

# Appendix A:

Project One-Page Overviews

# North Druid Hills Road Corridor Study



## Project Overview – INTERSECTION IMPROVEMENT: SR 13/BUFORD HIGHWAY

<b>Project ID</b>	ST - 01
<b>Location</b>	N. Druid Hills Rd @ SR 13/Buford Hwy
<b>Extents</b>	Intersection of SR 13/Buford Hwy @ N. Druid Hills Rd

<b>Project Type</b>	Intersection Improvement
<b>Timeframe</b>	Short-Term
<b>Est. Project Cost</b>	\$47K - \$55K

### Project Description

In the interim, prior to implementing improvements identified as part of the CHOA DRI at the SR 13/Buford Hwy at N. Druid Hills Rd intersection, coordinate with GDOT to make the following improvements:

- Convert the southbound left-turn from N. Druid Hills Rd to northbound SR 13/Buford Hwy to a protected-only movement;
- Prohibit right-turns on red from southbound SR 13/Buford Hwy to northbound N. Druid Hills Rd.

#### Implementation Notes

- This is an interim project to be done in the short-term prior to implementation of improvements identified as part of the CHOA DRI, which will be led by GDOT.
- At the time of implementation of DRI recommendations, the need for the probation on right-turn-on-red from southbound SR/13 Buford Hwy to northbound N. Druid Hills Rd should be re-evaluated.
- This project will require coordination with GDOT.

#### Supported Project Objectives

- Support a range of safer and more convenient multimodal travel options
- Improve access to public transportation and key destinations
- Improve safety and operations

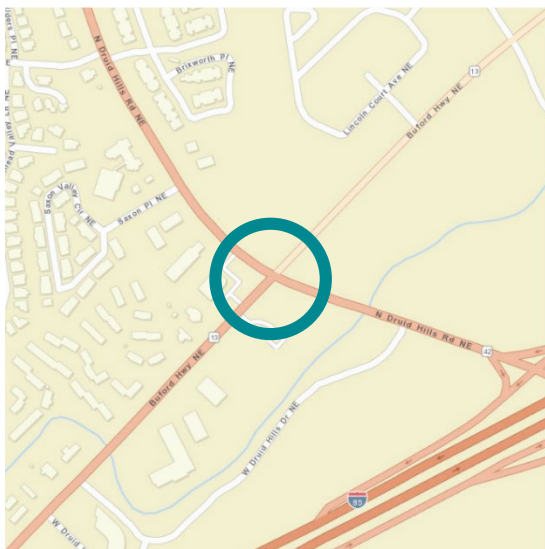
#### Potential Challenges

- Multi-agency coordination

#### ROW Needed

- No

### Context Map



### Project Graphic(s)



External Funding Considerations	Yes or No?
State Route	Yes
Priority in Other Plan	No
Activity Center	Partial
LCI Area	Yes
Within Equitable Target Area	Partial
Along Transit Route	Yes
Within ¼ Mile of School or Park	No

#### Potential Funding Sources

- Local funds
- Surface Transportation Block Grant (STBG)
- Local Maintenance & Improvement Grant (LMIG)

# North Druid Hills Road Corridor Study



## Project Overview – DIRECTIONAL SIGNAGE: SR 13/BUFORD HIGHWAY

<b>Project ID</b>	ST - 02
<b>Location</b>	N. Druid Hills Rd @ SR 13/Buford Hwy
<b>Extents</b>	Intersection of SR 13/Buford Hwy @ N. Druid Hills Rd

<b>Project Type</b>	Signing and Marking
<b>Timeframe</b>	Short-Term
<b>Est. Project Cost</b>	\$18K - \$21K

### Project Description

Design and install the following signage and pavement markings at the intersection of SR 13/Buford Hwy and N. Druid Hills Rd:

- Route shield pavement markings and overhead signage to guide southbound vehicles to I-85 at the SR 13/Buford Hwy at N. Druid Hills Rd intersection.
- Lane line extension pavement markings along southbound N. Druid Hills Rd through the SR 13/Buford Hwy intersection to better guide vehicles to stay in the appropriate receiving lanes.

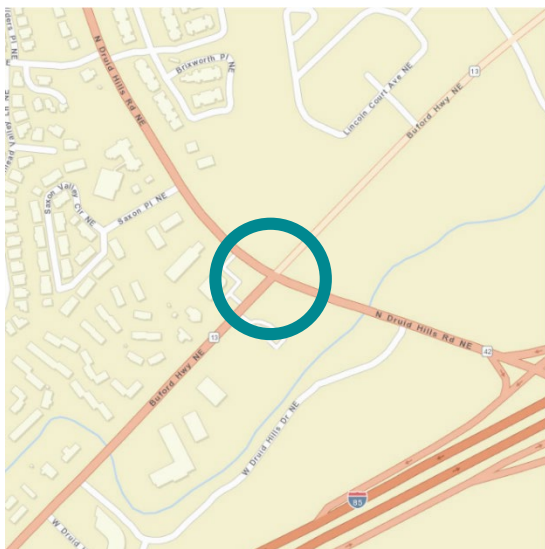
#### Implementation Notes

- Route shield pavement markings and overhead signage would be in the southbound lanes on N. Druid Hills Rd approaching SR 13/Buford Hwy.
- This project may require coordination with GDOT.

<b>Supported Project Objectives</b>	<ul style="list-style-type: none"> <li>Support a range of safer and more convenient multimodal travel options</li> <li>Improve access to public transportation and key destinations</li> <li>Improve safety and operations</li> </ul>
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<b>Potential Challenges</b>	<ul style="list-style-type: none"> <li>Multi-agency coordination</li> </ul>
<b>ROW Needed</b>	<ul style="list-style-type: none"> <li>No</li> </ul>

### Context Map



### Project Graphic(s)



External Funding Considerations	Yes or No?
State Route	Yes
Priority in Other Plan	No
Activity Center	Partial
LCI Area	Yes
Within Equitable Target Area	Partial
Along Transit Route	Yes
Within ¼ Mile of School or Park	No

<b>Potential Funding Sources</b>	<ul style="list-style-type: none"> <li>Local funds</li> <li>STBG</li> <li>LMIG</li> </ul>
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# North Druid Hills Road Corridor Study



## Project Overview – SEGMENT IMPROVEMENT: SR 13/BUFORD HIGHWAY TO ASHTON BLUFF DRIVE

<b>Project ID</b>	LT - 01
<b>Location</b>	N. Druid Hills Rd North of SR 13/Buford Hwy
<b>Extents</b>	Approx. 1960 N. Druid Hills Rd to 1118 Ashton Bluff Dr

<b>Project Type</b>	Typical Section
<b>Timeframe</b>	Long-Term
<b>Est. Project Cost</b>	\$3.0M - \$3.6M

### Project Description

Design and construct improvements along N. Druid Hills Rd from SR 13/Buford Hwy (1960 N. Druid Hills Rd) to the north side of Ashton Bluff Dr (1118 Ashton Bluff Dr, southern limit of project LT-02) as shown in the recommended typical section for Segment 1:

- Four travel lanes (two in each direction) with a two-way center left-turn lane; and
- Sidewalk on the west side and MUP on the east side.
- Maintain the southbound outside through-right lane at the SR 13/Buford Hwy intersection.
- Install short, raised median in the center turn-lane just south of the Red Roof Inn driveway.

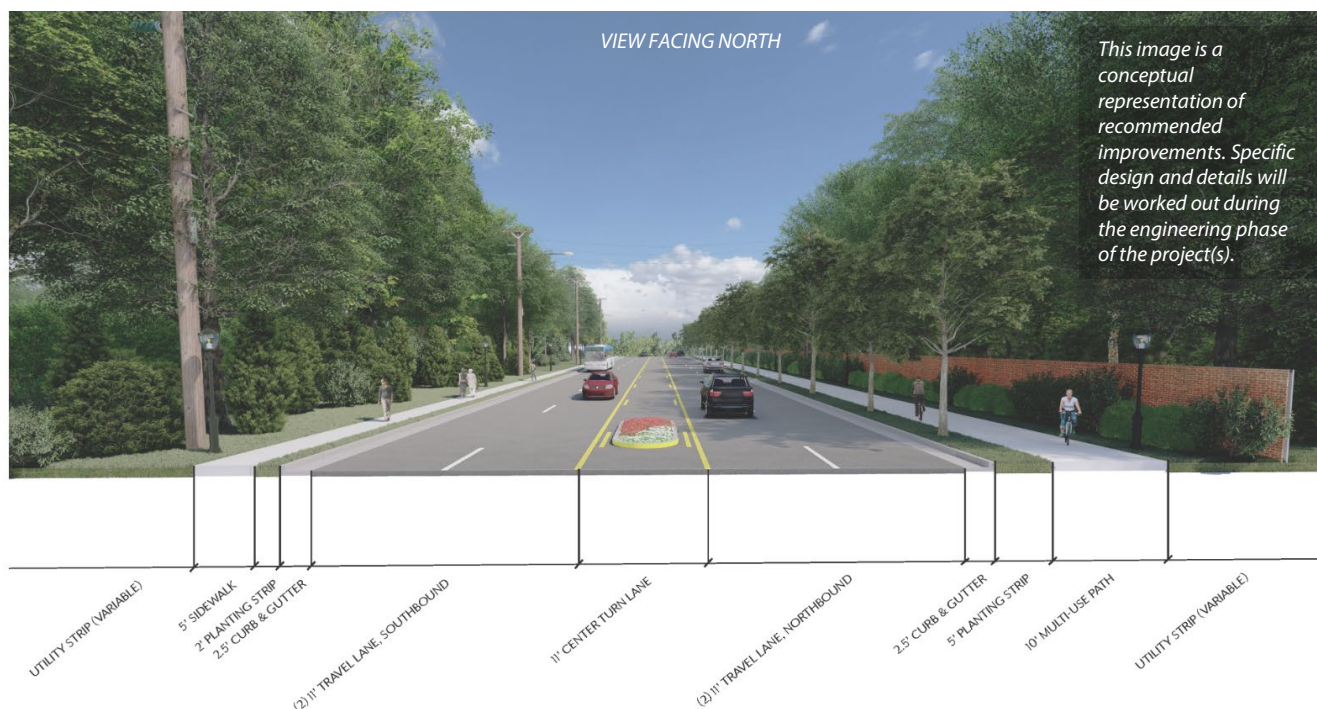
#### Implementation Notes

- Raised median to be located approximately 400 feet north of the stop bar.
- Stripe the dedicated southbound left-turn lane from this raised median to the intersection at SR 13/Buford Hwy.
- Replace vegetation on private property if removed.
- See also Typical Section for Segment 1.

<b>Supported Project Objectives</b>	<ul style="list-style-type: none"> <li>• Support a range of safer and more convenient multimodal travel options</li> <li>• Improve access to public transportation and key destinations</li> <li>• Improve biking and walking along the corridor</li> <li>• Accommodate changes in traffic patterns from DCSD redistricting</li> <li>• Improve safety, capacity and operations</li> </ul>
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<b>Potential Challenges</b>	<ul style="list-style-type: none"> <li>• Property access/acquisition</li> <li>• Utility relocation</li> <li>• Topography/slopes</li> <li>• Tree removal/replacement</li> </ul>
<b>ROW Needed</b>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>

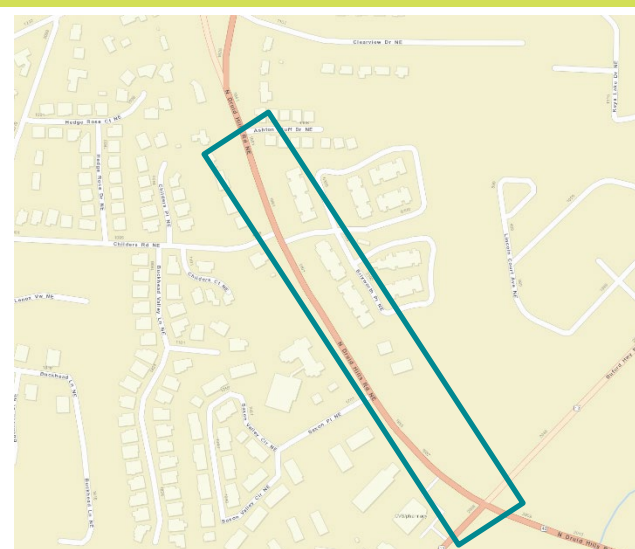
### Project Graphic(s)



External Funding Considerations	Yes or No?
State Route	No
Priority in Other Plan	No
Activity Center	No
LCI Area	Partial
Within Equitable Target Area	Partial
Along Transit Route	Yes
Within ¼ Mile of School or Park	No

<b>Potential Funding Sources</b>	<ul style="list-style-type: none"> <li>• Local funds</li> <li>• STBG</li> <li>• LMIG</li> </ul>	<ul style="list-style-type: none"> <li>• HSIP</li> </ul>
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### Context Map



# North Druid Hills Road Corridor Study



## Project Overview – INTERSECTION IMPROVEMENT: EAST ROXBORO ROAD

<b>Project ID</b>	LT - 02
<b>Location</b>	N. Druid Hills Rd @ E. Roxboro Rd
<b>Extents</b>	Approx. 1118 Ashton Bluff Dr to 1776 N. Druid Hills Rd

<b>Project Type</b>	Intersection Improvement
<b>Timeframe</b>	Long-Term
<b>Est. Project Cost</b>	\$3.8M - \$4.6M

### Project Description

Design and construct improvements to the intersection of E. Roxboro Rd and N. Druid Hills Rd by converting it to a three-legged multi-lane roundabout with central landscaped island:

- Realign the southbound N. Druid Hills Rd leg to reduce skew and bring closer to a 90-degree-angle. Provide two approach lanes on all legs of roundabout. Channelize outside lane on northbound N. Druid Hills Rd using a raised concrete island bypassing the roundabout and provide a dedicated receiving lane along N. Druid Hills Rd. that merges into a single lane just south of Goodwin Pl.
- Convert Clearview Dr into a right-in-right-out driveway.
- Install overhead directional signage to guide motorists to appropriate lanes for travel through the roundabout. Remove existing traffic signals at the intersections of N. Druid Hills Rd and Goodwin Rd, and at E. Roxboro Rd and Goodwin Rd.
- Close Goodwin Rd to vehicular traffic, maintaining it as City-owned greenspace and preserving property access for residences in triangle between E. Roxboro Rd, Goodwin Rd, and N. Druid Hills Rd (1227 Goodwin Rd).

- Install marked crosswalk with pedestrian-actuated signal across the north leg of the intersection of Goodwin Rd and E. Roxboro Rd.
- Construct appropriate pedestrian and streetscape improvements based on recommended typical section for Segment 1.

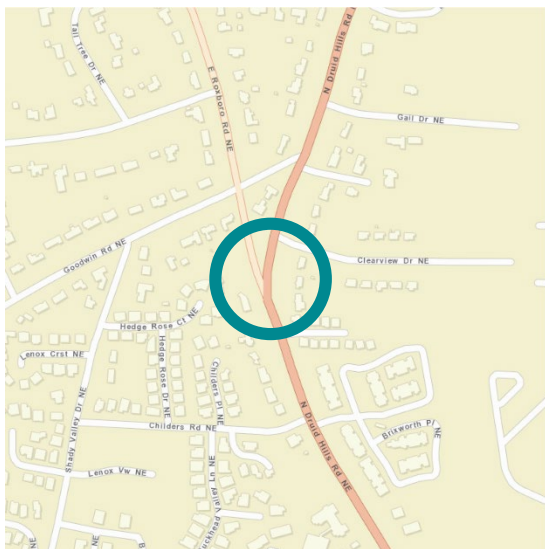
#### Implementation Notes

- Pedestrian-actuated crossing to be determined based upon additional pedestrian studies and FHWA guidance.
- See also Typical Section for Segment 1.
- At time of design, consider leaving the traffic signal at E. Roxboro and N. Druid Hills Rd in place to aid traffic turning right from Goodwin Rd and meter southbound traffic on E. Roxboro Rd entering the roundabout during peak hours, using a demand-responsive system.
- Additionally, consider leaving the traffic signal at Goodwin Rd and N. Druid Hills Rd in place as additional measure to aid traffic by metering southbound vehicles on N. Druid Hills Rd entering the roundabout during peak hours, using a demand-responsive system.

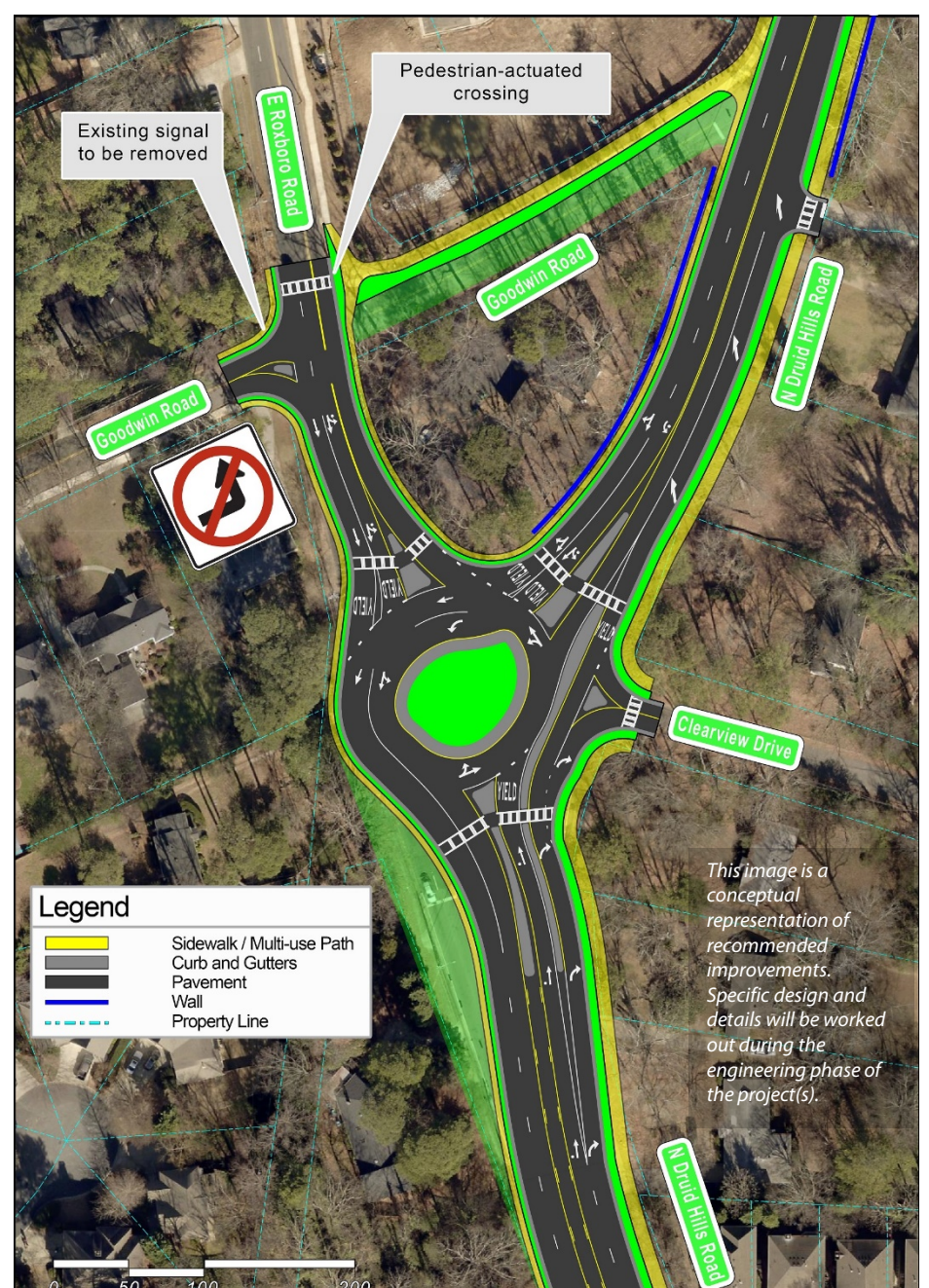
<b>Supported Project Objectives</b>	<ul style="list-style-type: none"> <li>• Improve safety, capacity and operations</li> <li>• Support a range of safer and more convenient multimodal travel options</li> <li>• Improve access to public transportation and key destinations</li> <li>• Improve biking and walking along the corridor and crossing N. Druid Hills Rd</li> <li>• Accommodate changes in traffic patterns from DCSD redistricting</li> </ul>
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<b>Potential Challenges</b>	<ul style="list-style-type: none"> <li>• Property access/acquisition</li> <li>• Utility relocation</li> <li>• Topography/slopes</li> <li>• Tree removal/replacement</li> </ul>
<b>ROW Needed</b>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>

### Context Map



### Project Graphic(s)



External Funding Considerations	Yes or No?
State Route	No
Priority in Other Plan	No
Activity Center	No
LCI Area	No
Within Equitable Target Area	Partial
Along Transit Route	Yes
Within ¼ Mile of School or Park	Yes

<b>Potential Funding Sources</b>	<ul style="list-style-type: none"> <li>• Local funds</li> <li>• STBG</li> <li>• LMIG</li> </ul>	<ul style="list-style-type: none"> <li>• HSIP</li> <li>• Congestion Mitigation and Air Quality (CMAQ)</li> </ul>
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# North Druid Hills Road Corridor Study



## Project Overview – SEGMENT IMPROVEMENT: GAIL DRIVE TO CURTIS DRIVE

<b>Project ID</b>	MT - 01
<b>Location</b>	N. Druid Hills Rd South of Gail Dr to south of Curtis Dr
<b>Extents</b>	Approx. 1776 N. Druid Hills Rd to 1668 N. Druid Hills Rd

<b>Project Type</b>	Typical Section
<b>Timeframe</b>	Mid-Term
<b>Est. Project Cost</b>	\$2.8M - \$3.4M

### Project Description

Design and construct improvements along N. Druid Hills Rd from just south of Gail Dr (northern limit of LT-02) to just south of Curtis Dr (southern limit of MT-02) as shown in the recommended typical section for Segment 2:

- Two travel lanes with a two-way center left-turn lane; and
- Sidewalk on the west side and MUP on the east side.
- Design and construct a midblock pedestrian crossing with a raised refuge island and pedestrian actuated beacons just south of Gail Dr (northern limit of MT-02).
- Construct appropriate pedestrian and streetscape improvements based on recommended typical section for Segment 2.

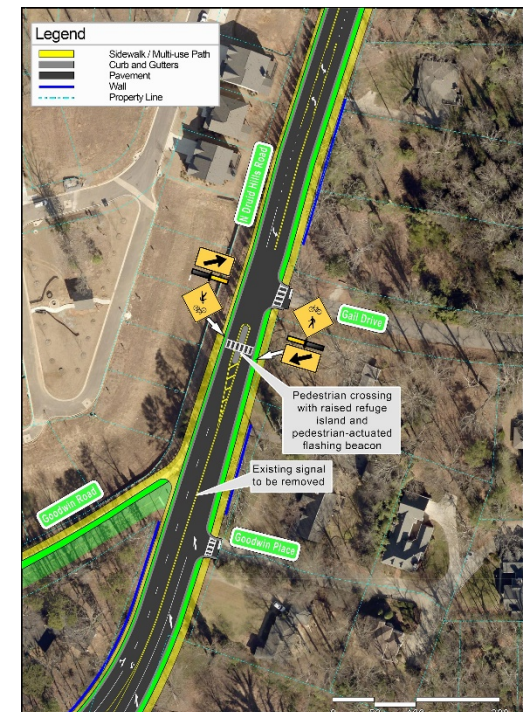
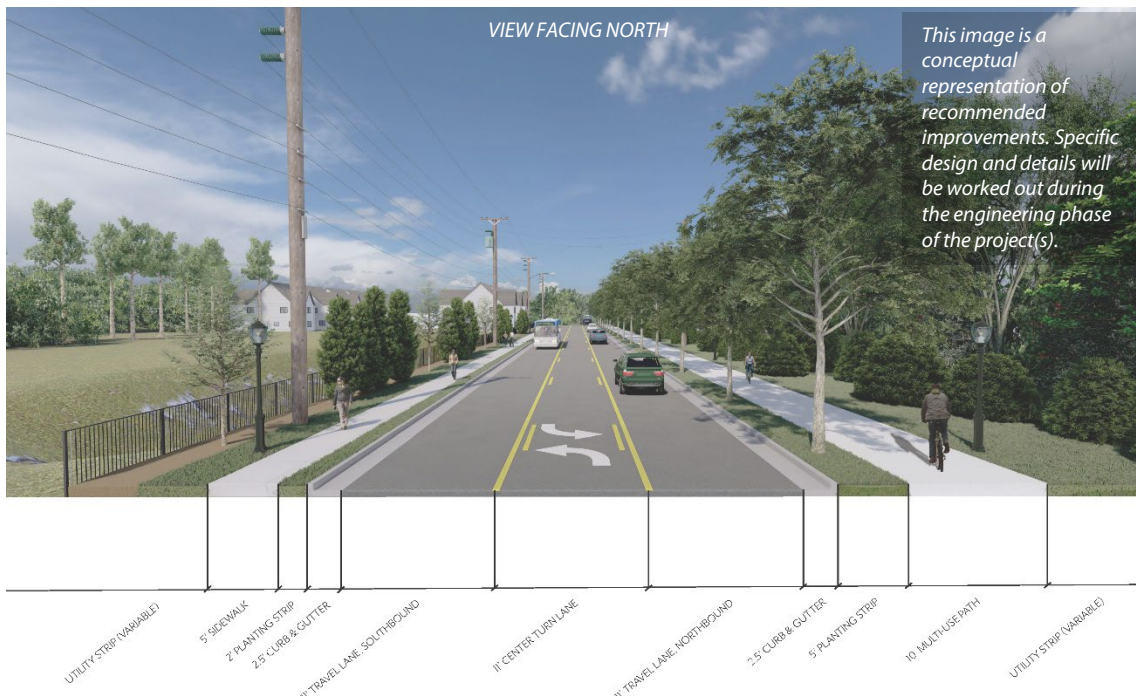
#### Implementation Notes

- Pedestrian-actuated crossing to be determined based upon additional pedestrian studies and FHWA guidance.
- See also Typical Section for Segment 2.

<b>Supported Project Objectives</b>	<ul style="list-style-type: none"> <li>• Improve safety, capacity and operations</li> <li>• Support a range of safer and more convenient multimodal travel options</li> <li>• Improve access to public transportation and key destinations</li> <li>• Improve biking and walking along the corridor and crossing N. Druid Hills Rd</li> <li>• Accommodate changes in traffic patterns from DCSD redistricting</li> </ul>
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<b>Potential Challenges</b>	<ul style="list-style-type: none"> <li>• Utility relocation</li> <li>• Topography/slopes</li> <li>• Tree removal/replacement</li> </ul>
<b>ROW Needed</b>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>

### Project Graphic(s)



External Funding Considerations	Yes or No?
State Route	No
Priority in Other Plan	Yes
Activity Center	No
LCI Area	No
Within Equitable Target Area	Partial
Along Transit Route	Yes
Within ¼ Mile of School or Park	Yes

<b>Potential Funding Sources</b>	<ul style="list-style-type: none"> <li>• Local funds</li> <li>• STBG</li> <li>• LMIG</li> </ul>	<ul style="list-style-type: none"> <li>• Safe Routes to Schools (SRTS)</li> <li>• HSIP</li> </ul>
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### Context Map



# North Druid Hills Road Corridor Study



## Project Overview – INTERSECTION IMPROVEMENT: CURTIS DRIVE

<b>Project ID</b>	MT - 02
<b>Location</b>	N. Druid Hills Rd @ Curtis Dr
<b>Extents</b>	Approx. 1668 N. Druid Hills Rd to 1623 N. Druid Hills Rd

<b>Project Type</b>	Intersection Improvement
<b>Timeframe</b>	Mid-Term
<b>Est. Project Cost</b>	\$1.6M - \$2.0M

### Project Description

Design and construct the following improvements from just south of Curtis Dr (northern limit of MT-01) to just south of Lenox Park Blvd/N. Cliff Valley Way (southern limit of MT-03) :

- Realign the intersection to reduce the skew and bring closer to a 90-degree-angle, improving the turning radius and creating more room for pedestrians.
- Evaluate intersection sight distances and consider removal of the no right-turn on red for northbound N. Druid Hills Rd and westbound Curtis Dr.
- Install pole mounted supplemental signal face for southbound traffic and retroreflective chevrons on the outside curve
- Upgrade traffic signal to include new mast arms, signal heads, and pedestrian push buttons.
- Install crosswalks and ADA compliant curb ramps along the north and east sides of intersection. Remove the crosswalk along south side of

intersection (across N. Druid Hills Rd south of Curtis Dr) and the associated exclusive pedestrian phase.

- Construct appropriate pedestrian and streetscape improvements based on recommended typical section for Segment 2.

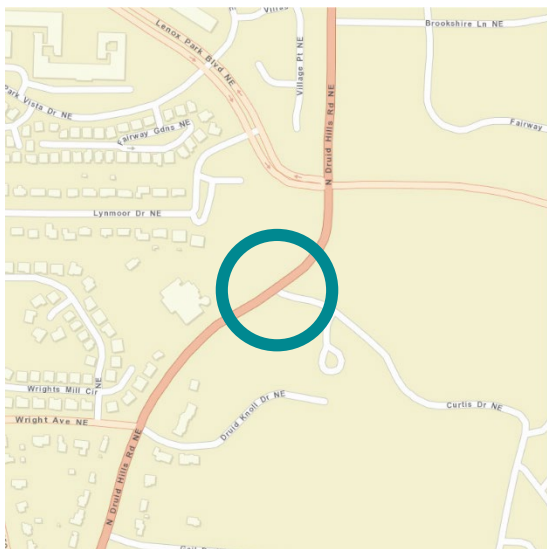
#### Implementation Notes

- Include accommodations for approved project 106-MT (from the City's Bicycle, Pedestrian, & Trail Plan) – an MUP along north side of Curtis Dr, extending to the school driveway.
- At the time of implementation, consideration should be given to changes in traffic patterns resulting from DCSD redistricting which may warrant additional improvements, such as: side-by-side left-turn lanes between Curtis Dr and Lenox Park Blvd/N. Cliff Valley Way and a dedicated westbound right-turn lane on Curtis Dr.
- See also Typical Section for Segment 2.

<b>Supported Project Objectives</b>	<ul style="list-style-type: none"> <li>• Improve safety, capacity and operations</li> <li>• Support a range of safer and more convenient multimodal travel options</li> <li>• Improve access to public transportation and key destinations</li> <li>• Improve biking and walking along the corridor and crossing N. Druid Hills Rd</li> <li>• Accommodate changes in traffic patterns from DCSD redistricting</li> </ul>
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<b>Potential Challenges</b>	<ul style="list-style-type: none"> <li>• Coordination with DCSD and removal of parking spaces at school site</li> <li>• Property access/acquisition</li> <li>• Utility relocation</li> <li>• Topography/slopes</li> </ul>
<b>ROW Needed</b>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>

### Context Map



### Project Graphic(s)



External Funding Considerations	Yes or No?
State Route	No
Priority in Other Plan	Yes
Activity Center	No
LCI Area	No
Within Equitable Target Area	Partial
Along Transit Route	Yes
Within ¼ Mile of School or Park	Yes

<b>Potential Funding Sources</b>	<ul style="list-style-type: none"> <li>• Local funds</li> <li>• STBG</li> <li>• LMIG</li> </ul>	<ul style="list-style-type: none"> <li>• SRTS</li> <li>• CMAQ</li> <li>• HSIP</li> </ul>
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# North Druid Hills Road Corridor Study



## Project Overview – INTERSECTION IMPROVEMENT: LENOX PARK BLVD/N. CLIFF VALLEY WAY

<b>Project ID</b>	MT - 03
<b>Location</b>	N. Druid Hills Rd @ Lenox Park Blvd/N. Cliff Valley Way
<b>Extents</b>	Approx. 1623 N. Druid Hills Rd to 1548 N. Druid Hills Rd

<b>Project Type</b>	Intersection Improvement
<b>Timeframe</b>	Mid-Term
<b>Est. Project Cost</b>	\$2.8M - \$3.4M

### Project Description

Design and construct improvements to the intersection at Lenox Park Blvd /N. Cliff Valley Way from just south of the intersection (northern limit of MT-02) to just north of intersection (southern limit of MT-04):

- Install an additional westbound through-lane on N. Cliff Valley Way and an additional eastbound through-lane on Lenox Park Blvd to continue the boulevard-style treatment on Lenox Park Blvd east of intersection.
- Install a second receiving lane along N. Cliff Valley and merge into a single lane east of school driveway.
- Install a raised median along N. Cliff Valley for access management at the intersection.
- Upgrade traffic signal to include new mast arms, signal heads,

and pedestrian push buttons. Install crosswalks and ADA compliant curb ramps on all sides.

- Install a sidewalk on the north side and MUP on the south side of N. Cliff Valley Way along the length of the school property.
- Construct appropriate pedestrian and streetscape improvements based on recommended typical section for Segments 2 and 3

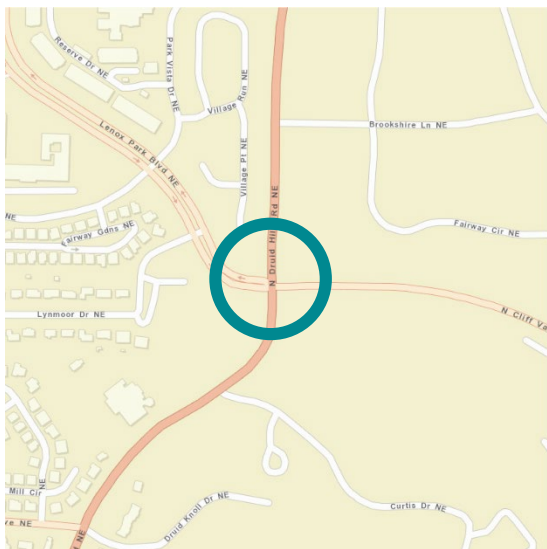
#### Implementation Notes

- Coordinate with DeKalb County School District (DCSD).
- See also Typical Section for Segments 2 and 3.

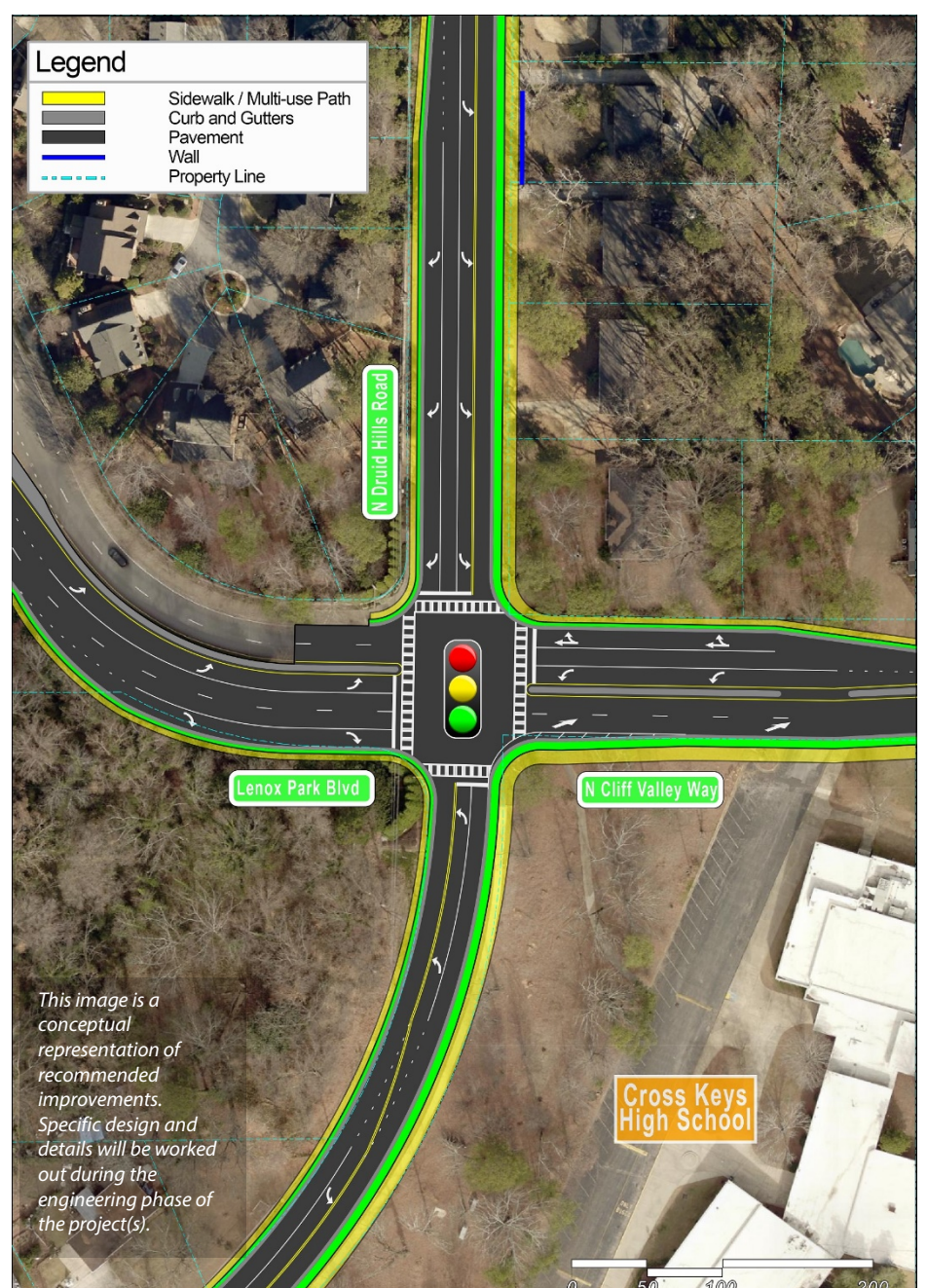
<b>Supported Project Objectives</b>	<ul style="list-style-type: none"> <li>• Improve safety, capacity and operations</li> <li>• Support a range of safer and more convenient multimodal travel options</li> <li>• Improve access to public transportation and key destinations</li> <li>• Improve biking and walking along the corridor and crossing N. Druid Hills Rd</li> <li>• Accommodate changes in traffic patterns from DCSD redistricting</li> </ul>
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<b>Potential Challenges</b>	<ul style="list-style-type: none"> <li>• Coordination with DCSD</li> <li>• Property access/acquisition</li> <li>• Utility relocation</li> <li>• Topography/slopes</li> <li>• Tree removal/replacement</li> </ul>
<b>ROW Needed</b>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>

### Context Map



### Project Graphic(s)



External Funding Considerations	Yes or No?
State Route	No
Priority in Other Plan	Yes
Activity Center	No
LCI Area	No
Within Equitable Target Area	Partial
Along Transit Route	Yes
Within ¼ Mile of School or Park	Yes

<b>Potential Funding Sources</b>	<ul style="list-style-type: none"> <li>• Local funds</li> <li>• STBG</li> <li>• LMIG</li> </ul>	<ul style="list-style-type: none"> <li>• SRTS</li> <li>• CMAQ</li> <li>• HSIP</li> </ul>
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# North Druid Hills Road Corridor Study



## Project Overview – SEGMENT IMPROVEMENT: LENOX PARK BLVD/N. CLIFF VALLEY WAY TO SOUTH OF BRIARWOOD RD

<b>Project ID</b>	MT - 04
<b>Location</b>	N. Druid Hills Rd
<b>Extents</b>	Approx. 1548 N. Druid Hills Rd to 1390 N. Druid Hills Rd

<b>Project Type</b>	Typical Section
<b>Timeframe</b>	Mid-Term
<b>Est. Project Cost</b>	\$4.1M - \$4.9M

### Project Description

Design and construct improvements along N. Druid Hills Rd from just south of Brookshire Ln (northern limit of MT-03) to just south of Pine Grove Ave (southern limit of ST-03) as shown in the recommended typical section for Segment 3:

- Two travel lanes with a two-way center left-turn lane;
- Sidewalk on the west side and MUP on the east side.
- Design and construct two midblock pedestrian crossings with raised refuge islands and pedestrian actuated beacons:
- Just south of Brookshire Ln (approx. 1548 N. Druid Hills Rd); and
- Just south of Lindenwood Ln (approx. 1404 N. Druid Hills Rd).

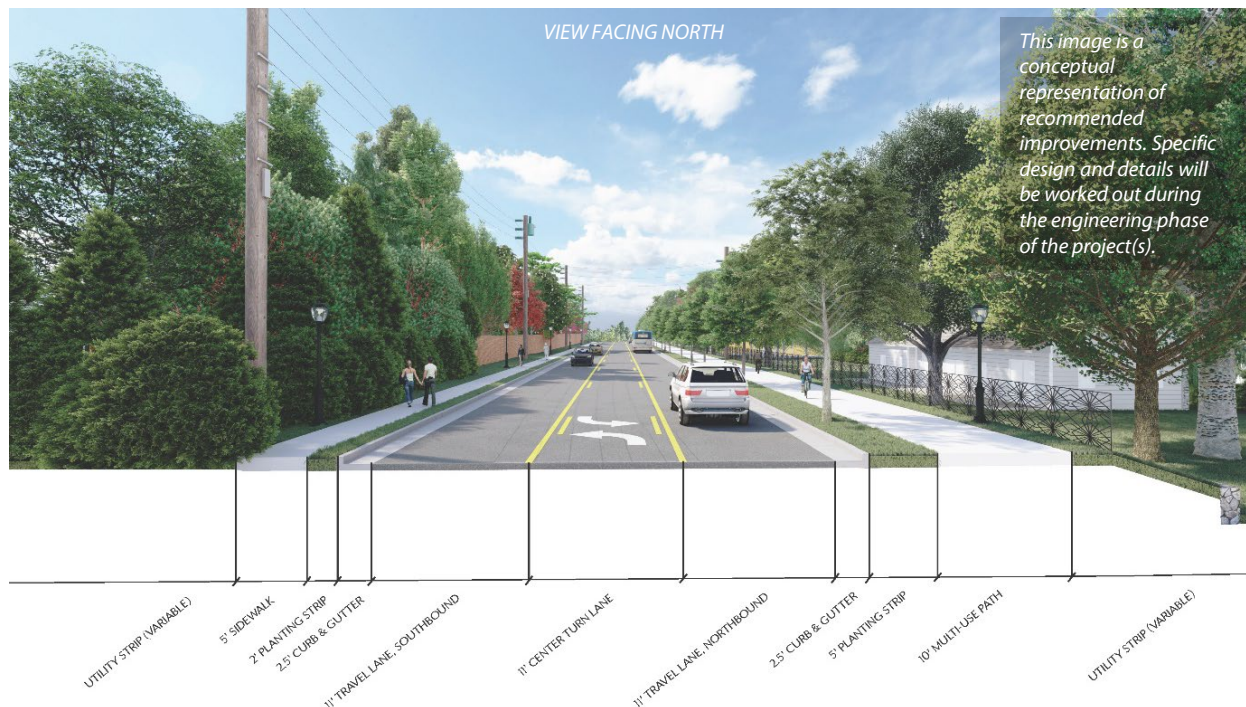
#### Implementation Notes

- Pedestrian-actuated crossing to be determined based upon additional pedestrian studies and FHWA guidance.
- See also Typical Section for Segment 3.

<b>Supported Project Objectives</b>	<ul style="list-style-type: none"> <li>• Improve safety, capacity and operations</li> <li>• Support a range of safer and more convenient multimodal travel options</li> <li>• Improve access to public transportation and key destinations</li> <li>• Improve biking and walking along the corridor and crossing N. Druid Hills Rd</li> </ul>
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<b>Potential Challenges</b>	<ul style="list-style-type: none"> <li>• Property access/acquisition</li> <li>• Utility relocation</li> <li>• Topography/slopes</li> <li>• Tree removal/replacement</li> </ul>
<b>ROW Needed</b>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>

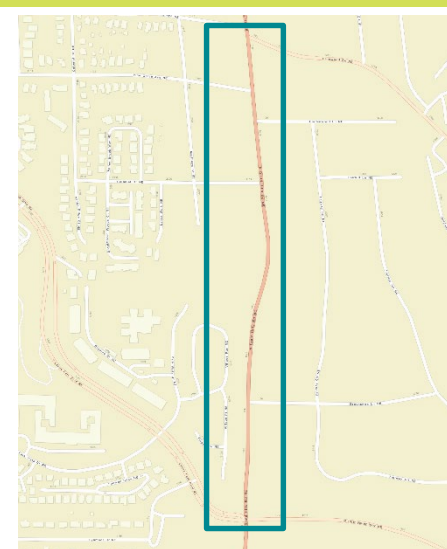
### Project Graphic(s)



External Funding Considerations	Yes or No?
State Route	No
Priority in Other Plan	No
Activity Center	Partial
LCI Area	Partial
Within Equitable Target Area	No
Along Transit Route	Yes
Within ¼ Mile of School or Park	Partial

<b>Potential Funding Sources</b>	<ul style="list-style-type: none"> <li>• Local funds</li> <li>• STBG</li> <li>• LMIG</li> </ul>	<ul style="list-style-type: none"> <li>• HSIP</li> </ul>
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### Context Map



# North Druid Hills Road Corridor Study



## Project Overview – INTERSECTION IMPROVEMENT: BRIARWOOD RD AND OGLETHORPE AVE

<b>Project ID</b>	ST - 03
<b>Location</b>	N. Druid Hills Rd @ Briarwood Dr & Oglethorpe Ave
<b>Extents</b>	Approx. 1390 N. Druid Hills Rd to 1333 N. Druid Hills Rd

<b>Project Type</b>	Intersection Improvement
<b>Timeframe</b>	Short-Term
<b>Est. Project Cost</b>	\$1.5M - \$1.9M

### Project Description

Design and construct improvements to the intersections at Briarwood Rd and Oglethorpe Ave from just south of Pine Grove Ave (northern limit of MT-04) to just south of Thornwell Dr (southern limit of MT-05):

- Realign the intersection at Briarwood Rd: reconfigure the southeast corner to reduce the skew by moving the westbound left-turn lane to the south. Expand the raised island between the westbound right-turn lane and left-turn lane on Briarwood Rd; add a northbound channelized right-turn lane from N. Druid Hills Rd to eastbound Briarwood Rd; and extend the length of the southbound left-turn lane from N. Druid Hills Rd to eastbound Briarwood Rd.
- Reconfigure the intersection at Oglethorpe Ave: convert Oglethorpe Ave to right-in only and install a raised bump-out in the southwest corner.
- Maintain AM No Left Turn for northbound traffic on N. Druid Hills Rd

to Thornwell Dr.

- Install crosswalks and ADA compliant curb ramps at both intersections.
- Construct appropriate pedestrian and streetscape improvements based on recommended typical section for Segment 3.

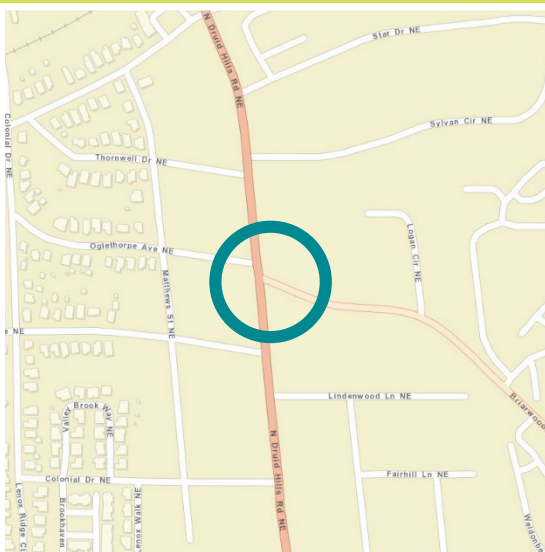
#### Implementation Notes

- See also Typical Section for Segment 3.
- Project is supported by Brookhaven UMC.
- At the time of design, consider increasing length of the northbound right-turn lane (beyond what is recommended as shown in Table 13 of the report) if traffic patterns change and a transportation need is identified.

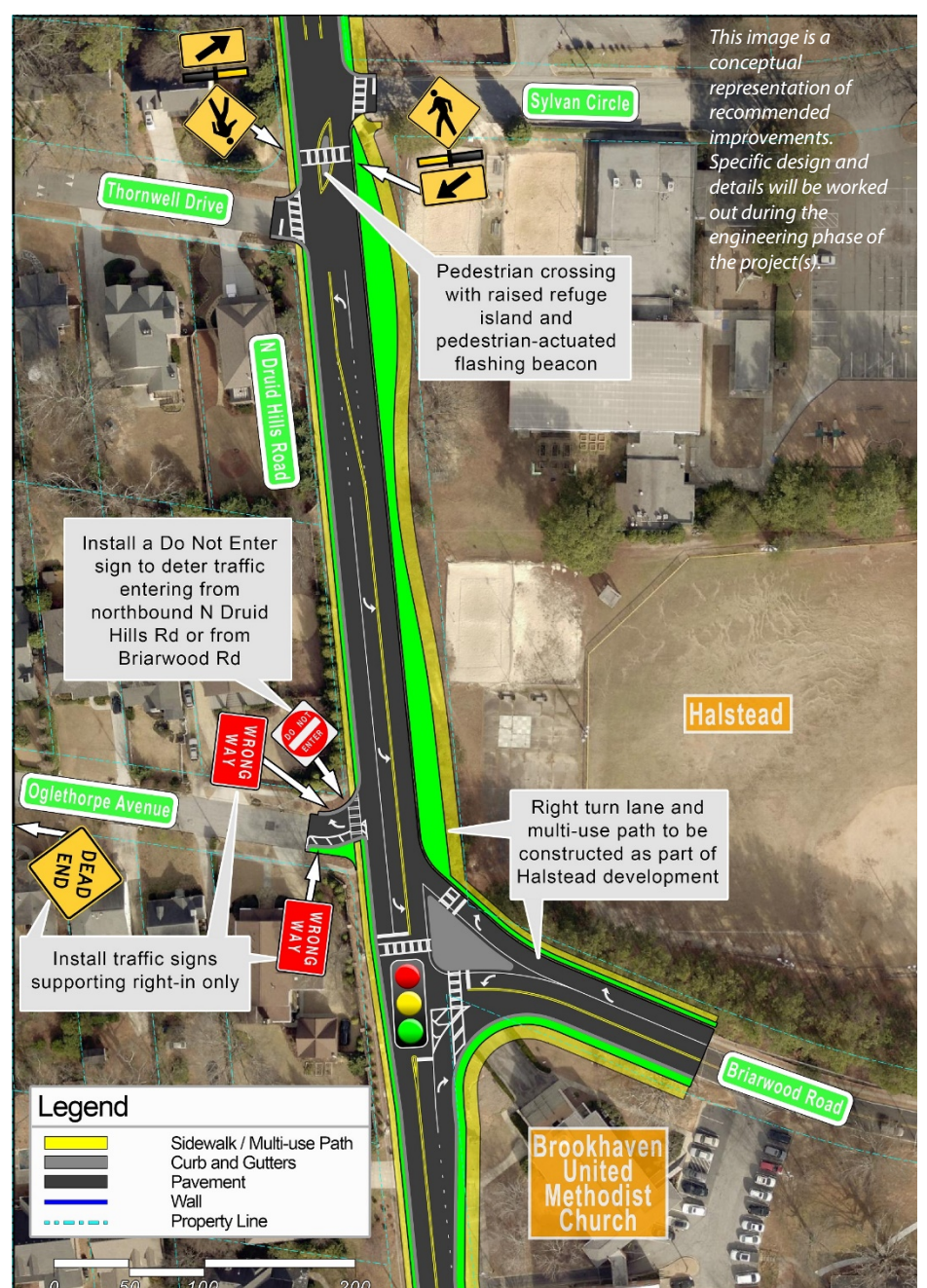
<b>Supported Project Objectives</b>	<ul style="list-style-type: none"> <li>• Improve safety, capacity and operations</li> <li>• Support a range of safer and more convenient multimodal travel options</li> <li>• Improve access to public transportation and key destinations</li> <li>• Improve biking and walking along the corridor and crossing N. Druid Hills Rd</li> <li>• Accommodate changes in traffic patterns from DCSD redistricting</li> </ul>
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<b>Potential Challenges</b>	<ul style="list-style-type: none"> <li>• Multi-agency coordination</li> <li>• Property access</li> <li>• Congestion during construction</li> </ul>
<b>ROW Needed</b>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>

### Context Map



### Project Graphic(s)



External Funding Considerations	Yes or No?
State Route	No
Priority in Other Plan	No
Activity Center	Yes
LCI Area	Yes
Within Equitable Target Area	No
Along Transit Route	Yes
Within ¼ Mile of School or Park	Yes

<b>Potential Funding Sources</b>	<ul style="list-style-type: none"> <li>• Local funds</li> <li>• STBG</li> <li>• LMIG</li> </ul>	<ul style="list-style-type: none"> <li>• SRTS</li> <li>• CMAQ</li> <li>• HSIP</li> </ul>
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# North Druid Hills Road Corridor Study



## Project Overview – SEGMENT IMPROVEMENT: THORNWELL DRIVE TO SYLVAN CIRCLE (NORTH)

<b>Project ID</b>	MT – 05
<b>Location</b>	N. Druid Hills Rd
<b>Extents</b>	Approx. 1333 N. Druid Hills Rd to 1242 N. Druid Hills Rd

<b>Project Type</b>	Typical Section
<b>Timeframe</b>	Mid-Term
<b>Est. Project Cost</b>	\$1.7M - \$2.1M

### Project Description

Design and construct improvements along N. Druid Hills Rd from just south of Thornwell Dr (northern limit of ST-03) to just north of Sylvan Cir North (southern limit of ST-04) as shown in the typical section for Segment 4:

- Two travel lanes with a two-way center left-turn lane; and
- Sidewalk on the west side and MUP on the east side.
- Design and construct a midblock pedestrian crossing with a raised refuge island and pedestrian actuated beacons between Thornwell Dr and Sylvan Cir South.

#### Implementation Notes

- Maintain AM No Left Turn for northbound traffic onto Standard Dr.
- See also Typical Section for Segment 4.

#### Supported Project Objectives

- Improve safety, capacity and operations
- Support a range of safer and more convenient multimodal travel options
- Improve access to public transportation and key destinations
- Improve biking and walking along the corridor and crossing N. Druid Hills Rd

#### Potential Challenges

- Property access/acquisition
- Utility relocation
- Topography/slopes
- Tree removal/replacement

#### ROW Needed

- Yes

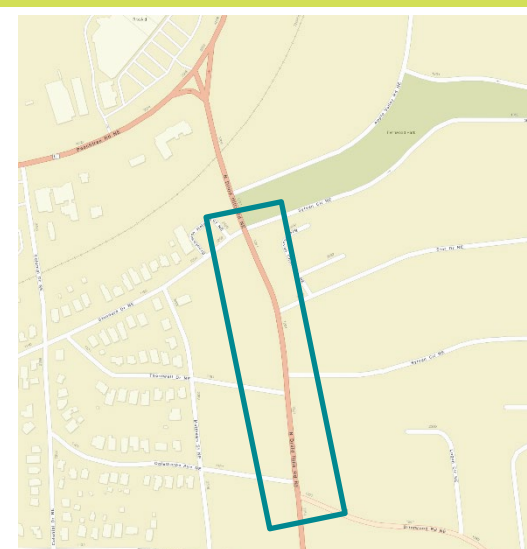
### Project Graphic(s)



External Funding Considerations	Yes or No?
State Route	No
Priority in Other Plan	No
Activity Center	Yes
LCI Area	Yes
Within Equitable Target Area	No
Along Transit Route	Yes
Within ¼ Mile of School or Park	No

<b>Potential Funding Sources</b>	<ul style="list-style-type: none"> <li>• Local funds</li> <li>• STBG</li> <li>• LMIG</li> </ul>	<ul style="list-style-type: none"> <li>• HSIP</li> </ul>
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### Context Map



# North Druid Hills Road Corridor Study



## Project Overview – INTERSECTION IMPROVEMENT: APPLE VALLEY ROAD

<b>Project ID</b>	ST - 04
<b>Location</b>	N. Druid Hills Rd @ Apple Valley Rd
<b>Extents</b>	Intersection of Apple Valley Rd at N. Druid Hills Rd

<b>Project Type</b>	Intersection Improvement
<b>Timeframe</b>	Short-Term
<b>Est. Project Cost</b>	\$774K - \$927K

### Project Description

Design and construct improvements to the intersection at Apple Valley Rd from just north of Sylvan Circle North (northern limit of MT-05) to just north of Apple Valley Rd:

- Reconfigure the intersection to include a channelized right-turn lane from northbound N. Druid Hills Rd to eastbound Apple Valley Rd.
- Install crosswalks and ADA compliant curb ramps along the north and east sides of the intersection.
- Upgrade traffic signal to include new signal heads, mast arms, and pedestrian push buttons.
- Construct appropriate pedestrian and streetscape improvements based on recommended typical section for Segment 4.

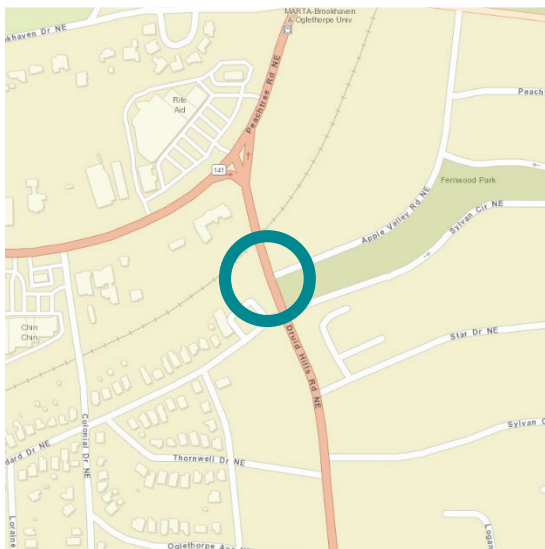
#### Implementation Notes

- Ensure pedestrian facilities meet the minimum dimensions required by the Peachtree Road Overlay District (PRO).
- See also Typical Section for Segment 4.

<b>Supported Project Objectives</b>	<ul style="list-style-type: none"> <li>• Improve safety, capacity and operations</li> <li>• Support a range of safer and more convenient multimodal travel options</li> <li>• Improve access to public transportation and key destinations</li> <li>• Improve biking and walking along the corridor and crossing N. Druid Hills Rd</li> </ul>
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<b>Potential Challenges</b>	<ul style="list-style-type: none"> <li>• Property access/acquisition</li> <li>• Utility relocation</li> <li>• Topography/slopes</li> <li>• Tree removal/replacement</li> <li>• Existing walls/fences on both sides of the road</li> </ul>
<b>ROW Needed</b>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>

### Context Map



### Project Graphic(s)



External Funding Considerations	Yes or No?
State Route	No
Priority in Other Plan	Yes
Activity Center	Yes
LCI Area	Yes
Within Equitable Target Area	No
Along Transit Route	Yes
Within ¼ Mile of School or Park	Yes

<b>Potential Funding Sources</b>	<ul style="list-style-type: none"> <li>• Local funds</li> <li>• STBG</li> <li>• LMIG</li> </ul>	<ul style="list-style-type: none"> <li>• SRTS</li> <li>• CMAQ</li> <li>• HSIP</li> </ul>
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# North Druid Hills Road Corridor Study



## Project Overview – DON'T BLOCK THE BOX

<b>Project ID</b>	ST - 05
<b>Location</b>	Southern Bus Driveway at MARTA Station
<b>Extents</b>	Southern Bus Driveway at MARTA Station

<b>Project Type</b>	Transit Supportive
<b>Timeframe</b>	Short-Term
<b>Est. Project Cost</b>	~\$1k

## Project Description

Project seeks to reduce out-of-direction travel of MARTA buses to reduce exposure and impeding on Peachtree Road reducing throughput of other vehicles. May reduce headways and improve route reliability, making transit more desirable from the MARTA station.

Install Do Not Block Intersection pavement markings and "Do Not Block Intersection" signage (R10-7) at the southern bus bay driveway for the Brookhaven-Oglethorpe MARTA Station on North Druid Hills Rd.

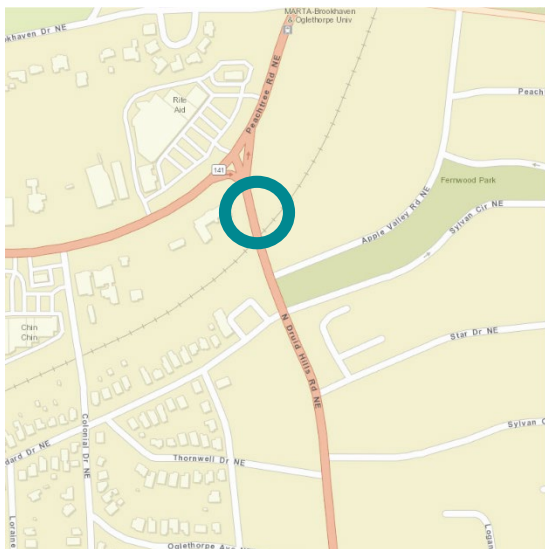
### Implementation Notes

- Sign R10-7 in the MUTCD.

<b>Supported Project Objectives</b>	<ul style="list-style-type: none"> <li>• Improve safety, capacity and operations</li> <li>• Support a range of safer and more convenient multimodal travel options</li> <li>• Improve access to public transportation and key destinations</li> </ul>
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<b>Potential Challenges</b>	<ul style="list-style-type: none"> <li>• Multi-agency coordination</li> </ul>
<b>ROW Needed</b>	<ul style="list-style-type: none"> <li>• No</li> </ul>

## Context Map



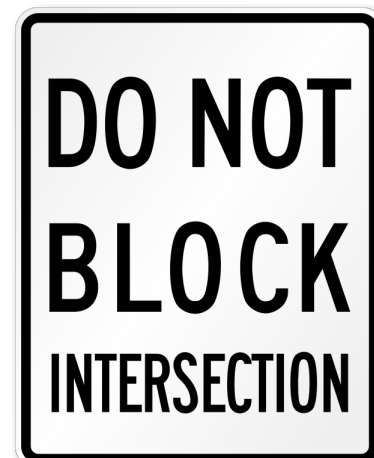
## Project Graphic(s)



Example of Do Not Block Intersection sign and pavement markings on southbound N. Druid Hill Rd at Saxon Place

External Funding Considerations	Yes or No?
State Route	No
Priority in Other Plan	No
Activity Center	Yes
LCI Area	Yes
Within Equitable Target Area	No
Along Transit Route	Yes
Within ¼ Mile of School or Park	Yes

<b>Potential Funding Sources</b>	<ul style="list-style-type: none"> <li>• Local funds</li> </ul>
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Example of Do Not Block Intersection Sign (R10-7) from the Manual on Uniform Traffic Control Devices (MUTCD)

# North Druid Hills Road Corridor Study



## Project Overview – BUS STOP CONSOLIDATION AND RELOCATION

<b>Project ID</b>	ST - 06
<b>Location</b>	Multiple
<b>Extents</b>	Corridor-wide

<b>Project Type</b>	Transit Supportive
<b>Timeframe</b>	Short-Term
<b>Est. Project Cost</b>	N/A

### Project Description

Coordinate with MARTA to consolidate bus stops with lower activity and relocate stops to better align with opportunities to cross North Druid Hills Rd.

#### Implementation Notes

- MARTA to lead this project.
- Implementation along various points of the corridor.
- Each bus stop has its own unique characteristics pertaining to boarding and alighting; infrastructure for each stop should be based on demand.

#### Supported Project Objectives

- Improve safety, capacity and operations
- Support a range of safer and more convenient multimodal travel options
- Improve access to public transportation and key destinations

#### Potential Challenges

- Multi-agency coordination

#### ROW Needed

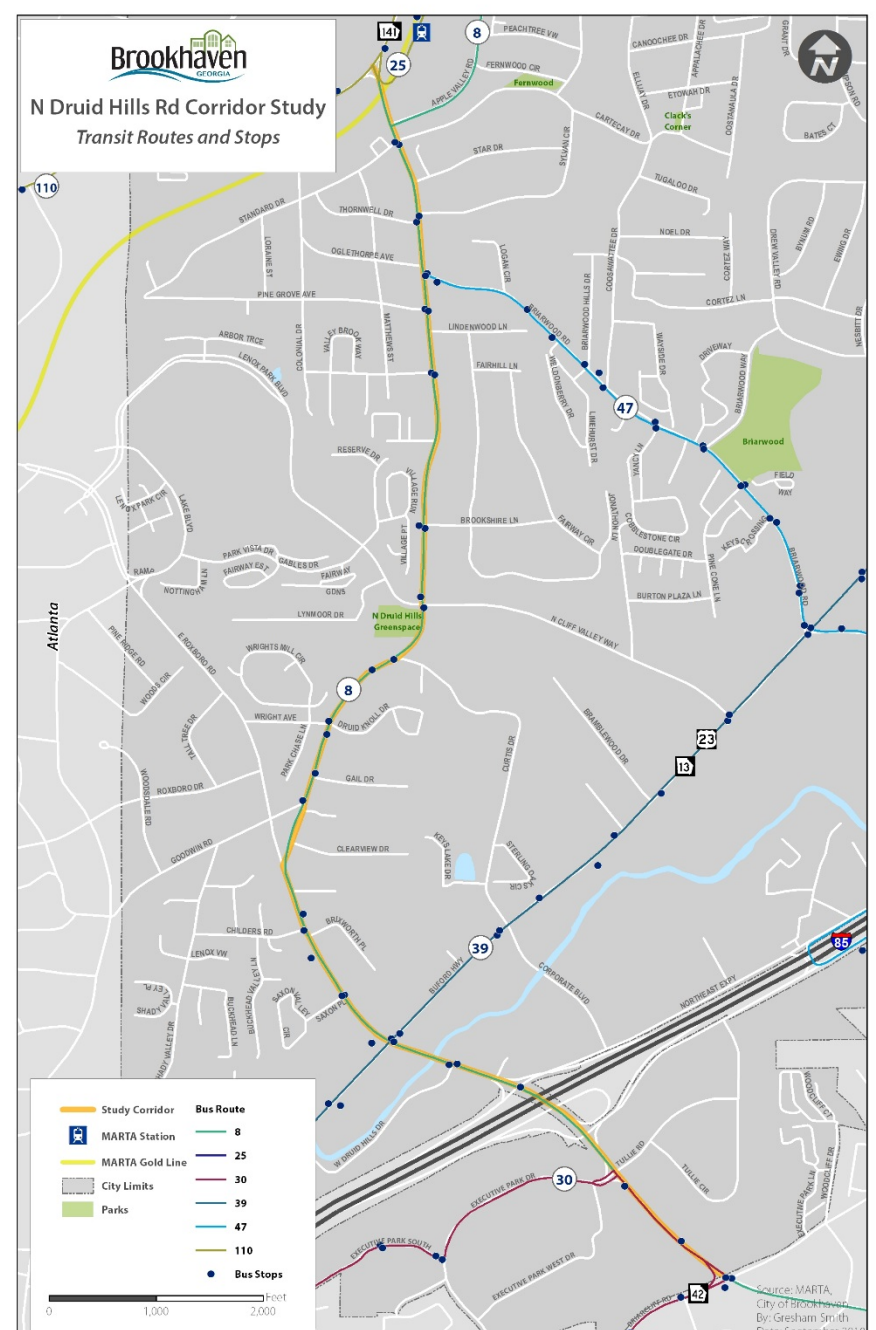
- No

### Project Graphic(s)



Example of MARTA Bus Stop along North Druid Hills Road

### Context Map



External Funding Considerations	Yes or No?
State Route	Partial
Priority in Other Plan	Yes
Activity Center	Partial
LCI Area	Partial
Within Equitable Target Area	Partial
Along Transit Route	Yes
Within ¼ Mile of School or Park	Partial

#### Potential Funding Sources

- Local funds
- MARTA

# North Druid Hills Road Corridor Study



## Project Overview – PUBLIC ART NEAR BROOKHAVEN MARTA STATION

<b>Project ID</b>	ST - 07
<b>Location</b>	N. Druid Hills Rd
<b>Extents</b>	Retaining Wall on N. Druid Hills Rd south of SR 141/Peachtree Rd

<b>Project Type</b>	Other
<b>Timeframe</b>	Short-Term
<b>Est. Project Cost</b>	N/A

### Project Description

Brookhaven Arts Advisory Committee to work with or hold a competition for local artists to design a mural to be installed along the retaining wall in the southwest corner of the intersection of N. Druid Hills Rd at SR 141/Peachtree Rd, opposite the Brookhaven-Oglethorpe MARTA rail station.

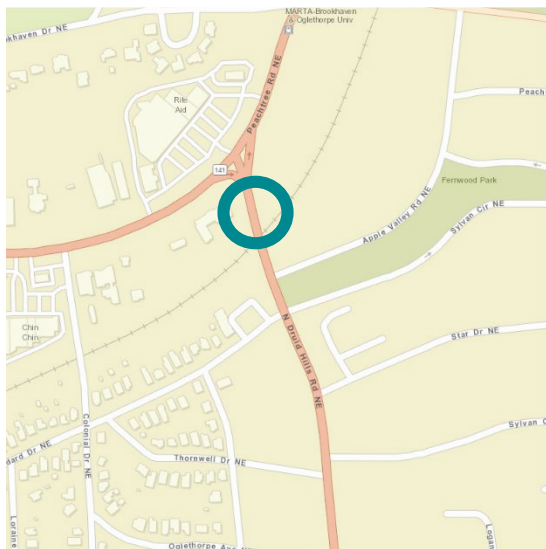
#### Implementation Notes

- Competition could be held by City or local non-profit organization.
- Cost estimate does not include installation of mural.
- Design to be developed as part of commission or competition – sample rendering provided below only as illustrative example.

<b>Supported Project Objectives</b>	<ul style="list-style-type: none"> <li>• Support a range of safer and more convenient multimodal travel options</li> <li>• Improve biking and walking along the corridor and crossing N. Druid Hills Rd</li> </ul>
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<b>Potential Challenges</b>	<ul style="list-style-type: none"> <li>• Multi-agency coordination</li> <li>• Incorporating city identity into the mural</li> </ul>
<b>ROW Needed</b>	<ul style="list-style-type: none"> <li>• No</li> </ul>

### Context Map



### Project Graphic(s)



Sample Rendering of Potential Mural

External Funding Considerations	Yes or No?
State Route	No
Priority in Other Plan	Yes
Activity Center	Yes
LCI Area	Yes
Within Equitable Target Area	No
Along Transit Route	Yes
Within ¼ Mile of School or Park	Yes

<b>Potential Funding Sources</b>	<ul style="list-style-type: none"> <li>• Local funds</li> <li>• MARTA Public Art Program (Artbound)</li> <li>• National Endowment for the Arts Our Town Program</li> </ul>
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# North Druid Hills Road Corridor Study



## Project Overview – ITS – N. DRUID HILLS RD SIGNAL INTERCONNECT

<b>Project ID</b>	ST - 08
<b>Location</b>	N. Druid Hills Rd
<b>Extents</b>	SR 13/Buford Hwy to Apple Valley Rd (Corridor-Wide)

<b>Project Type</b>	ITS
<b>Timeframe</b>	Short-Term
<b>Est. Project Cost</b>	\$455K - \$545K

### Project Description

- Install fiber optic cable in underground conduits to interconnect traffic signals along N. Druid Hills Rd from SR 13/Buford Hwy to Apple Valley Rd including the traffic signals at Curtis Dr, Lenox Park Blvd/North Cliff Valley Way, and Briarwood Rd.
- Install CCTVs at the five intersections to monitor traffic operations along N. Druid Hills Rd.
- Upgrade the cabinets at the intersections to include Gigabit-capable optical transceivers and network switches and the signal controllers to the MaxTime firmware.

#### Implementation Notes

- Project will include fiber cable along the study corridor as well as CCTVs and cabinet upgrades.
- Will require coordination among multiple agencies.

#### Supported Project Objectives

- Improve safety, capacity and operations
- Support a range of safer and more convenient multimodal travel options

#### Potential Challenges

- Multi-agency coordination

#### ROW Needed

- No

### Project Graphic(s)

External Funding Considerations	Yes or No?
State Route	Partial
Priority in Other Plan	Yes
Activity Center	Partial
LCI Area	Partial
Within Equitable Target Area	Partial
Along Transit Route	Yes
Within ¼ Mile of School or Park	Partial

#### Potential Funding Sources

- Local funds
- CMAQ

### Context Map

