



SANDY SPRINGS

GEORGIA

CITY COUNCIL

Rusty Paul, Mayor

John Paulson – District 1

Melody Kelley – District 2

Melissa Mular – District 3

Frank Roberts – District 4

Mary Ford – District 5

Andrew J. Chinsky – District 6

Tuesday, March 17, 2026

Work Session

Following PFA

The City Council Work Session will be held in the Studio Theatre at Sandy Springs City Hall
(1 Galambos Way, Sandy Springs, GA 30328).

Live-stream: www.SandySpringsGA.gov/stream

I. 2026 Sandy Springs Citizens Leadership Academy Graduation

II. Staff Discussion Items

- A. **2026-063** GDOT Innovative Interchange Concept Plans for I-285 and Roswell
(Presented by Joel Seagraves, Project Engineer, Gresham Smith; Andrew Farmer, Senior Engineer, Gresham Smith; Andrew Smith, Transportation Planner, Gresham Smith)

III. City Council Discussion Items

Individuals with disabilities who require certain accommodations in order to allow them to observe and/or participate in a public meeting, or who have questions regarding the accessibility of the meeting or facilities should contact the City Clerk at 770-730-5600 promptly for assistance.

The City will make reasonable accommodations for those persons.
1 Galambos Way, Sandy Springs, Georgia 30328 • 770-730-5600 • SandySpringsGA.gov



I-285 @ SR 9 - Innovative Interchange Scoping Study Sandy Springs, GA

PI 0019792

Fulton County

Sandy Springs City Council Work Session

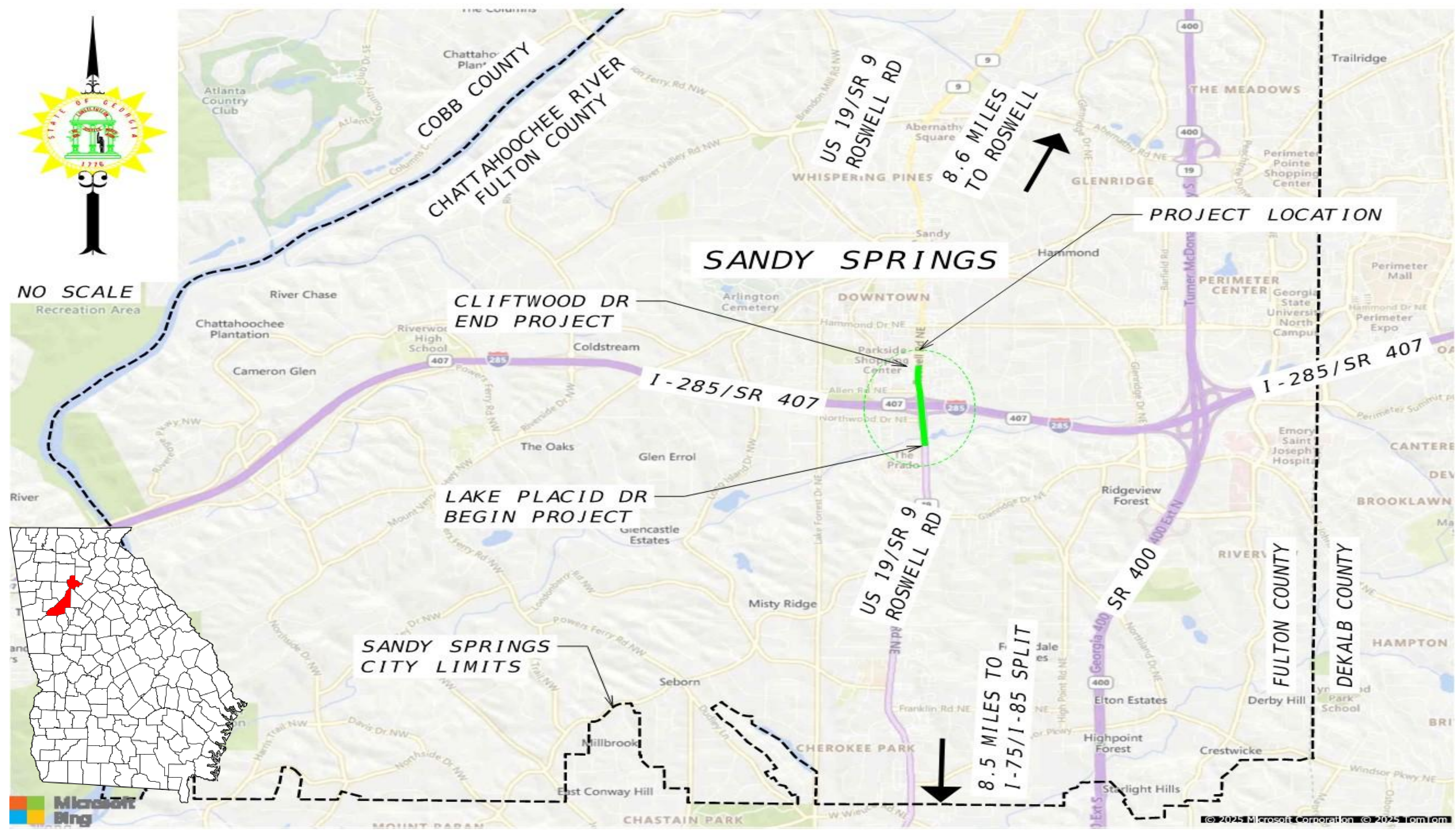
March 17, 2026

Important Note*

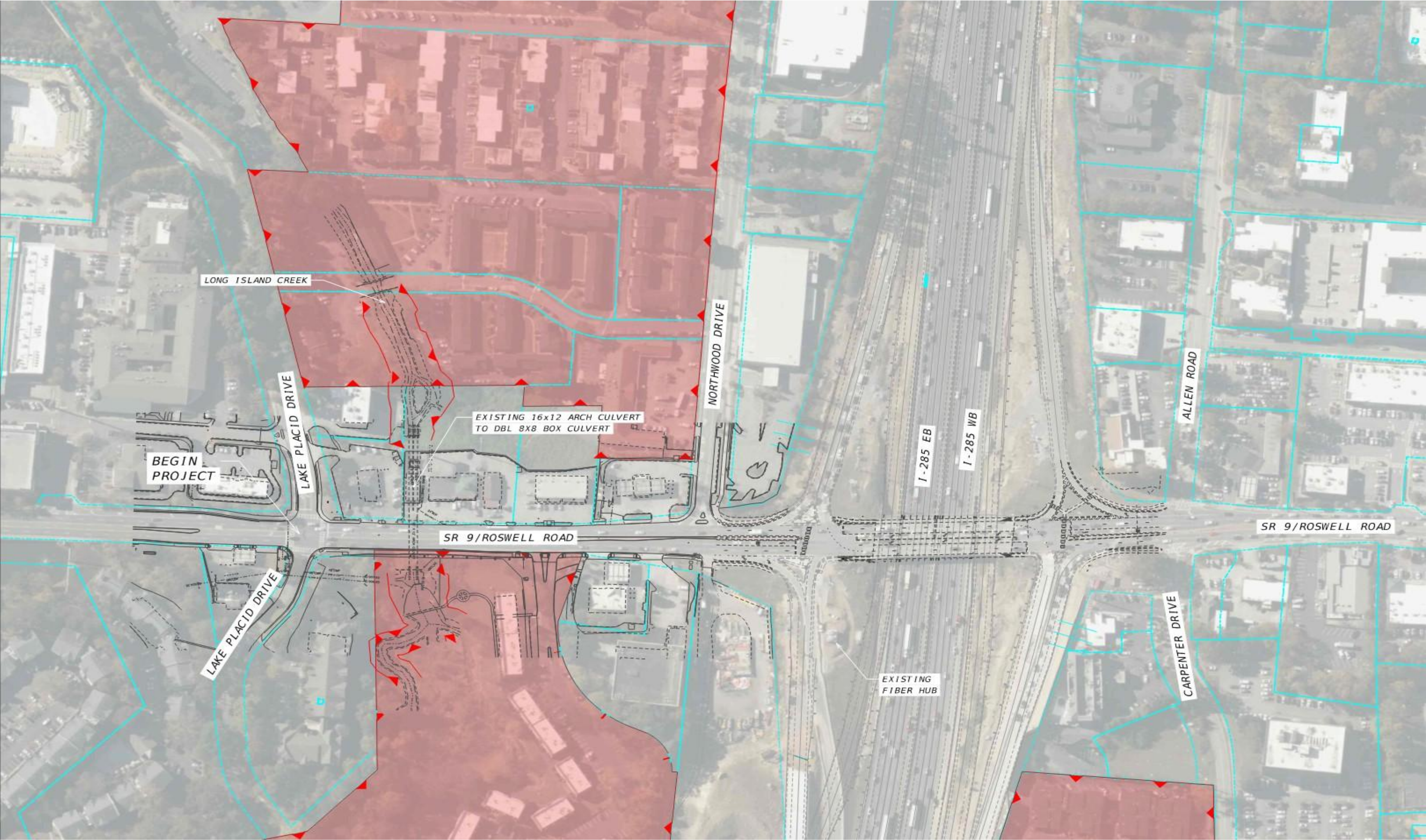
***This is a scoping study, with the only current deliverable consisting of an approved concept report.**

Existing Conditions

Project Location Map



Project Location Map



Existing Conditions – State/Federal Roadways

- Interchange is a compressed/tight urban diamond interchange (TUDI)
- I-285 is a ten-lane, median-barrier-divided interstate with lanes varying 11-ft to 12-ft.
- There are barrier separated collector-distributor lanes adjacent to the travel lanes of I-285.
- Roswell Rd is a four-lane, median divided principal arterial on both approaches to the interchange.
- Roswell Rd lane widths vary from 10-ft to 11-ft. Border width varies from 10-ft to 16-ft and includes 4-ft to 9-ft sidewalks.
- I-285 posted speed limit is variable [65 miles per hour (mph) for ramps]
- Roswell Rd speed limit is 35 mph
- Existing right-of-way along Roswell Rd varies from 60-ft to 220-ft
- The project area is comprised of mixed-use residential and commercial
- Entrance and exit ramps are two to four lanes, 12-ft in width.
- Shoulders vary from 8-ft to 12-ft wide.

Existing Conditions – Local Roadways

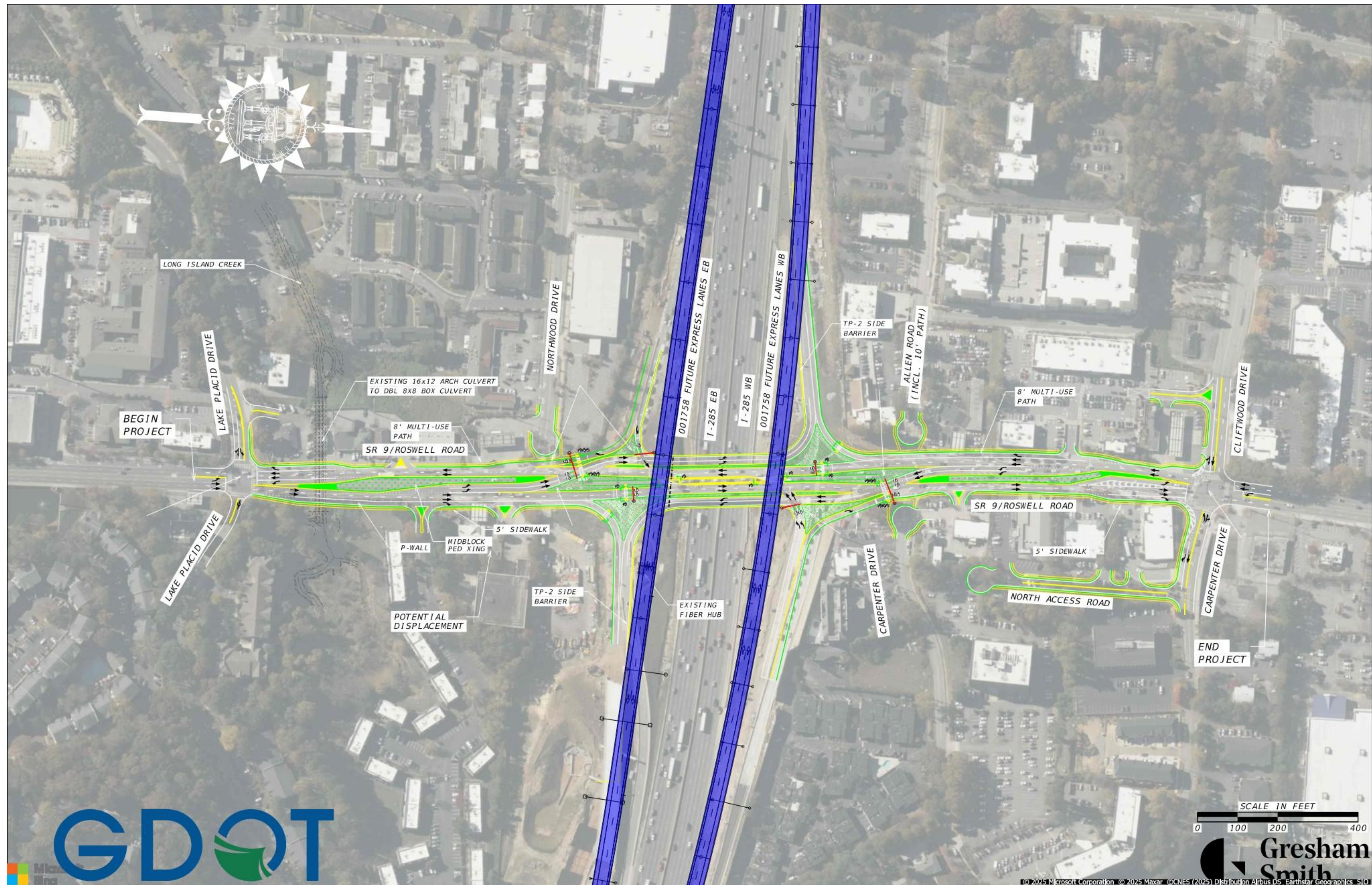
- Local roadways within the project area include Lake Placid Dr, Northwoods Dr, Allen Rd, Carpenter Dr and Cliftwood Dr
- City streets within the project limits range from two to four travel lanes of varying width (10 feet to 11 feet)
- All maintain a variable border width, from 10-ft to 16-ft including sidewalks that range from 4 to 10 feet in width.
- Posted speed limits vary by alignment:
 - Lake Placid Dr = 25 mph and 35 mph
 - Northwoods Dr = 35 mph
 - Allen Rd = 30 mph
 - Carpenter Dr = 25 mph
 - Cliftwood Dr = 35 mph

Existing Conditions – Environmental Resources

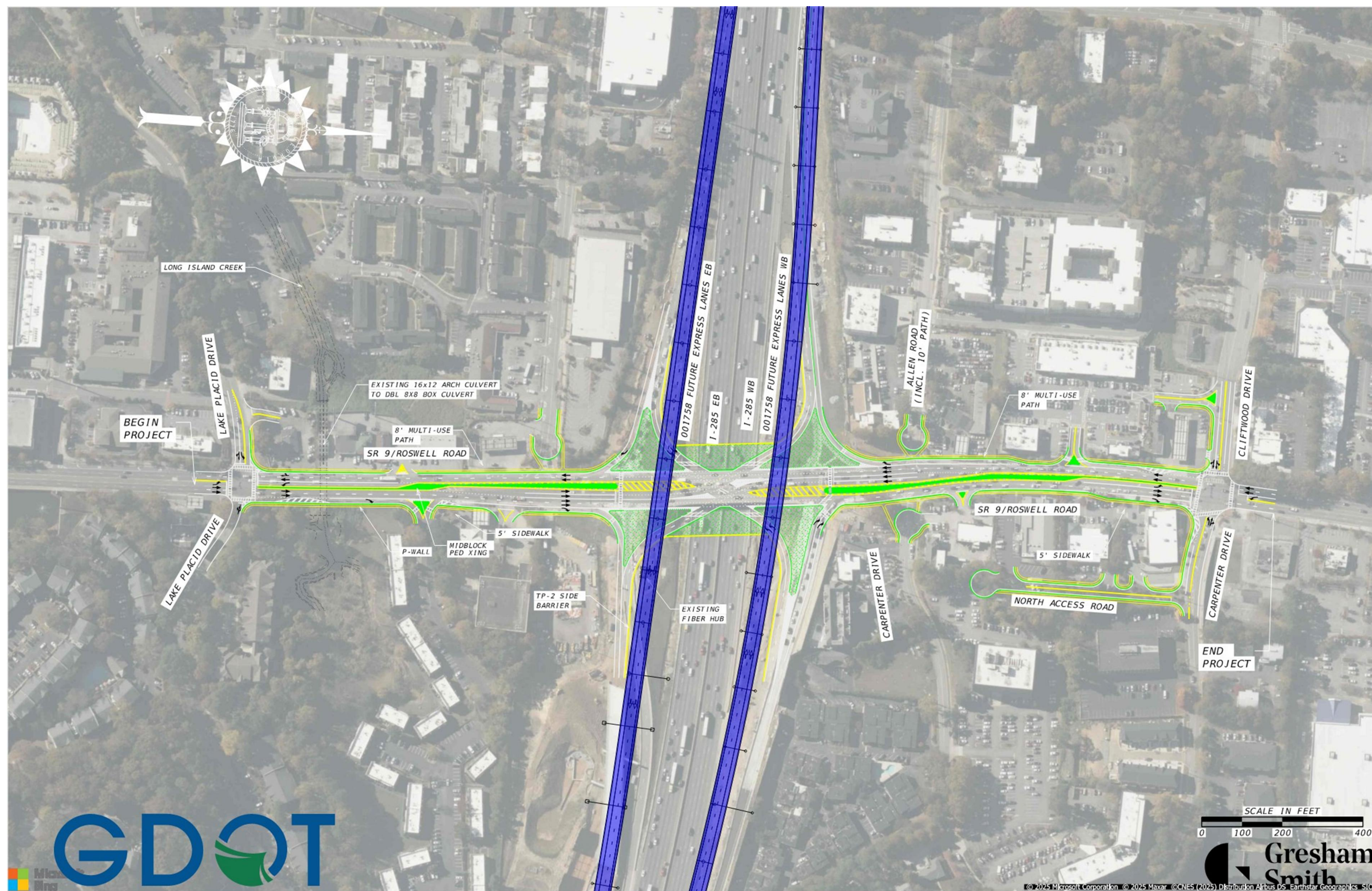
- Twelve (12) previously identified historic resources are located within the proposed project's area of potential effect (APE). Additional State Historic Preservation Office (SHPO) coordination will be required.
- One (1) previously identified archaeological survey area within the environmental survey boundary (ESB) was identified but was determined to lack significant data potential.
- One (1) public park (Allen Park) exists within the project ESB and may require 4(f) coordination if project impacts occur.
 - Likely only de minimis coordination – full 4(f) (programmatic or individual) is unlikely
- Noise mitigation: project will require on-going coordination with the I-285 Express Lanes project to accommodate any proposed mitigation from that project
- Ecology resource surveys will also need to be completed – but significant impacts to waters of the U.S. or protected species is unlikely given the urban nature of the project area

Alternatives Considered

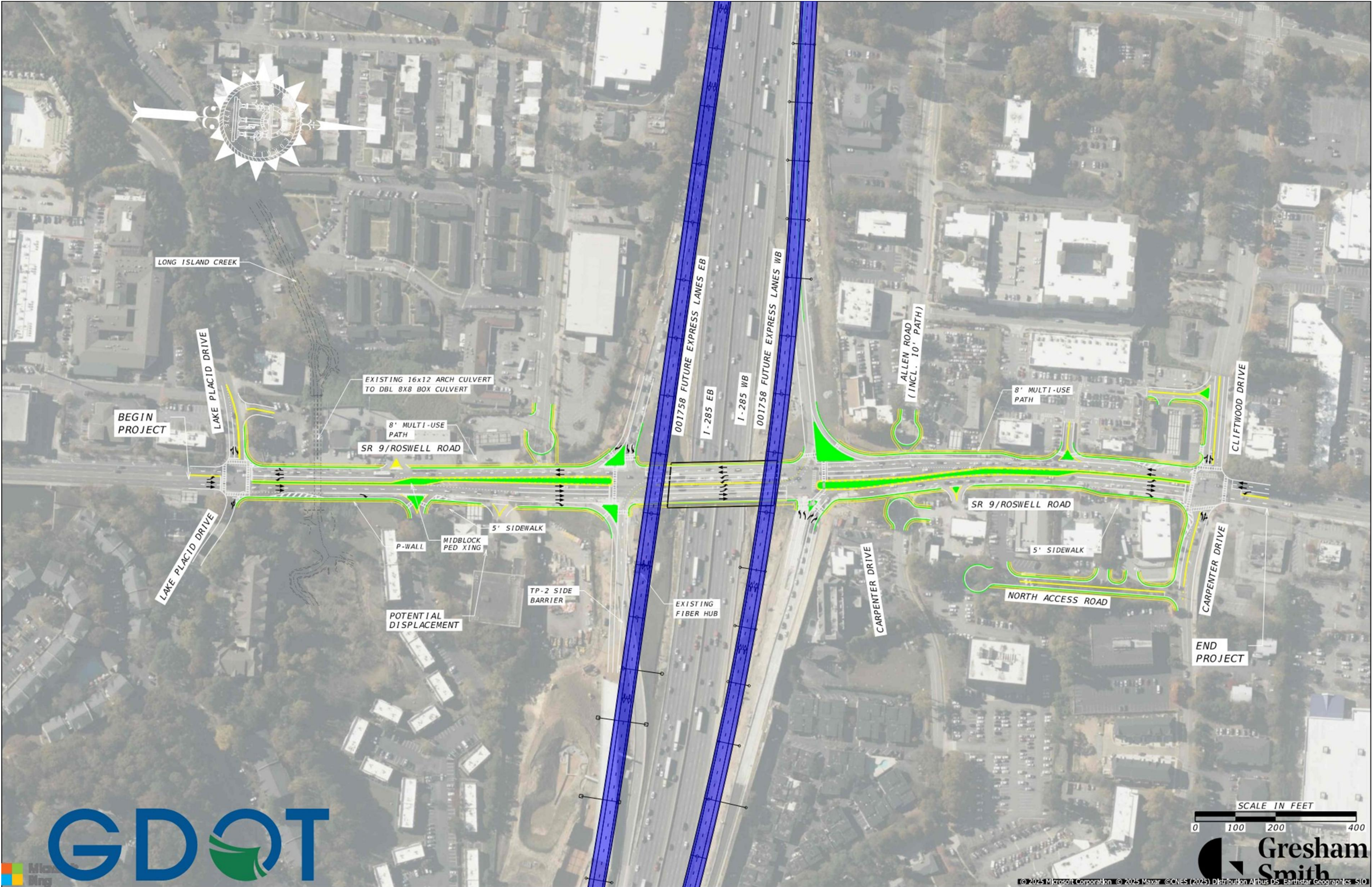
Alternative 1 – Displaced Left Turn (DLT)



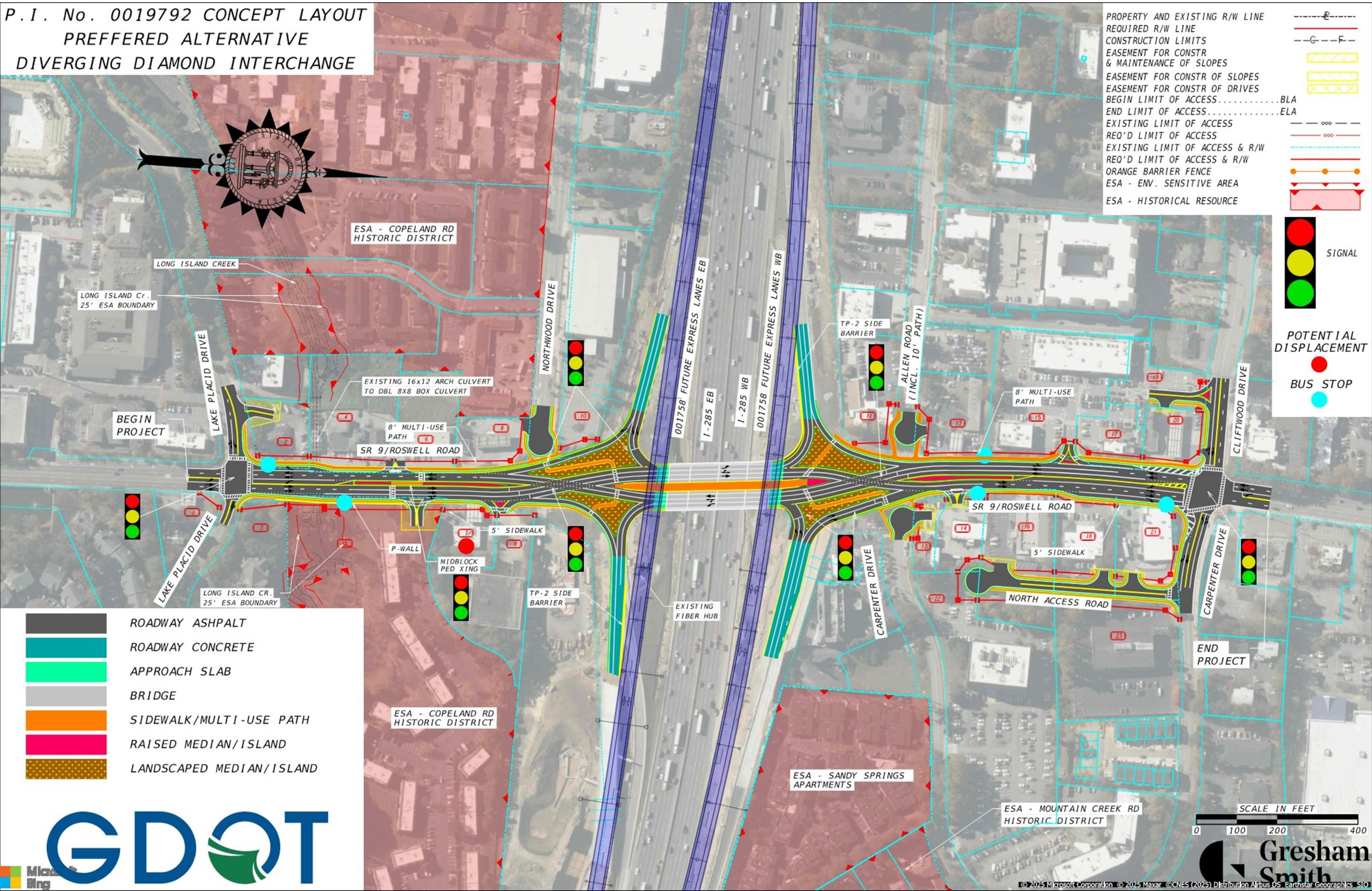
Alternative 2 – Single Point Urban Interchange (SPUI)



Alternative 3 – Tight Urban Diamond Interchange (TUDI)

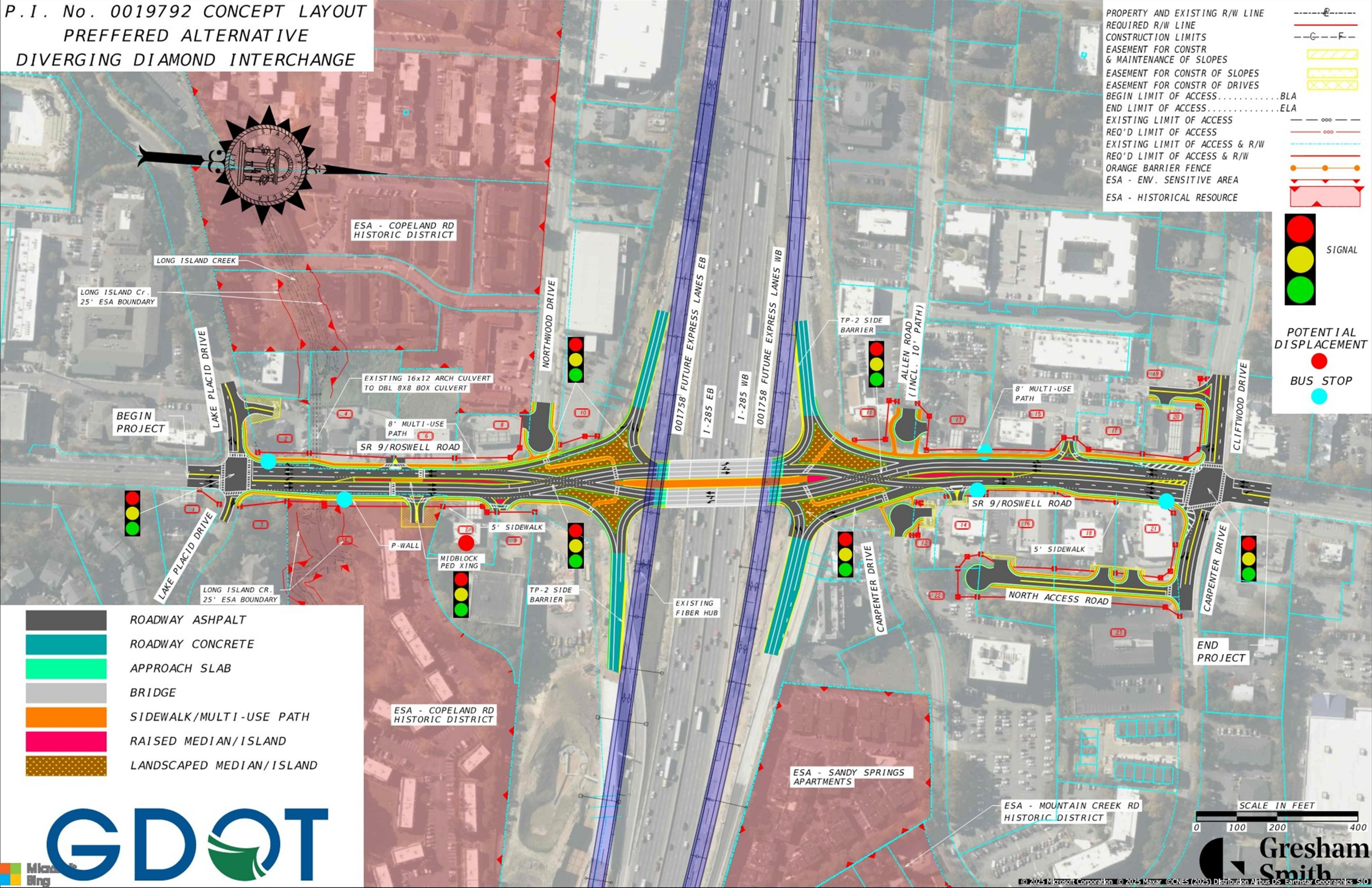


Alternative 4 – Diverging Diamond Interchange (DDI)

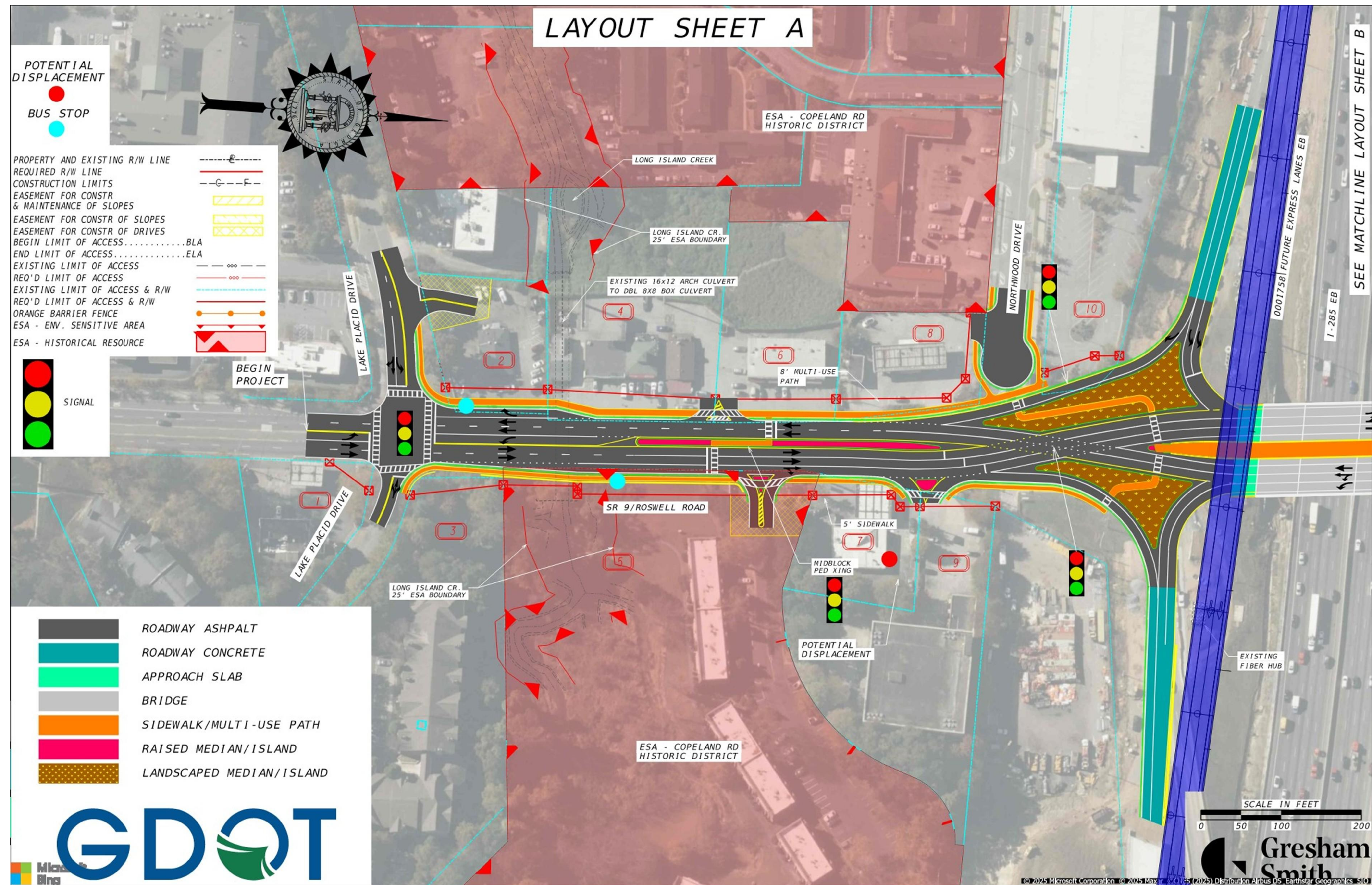


Preferred Alternative

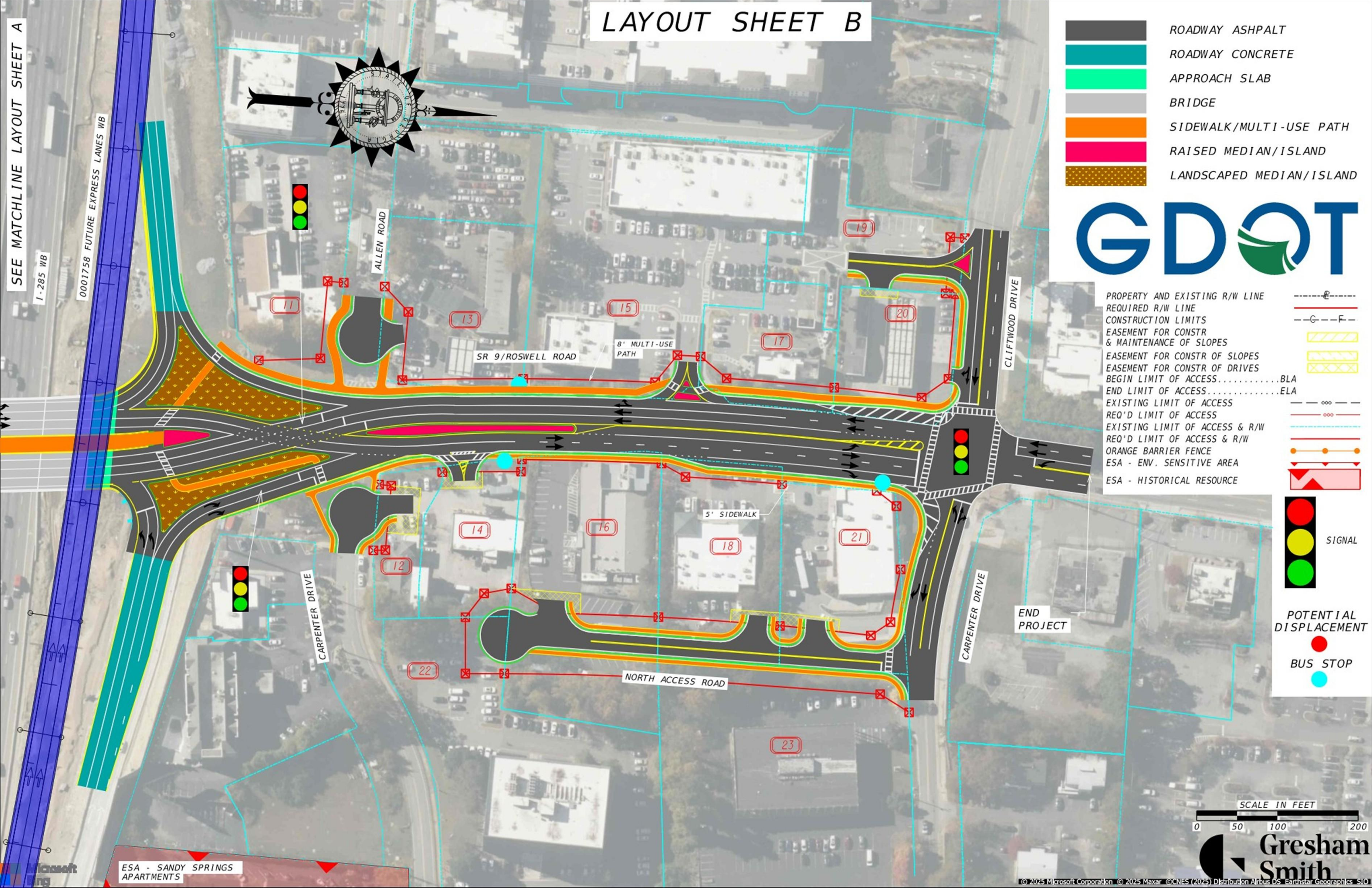
Preferred Alternative



Preferred Alternative



Preferred Alternative



Preferred Alternative – Estimated Project Costs

- Total Project Cost = \$70-\$85 Million (includes preliminary engineering, right-of-way, utilities and construction costs)
- Right-of-way, utility and construction phases are not currently funded
- Preliminary engineering is also not funded
- Scoping is currently funded for \$1.25 Million
 - The City of Sandy Springs has also helped contribute funding to complete the scoping study (\$150,000)

Potential Project Effects & Other Highlights

Project Effects – Design Variances/Exceptions

- Design Exceptions/Design Variances to GDOT Controlling Criteria:
 - None anticipated
- Design Variances to GDOT Standard Criteria:
 - A design variance will be pursued for median usage; Given the urban core context of Roswell Road, a policy-width median of 20-ft to 24-ft is not feasible.
 - A design variance for access control may be pursued due to driveway proximity to entrance/exit ramp terminals
 - A design variance for lateral offset to obstruction may be pursued due to the proximity of utility poles, buildings, and other features of the urban corridor.

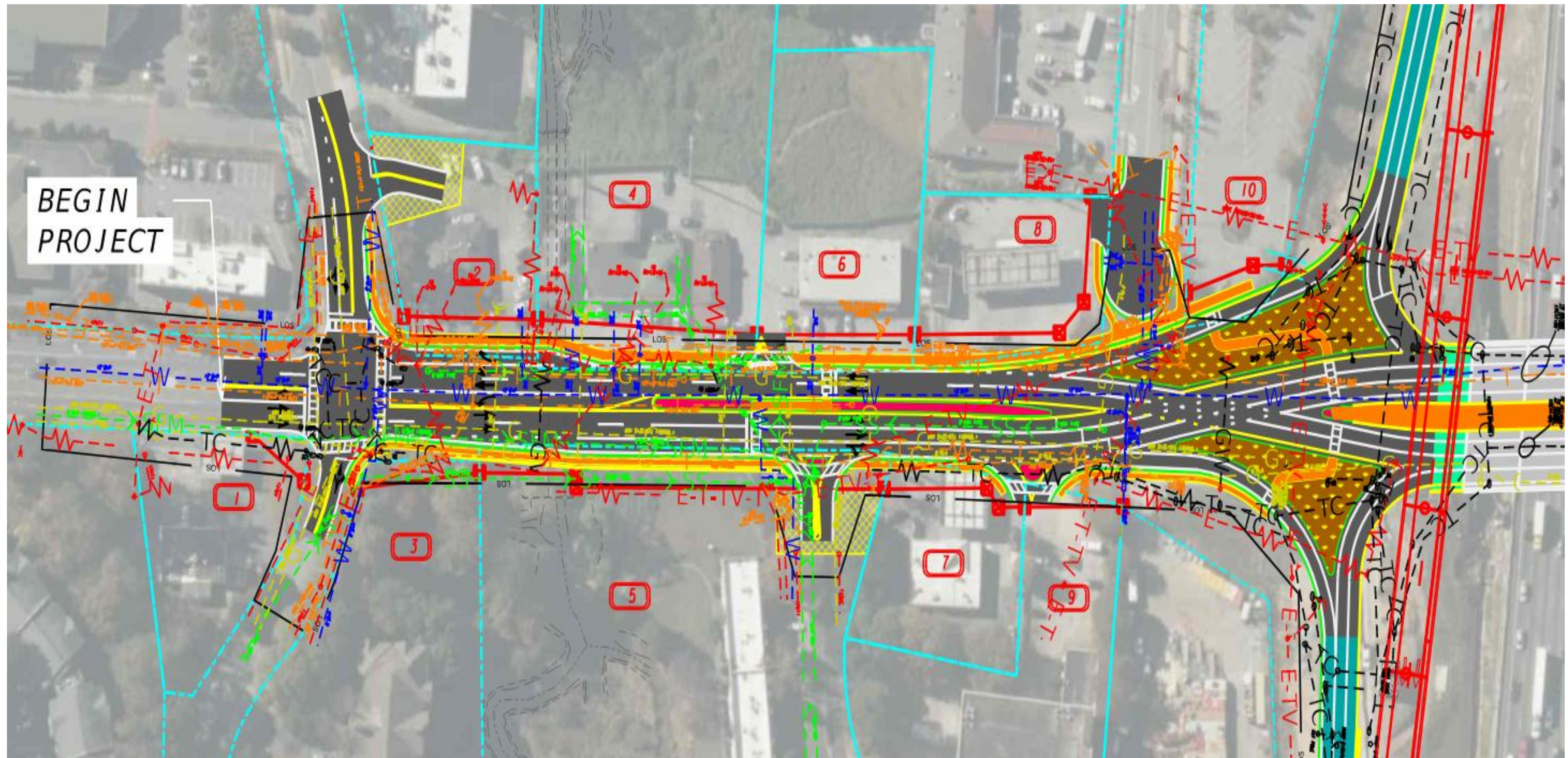
Project Effects – Right-of-Way

- Twenty-three (23) impacted parcels
- One (1) potential displacements
- Required right-of-way (ROW), permanent easement, and various temporary easements are anticipated.
 - Existing ROW width – 60-ft to 220-ft
 - Proposed ROW width – 75-ft to 260-ft
 - Highly built-out and commercialized corridor

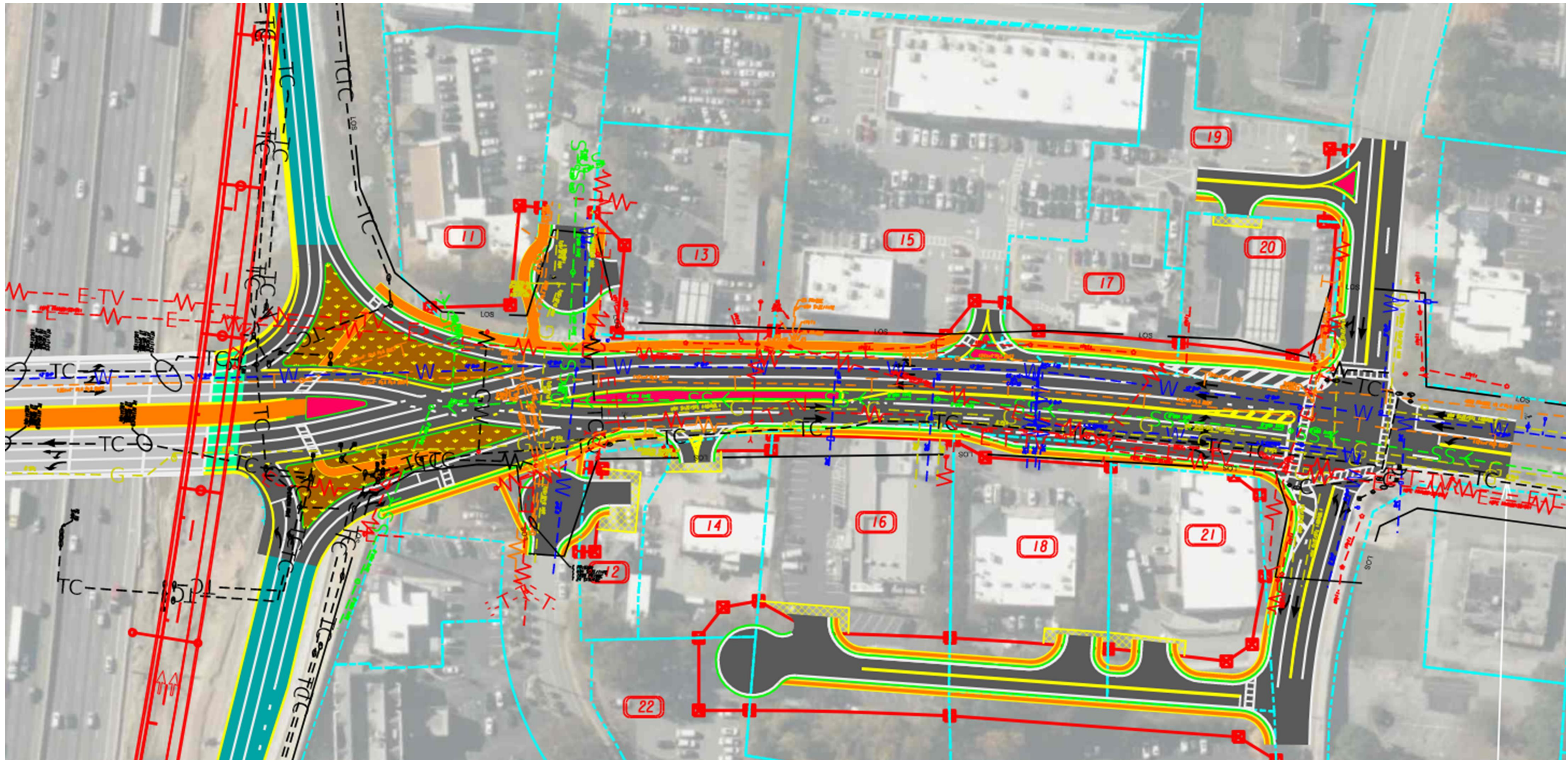
Project Effects - Utilities

- Several utilities within the project limits will be impacted:
 - Power transmission, sanitary sewer, gas, fiber, water, et al.
- The utility adjustment schedule will be complex and long, and require close coordination
- This project is classified as a major project thus Public Interest Determination Policy and Procedure is recommended.

Project Effects - Utilities



Project Effects - Utilities



Project Effects – Constructability

- The existing congestion and delay through the project corridor will likely be exacerbated during construction staging
- Staging will be complex, likely requiring several traffic shifts and lane closures throughout the project's construction schedule
- There are existing bus stops within the project limits (regular MARTA coordination likely)
- The utility adjustment schedule (UAS) will likely be complex and long
- Complex coordination with adjacent projects will be likely
- Partial short-term detours may be required as part of staging
- Early completion incentives are recommended in-part due to high road user costs. (~\$37,800 per day, attachment 14 of Concept Report)
- Municipal Separate Storm Sewer System (MS4) policies apply, but outfall level exclusions may be pursued due to infeasibility

Questions?