



Russell R. McMurry, P.E., Commissioner
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February 22, 2024

Re: Responses to Virtual Public Information Open House Comments for PI#: 0016056, DeKalb County, Ashford Dunwoody Road at Windsor Parkway Roundabout

Thank you for your feedback concerning the proposed project referenced above. We appreciate your participation and the questions and comments received through the project's website. As the project develops, the proposed project plan may need to be revised. If there are significant changes to what was shown on the project's website, there will be additional public outreach. If no significant changes are proposed, the project will proceed to right-of-way (ROW) acquisition and final design. Following the completion of all ROW acquisitions, the project design would be finalized, and the project would advance to construction.

Every comment provided during the project's comment period beginning on October 19, 2023, and ending on November 18, 2023, will be made part of the project's official record. The project's website received **2,492** page views in total. Of the **400** respondents who formally commented, **235** were in **support** of the project, **118** were **opposed**, **5** were **uncommitted**, and **42** expressed **conditional support**.

The Georgia Department of Transportation (DOT) has prepared a single response letter that addresses all questions and comments received during the comment period which are summarized below (in *italics*) followed by our response.

- *General comment in support of the proposed roundabout.*

We appreciate your feedback and support for this intersection improvement project.

- *Why is a roundabout being considered rather than a stop light or three-way stop?*

The installation of a roundabout was considered and is preferred since it meets the needs of the project justification to improve safety and operational performance. Properly designed roundabouts improve safety by reducing the number of conflict points and angle crashes which lower the potential for injuries and fatal crashes.

An evaluation of the considered alternatives suggested that a roundabout best addresses the crash history, safety considerations, and operational issues for this intersection. One aspect of this assessment process included the Intersection Control Evaluation (ICE), which uses a numeric quantification of industry standards to assess components such as traffic operations, traffic safety, environmental impacts, and cost to generate a final score and ranking of the proposed intersection control types.

- Signalized Intersection with right turn lanes on Windsor Parkway and Ashford Dunwoody Road southbound and a left turn lane on Ashford Dunwoody Road northbound (see graphic below). This design was not chosen because it would require pedestrians to cross three (3) lanes at a time with multiple vehicular movements on

all legs of the intersection. The signal would impact three (3) parcels and would have a greater impact on the historic Peachtree Golf Club, St Martins School, and private homes due to a required left turn lane onto the Ashford Dunwoody Road and a right turn lane onto Windsor Parkway.



- The existing Conventional Minor Stop Intersection was not selected because the City of Brookhaven identified that this intersection remains in need of roadway, operations, and safety improvements in the Ashford Dunwoody Corridor Study (April 2017)¹. Leaving the stop-controlled intersection in place would not address the identified transportation issues.
- *Comments were received about the cost appearing to be high for one intersection. Also why is a cheaper alternative not being considered?*

The installation of a traffic signal would have required widening the road to accommodate turn lanes for each leg of the intersection, including the need to acquire additional ROW from more parcels along the corridor. While the cost of the proposed roundabout would be higher, the pedestrian safety benefit would be greater, and ROW impacts to adjacent parcels for the roundabout would be less than the proposed impacts from a signalized intersection. Furthermore, while roundabouts do require some level of maintenance and upkeep for lighting and landscaping, traffic signals tend to incur more maintenance liabilities for the ongoing cost of electricity and man-hours for upgrades and repair.

¹https://www.brookhavenga.gov/sites/default/files/fileattachments/public_works/page/18684/1_final_ashford_dunwoody_corridor_study_report.pdf

In addition to local funds, the project would also receive federal funding. Approximately \$760,000.00 is anticipated to be used from federal funds. The current breakdown of funding is provided in the table below and is reported in the Transportation Management Area (TMA) controlled by the Atlanta Regional Commission (ARC). The project is programmed in ARC's Transportation Improvement Plan (TIP) and the TIP/ARC number for the project is DK-452.

The Atlanta Region's Plan FY 2020-2025 Transportation Improvement Program and RTP - Sorted by ARC Project Number								
DK-452	ASHFORD DUNWOODY ROAD		Jurisdiction	DeKalb County	Existing	Planned	Length (mi.)	Network Year
0016056	AT WINDSOR PARKWAY		Sponsor	City of Brookhaven	N/A	N/A	N/A	TBD
Programmed			Service Type	Roadway / Operations & Safety	Analysis		Exempt from Air Quality Analysis (40 CFR 93)	
							LCI	<input type="checkbox"/>
							Flex	<input type="checkbox"/>
Status	Year	Fund Type	Federal	State	Local	Bonds	Total	
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	\$240,000	\$0,000	\$0,000	\$0,000	\$240,000
PE	AUTH	2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	\$300,000	\$0,000	\$50,000	\$0,000	\$250,000
RI/NH		2023	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	\$320,000	\$0,000	\$0,000	\$0,000	\$320,000
CST		2024	Local Jurisdiction/Municipality Funds	\$0,000	\$0,000	\$1,900,000	\$0,000	\$1,900,000
				\$760,000	\$0,000	\$2,090,000	\$0,000	\$2,850,000

Source: Atlanta Region's Plan MTP (2020). FY 2020-2025 Transportation Improvement Program – Sorted by ARC Project Number

- Comments were received about the time it would take to complete construction and any accompanying traffic delays.

The project would be anticipated to take 12 months to construct, and no detour is proposed. Special provisions regarding construction (SP 108.08 for restrictive work hours and SP 150.6 for single lane closures) during the school schedule would be in effect. The current provision proposes the following, “Single Lane closures are allowed between the hours of 9:00 am to 4:00 pm Monday through Friday. All underground construction work shall be paved or covered with steel plates during such rush hours or at other times when construction is not being accomplished.”

- Comments were received about the speed of the intersection regarding safety for pedestrians and bicyclists.

Speed entering and circulating the roundabout would be restricted by the geometric design of the roundabout, as well as speed limit signs. When approach speeds to the roundabout are high, the approach to the roundabout would be designed to make drivers aware of the roundabout with sufficient advance distance to comfortably decelerate to the appropriate speed for entering the roundabout. The speed limit within the roundabout would be 15 miles per hour (mph), while the speed of the roadway would be 40 mph.

Additionally, the pedestrians would only cross one lane of traffic at a time in the roundabout.

- *Comments were received about the efficiency of roundabouts and the logistics of the left turn onto Ashford Dunwoody Road*

Roundabouts have been demonstrated to provide a number of safety, operational, and environmental benefits when compared to other types of intersections. Specifically, they have fewer conflict points, lower speeds, fewer traffic delays, less fuel consumption, and less air pollution.

For example, a roundabout was previously installed at the intersection of Windsor Parkway and Osborne Road. Crash data shows that prior to the roundabout, an average of 4.125 crashes occurred per year (2013-2020), and after construction of the roundabout, an average of 2.0 crashes occurred per year.

Traffic signals do not eliminate crossing movements nor force drivers to slow down through the intersection, leaving the potential for high speed, angle crashes. A roundabout eliminates all crossing paths and restricts speeds of traffic to address the safety concerns at these intersections. Reducing the speed doesn't cause congestion; instead, it creates a more stable flow of traffic. Roundabouts create fewer delays than traffic signals due to the reduced number of stops, so they are a viable solution for both peak and non-peak hours. Additionally, the speed would be reduced within the roundabout compared to the adjacent roadways, and this would aid in a left turn onto Ashford Dunwoody Road from Windsor Parkway.

- *Comments were received about the acquisition of land for the project, and specifically, land from St. Martins Episcopal School and Church.*

A minimal amount of ROW is anticipated to be acquired from the St. Martins Episcopal School and Church and is not expected to affect access to or the operations of the school and church.

Please note that the proposed project alignment has not yet been finalized and the proposed ROW shown on the plans may be reduced or perhaps eliminated. In the event your property is required in total or in part, a certified appraiser from Georgia DOT's appraiser prequalification list will make a fair market value appraisal of the area to be required, including any damages to the remainder of the land, if applicable. The appraisal will also include values for improvements required or damages that may be applicable.

Should you be required to relocate as part of this project, a Georgia DOT representative will assist you during your relocation. Please refer to the brochure "What Happens When Your Property is needed for a Transportation Facility" for additional details. It can be found at <https://ashford-dunwoody-windsor-roundabout-0016056-gdot.hub.arcgis.com/>. Scroll to the Project Documents section.

Again, thank you for your feedback. Should you have further questions or comments, please contact the project manager, Lily Slaughter, at lslaughter@dot.ga.gov or 770-263-5945, the environmental analyst, Takiyah Christian, at tchristian@dot.ga.gov or 404-631-1178, or the City of Brookhaven capital projects manager, Matt Risher at matt.risher@brookhavenga.gov or 404-637-0715.

Sincerely,



Eric Duff
State Environmental Administrator

ED/esr/mr/mn

cc: Ann Purcell, Georgia DOT Board Member (District 1)
Shea Roberts, State House (District 52)
Sally Harrell, State Senate (District 40)
Don Sherrill, City of Brookhaven Public Works Director
Patrice Ruffin, City of Brookhaven Assistant City Manager
Lily Slaughter, Georgia DOT Project Manager (Lily.Slaughter@oneatlas.com)