

Abernathy/Johnson Ferry Road Widening Project Responses

Request

- **Brandon Mill at River Springs Intersection Safety**

Response

- GDOT has already:
 - Added dual 48" stop sign,
 - Placed a "stop sign ahead" message board in advance of the dual stop sign,
 - Is adding another stop ahead warning sign between the existing one and the stop sign on 11-8,
 - Added a No U-Turn sign on Brandon Mill at River Springs Dr.
- The City of Sandy Springs Police Department has increased enforcement at the intersection. In collaboration with the City of Sandy Springs, GDOT is considering other possible solutions to enhance this intersection including: adjustments to the grade on Brandon Mill and redesign of the intersection.

Request

- **Install traffic signal at North Harbor Drive and Johnson Ferry Road**

Response

- Based on GDOT analysis, the final configuration of North Harbor Drive with Johnson Ferry does not include a traffic signal. The design shows two lanes of traffic in each direction with a median break to allow for left turns from Johnson Ferry. Based on current traffic volume usage for side streets and design criteria's for traffic signals, traffic signals are not warranted at this time. Should traffic conditions warrant, a traffic signal can be considered at that time.

Request

- **Install traffic signal at Breakwater Ridge and Johnson Ferry Road**
Response

Response

- The final configuration of the intersection of Breakwater Ridge with Johnson Ferry does not include a traffic signal. The design includes two lanes of traffic in each direction with a median break to allow for left turns from Johnson Ferry. Based on current traffic volume usage for side streets and design criteria's for traffic signals, traffic signals are not warranted at this time. Should traffic conditions warrant, a traffic signal can be considered at that time.

Request

- **Remove recently installed four way stop at Bonnie Lane Drive/Johnson Ferry Road intersection**

Response

- The four-way stop installed at the intersection of Bonnie Lane and Johnson Ferry is considered an interim measure. Once all lanes are open on Abernathy, traffic congestion is expected to ease in this area. The Bonnie Lane intersection will be evaluated after construction of Johnson Ferry/Abernathy is complete and traffic is permitted to operate as designed. This evaluation should provide the best engineered solution to maximize the efficiency of this intersection.

Please note that the City utilizes the Traffic Signal Warrant Analysis-a process based on the Manual on Uniform Traffic Control Devices (MUTCD) in determining if an intersection meets the criterion for the installation of a traffic signal. While traffic signals are an effective tool, there are circumstances where less restrictive traffic control measures provide a more effective benefit.

Request

- **River Valley Road/Abernathy Sidewalk Status**

Response

- Design is underway to connect existing sidewalks on River Valley to the newly configured Johnson Ferry sidewalk system. GDOT will have to complete building the sidewalks for the Abernathy / Johnson Ferry portion before the City can

connect the sidewalks. Once the GDOT portion of the sidewalk is complete, the City will schedule the completion of the River Valley portion.

Request

- **Can the dual left green arrow from Johnson Ferry South (at Abernathy) to Johnson Ferry North (toward Cobb County) transition to a green ball to allow left turns to continue after the arrow sequence?**

Response

- Currently, dual left arrows already exist at that location. We cannot transition them to the green balls to allow the continued left turn movement as suggested. To do so would create unsafe conditions.

Request

- **On Johnson Ferry Road from Cobb County, the right turn onto Johnson Ferry South is too tight.**

Response

- GDOT increased the radius opening by reducing the size of the concrete island. This was done during the week of 10-17.

Request

- **Johnson Ferry Rd. at Woodcliff – can the raised grade of road be changed?**

Response

- This is a temporary footprint; permanent paving will have a smooth transition into the entrance.

Request

- **Turning right onto Riverside Drive from Johnson Ferry Road safety concerns.**

Response

- The recent traffic shift onto the new bridge should have alleviated this concern. Johnson Ferry Road traffic was recently shifted onto the new bridge for phased construction work to allow the old bridge to be re-constructed. By shifting the roadway over temporarily, this will help with the turning movement from the Cobb Co. side onto Riverside Dr. headed towards I-285.
- When the lanes are put back in their final configuration, there will be a dedicated right turn lane separated with a concrete island on the left with the required design radius for the turning movement.

Request

- **Riverside Drive/Johnson Ferry Road (Resident Email)**

I witnessed a school bus nearly plow into four cars waiting at a red light at the intersection of Riverside and Johnson Ferry Road. The bus was coming from East Cobb, turning right onto Riverside. The bus barely had enough room to make the right turn, missing the cars by perhaps only inches. The problem is that the curve is too sharp.

I called GDOT about the problem. In response, barrels were put along the curve to help warn drivers. Also, I was told that phone calls would be made to stop school buses from taking that route. I do not know the result of those phone calls. However, even if no bus will take this route in the future, there still are other vehicles which pose a similar threat to those waiting at the light, e.g., pickup trucks with trailers (which landscaping companies tend to favor). Also, in slippery driving conditions, the sharpness of the curve leaves little margin of error even for cars and SUVs. The solution is simply to soften the curve.

GDOT Response

This past weekend, Johnson Ferry Road was shifted to the new bridge for phased construction work to allow the old bridge to be re-constructed. By shifting the roadway temporarily, this will help with the turning movement from the Cobb County onto Riverside Dr. headed towards I-285. With the lanes in their final configuration, there will be a dedicated right turn lane separated with a concrete island on the left, with the required design radius for the turning movement. Once you've seen the new shift at the bridge, I think you'll be pleased with the current temporary turning movement.

Request

- **Breakwater Subdivision Entrance (Resident Email)**

At a Breakwater HOA meeting about two years ago, we were shown a diagram of the new Johnson Ferry Road entrance to Breakwater. It featured a wide, gradual curve on both sides, to allow easy entrance to, and exit from, the subdivision. A beautiful home had already been torn down, in part, to make room for the expanded entrance. However, with the new, installed walls and sidewalks, it appears that our entrance has been NARROWED! This has created an accident waiting to happen. When one car is positioned to exit Breakwater, and another car, heading in the direction of Cobb County, attempts to enter Breakwater, there is little margin of error to prevent the car entering from hitting the car waiting. This concern is not theoretical. Prior to the construction, a car slammed into the original divider between entering and exiting vehicles. The divider had to be rebuilt.

There is an easy, temporary and partial solution. Just move the construction barrels on the right side of the entrance back about two feet to three feet. This would still give construction workers the protection they need, and yet give drivers less of a sharp curve to negotiate.

The permanent solution is to not extend the right curb any further along Johnson Ferry Road. (It currently is under construction.) Better still is to shorten the curb about three feet. From that new end point, the curb should be extended to hug the wall as closely as code and safety will allow.

The left curb could have been built better by simply filling in some of the land next to it, which would have allowed the curb to better hug the wall, which in turn would have given drivers a better position to make a right turn out of the subdivision. Is it possible to redo this properly?

GDOT Response

- Your request to shift the curb and gutter back on each side of the Breakwater subdivision entrance to make the throat as wide as possible is currently restricted for the following reasons:
 - There is a 3-foot grass strip behind the curb and gutter, and there will be an 8-foot wide sidewalk once the project is completed. The remaining 2 to 3 feet of space is left for landscaping in front of the new subdivision signs that are being constructed.
 - As part of right-of-way discussions, your HOA negotiated for the landscape area. GDOT cannot encroach into that area unless the HOA is willing to agree to changes. Your suggestion to reduce the sidewalk from an 8-foot wide to a 6-foot wide sidewalk would have to be negotiated with your HOA and the City of Sandy Springs. Also, in order to change to a 6-

foot wide sidewalk, GDOT will need to determine if there are any possible impacts to construction such as utilities, design, ADA compliance, etc.

- You agreed to take the lead on this and get back with us as soon as possible. We anticipate completing the curb and gutter on the right side as you enter the subdivision by late winter 2012. Should this date change, we will let you know as soon as possible.

We have explained previously that there will be dedicated right turn lanes into and out of the subdivision. Those lanes are not currently striped for use, but will be once the project is completed.

Request

- **Abernathy Road (Resident Email)**

As you drive Abernathy towards Roswell Road, there are a couple of sections of the curb that suddenly extend into the lane. Many times I have witnessed drivers drive over the part of the curb that I assume is designed to handle rainwater, in these two sections. I cannot tell you exactly where these sections are, but if you drive on Abernathy, they are obvious. One day someone will swerve to miss hitting the curb, but will instead hit a car in the next lane. (The lanes appear to me to be on the narrow side.)

I proposed a solution at the meeting which involved taking a big circular saw with diamond tips to cut through the sections of curb which stick out. We are talking about cutting into these sections only a foot or two. I don't think it will affect the usability or aesthetics of the curb.

GDOT Response

- Currently, traffic is shifted to the right edge towards the curb due to the staged construction. Although there is nothing wrong with the curb, we agreed to highlight the visual projection of the curb into the roadway in advance of it with traffic barrels. In the final roadway striping, there will be a bike lane adjacent to the curb and gutter, and the final roadway striping will be more gradual which should eliminate the appearance of "throwing you" towards the curb.

Request

- **Bonnie Lane and Johnson Ferry Road (Resident Email)**

I understand there is no perfect solution here. I said at the meeting that I have 30 years of driving experience with round-a-bouts in Massachusetts and told everyone that "you do not want them." I could tell from the crowd's reaction that

there are strong feelings for and against. In theory, they are a good idea. However, they require that everyone entering the round-a-bout in the same time frame be at least a very good driver. In slippery road conditions, then all drivers need to be at least excellent.

A woman approached me after the meeting to tell me that she drove in Boston for a few years and agreed that round-a-bouts (or rotaries, as Mass. drivers call them) are dangerous there, but only because Boston drivers are terrible. I agreed with her that Boston drivers are terrible, but also told her that not all Atlanta drivers are excellent. I think we can all agree on that.

I believe that a smart light is the fairest, most cost-effective solution that will cause the least amount of disruption in traffic due to construction.

GDOT Response

- We appreciate your input regarding your experience with round-a-bouts. I believe you stated you had no further comments on this subject.

Request

- **Breakwater Entrance-AT&T Junction Box (Resident Email)**
This one does not involve the DOT, and was not caused by the construction. Unfortunately, AT&T decided it would be a good idea to install their new phone junction boxes (not sure of correct name) right next to the entrance. These present an additional target for drivers and are unsightly. I do not want them to be hidden from view, as this would present a target for criminals and the mischievous. However, they should have been moved back from the road. My understanding is that AT&T has refused to do anything. Can you help?

GDOT Response

- Barry Murray (a GDOT employee) indicated today that he would speak to AT&T representatives at his next meeting with them about your concern to see if he could persuade them to make the adjustments further away from the street, and if not, to explain why.