
  - Issue Notice to Proceed
  - Manage the contract – Control Schedule, Scope and Budget
    - Generate project WBS
    - Authorize time extensions
  - Issue Substantial Completion Notice
  - Authorize change orders
  - Hold weekly update meetings with the Construction Supervisor
    - Review project's schedule
    - Review Project's budget
- *Construction Supervisor*
  - Conduct pre-construction meetings
  - Conduct construction update meetings
  - Monitor Construction Inspectors
  - Ensure tracking of completion progress
- *Construction Inspectors*
  - Perform daily work inspections
    - Monitor quality of material
    - Monitor quality of work
    - Track materials quantity
    - Track work completion rates
    - Generate daily job logs
- *Utilities Coordinator*
  - Participate in design process
    - Assist in identifying affected utilities
    - Review progress plans
    - Review final plans
    - Participate in PFPR
    - Participate in FFPR
  - Participate in construction update meetings
  - Monitor utilities work during construction

4. References
Executed contracts, specifications and complete plans will be available prior to start of construction. All staff participating in this SOP should familiarize themselves with the construction documents.

Related SOP's
SOP #'s: 41

	TRANSPORTATION DEPARTMENT CONSTRUCTION AND MAINTENANCE DIVISION STANDARD OPERATING PROCEDURES	**Date Issued:** 5/1/23 **SOP #: 5**
	CONSTRUCTION: ENCROACHMENT PERMITS	

1. Purpose

Process for issuing public ROW encroachment permits.

2. Scope

This procedure entails the issuance of permits to allow work within the public ROW

3. Procedure

The procedure requirements for this process are as follows:

- *Construction Supervisor*
  - Review permit applications
  - Approve permit applications
  - Monitor work related to the permit
- *Utilities Coordinator*
  - Receive permit applications
    - File applications
    - Manage applications
  - Review work proposed and provide necessary comments
  - Route permits for approval
    - Deputy Director of Transportation
    - Construction Supervisor
    - Traffic Supervisor
    - Transportation Engineering Manager
  - File approved permits
  - Issue final approvals
  - Monitor and inspect work included in permits
    - Ensure quality of work
    - Ensure quality of materials
    - Ensure proper erosion control if needed
    - Ensure proper traffic control if needed
  - Close-out permits upon completion
  - Assist Construction and Maintenance will all utilities related issues

4. References

Encroachment permit applications are to be filed electronically (PDF) and include stamped plans depicting all work required.

Related SOP's
SOP #'s: 4, 41

Injury Response

1. Survey the injury scene and take appropriate action to ensure it is safe for other employees and emergency services to prevent additional injuries and/or accidents.
2. Determine if the injured person needs medical attention.
3. For non-life-threatening injuries provide care and first aid treatment in accordance with training.
4. For life-threatening injuries or severe trauma injuries dial 911 immediately for emergency services and provide the following information:
   • Nature of the medical emergency
   • Condition of the injured person• Location of the emergency
   • Your name and contact phone number should the call become disconnected.
   • If available, have the name of the chemical or poison the person has been exposed too. Utilize information on SDS sheets if available.
5. Do not move an injured employee with life-threatening injuries or severe trauma unless they are in immediate danger.
6. Provide first aid and assistance to the injured employee to keep them as comfortable as possible while seeking medical treatment or waiting on emergency services.
7. Report all injuries immediately to your manager or supervisor.
8. The manager or supervisor must notify the designated safety representative assigned to the Division or Unit.
9. The manager or supervisor must accompany the injured employee to the medical treatment facility. If the employee is transported by emergency services to a hospital, the supervisor will need to meet the injured employee at the hospital.
10. The manager or supervisor must ensure that the injured employee has the appropriate medical authorization form to provide to the medical treatment facility.
11. Notification must be made to Safety and Risk Management, Workers' Compensation Section as soon as possible and at least within 24 hours of the injury.
12. Incidents involving a fatality must be reported immediately to the designated safety representative assigned to the Division. Notification will immediately be made to Safety and Risk Management. Fatalities are required to be reported to the Georgia Department of Labor, within 8 hours of occurrence in accordance with the rules and regulations.
13. Incidents involving any in-patient hospitalization, amputation, or loss of eye must be reported immediately to the designated safety representative assigned to the Division. Notification will immediately be made to Safety and Risk Management. These incidents are required to be reported to the Georgia Department of Labor, within 24 hours of occurrence in accordance with the rules and regulations.
14. Gather all necessary information to complete the incident investigation. This includes photographs, videos, sketches, drawings, interviews, witness statements, inspection forms, training records, policy and procedure documents, police reports, reconstruction material(s) and reenactment information.

Related SOP's
SOP #'s:

Roswell georgia	**TRANSPORTATION DEPARTMENT** **CONSTRUCTION AND MAINTENANCE DIVISION** **SAFE OPERATING PROCEDURES**	**Date Issued:** 5/1/23 **SOP #: 31**
	COLD WEATHER SAFETY	

Cold Weather Safety

1. Along with air temperature, wind and moisture can create issues for employees working in the cold.
2. Wind can blow away the body's protective external layer of heat. For example, when the temperature is 25° F and the wind is blowing at 25mph; the wind chill is 9° F resulting in more hazardous conditions.
3. Water including sweat can displace body heat 25 times faster than dry air.
4. Whenever possible, schedule coldest part of work for the warmest part of the day.
5. Reorganize work procedures to minimize sitting still or standing for long periods of time.
6. All employees who have not been working in the cold environment must adjust to the cold before expecting to be fully productive (5-7 days).
7. To stay hydrated, drink water, sports drinks, or warm non-caffeinated beverages.
8. Caffeine is a diuretic which causes loss of water and increases dehydration and should be avoided.
9. Take regular rest breaks in a warm place, if possible.
10. Wear the proper clothing in layers. Wool, polypropylene or 50/50 cotton and polyester blend should be worn next to the skin. Outer garments should be of waterproof, wind resistant material like nylon. A good example of layering would be a wool shirt or sweater over a cotton one and then an outer nylon jacket.
11. Employees should be sure to wear a hat or other head covering as up to 40% of heat loss occurs when the head is exposed.
12. During winter weather, hoodies should not be worn under hard hats. Winter liners made for hard hat use during winter weather should be worn instead.
13. Wear waterproof boots with two pairs of socks. The inner pair should be cotton and the outer pair wool.
14. Employees should wear gloves for light to moderate work anytime the air temperature falls below 40° F.
15. For air temperatures below freezing, insulated gloves should be worn.
16. Wet conditions in cold weather may necessitate water-proof insulated gloves. Breathable water-proof gloves allow moisture from sweating hands to wick away which will keep hands warmer.
17. Hand warmer products are available for extended work in cold weather.
18. Keep as dry as possible and have extra clothing readily available to change into if you do get wet.
19. Remember! The frequency of accidents is higher in cold weather. Make allowances for your slowed reflexes and numbed hands when doing your job.
20. Be aware of ice on sidewalks, pavement and in shaded areas around buildings. Avoid areas where accumulated ice may cause a slip and/or fall.
21. When working on ice covered surfaces, Ice Traction Cleats are available to be worn over work boots.
22. The National Weather Service Wind Chill Chart below should be used to plan work schedules in cold weather conditions. The Wind Chill Chart indicates amount of time where frostbite may occur for any exposed skin. Dress appropriately to protect exposed skin.

Wind Chill Chart

Wind (mph)	Temperature (°F)																	
Calm	40	35	30	25	20	15	10	5	0	-5	-10	-15	-20	-25	-30	-35	-40	-45
5	36	31	25	19	13	7	1	-5	-11	-16	-22	-28	-34	-40	-46	-52	-57	-63
10	34	27	21	15	9	3	-4	-10	-16	-22	-28	-35	-41	-47	-53	-59	-66	-72
15	32	25	19	13	6	0	-7	-13	-19	-26	-32	-39	-45	-51	-58	-64	-71	-77
20	30	24	17	11	4	-2	-9	-15	-22	-29	-35	-42	-48	-55	-61	-68	-74	-81
25	29	23	16	9	3	-4	-11	-17	-24	-31	-37	-44	-51	-58	-64	-71	-78	-84
30	28	22	15	8	1	-5	-12	-19	-26	-33	-39	-46	-53	-60	-67	-73	-80	-87
35	28	21	14	7	0	-7	-14	-21	-27	-34	-41	-48	-55	-62	-69	-76	-82	-89
40	27	20	13	6	-1	-8	-15	-22	-29	-36	-43	-50	-57	-64	-71	-78	-84	-91
45	26	19	12	5	-2	-9	-16	-23	-30	-37	-44	-51	-58	-65	-72	-79	-86	-93
50	26	19	12	4	-3	-10	-17	-24	-31	-38	-45	-52	-60	-67	-74	-81	-88	-95
55	25	18	11	4	-3	-11	-18	-25	-32	-39	-46	-54	-61	-68	-75	-82	-89	-97
60	25	17	10	3	-4	-11	-19	-26	-33	-40	-48	-55	-62	-69	-76	-84	-91	-98

Frostbite Times: 30 minutes, 10 minutes, 5 minutes

$$\text{Wind Chill (°F)} = 35.74 + 0.6215T - 35.75(V^{0.16}) + 0.4275T(V^{0.16})$$

Where, T= Air Temperature (°F) V= Wind Speed (mph)

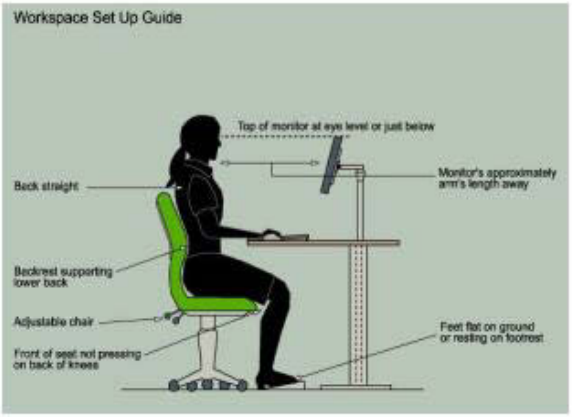
Effective 11/01/01

Related SOP's
SOP #'s:

Roswell georgia	**TRANSPORTATION DEPARTMENT** **CONSTRUCTION AND MAINTENANCE DIVISION** **SAFE OPERATING PROCEDURES**	**Date Issued:** 5/1/23 **SOP #: 32**
	OFFICE ERGONOMICS	

Hazard Review
Awkward Posture Stressors - Repetitive Motion - Excessive Force - Extended Reaching Stressors - Contact Stress - Eye Strain

1. Office Ergonomics is all about setting-up your office work space to fit you so you can work in a comfortable neutral posture. Reference workspace guide photo below.
2. Adjust your chair for an upright posture with feet flat on floor or on footrest if working surface height requires adjusting chair where feet are not flat on floor. Front of seat should not be pressing against back of legs which can restrict circulation to feet.
3. Since office chairs will vary, learn how to use chair adjustments to provide you with adequate lower back support. Adjust chair armrests so your arms gently rest on them with your shoulders relaxed.
4. Chair armrests should not be used to support your arms while using keyboard or mouse since this restricts circulation in arms and puts strain on shoulders.
5. It is recommended that you get up out of your chair once an hour even if just to stretch to allow good circulation in your legs and reduce any back fatigue.
6. Forearms, writs, and hands should be in straight line when using the keyboard and mouse for neutral posture. If keyboard tray is being used, adjust it to the proper height to provide neutral posture.
7. Gel wrist rests should be used to avoid contact stress on hard work surface when using keyboard and mouse and provide a more neutral posture.
8. Avoid using excessive force typing on keyboard or gripping mouse.
9. Position your monitor at least and arm's length directly in front of you to keep head in a straight neutral posture to reduce eye strain.
10. Monitor height should allow line of sight to be eye level with top row of icons on screen or slightly below. For bifocal users, monitor viewing height may need to be adjusted lower.
11. Repetitive motion should not be a problem if you intermittently change tasks or take short micro-breaks to pause for a few seconds.
12. Avoid excessive brightness or glare from overhead lighting which may result in eye strain.
13. If you cannot set-up your workspace to fit you, you may need an ergonomic assessment. Have your supervisor request an ergonomic assessment from your safety support staff



Related SOP's
SOP #'s:

	TRANSPORTATION DEPARTMENT CONSTRUCTION AND MAINTENANCE DIVISION SAFE OPERATING PROCEDURES	**Date Issued:** 5/1/23
		SOP #: 33
	EQUIPMENT MOUNTING AND DISMOUNTING	

Equipment Mounting and Dismounting

1. Park in an area that provides maximum protection for operator and passengers and which provides a solid landing during mounting and dismounting.
2. Do not leave equipment unattended with engine running. Shut off engine and set parking brake when equipment is not in use.
3. When mounting or dismounting equipment, use all steps and all handholds provided.
4. **DO NOT JUMP FROM EQUIPMENT.**
5. Use a three-point method in mounting and dismounting equipment. When mounting, face the equipment and using both hands, firmly grasp handholds while placing one foot solidly on step. When dismounting, face the equipment and place both feet solidly on steps and use one hand to firmly grasp handhold.
6. Make sure your shoes are not defective in anyway and have adequate traction. Be sure you do not have any slippery substances such as oil, grease, tar, mud, etc. on the bottoms of your shoes or on the steps of the vehicle or equipment being mounted or dismounted.
7. The key to minimizing injuries when getting in and out of equipment including vehicles is “Remember to always maintain three firm points of contact when mounting or dismounting any equipment”.

Related SOP’s
SOP #’s:

Buildings

1. All employees should know escape routes and locations of fire exits.
2. All fire exits must be unobstructed, unlocked and marked.
3. Fire/smoke alarms should be tested and fire drills conducted regularly.
4. All employees should know the location of and how to use fire extinguishers.
5. Facilities should be periodically inspected to ensure fire extinguishers are charged and to identify and eliminate fire hazards. Fire extinguisher locations should be properly marked.
6. Wiring and/or extension cords used for office machines or other appliances should be checked periodically.

Job Sites

1. When refueling vehicles, turn off engines. No smoking or open flames are permitted in the area.
2. Use extra caution when working with flammable materials on job site. Refer to MSDS.
3. Use only approved marked safety containers for storing and transporting flammable materials.
4. After refueling portable tools/equipment with gasoline engines, move at least 25 feet from refueling site to start engine.
5. Operator should know the location of and how to use the fire extinguishers. Fire extinguishers should be inspected to ensure that they are charged.
6. Allow space for fuel expansion in fuel tanks and containers.

Related SOP's
SOP #'s:

FIRST AID

In any emergency situation, there are three simple steps to guide your actions. If you ever feel nervous or confused, remember the Check/Call/Care emergency action steps to get you back on track.

1. CHECK the scene then the person.

   - Before rushing to help an injured or ill person, conduct a scene size-up and form an initial impression.
   - Is the scene safe to enter? Any potential; hazards; look for things that could jeopardize your safety or bystanders' safety.
   - What happened; look for anything that might tell you what happened. If the person is unresponsive, ask any bystanders.
   - If the person is awake and responsive, obtain consent to provide assistance and get information of the nature of the person's illness or injury.
   - If person unresponsive, shout then tap their shoulder and check for normal breathing for no more that 5 to 10 seconds.

2. CALL 9-1-1; get a bystander to make the call for the following situations:
   - If the person is not breathing assume cardiac arrest; while someone calls 911 get someone to retrieve an AED if available along with First Aid Kit. An AED will increase the person's chance for survival.
   - If the person has severe life-threatening bleeding; while someone calls 911 begin are care for the person.

3. CARE for the person using items from the First Aid Kit; avoid moving the person unless an immediate danger requires it.

4. **Cardiac Arrest** – For an unresponsive person that is not breathing or only gasping.

   - Making sure person is lying face-up, begin CPR starting with (30) chest compressions followed by (2) rescue breathes.
   - Place your hands, one on top of the other, in the middle of the chest. Use your body weight to help you administer compressions that are at least 2 inches deep and delivered at a rate of at least 100 compressions per minute. Push hard and fast.
   - Deliver (2) rescue breathes using a breathing barrier if available. With the person's head tilted back slightly and the chin lifted, pinch the nose shut and place your mouth over the person's mouth to make a complete seal. Blow into the person's mouth to make the chest rise. Deliver two rescue breaths, then continue compressions.
   - Continue CRP until the person shows sign of life by breathing, an AED arrives, or EMS arrives at the scene.

5. **If the Person Is Responsive**, moving, opening their eyes, or moaning and breathing normally but not fully awake, put the person in the recovery position.

   - Extend the person's arm that is closest to you above the person's head.
   - Roll the person toward yourself onto his or her side, so that the person's head rests on his or her extended arm.
   - Bend both of the person's knees to stabilize the body.

   - The recovery position helps lower the person's risk for choking and aspiration (the inhalation of

foreign matter, such as saliva or vomit, into the lungs).

- The recovery position should also be used if the person with injury begins to vomit.
- Have someone call 911 or call yourself if no one else is around. While waiting for EMS to arrive, interview the injured person using "SAMPLE" to get a better understanding of the situation and nature of the person's illness or injury.
- **S = Signs and Symptoms**. Take note of signs you can observe yourself and ask the person to describe to you what they are experiencing.
- **A – Allergies.** Ask the person about allergies and whether allergic reactions are severe or life-threating.
- **M – Medications.** Ask about any over the counter and prescription medications they are taking and when the person last took it.
- **P = Pertinent Medical History**. Ask the person whether they have any medical conditions.
- **L = Last Food or Drink**. Ask the person when they last had something to eat or drink; what the person ate or drank and how much.
- **E = Events leading up to the Incident.** Ask the person what was happening and what they were doing just prior to beginning to feel ill or injured.

Check each part of the body in a systematic manner from head to toe by looking for:

- Bleeding or cuts
- Burns
- Bruising or swelling
- Any deformities
- Any pain or discomfort
- Unable or unwilling to move any body part.
- Do not ask the person to move if you suspect a head, neck, or spinal injury.

6. **Severe Bleeding** from major open wounds requires immediate action. Latex-free protective gloves should be worn. A Tourniquet may be needed if direct pressure does not stop the bleeding.

- Call or have someone call 911
- Have someone retrieve a First Aid Kit.
- If severe life-threating bleeding that cannot be stopped with direct pressure, a **Tourniquet** made need to be applied.
  i. **A tourniquet** is a device placed around an arm or leg to constrict blood vessels and stop blood flow to a wound.
  ii. If it is necessary to use a tourniquet and a commercially manufactured tourniquet is not available, make a tourniquet using a strip of soft material that is 2 to 4 inches wide (such as a triangular bandage that has been folded into a tie) and a short, sturdy stick or other rigid object. Tie the stick or other rigid object into the material and twist it to tighten the makeshift tourniquet.
- For all other bleeding wounds, apply sterile gauze or other clean dressing and apply direct pressure after putting on latex-free disposable gloves; you may need to apply direct pressure with any available cloth items until First Aid Kit arrives.
- This may take as long as 15 minutes. If blood soaks through the first dressing, place another dressing on top of the first dressing and apply even more pressure until bleeding stops.
- When bleeding stops, apply a roller bandage by placing one hand on end of roller bandage while you wrap the other end around the wound several times using overlapping turns. Tie or tape the bandage to secure it.
- Have the person rest comfortably and provide care for shock if necessary until EMS arrives.

7. **Shock** may occur from severe blood loss due to failure of circulatory system to provide enough oxygen rich blood to all body parts. Signs of shock may include altered consciousness, pale or ashen bluish cool or moist skin, rapid and weak pulse.

    - Elevate person's legs about to help blood circulate to vital organs unless this may cause pain or further injury.
    - Loosen tight clothing and cover person with blanket to prevent chilling.
    - If person stops breathing, administer CPR until EMS arrives.

8. Bleeding from minor open wounds can be cared for effectively using First Aid.
    - Apply direct pressure with a gauze pad to stop the bleeding.
    - Cleanse the wound with antiseptic wipe.
    - Apply small amount of antibiotic ointment.
    - Cover with a sterile gauze pad or bandage.

9. **Choking** occurs when the airway becomes either partially or completely blocked by a foreign object. If the person is making high-pitched noises or coughing weakly, or if the person is unable to speak or cry, the airway is blocked and the person will soon become unresponsive unless the airway is cleared.

    - Have someone call 9-1-1 while you begin to give first aid for choking using a combination of (5) Back Blows and (5) Abdominal Thrusts.
    - To give Back Blows, place one arm diagonally across the person's chest (to provide support) and bend the person forward at the waist so that the person's upper body is as close to parallel to the ground as possible.
    - Firmly strike the person between the shoulder blades with the heel of your other hand. Repeat (5) times.
    - To give Abdominal Thrusts, stand behind the person, with one foot in front of the other for balance and stability. If possible, place your front foot between the person's feet. Wrap your arms around the person's waist.
    - Find the person's navel by placing one finger on the person's navel, and the adjacent finger above the first. Make a fist with your other hand and place the thumb side just above your fingers. Cover your fist with your other hand and give quick, inward, and upward thrusts into the person's abdomen. Repeat (5) times.
    - Continue giving sets of back blows and abdominal thrusts until the person can cough forcefully, speak, cry, or breathe.

First Aid/CPR/AED Training

- OSHA requires that every workplace include one or more employees who are trained and certified in First Aid/CPR in the absence of a medical care provider that is reasonable accessible in terms of time (3-4 minutes) and distance to the worksite.
- Field units should have at least one member of each crew trained in First Aid/CPR.

Related SOP's
SOP #'s:

	TRANSPORTATION DEPARTMENT CONSTRUCTION AND MAINTENANCE DIVISION SAFE OPERATING PROCEDURES	**Date Issued:** 5/1/23
		SOP #: 36
	FLAGGING TRAFFIC	

Hazard Review
Traffic – Struck By – Night Work
Required Personal Protective Equipment (PPE)
ANSI Class 2 or 3 Safety Vest – Safety Toe Shoes

1. Flaggers shall be properly trained in flagging techniques prior to beginning a flagging operation.
2. Site supervisors shall discuss and document flagging operations as part of tailgate/ORM meeting.
3. Flaggers shall wear appropriate PPE including safety footwear, safety glasses, HighVisibility ANSI 107-2004 or equivalent revision Class 2 or 3 yellow-green safety vests or tshirt (if permitted in respective Division) and orange cap or orange hard hat. Orange covers can also be worn over other color hard hats. **For night time work, the use of ANSI 107- 2004 or equivalent revision Class 3 yellow-green safety vest or t-shirt (if permitted in respective Division) is highly recommended.**
4. Always set up flagging stations so that they are highly visible to traffic with good approach sight distance. The flagger shall be a minimum of 500' from an erected Flagger Sign but never standing in a curve. Flagging Stations shall be illuminated for night time operations.
5. **NEVER stand in a lane that is open to traffic.**
6. Work zone traffic control warning signs and STOP/SLOW paddles shall meet current MUTCD standards, be clean, and legible. Signs shall be mounted on a Staff to allow for traffic to see over the 1ststopped car. Always remove signs when flagging operations are not in progress.
7. Identify and use escape routes in case of emergency and always face oncoming traffic. Discuss best/worst case scenarios with your supervisor when flagging on a bridge.
8. Give clear and concise signals/messages to drivers and coordinate with other flaggers.
9. Flaggers should be in communication with each other or maintain visual contact.
10. Be aware of moving equipment in the work zone. Always establish eye contact with the operator before approaching equipment.
11. Air horns and other Alert Systems should be used when available to alert workers of emergency situations such as unexpected entry or intrusion into work zone.

Related SOP's
SOP #'s:

1. Supervisors should schedule heaviest work during the cooler morning hours whenever possible. Risk factors which should be considered include high temperature, high humidity, high exertion, heavy loads/gear, and repeated strenuous days as part of scheduling or rescheduling work.
2. All employees who have not been working in a hot environment must adjust to the heat before expecting to be fully productive. It may take 10 - 14 days of gradually increasing heat exposure before employees become acclimated to working in hot conditions.
3. Employees should drink 2 cups of water before beginning work. Then 2-4 additional cups should be taken during each hour of work. Avoid caffeinated and energy drinks which contain high caffeine or sugar content. Sport drinks such as Gatorade should be considered when working in hot conditions for more than 2 hours to replace electrolytes.
4. Employees must begin drinking fluids before they feel thirsty to avoid heatrelated problems.
5. Employees should not take salt tablets but should get extra salt through their normal meals.
6. Light meals are better than fatty foods as they are easier on the digestive system.
7. Frequent, short breaks in the shade are better than infrequent, long ones.
8. Employees should wear the proper clothing such as loosely woven cotton shirts, sunglasses, sweatbands, and the proper footwear. Light colored clothing retains less radiant heat than dark colored clothing.
9. Supervisors should ensure that each crew has adequate water and that employees are allowed enough break time for drinking and recovery purposes.
10. Employees must remember that a lack of sleep, obesity, alcohol use, medication use, and other health related issues can increase the risk of heat related injuries.

Related SOP's
SOP #'s:

	TRANSPORTATION DEPARTMENT CONSTRUCTION AND MAINTENANCE DIVISION SAFE OPERATING PROCEDURES	**Date Issued:** 5/1/23
		SOP #: 39
	OFFICE SAFETY	

Hazard Review
Office Ergonomics – material Storage and Handling – Lifting – Slip, Trip and Fall – Pinch Points

1. Perform a Hazard Risk Assessment of your Office to minimize potential hazards.
2. Know where your office emergency exits are located. There should be an emergency evacuation plan posted for your area.
3. Office aisles should not be used for storage and be kept clear at all times in event of emergency evacuation.
4. Electrical cords and cables should be arranged to avoid trip hazard.
5. File drawers should be closed immediately after use so no one can run into or trip over them. Only one drawer should be opened at a time to prevent the cabinet from falling forward. Use caution when closing drawers.
6. Avoid handling supplies more than once by putting materials in their stored location upon receiving them.
7. Always use proper lifting techniques. Use mechanical aids if available or get assistance when moving heavy or bulky items.
8. Never walk with items stacked so high that your vision is obstructed. Do not stack items in such a manner that they are unstable.
9. Be aware of and keep hands and fingers out of pinch points throughout the office, especially desk drawers, file cabinets and stacked materials.
10. Be aware of stress and strain associated with the use of computer monitors and poorly arranged workstations.
11. Office equipment such as chairs and desks that are broken and are a safety hazard should be labeled as “Broken, Do Not Use” and removed from the area until they are repaired or replaced.
12. To prevent slips due to wet weather when entering your facility, entrances should have a floor mat to dry feet.
13. Signs should be used to alert others of wet floor surfaces. Any wet areas found on floors should be cleaned up immediately.

Related SOP’s
SOP #’s:

	TRANSPORTATION DEPARTMENT CONSTRUCTION AND MAINTENANCE DIVISION SAFE OPERATING PROCEDURES	**Date Issued:** 5/1/23
		SOP #: 40
	PERSONAL PROTECTIVE EQUIPMENT (PPE)	

Hazard Review
The following are guidelines/requirements for the use of personal protective equipment (PPE) based on hazard assessment. The Supervisor's is responsible for conducting a hazard assessment with the crew at each worksite to determine if additional protective equipment is necessary and to ensure that the appropriate equipment is worn. The failure to wear appropriate PPE could result in disciplinary action. If employees wish to use their own PPE, it must be approved by their Safety Staff prior to use. **Note:** Hazard assessment has determined that the use of ear buds or other listening devices used to listen to music while performing work related tasks is prohibited. This action is a distraction which may affect the safety of the employee wearing them and other workers in the immediate area. Listening to music must be done during breaks, lunch, and before or after work hours. Supervisors must enforce this requirement to ensure the safety of all workers.

Hard Hats shall be worn:
1. On job sites where employees may be exposed to equipment with swinging components being operated such as backhoes, excavators, cranes, etc. 2. When working in areas where there is a potential for injury to the head by falling objects. 3. When exposed (or reasonably expected to be exposed) to flying material (e.g., brush chipper) 4. When exposed to overhead electrical conductors where shock hazard exists, Class E hard hats shall be worn. 5. At the direction of the supervisor. 6. Shelf life of hard hat begins when first issued from stock, not the manufactured date code indicated on the hard hat. It is recommended that the date issued from stock be marked on inside of the hard hat w/ waterproof marker. Hard hats should be replaced 5 years from the date it was put into service. 7. During winter weather, hoodies should not be worn under hard hats. Winter liners made for hard hat use during winter weather should be worn instead.

Orange Caps shall be worn when flagging traffic except in hard hat areas. For hard hat areas, Orange hard hat or orange hard hat cover shall be worn.

ANSI 107 Class 2 Safety Vest or ANSI 107 Class High Visibility Apparel shall be worn:
1. When exposed to moving traffic or equipment. 2. When working within the right-of-way. 3. When determined by the supervisor. 4. When operating equipment within the right-of-way and without an enclosed cab. 5. ANSI Class 3 safety vests or other ANSI Class 3 High Visibility Apparel are recommended for nighttime operations.

Safety Glasses with side protection shall be worn:
1. Whenever there is risk of injury to the eye injury from impact hazards such as flying fragments, objects, large chips, and particles. 2. When operating various power tools or machines (e.g., weed eaters, woodworking tools, power or concrete saws, rock drills, chippers, jackhammers, brush chippers, etc.) which may throw particles. 3. When determined by the supervisor. 4. By any person in a shop area outside of designated aisles or marked areas. 5. When jump-starting a battery. 6. Reader Safety Glasses are available through Central Inventory. 7. Provision for prescription safety glasses purchased through Correction Enterprises are available. • RDOT will cover 100% of the cost for prescription safety glasses except those employees who wear prescription glasses must pay for the cost of the examination. NOTE: All prescription safety glasses require side shields. • If yearly eye exam shows prescription has changed, employee is eligible for new prescription safety glasses. • Check with your supervisor for details

Safety Goggles shall be worn:
1. When their use is more appropriate than that of safety glasses (as determined by the supervisor). 2. Whenever there is a need to protect the eye from dust, sawdust, and mist (e.g., during sandblasting, sawing, or pressure washing) which can enter or blow into an employee's eye although they are wearing safety glasses. 3. Whenever there is a danger of a foreign object entering through the side of the glasses. 4. When working with chemicals that may be acidic, caustic, or pose eye hazard based on SDS.

Face Shields shall be worn:
1. When there is danger of splashing chemicals or other substances that may cause injury to the face or neck area (pressure washing, grinding, drilling, etc.). 2. Whenever, in the judgement of the supervisor, their use is more appropriate than other eye protection. 3. When removing or installing a battery. 4. When working with chain saws, strings trimmers, brush cutters and wood chippers. 5. Safety glasses must be worn under face shield to protect against impact hazards that may exist.

Appropriate Gloves for Hazard shall be worn:
During any operation where there is a risk of abrasion, laceration, burns, blisters or puncture to the hands. Special impermeable gloves shall be worn when picking up dead animals, working with hazardous chemicals or as directed by the Safety Data Sheets. **Typical Applications:** Hot mix paving or patching - Fence and guardrail repair - Sign repair - Sharpening tools - Welding and grinding - Using shovels, picks, etc. - Tree trimming and related activities - Loading or unloading tanker or distributor - Operating chain saws, string trimmers, or other gas-powered tools - Handling lumber

Coveralls or long-sleeved shirts shall be worn:
1. When welding or cutting. 2. When exposed to poison oak, ivy or sumac. 3. When exposed to hot materials while hot mix patching or paving, crack sealing or placing thermoplastic markings.

Foot protection shall be worn:
By all employees when working in areas where there is a danger of foot injuries due to falling or rolling objects, or objects piercing the sole, or when the use of protective footwear will protect the affected employee from an electrical hazard, such as a static discharge or electric-shock hazard, that remains after the employer takes other necessary protective measures except those who do not have regular exposure to hazardous conditions (e.g., office personnel). Current safety toe shoes or boots allowance for RDOT is $150 each year. Foot protection includes safety shoes or work boots, toe caps, or special orthopedic shoes and must meet ASTM F2412-05 and ASTM F2413-05. If an employee, due to health reasons or physical abnormalities, cannot wear safety shoes then toe caps shall be worn. If an employee, due to health reasons or physical conditions cannot wear toe caps, then special orthopedic safety shoes or boots constructed under the supervision of a physician shall be worn. The Unit or Division is responsible to cover cost for their employee in this case. If an employee, due to health reasons or physical conditions, cannot wear special orthopedic safety shoes or boots, efforts will be made to move the employee to a position with no exposure to foot hazards.

Rubber boots shall be worn:
1. When required by the Safety Data Sheets. 2. When mixing and applying pesticides.

Fall Protection Devices (Full Body Harness and Lanyard) shall be worn:
While working on unguarded work platforms or surfaces where the fall would be six feet or more. Only shock absorbing lanyards shall be used to limit the fall arresting force from the fall. It is recommended that a 4 or 6 ft. shock absorbing lanyard be used for this purpose after determining fall clearance distant to prevent contacting the ground in event of a fall. Self- retractable lanyards may also be used in place of shock absorbing lanyards and are recommended if fall clearance distance is not sufficient for safe use of 4 or 6 ft. shock absorbing lanyard. Self-retractable lanyards limit fall distance to 2 ft.

Fall Restraint Devices (Full Body Harness and Restraint) shall be worn:
When in the bucket for Aerial Truck Operations. It is recommended that a self-retractable lanyard or short restraint lanyard which limits the fall to 2’ to be used for this application. The intent is to prevent the employee from being ejected from the bucket for any unexpected movements or malfunctions with the Aerial Truck operation.

Respirator Protection shall be worn:
1. When employees are exposed to harmful dusts, fogs, smoke, mists, fumes, gases, vapors, or sprays that may be present in the work environment. 2. Where toxic substances are present in the workplace and engineering controls are inadequate to eliminate or reduce them below the OSHA Permissible Exposure Limits. 3. When required by the product label or the Safety Data Sheets. 4. When mixing and applying certain herbicides. 5. When welding or cutting on galvanized metals. 6. When sandblasting 7. When working with bridge steel containing lead-based paint 8. When spray painting. 9. When determined by the supervisor 10. Employees shall complete an OSHA respirator medical questionnaire and be cleared by a Licensed Health Care Professional to wear the correct respirator. The employee then shall be fit tested and complete respirator training prior to use.

Hearing Protection shall be worn:
Whenever the noise levels in the work environment exceed 85 dbA. (The noise level can be determined by your Safety Engineer. **Examples Include:** Sandblasting - Jackhammers - Concrete Saws - Chain Saws - Weed Eaters All types of heavy equipment (dozers, loaders, graders, mixers, etc.) may require hearing protection. This equipment is included in the ongoing testing by the Safety and Risk Management and employees will be advised on individual basis

Chain Saw Chaps shall be worn:
1. When using chain saws. 2. When determined by the supervisor 3. Chain saw chaps should be wrap-around type offering 360-degree leg protection.

Clothing NOT appropriate for RDOT use:
1. Shorts 2. Tank tops that expose bare shoulders 3. Sandals or canvas shoes

Related SOP's
SOP #'s:

VEHICLE OPERATION

1. All drivers must possess a valid driver license appropriate for the class of vehicle being operated.
2. Supervisors shall verify that drivers are capable and qualified on each type of vehicle before allowing the vehicle to be operated unsupervised.
3. All drivers are subject to periodic driver record checks to ensure each driver continues to possess a valid driver license.
4. Drivers operating Motor Fleet Vehicles are required to review and adhere to Motor Fleet Management - Vehicle Guidance.
5. Smoking is prohibited in city-owned vehicles.
6. Drivers shall not consume or use alcohol, drugs or any other substance or medication that could impair their ability to safely operate a vehicle.
7. Drivers must observe all traffic laws and must report all traffic citations to their supervisor. This included citations that may cause suspension or loss of driving privileges.
8. Drivers shall perform a pre-operational check of their vehicle. Reference the vehicle's operator's manual as necessary for safe operation and maintenance of the vehicle.
9. No vehicle shall be operated in an unsafe condition.
10. Drivers and passengers are required to wear seat belts. The driver must ensure all passengers are wearing seat belts prior to operation of the vehicle.
11. The use of electronic devices must be kept to a minimum during vehicle operation.
12. Loads shall be secure and shall not exceed manufacturer's specifications and/or the legal limits for the vehicle.
13. All loose items (laptops, tablets, papers, books, tools, radios, briefcases, fire extinguisher, trash, etc.) within the vehicle shall be secured so as not to contribute to an injury in the event of a crash.
14. Plan to minimize/eliminate the need for backing. Utilize a spotter when backing is required. If no spotter is available, operator must physically check behind the vehicle before backing using the GOAL (Get Out and Look) method before backing.
15. Choose safest location possible to park vehicles. Avoid parking in another vehicle's blind spot.
16. Driver must check for overhead power lines prior to working under or near power lines.
17. Keep all windows and mirrors clean.
18. Keep headlights, taillights, and license plate clean.
19. Remove key from unattended vehicles.
20. If vehicles are left running unattended to power warning lights or other tools/equipment, the driver must do the following for:
    a) Manual Transmission Vehicles – Put vehicle in neutral, engage parking brake and place wheel chocks in front and back on the same tire.
    b) Automatic Transmission Vehicles – Put vehicle in "Park" with the parking or emergency brake firmly engaged.
21. Vehicles shall be backed into parking spaces whenever practicable.
22. Drivers must keep vehicles clean with all trash removed daily.
23. Vehicles shall be maintained in accordance with manufacturer's specifications/recommendations. Modifications to the vehicle must have prior approval from the Equipment Unit.
24. Drive defensively, observe speed limits, and obey all traffic laws when operating vehicles.
25. Defensive Driving Tips:
    - Recognize potential hazards by scanning the road ahead and checking your rearview and side mirrors
    - Adjust your side mirrors to minimize blind spots.

	• Expect the Public to make mistakes. • Avoid distractions such as cell phone use and other items which take your hands off the steering wheel, your eyes off the road, and your mind off of your driving. • Do not tailgate by allowing sufficient space between the vehicle in front of you to ensure enough stopping distance. Increase this distance for rain or snow. • Avoid conflict with Aggressive Drivers. • Remember that Tractor/Trailers have larger blind spots, require bigger turning radius, and require greater stopping distance.

Related SOP's
SOP #'s:

	TRANSPORTATION DEPARTMENT CONSTRUCTION AND MAINTENANCE DIVISION SAFE OPERATING PROCEDURES	**Date Issued:** 5/1/23
Roswell georgia		**SOP #: 42**
	WORK ZONE/TRAFFIC CONTROL	

Hazard Review
Moving Traffic – Slip, Trip and Fall – Sun Exposure – Blowing Dust and Fines - Lifting
Required Personal Protective Equipment (PPE)
Safety Glasses – Safety Vest – Gloves – Safety Shoes – Orange Hat or Hard Hat

1. Reference part VI of the Manual on Uniform Traffic Control Devices (MUTCD)
2. For typical daytime operations, the Work Zone Safety guidelines should be followed.
3. Work Site Planning:
    a) Have a traffic control plan.
    b) Load needed traffic control devices and check their condition.
    c) Ensure employees have necessary Personal Protective Equipment. Employees exposed to falling objects or working around equipment must wear a hard hat.
    d) Make sure employees designated as flaggers are properly trained and equipped.
    e) Have two-way radios charged and ready for service.
4. Vehicles and equipment in the work zone should be parked on the same side of the road in in order to:
    a) Provide safe entrances and exits for the work area.
    b) Provide vehicles/equipment operating in the work area adequate space for workers and equipment to move.
    c) Provide maximum protection for workers getting in and out of vehicles.
5. Employees should work facing traffic. If this is not practical, a lookout should be established.
6. Employees should be alert to job site hazards and identify appropriate escape routes.
7. Personnel may be positioned on a truck or lane closure trailer designed for the placement and retrieval of traffic devices in the work zone as long as appropriate fall protection measures are used.
8. Unless actively placing or retrieving traffic control devices, employees should be transported in the cab of the vehicle.
9. Slow moving operations or high-speed roads shall utilize a truck mounted impact attenuator as the placement vehicle whenever possible.
10. Work zones should be inspected frequently to ensure traffic control devices are in place and traffic is flowing adequately. When inspecting, ask yourself; “What is the driver’s view?”
11. Signs should not be left out during lunch or overnight unless necessary.
12. Police support may be useful under certain conditions. (Example: Traffic Signal Technician servicing a traffic signal.) However, they must be notified as early as possible.
13. Be alert to wide or oversized loads progressing through work zones.
14. Take precautions when working during peak hours or on high volume traffic routes.
15. Be aware of your surroundings, such as setting up near schools or manufacturing facilities. For possible increases in traffic during certain times of the day.
16. Do not leave equipment (tripods, etc.) unattended when positioned in/adjacent to travel way.
17. Remove traffic control devices in a manner that provides the workers the most protection. Devices should be removed in the opposite order from how they were placed. Cones first (in reverse order) with signs last.

Related SOP’s
SOP #’s:

	TRANSPORTATION DEPARTMENT CONSTRUCTION AND MAINTENANCE DIVISION SAFE OPERATING PROCEDURES	**Date Issued:** 5/1/23
		SOP #: 43
	CONFINED SPACE ENTRY	

Hazard Review
Temperature extremes - Poisonous snakes, insects and plants - Domestic and wild animals - Slips, trips, and falls - Rotting vegetation - Dead animals
Required Personal Protective Equipment (PPE)
Safety shoes - Hard hat - Communication device / Radio - Gloves - Flash light / Head lamp - Respirator Mechanical ventilation

RDOT operates in many different areas and situations where confined spaces may exist. Typical locations include culverts, drop inlets, vertical drill shafts and bridge beams. Any area which has a limited opening for entry and exit, or unfavorable natural ventilation, or that is not designed for continuous worker occupancy may be classified as a confined space.

1. Follow all manufacturers' guidelines.
2. All employees shall be trained in the procedures and hazards of the space they are to enter.
3. All spaces shall be checked and evaluated by a qualified person before entry.
4. A qualified person shall evaluate for a hazardous atmosphere and complete a confined space entry permit before entry is allowed.
5. No entry will be allowed if any hazardous condition is detected, unless exposure can be eliminated or reduced utilizing the hierarch of controls. All persons entering a confined space shall wear the personal protective equipment that is appropriate for the work to be performed.
6. If mechanical ventilation is provided, at least one person shall wear a multi-gas monitoring device. If an alarm sounds, all persons shall immediately evacuate the confined space.
7. Lockout/Tagout procedures shall be followed if the confined space contains mechanically active equipment.
8. The qualified person shall determine if the entry can be made without a qualified attendant or if a standby person is necessary.
9. If an attendant is required, he shall:
    a. Be trained in rescue from outside techniques.
    b. Not enter confined space under any circumstances.
    c. Be within sight or call of the entrant and have the means to summon assistance.

Related SOP's
SOP #'s:

	TRANSPORTATION DEPARTMENT CONSTRUCTION AND MAINTENANCE DIVISION SAFE OPERATING PROCEDURES	**Date Issued:** 5/1/23
		SOP #: 44
	EXCAVATING, TRENCHING AND SHORING	

Hazard Review
Cave-In - Utilities - Surface Encumbrances - Hazardous Atmosphere - Slip, Trip and Fall - Falling Loads - Water Accumulation - Struck By
Required Personal Protective Equipment (PPE)
Safety Shoes - Multi-Gas Monitor - Gloves - Hard Hat - Safety Vest - Safety Glasses/Goggles

1. No excavation work shall be started until efforts have been made to determine if underground utilities are located in the area. Use GA811 free underground utilities locator services to mark underground lines (3) working days before excavation begins.
2. Any excavation 4 feet or more in depth shall:
    a. Be provided with adequate means of access and egress (steps, ladder, or ramp) within 25 feet if employees are expected to enter trench.
    b. Be tested for hazardous gases or oxygen deficiency if such conditions are likely to exist.
3. Any excavation 5 feet or more in depth must meet the same conditions as in item 2 above and have adequate means of protection from cave-in (sloping, shoring, shielding). If a protective system is to be utilized, information on the installation, use, placement and removal must be kept on site. If sloping is utilized, it must be at 34 degrees (or 1 ½:1).
4. A professional engineer is required to design protective systems at depths greater than 20 feet.
5. Only RDOT personnel who have received excavation, trenching and shoring training, and who have been given the authority to take prompt actions to eliminate unsafe conditions associated with a trenching operation may be qualified as “competent persons”.
    a. The “competent person” shall be capable of identifying existing and predictable hazards such as water intrusion, working conditions that are hazardous, unsanitary or dangerous to workers, and protective systems required.
    b. Trenching operations shall be inspected by a designated “competent person” each day prior to and during the work shift.
    c. The designated “competent person” must be on site at all times and shall stop work if hazardous conditions are identified.
    d. The designated “competent person” shall not be the equipment operator or have other work responsibilities while assigned to a specific excavation/trenching operation.
6. Employees shall not work under loads being handled by excavating or lifting equipment.
7. If employees enter the excavation, both the removed soil and other work material shall be stored at least two feet from the edge.

Related SOP’s
SOP #’s:

M E M O R A N D U M

TO: EPW Managers
Chris Boyd, Adam Lyon, Brian Watson
RDOT Managers
Mojtaba Alemohammadi, Dave Cox, Greg Nicholas, Joe Vitale

FROM: Sharon Izzo, Environmental / Public Works Director
Dan Skalsky – Interim Transportation Director

CC:

DATE: 03/10/2022

RE: Environmental/Public Works & Transportation Department Responsibilities

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Transportation:

- Routine Maintenance of existing Asphalt, Sidewalk, Curb and Gutter
- Structural Pavement Issues (lack of GAB, etc.)
- Right of Way Maintenance (grass cutting including ditches and grassed swales)
- Landscaping in City or State Right of Way (non-BMP related, medians, center islands for roundabouts, etc.)
- Issues/problems caused by asphalt, sidewalks, curb, and gutter to public drainage structures
- Looking at a problem/issue on an RDOT project/asset does not make it EPW responsibility

Environmental/Public Works:

- Routine maintenance of public drainage structures within City Right-Of-Way as defined in the Extent of Service (EOS)
- Routine maintenance of BMP's constructed in a city-initiated capital project for water quality and/or detention purposes, unless otherwise detailed in a shared stormwater agreement, including pervious pavers in public ROW and landscaping within BMP's

- Issues/problems caused by public drainage structures to asphalt, sidewalk, curb, gutter
- Public stormwater concerns that are not caused by asphalt, curb and/or gutter defects

Both departments agree that our respective staff will be directed to communicate during design and construction of all city capital projects, when punch lists are being developed and when warranties are getting ready to expire, in order to provide the other department an opportunity to inspect anything that will ultimately become their responsibility. Responsibility for infrastructure will be accepted once all punch list defects have been resolved to the responsible department's satisfaction.

Exceptions to the above:

- *The cost to correct a problem in either department's infrastructure that is caused by a mistake during the design and/or construction phase of a city capital project is the responsibility of the department that directed the work (hired/managed the engineer, managed the construction contract, etc.) unless the department responsible for that infrastructure has been formally given the opportunity to complete an inspection prior to the one year warranty period, identify issues, and issues have been resolved to that department's satisfaction.*

Both departments have review and approval authority for all Land Disturbance Permit submittals and Final Plat reviews to ensure code compliance. Both departments agree that all new construction being permitted through the Community Development department and inspected by the Community Development staff will become one of the two department's responsibility for maintenance once it has been accepted as public.

Roswell
georgia

Memorandum

To: All Transportation Staff; File
From: Muhammad Rauf, Director of Transportation
Date: March 5, 2020
Re: Inclement Weather Snow and Ice Removal

City of Roswell
Transportation Department
Street Maintenance Division
Inclement Weather Snow and Ice Removal Policies

- Equipment used during inclement weather shall be inspected and maintained by the Department's Small Engine Technician at three month intervals during the year and before the winter season start. This maintenance shall include calibrating the spreaders as necessary.
- All equipment will be inspected and both sand trucks will be prepped and loaded with salt and sand mixture three days before the inclement weather is expected. The salt and rock mix shall be as per Georgia Department of Transportation specifications which includes three parts rock to one part salt.
- Supervisors and operators shall trained and retrained at approximately three month intervals to ensure proper operation of spreaders and plows as well as mixing procedures.
- Prepping of the sand trucks shall include but not be limited to filling them with fuel, obtaining auxiliary fuel for remote engines and chainsaws, performing tire and safety checks and loading any and all necessary hand and power tools.
- Staff shall load spreaders by using a Bobcat ensuring that the screen is in place in the spreader to ensure that salt chunks do not obstruct the spreader.
- On call as well as additional personnel hours will be limited to 12 HR shifts.
- Street Maintenance shall stock a yearly minimum of 125 tons of salt, 10 tons of calcium chloride and 500 tons of rock for mixing.
- Any damage related issue shall be referred to the City's Risk Management Department as follows:
  Brook Shepard
  770-641-3955
  bshepard@roswellgov.com

Thanks,

Muhammad Rauf, Director of Transportation

NEIGHBORHOOD TRAFFIC CALMING PROGRAM

Policy and Procedure

Roswell Department of Transportation
(770) 594-6420

Approved by Mayor & City Council on October 15, 2019

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Neighborhood Traffic Calming Program

1. Application and Intent

Residents are often concerned about excessive traffic volumes and speed through their neighborhoods. To help the residents to address these potential safety issues and continue to protect the quality of neighborhood life, the Roswell Department of Transportation (RDOT) maintains a Neighborhood Traffic Calming Program. **The Neighborhood Traffic Calming Program specifically applies only to local access roads in residential neighborhoods**. A local access road is the lowest level road in the hierarchy of roadways as defined by American Association of State Highway and Transportation Officials (AASHTO). The primary function of a local access road is to provide access to individual properties for motorized vehicles, bicycles, and pedestrians. It is intended to carry traffic that has either an origin or a destination on that road or from within the local neighborhood. The Neighborhood Traffic Calming Program does not apply to collector roads, minor arterials or principal arterials.

The intent of Rowell's Neighborhood Traffic Calming Program is to encourage all motorists to drive in a responsible manner. However it is impossible in practice to ensure all of the drivers to drive close to the posted speed limit. Therefore, it is understood that the program will benefit about 85% of the roadways users in general.

2. Program Goals

The City of Roswell supports any traffic calming measures that are proven in the transportation industry to enhance public safety without delaying emergency response vehicles and personnel. Ideally traffic calming measures should be seen as an amenity to the community. Measures that are perceived by local residents as having a degrading effect on property values are generally not considered. The goals of Roswell's Neighborhood Traffic Calming Program are:

a. Reduction in speed for 85% of vehicles to a safe and legal speed limit.
b. Encouraging through traffic to avoid using local roads and to stay on collectors and arterials.
c. Deterring truck traffic and other inappropriate vehicles from using local roads.
d. Maintaining and/or enhancing emergency vehicle access and response time.
e. Encouraging and enhancing of pedestrian and bicycle access and usage.
f. Continuous improvement in the use of effective, efficient, economical and environmentally sustainable traffic calming measures.
g. Focus on clear communication with and involvement of neighborhood associations and residents.

h. Collection of Input from public safety officials, emergency responders, school officials, planners and engineers.

It is extremely important to realize that the approach taken by the Neighborhood Traffic Calming Program is a systematic one. While each situation may be somewhat unique, the same definitions and criteria, as outlined in this program, will be applied. The transportation system of the City must be considered as a whole. Solving one local problem should not create a problem at another location.

3. Neighborhood Traffic Calming Process

a. The applicant [Home Owners Association (HOA) or resident(s) if there is no HOA] should contact the City of Roswell, report speeding and related safety problems and request that the City investigate their concerns. All requests must be in writing to RDOT, explaining the concerns of the community. In order for any traffic calming measures to be considered, the requested local street must be a minimum of 1,320 feet in length, and at least 1,000 feet of each street must have grades less than 7% and horizontal curves less severe than a radius of 300 feet.

b. RDOT will make a field review of the area and conduct a speed study and investigate any reported crashes. For the purposes of the Neighborhood Traffic Calming Program, a traffic speeding problem on a local street is considered to exist if the 85th percentile speed is greater than 10 miles over the posted speed limit. If the results of the study indicate that traffic speeds do not meet this criteria RDOT will inform the applicant in writing and will continue to monitor the area. If the results indicate that the traffic speeds do meet the criteria, RDOT will contact the applicant and initiate discussions to explore possible options.

c. Based on the facts and the extent of the problem, RDOT may decide to help the applicant by starting the process with an education program. The education program may consist of neighborhood meetings, letters, pamphlets, etc., identifying likely causes of speeding issues and possible steps individual residents can take themselves to reduce the average speeds to improve safety in the area. RDOT with the cooperation of the City Police Department may conduct this educational program for any HOA or other residential group requesting it. The objective of the neighborhood educational program will be to encourage all drivers on neighborhood streets to obey existing traffic control devices and laws and to improve safety for all roadway users.

d. RDOT may suggest starting the process with increased speed enforcement for the problem area with the help of the Police Department. The Police Department will not utilize any speed detection devices on roadways with grades of more than 7% because it is not always possible to maintain the speed limit going down steeper grades.

e. If educational awareness and law enforcement efforts do not improve the traffic concern, RDOT will research current industry standards and practices from the sources mentioned in Section 4 and explore retrofitting the streets with hard measures. RDOT shall obtain feedback from the Police and Fire Departments and Fulton County Schools concerning any hard measures being considered.

f. After incorporating the input from the Public Safety departments and the school system RDOT will submit the proposed traffic calming measures to Community Development and Transportation Committee for their approval. If the Committee approves the proposed solutions, the applicant will coordinate and schedule a neighborhood meeting to discuss the results of the studies, the proposed solutions and cost estimate. RDOT will participate in such meetings to explain the process, describe the types of traffic calming measures being considered and answer any questions or clarify the process. RDOT may also help advertising these meetings by installing temporary signs and/or posting information on city website.

g. The applicant must agree to share the cost of any traffic calming measures as explained in Section 5.

h. If the applicant is willing to move forward with the Transportation Committee approved measures, RDOT will require the applicant to submit a petition to the City with signatures from all impacted property owners by the proposed traffic calming measures. The RDOT Director will make the determination of the impacted properties. At least 65% of the responding property owners must support the proposed traffic calming measure(s) for the process to continue. Only one vote is allowed per property.

i. The applicant will submit a draft petition to RDOT for approval before beginning the process. The petition shall include a clear statement of what measures are being suggested. The petition must also make reference to the details available to the property owners for review including the policy and procedure, description of recommended measure(s), location(s), possible property and Right-of-Way impacts, area maps, sample pictures, and estimated cost share of the measure(s). RDOT will make hard copies available for review at the city hall and will also upload them to the city website. The applicant may also have the same information available for review at the club house or any other appropriate place within the subdivision.

j. RDOT will obtain approval from the City Attorney on the contents of the petition. If approved, a notice to proceed (NTP) will be issued to the applicant to begin the petition process. The City will not participate in the cost of the petition or distribution efforts.

k. The completed and signed petition is required to be submitted to RDOT within 120 days after the NTP. If the applicant needs additional time to complete the petition, they have an option to request a 60 day extension in writing to the Director of RDOT for approval. If additional time is needed a second 60 day extension may be requested. Extensions must be requested prior to expiration of the previously described due date. If a completed petition is not submitted to RDOT within the approved time (120, 180 or a maximum of 240 days), the petition will be considered void. A new petition will have to be initiated if the applicant is interested in continuing with the process. This will also move the applicant to the bottom of the waiting list of other requesting neighborhoods.

l. Unless the applicant submits the proper documentation, any property owner who does not respond to the petition will be counted as a "NO" vote. To avoid such arbitrary votes, the applicant must provide the proper documentation required which is a signed affidavit, stating that the petition package was indeed mailed out to all the property owners, but some did not respond. Along with this signed Affidavit, there must be a complete list of all the non-responders, detailing their names and addresses. This documentation must be submitted along with the petition. Under these circumstances; non-responders <u>will not be counted</u> either for or against the traffic calming measures.

m. Along with the petition, the applicant will also submit a summary list of all names, addresses, vote (yes or no), date of vote and final count of yes votes, no votes and the not-counted votes. The summary list should be sorted alphabetically by last name of each property owner.

n. Once the petition is received and 65% of the property owners voting yes are verified, the petition, concept and estimated cost of design and construction will be presented to the Mayor and the Council before beginning the design phase.

o. If landscaping easement(s) or ROW dedication is needed, these will be funded by the neighborhood in addition to their share of the construction cost. Likewise landscape maintenance or replacement will be funded by the applicant. This will require a Memorandum of Agreement between the City and the applicant.

p. RDOT will conduct "after speed studies" 60 to 90 days after the installation of the traffic calming measures to judge if the measures were effective.

q. If the community decides that they no longer want the traffic calming measures, then they must follow the same procedure to obtain 65% in favor of removal as they did in the original petition. If such device(s) can be removed, the road must also be restored to City standards. RDOT approval is required for any removal work. Removal shall be done by a qualified contractor at no cost to the City of Roswell.

r. If there is a homeowners association (HOA), the initial petition and petition for removal must be coordinated by the HOA.

4. Research, Industry Standards and Best Practices

All traffic calming measures will follow the latest research, current industry standards and best practices. Some of the identified resources for research include:

1. Institute of Transportation Engineers (ITE)
2. American Association of State Highway and Transportation Officials (AASHTO)
3. Federal Highway Administration (FHWA)
4. National Association of City Transportation Officials (NACTO)
5. Any other reputable organization or agency involved in the design of traffic calming projects and specifications.

5. Allowable Traffic Calming Measures

The appropriate application of traffic calming measures requires an engineering assessment of the physical conditions and operating characteristics of the street(s) relative to the treatments being considered. Traffic calming measures should be selected based on the type of conditions they can best mitigate, and should be harmonious with the surroundings. Traffic calming measures are most effective when they are applied in a programmatic fashion along the entire length of the street and are supported by complimentary elements.

All traffic calming treatments must be designed and constructed based on City of Roswell and/or Georgia Department of Transportation standards, and all signing and pavement marking must comply with the most recent version of the Manual of Uniform Traffic Control Devices (MUTCD). The following types of traffic calming measures are generally allowable, subject to review and approval by RDOT and the Fire Marshal:

All Devices included in the Residential Traffic Control Enhancement Policy – These devices are typically more passive in nature and do not involve roadway construction.

Splitter Islands – Center median islands of various lengths and widths installed on undivided streets that create physical separation of opposing traffic.

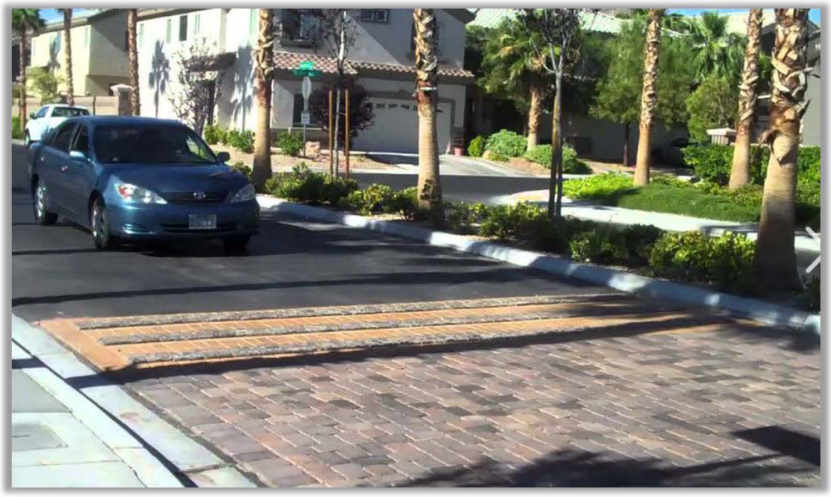
Neighborhood Entry Features – Splitter islands and/or corner intersection features that typically incorporate neighborhood or subdivision monument signs with landscaping or street art.

Chicanes – Physical modifications to the roadway that use a combination of horizontal curvature and lane narrowing to reduce speed, often creating a slalom effect. Chicanes can either maintain two-way traffic with narrowed lanes or can reduce pavement width to allow for only one-way traffic time.

Neck-Downs – Physical modifications to the roadway that reduce or eliminate excessive pavement areas in order encourage slower speeds. Neck-downs can be constructed from either the center of the roadway or from the outside (shoulder side) of the roadway, or both. Neck-down are often used in combination with chicanes or neighborhood entry features.

Bulb-Outs (Curb Extensions) – A special type of neck-down treatment that is primarily used to extend the sidewalks adjacent to a crosswalk further towards the center of the roadway, reducing the crossing distance and allowing pedestrians and vehicle drivers to see each other better when there is on-street parking or other sight obstructions.

Textured/Colored Pavement Treatments - Modification of the physical roadway surface to introduce more texture and/or color to the street. This may include paver bricks, inlaid stone, stamped asphalt or concrete, or synthetic street coatings. These elements may be applied to crosswalks, intersections, individual lanes, or entire roadway sections. The additional friction created by the texture, as well as the contrasting color, can result in a speed-reducing effect as well as increasing driver awareness.



Roundabouts – A circular intersection junction in which the intersecting traffic is permitted to flow in one direction around a central island, with priority typically given to the traffic already circulating around the central island. Roundabouts represent a special type of intersection and provide certain operational and safety benefits as compared with other types of intersections. Although typically considered an operational improvement rather than a traffic calming measure, roundabouts can provide traffic-calming benefits because the reduction in speed and delay through the junction point can promote less propensity for speeding on adjacent roadway segments.

Mini-Roundabouts – A smaller diameter version of the traditional roundabout typically constructed at the intersection of local neighborhood streets. Mini-roundabouts are characterized by single-lane entry approaches and a single-lane circulating around a smaller central island. Unlike typical roundabouts, a mini-roundabout's central island is designed to substantially or entirely traversable by large vehicles, such as fire trucks, school buses and tractor trailers. Mini-roundabouts can provide traffic-calming benefits because the horizontal deflection necessitates slower speeds and they can be used as a neighborhood entry feature as well.

6. Non-Permitted Traffic Calming Measures

Certain types of traffic calming measures that involve vertical deflection of vehicles are not approved for use. Vertical deflection measures, such speed humps, speed cushions, and speed tables, have been documented to have adverse impacts to emergency response times and transport of injured persons requiring advanced life support. Such devices also represent increased risk and hazard to motorcycles and cyclists, and can cause damage to the undercarriages of low-profile vehicles.

Furthermore, The City of Roswell has adopted the International Fire Code (IFC) as part of the City's Code of Ordinances**. Section 503.4.1** ***Traffic calming devices*** of the IFC states: "Traffic calming devices shall be prohibited unless approved by the fire code official." The City of Roswell Fire Code official is the City Fire Marshal. The City Fire Marshal has determined that vertical deflection devices represent an adverse impact to emergency response and should not be approved as traffic calming measurers. Therefore, the following types of measures are generally not permitted:

Speed Humps
Speed Cushions
Speed Tables (with approaches consisting of speed hump type deflection)
Raised Intersections (with approaches consisting of speed hump type deflection)
Raised Crosswalks (with approaches consisting of speed dump type deflection)

Notwithstanding the above, elevated intersections, crosswalks and trail crossings can potentially be designed with mild-grade approach and departure slopes that may be deemed acceptable to the Fire Marshall and RDOT. Applicants considering such designs shall consult with the Fire Marshal's Office before proceeding.

7. Program Funding

RDOT will be responsible for estimating a citywide neighborhood Traffic Calming Budget for the fiscal year to be included in the Mayor's & Council's annual budget. The City is responsible for researching options and developing alternative solutions. All approved traffic calming measures are subject to the availability of funds.

Once approved and funds are indeed available, the City is responsible for design of the traffic calming measure(s). This design could be done by staff or by hiring an outside consulting firm. For the construction cost, one-hundred percent (100%) funding will be met by doing a fifty percent (50%) share between the City and the HOA or residential applicants. Therefore, the applicant is responsible for fifty percent (50%) of the total construction cost and the City of Roswell will also be responsible for fifty percent (50%) of the total construction cost of the approved traffic calming measure.

CITY OF ROSWELL

Residential
Traffic Control Enhancement
Policy

Transportation Department

(770) 641-3773

Approved by
Mayor and City Council
October 15, 2019

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I. Purpose and Policy

City of Roswell residents are often concerned about their perception of vehicle speeding and pedestrian/bicycle safety problems on their neighborhood streets. The City of Roswell has a Neighborhood Traffic Calming Policy implemented by Roswell Department of Transportation (RDOT) which requires 50% cost sharing between the City and the Homeowner Association (HOA) and a 65% majority in favor of any traffic calming measures through a petition process.

Over the years RDOT has been successfully experimenting with some simpler measures to help calm traffic and encourage responsible driving behavior. A few examples of these measures include In-Street Pedestrian Warning Assembly, Driver Feedback Radar Sign and Rapid Rectangular Flashing Beacons (RRFB).

The purpose of this Residential Traffic Control Enhancement Policy is to provide a streamlined avenue for residents and/or HOAs to be able to take action against their perceived speeding and pedestrian/bicycle safety problem. The process is very simple and straight forward.

The Residential Traffic Control Enhancement Policy allows the residents/HOAs to use their own funds to purchase and install traffic control devices under a Right-Of-Way (ROW) Encroachment Permit issued by RDOT. The devices covered under this policy are predefined and are listed under section VI of this document. These devices are generally installed by a qualified contractor within City's ROW with RDOT's approval of location and plan for operation and maintenance.

This policy also establishes guidelines to identify and address resident's concerns using set minimum thresholds. Any devices listed in this policy are only considered for installation by residents/HOA if the minimum thresholds are met.

All devices will have to be submitted to and approved by the RDOT Director before deployment. RDOT is open to innovative concept applications if they meet recognized standards for public safety.

II. Request and Traffic Study

Residents/HOA must submit a letter to RDOT describing issues concerning safety on their streets.

The letter must include the following to be considered:

- Description of issues.
- Description of the device(s) to be considered

- Map showing proposed location of the device(s).
- Name of the Contractor the resident or HOA plans to hire to install and maintain the device(s).

Upon receiving the request, RDOT staff will study existing traffic conditions and collect all necessary data including speed and traffic volume counts data and any accident history data. The data will be analyzed and RDOT will determine if a problem exists and if suggested devices are an appropriate remedy. RDOT staff will make a recommendation to the Director for a final decision regarding the installation of the requested device(s).

III. Traffic Problem Definition

A traffic problem on a residential local street is considered to exist if any of the following are found during the traffic study:

- The 85th percentile speed of traffic is greater than 5 mph over the posted speed limit.
- The number of speed related traffic accidents is 3 or more within the last 12-month period

Other traffic problems may be identified during the traffic study and may be considered at the discretion of RDOT Director.

IV. Installation and Maintenance

RDOT will issue a ROW Encroachment Permit to the appropriate entity to maintain traffic control devices within the public ROW subject to the following conditions.

- Residents/HOA will pay 100% of the purchase price.
- Residents/HOA will pay 100% of the installation cost.
- Residents/HOA agrees to ownership and maintenance of the device(s), support structures and all necessary hardware required to keep the device operational.
- Residents/HOA will repair the device immediately if it becomes inoperable or have it removed until it is repaired.
- Residents/HOA agrees to have at least a temporary speed limit sign on the post while the device is being repaired (can be provided by RDOT upon request).
- Residents/HOA agrees to share any data collected during this program with RDOT.
- Residents/HOA to submit a plan of proposed operations and maintenance before installation

The device(s) must be maintained in an operable condition. If it is not, the permit may be revoked at RDOT Director's discretion.

Only contractors approved by RDOT will be allowed to work in the ROW. Installation plans must be approved by RDOT staff prior to work in the ROW. The contractor must obtain a ROW encroachment permit and all traffic control necessary to perform work in the ROW must meet current MUTCD (Manual on Uniform Traffic Control Devices) standards.

V. Review and Analysis

Once a device(s) is installed, RDOT will conduct an after traffic study within 60 to 90 days to determine the effectiveness of the device. Staff will prepare a report citing before and after data. This report will be sent to the residents/HOA.

At that time if residents/HOA are pleased with the effectiveness they can continue the maintenance of the device as described in this policy. In case the residents/HOA does not want to continue for one or the other reason; the permit will be revoked and they will have to remove the device and assembly and restore the ROW to its original condition and bear all related costs.

VI. Devices

Following is a list of devices that have been used at various locations throughout the City and are proven to show successful results under certain conditions. The residents/HOA may choose to deploy any of these measures under this policy or suggest something different for consideration. All devices must be fabricated and installed in compliance with the latest version of the Manual on Uniform Traffic Control Devices (MUTCD):

- In-Street Pedestrian Warning Assembly
- Driver Feedback Radar Sign
- Rapid Rectangular Flashing Beacon (RRFB)
- Flashing Beacon Sign Assembly
- Playground Signs (MUTCD W15-1 sign)
- Raised Pavement Markers (Retroreflective and Internally Illuminated)
- Flexible Post Delineators
- Speed Reduction Pavement Markings

See examples in section VII.

VII. Examples

In-Street Pedestrian Warning Assembly – A warning sign on a heavy portable rubber base placed in the center of the road. This sign is double-sided for both approaches to read the message. RDOT will design the first message to be used on the sign purchased by the HOA or resident.

Driver Feedback Radar Sign – Installed in the shoulder or median facing traffic to inform the driver of their speed in order to encourage improved speed limit compliance.

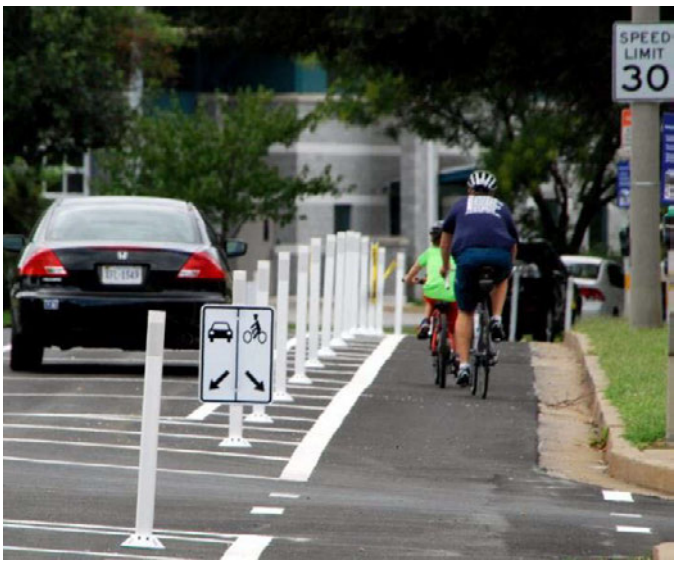
Rapid Rectangular Flashing Beacon (RRFB) – Pedestrian-actuated rapid flashing warning assemblies to alert approaching drivers that pedestrians are waiting to use the crosswalk or have already began crossing the street. The flashing yellow lights have a flickering flash pattern that is specially designed to attract drivers' attention. The flashing beacons can only be used to enhance the pedestrian (or school pedestrian) warning signs and cannot be installed as stand-alone flashing beacons. RRFB's must be used at designated marked crosswalks, and are usually installed at midblock crosswalk locations.

Flashing Sign Beacon – A flashing beacon assembly used to highlight a regulatory sign or warning sign. Red flashing beacons can be used to enhance the visibility or conspicuousness of a stop sign in order to achieve better motorist compliance of the stop condition. Yellow flashing beacons can be used to emphasize potentially unexpected or hazardous conditions conveyed by various types of warning signs.

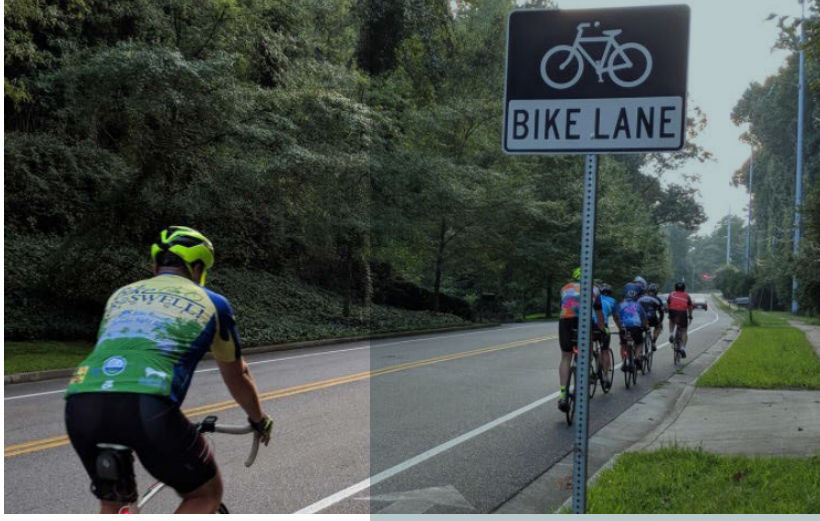
Playground Signs – An MUTCD-compliant warning sign that may be used to give advance warning of a playground or other designated play area that is located adjacent to the roadway for which unexpected crossings of children could occur. This sign should not be used indiscriminately and should only be placed near playgrounds or other play areas where actual gatherings of children is occurring. This is the only currently approved playground or "children playing" warning sign authorized for use in public rights-of-way. This sign may be installed with either yellow or fluorescent yellow-green background.

Raised Pavement Markers (Retroreflective and Internally Illuminated) – A relatively small safety device usually made of plastic or ceramic that comes in a variety of shapes and colors, that adheres to the roadway surface to provide positive guidance of lane lines and roadway curvature, as well as to guide traffic away from obstructions or hazards during nighttime conditions. Raised reflective pavement markers (RPM's) include a lens or retroreflective sheeting that enhances their visibility by retro-reflecting vehicle headlights. Some markers use solar-powered internally illuminated LED's to provide the enhanced visibility, which does not require illumination of approaching headlights. Traditional and internally illuminated markers would be installed by RDOT or RDOT's contractor only.

Flexible Post Delineators – Flexible vertical upright tubes normally used to enhance nighttime visibility of roadway curvature, delineate line lines, restrict a movement, prevent crossing over into adjacent lanes, or steer a traffic away from an obstruction or hazard. RDOT would mark the locations for the contractor prior to installation.



Speed Reduction Pavement Markings – Transverse white pavement markings that are placed on the roadway (within both edges of the lane) in a pattern of progressively reduced spacing to give drivers the impression that their speed is increasing, with the intended result of compelling drivers to reduce their speed. Such markings are intended to be used on curved sections, and are not typically effective on long tangent sections or in areas frequented mainly by local or familiar drivers. RDOT would mark the configuration of the contractor prior to installation.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