

APPENDIX A

Project Sheets / Descriptions

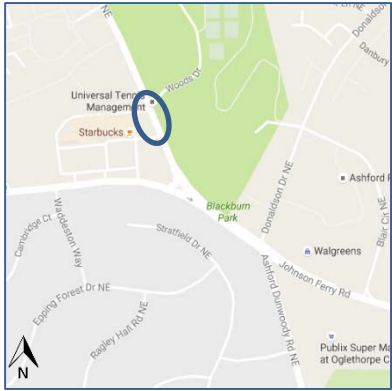
Ashford Dunwoody Road Corridor Study

Project Overview

Project ID:	Project Name:
ST-01	No Left Turn Cambridge Square
Project Type	Safety Operations
Short Description	Design and install sign(s) to prohibit left turns from northbound Ashford Dunwoody Rd into Cambridge Square during peak evening rush hour, such as from 4:00 PM to 7:00 PM on weekdays
Additional Description	No Left Turn Sign (R3-2) should be installed to comply with MUTCD
Est. Construction Cost	\$700-\$1,000 (two signs)
Timeframe	Short-term
Level of Effort	Low
Goals Supported	<ul style="list-style-type: none"> • Improve operations • Improve safety
Opportunities	<ul style="list-style-type: none"> • Improve traffic flow/reduce congestion on primary road • Improve safety by reducing potential conflict points
Constraints	N/A

Conceptual Depiction

Context Map



Implementation Notes



R3-2

Example of a "No Left Turn" sign (R3-2).

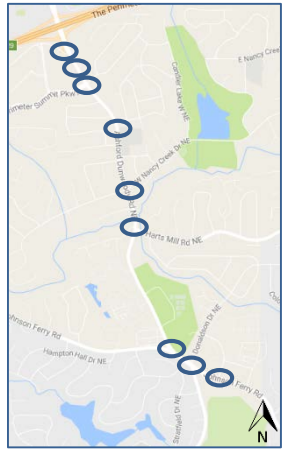
- Post-mounted roadside sign(s) with supplemental plaques specifying days of week, time of day

Ashford Dunwoody Road Corridor Study Project Overview

Project ID:	Project Name:
ST-02	Traffic Signal Optimization
Project Type	Operations
Short Description	Work with PTOPT to optimize phasing and timing all PTOPT signals along the Ashford Dunwoody Rd corridor to improve traffic operations.
Additional Description	As a short-term or interim measure, work with Perimeter Traffic Operations Program (PTOPT) to optimize signal phasing/timing at all PTOPT signals along the corridor: <ul style="list-style-type: none"> • Blair Cir at Johnson Ferry Rd • Donaldson Dr • Johnson Ferry Rd • Harts Mill Rd / Marist School • West Nancy Creek Dr • Montgomery Elementary School exit • Perimeter Summit Pkwy/Oak Forest Dr
Est. Construction Cost	N/A (staff time)
Timeframe	Short-term
Level of Effort	Low
Goals Supported	<ul style="list-style-type: none"> • Improve operations
Opportunities	<ul style="list-style-type: none"> • Low-cost
Constraints	N/A

Conceptual Depiction

Context Map



Implementation Notes

- Signals are actively managed by PTOPT
- Adjustments to signals is ongoing and will likely be needed following implementation of other recommendations as well
- ITS expansion planned along Ashford Dunwoody Road (PI #0013138) to include ITS improvements, signal equipment upgrades, communications/interconnections, CCTV, related signing/stripping/ADA upgrades, timing of all signals. CST anticipated in 2019 (as of 12/16/16)

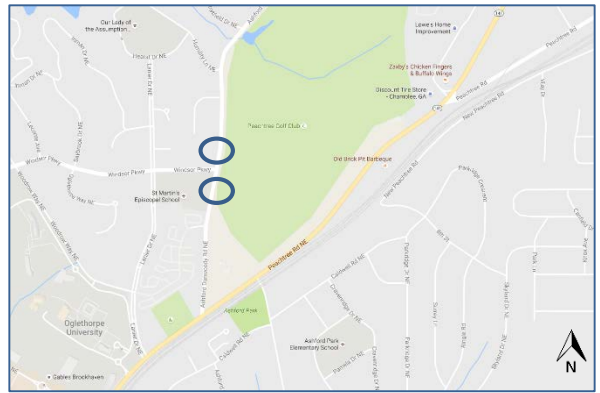
Ashford Dunwoody Road Corridor Study

Project Overview

Project ID:	Project Name:
ST-03	Intersection Advance Warning Signs
Project Type	Safety
Short Description	Install advance warning “Intersection Ahead” signs with name plaques on the approaches to Windsor Pkwy.
Additional Description	Intersection Ahead sign (W2-2) should be installed to comply with MUTCD on the northbound and southbound approaches to Windsor Pkwy. Include plaques showing street name.
Est. Construction Cost	\$700-\$1,000
Timeframe	Short-term
Level of Effort	Low
Goals Supported	<ul style="list-style-type: none"> • Improve safety • Improve operations
Opportunities	<ul style="list-style-type: none"> • Low-cost • Increase driver awareness of approaching intersections
Constraints	N/A

Conceptual Depiction

Context Map



Implementation Notes



W2-2

Example of “Intersection Ahead” sign (W2-2).

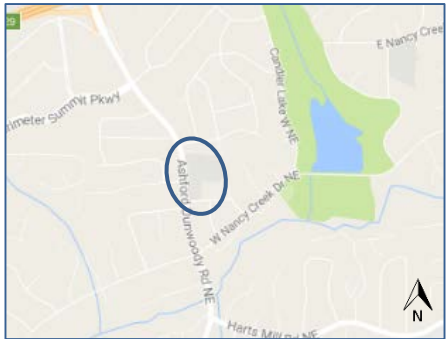
- Two post-mounted roadside signs – one north of Windsor Pkwy, one south of Windsor Pkwy

Ashford Dunwoody Road Corridor Study Project Overview

Project ID:	Project Name:
ST-04	Identify Opportunities to Modify Traffic Patterns: Montgomery Elementary School
Project Type	Operations
Short Description	Work with DeKalb County Schools and Montgomery E.S. officials to develop plans for modifying traffic patterns on school property. Identify possible opportunities to reduce queuing on Ashford Dunwoody Road and program projects as appropriate.
Additional Description	Meet with school officials to discuss future school plans and begin process of developing recommendations to reduce impact of school traffic on traffic flow along Ashford Dunwoody Road. Partner to design and construct identified recommendations as appropriate.
Est. Construction Cost	N/A (staff time)
Timeframe	Short-term
Level of Effort	Low
Goals Supported	<ul style="list-style-type: none"> • Improve operations
Opportunities	<ul style="list-style-type: none"> • Low-cost • Utilize school property • Partnership with school/district
Constraints	<ul style="list-style-type: none"> • Should be coordinated with school/district plans • Topography of school site, potential grade and/or drainage issues

Conceptual Depiction

Context Map



Implementation Notes

- City met with school and district representatives to discuss draft recommendations on 12/12/16

Ashford Dunwoody Road Corridor Study Project Overview

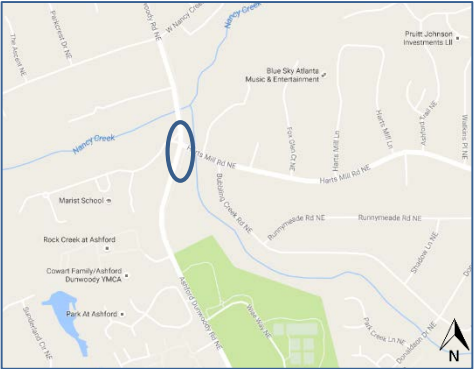
Project ID:	Project Name:
ST-05	Intersection Improvement: Harts Mill Road / Marist School
Project Type	Operations Intersection
Short Description	Design and construct intersection improvements at Harts Mill Rd/Marist School by lengthening the northbound left turn lane.
Additional Description	Lengthen the left turn lane on northbound Ashford Dunwoody Rd approaching Harts Mill Rd/Marist School by restriping the existing two-way left turn lane.
Est. Construction Cost	\$3,000-\$3,500
Timeframe	Short-term
Level of Effort	Low
Goals Supported	<ul style="list-style-type: none"> Improve operations Minimal impact on adjacent properties
Opportunities	<ul style="list-style-type: none"> Low-cost
Constraints	

Conceptual Depiction



This image is a conceptual representation of recommended improvements. Specific design and details will be worked out during the design phase of the project(s).

Context Map



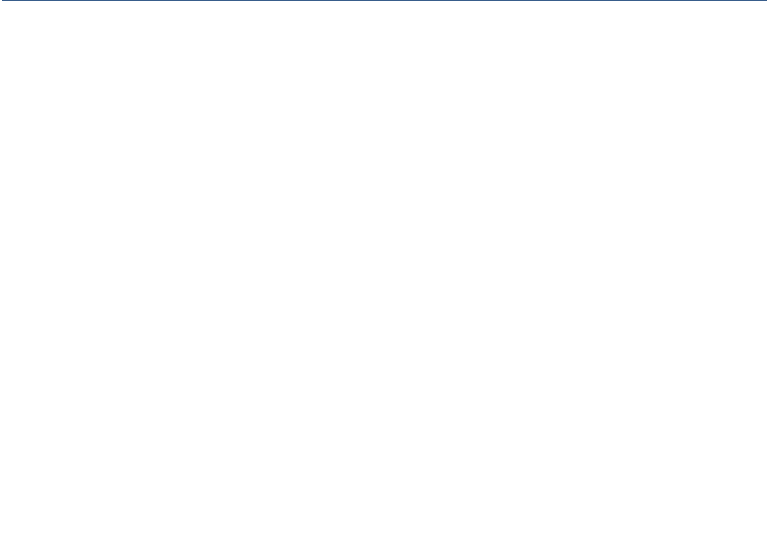
Implementation Notes

- Existing pavement markings should be removed first

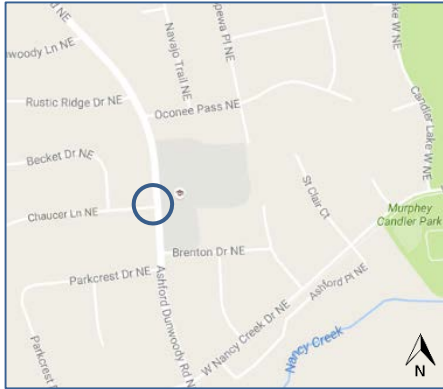
Ashford Dunwoody Road Corridor Study Project Overview

Project ID:	Project Name:
ST-06	Flashing Pedestrian Crossing Signal: Montgomery Elementary School
Project Type	Safety Pedestrian
Short Description	Install flashing pedestrian crossing signal at the crosswalk at Chaucer Ln (entrance to Montgomery Elementary School).
Additional Description	Install solar-powered Rectangular Rapid Flashing Beacon (RRFB) consistent with those used throughout Brookhaven.
Est. Construction Cost	\$8,000-\$10,000
Timeframe	Short-term
Level of Effort	Low
Goals Supported	<ul style="list-style-type: none"> Improve safety
Opportunities	<ul style="list-style-type: none"> Raise driver awareness of the presence of pedestrians in the area Support Montgomery Elementary School's Safe Routes to School program
Constraints	<ul style="list-style-type: none"> N/A

Conceptual Depiction



Context Map



Implementation Notes

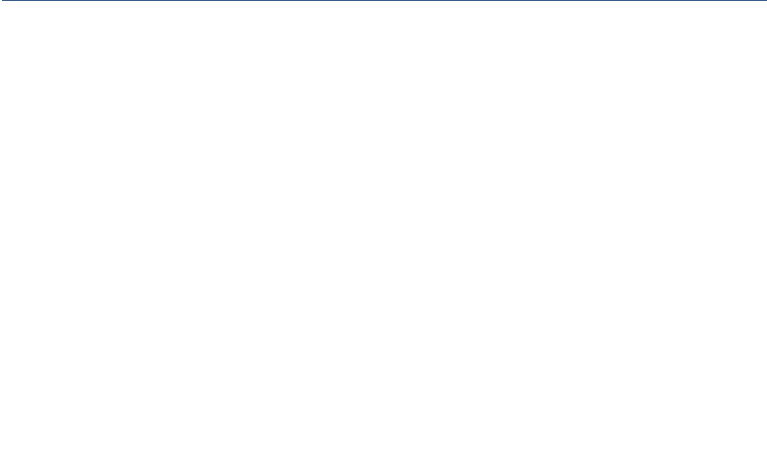


Existing flashing pedestrian signal on Ashford Dunwoody Rd. Source: GS&P

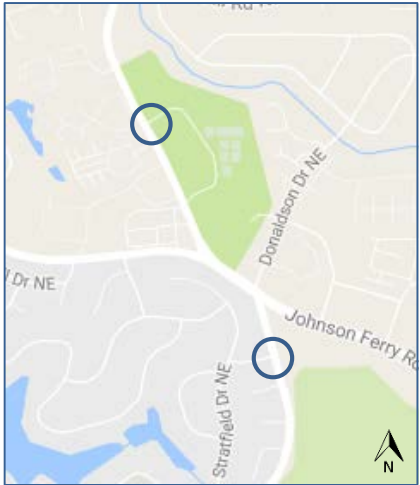
Ashford Dunwoody Road Corridor Study Project Overview

Project ID:	Project Name:
ST-07	Upgrade Pedestrian Crossings: Kadleston Way, Nancy Creek Trail
Project Type	Safety Pedestrian
Short Description	Upgrade existing pedestrian crossings at unsignalized locations across Ashford Dunwoody Rd at Kadleston Way and between the YMCA and Nancy Creek Trail at the north end of Blackburn Park by adding pedestrian refuge islands.
Additional Description	Install raised pedestrian refuge islands.
Est. Construction Cost	\$10,000-\$12,000 (two islands)
Timeframe	Short-term
Level of Effort	Low
Goals Supported	<ul style="list-style-type: none"> • Improve safety • Promote lower vehicle speed
Opportunities	<ul style="list-style-type: none"> • Raise driver awareness of the presence of pedestrians in the area • Improve visibility of pedestrians • Allow pedestrians to focus on crossing one direction of traffic at a time • Narrow perceived width of road, helping slow traffic
Constraints	<ul style="list-style-type: none"> • N/A

Conceptual Depiction



Context Map



Implementation Notes



Source: www.PedBikeInfo.org / Dan Burden (2006)



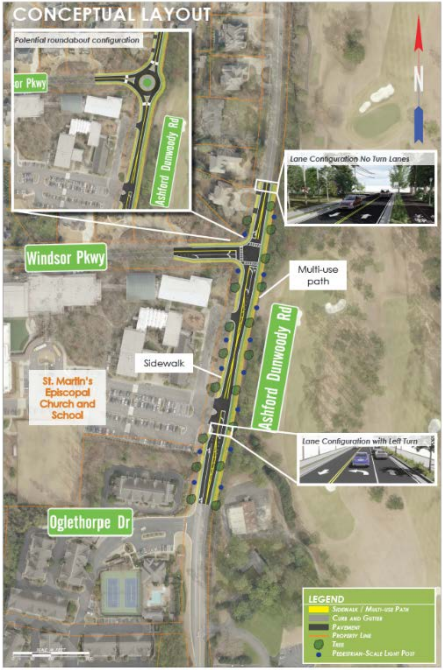
Source: AASHTO and TRB, http://safety.transportation.org/htmlguides/peds/description_of_strat.htm

- See Chapter 4F of MUTCD for guidance on installation.

Ashford Dunwoody Road Corridor Study Project Overview

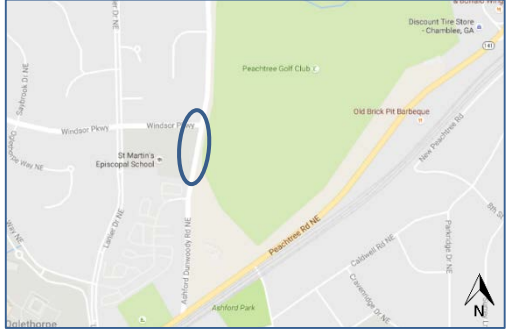
Project ID:	Project Name:
ST-08	Intersection Improvement: Windsor Parkway
Project Type	Safety Operations Intersection Pedestrian Bicycle
Short Description	Design and construct intersection improvements at Windsor Pkwy and Ashford Dunwoody Rd, including turn lanes. Consider a roundabout or traffic signal.
Additional Description	Consider, as a design option, a standard single-lane urban roundabout. If a roundabout is not the preferred design option, install a right turn lane on Windsor Pkwy, a left turn lane able to accommodate approximately 2 vehicles on northbound ADR, and a traffic signal at the intersection. Install a left turn lane able to accommodate approximately 2 vehicles on northbound ADR at St. Martin's Episcopal Church and School. Construct pedestrian improvements at the intersection based upon the recommended typical cross-section for Segment 1.
Est. Construction Cost	\$760,000-\$910,000
Timeframe	Short-term
Level of Effort	Low
Goals Supported	<ul style="list-style-type: none"> • Improve safety • Improve operations • Promote multi-modal transportation choices • Promote lower vehicle speed • Enhance look and feel
Opportunities	<ul style="list-style-type: none"> • Improve safety for vehicles turning from Windsor Pkwy • Reduce potential conflicts between turning vehicles • Calm traffic
Constraints	<ul style="list-style-type: none"> • Constrained right-of-way • Limited sight distance • Need to coordinate with signal at Peachtree Rd

Conceptual Depiction



This image is a conceptual representation of recommended improvements. Specific design and details will be worked out during the design phase of the project(s).

Context Map



Implementation Notes

- Design should consider minimizing impacts on adjacent properties while making turning from Windsor Pkwy safer
- To avoid impacts to the first green of the Peachtree Golf Club, a roundabout may need to be offset to the west of the existing Ashford Dunwoody Rd alignment
- A preliminary analysis indicates a standard single-lane urban roundabout could operate at an acceptable level of service
- Incorporate landscaping and pedestrian scale lighting along with appropriate screening of residential homes
- See also *Typical Section for Segment 1*

Ashford Dunwoody Road Corridor Study Project Overview

Project ID:	Project Name:
ST-09	Intersection Improvement (short-term): Johnson Ferry Rd and Donaldson Dr
Project Type	Operations Pedestrian Intersection
Short Description	Design and construct short-term improvements on Ashford Dunwoody Rd south of the intersection at Johnson Ferry Rd and Donaldson Dr.
Additional Description	Extend the right lane on northbound Ashford Dunwoody Rd from south of Publix to Johnson Ferry Rd. Restripe existing lanes to create 1 dedicated left turn lane and 1 left/through/right turn lane. Install new overhead signs and pavement markings as appropriate. Work with PTOP to optimize phasing/timing of traffic signal. Relocate existing median divider in front of Publix to the center line to prevent left turns into and out of Publix and to separate northbound and southbound traffic, ensuring full access at Kadleston Way. Install sidewalks as shown in the typical section for Segment 1 along the west side of Ashford Dunwoody Rd and fill sidewalk gaps on the east side.
Est. Construction Cost	\$665,000-\$795,000
Timeframe	Short-term
Level of Effort	Low
Goals Supported	<ul style="list-style-type: none"> • Improve operations • Promote multi-modal transportation choices • Minimal impact on adjacent properties
Opportunities	<ul style="list-style-type: none"> • Repurpose existing pavement • Reduce potential conflicts between turning vehicles • Improve traffic flow
Constraints	<ul style="list-style-type: none"> • Trees may need to be removed

Conceptual Depiction



This image is a conceptual representation of recommended improvements. Specific design and details will be worked out during the design phase of the project(s).

Context Map



Implementation Notes

- Ensure vehicles turning from Kadleston Way can access northbound Ashford Dunwoody Rd
- Ensure sidewalk on northbound Ashford Dunwoody Rd continues to Johnson Ferry Rd
- Replace vegetation if removed
- See also *Typical Section for Segment 3*

Ashford Dunwoody Road Corridor Study

Project Overview

Project ID:	Project Name:
ST-10	Intersection Improvement: West Nancy Creek Dr
Project Type	Safety Operations Intersection
Short Description	Design and construct intersection improvements at Ashford Dunwoody Rd and West Nancy Creek Dr, including turn lanes and signal upgrades.
Additional Description	Install one left turn lane each on eastbound and westbound West Nancy Creek Dr at Ashford Dunwoody Rd. Upgrade traffic signals to include left turn arrow signals and/or flashing yellow arrows. Work with PTO to optimize phasing/timing of traffic signal. Construct appropriate pedestrian improvements at the intersection based upon recommended typical cross-section for Segment 3.
Est. Construction Cost	\$755,000-\$910,000
Timeframe	Short-term
Level of Effort	Low
Goals Supported	<ul style="list-style-type: none"> Improve safety Minimize impacts on adjacent properties Improve operations
Opportunities	<ul style="list-style-type: none"> Improve safety by providing left turn lanes to make it clear that motorists are turning rather than driving straight through the intersection Phasing of signal may improve flow of traffic on Ashford Dunwoody Rd, thereby potentially reducing cut-through traffic in adjacent neighborhoods
Constraints	<ul style="list-style-type: none"> May require relocation of or working around utilities Trees may need to be removed

Conceptual Depiction



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Context Map



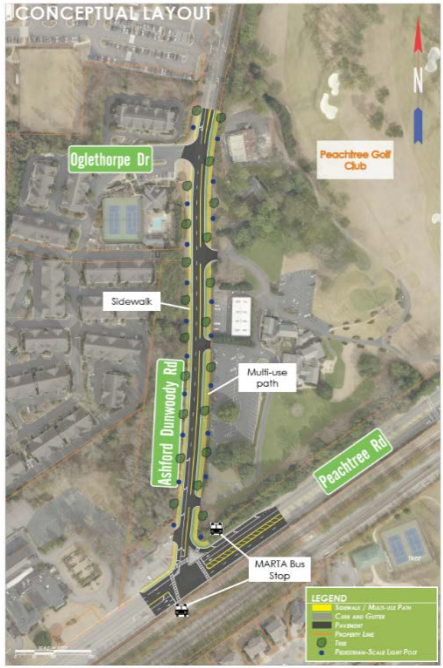
Implementation Notes

- Protected plus Permissive left turns should be incorporated into the signal
- To minimize impacts to the adjacent properties, it is recommended that the turn lanes and the through lanes be designed to be 10' wide
- Replace vegetation if removed
- See also *Typical Section for Segment 3*

Ashford Dunwoody Road Corridor Study Project Overview

Project ID:	Project Name:
MT-01	Intersection Improvement: Peachtree Rd (SR 141)
Project Type	Safety Operations Intersection Pedestrian Bicycle
Short Description	Design and construct intersection improvements at Peachtree Rd and Ashford Dunwoody Rd, including a longer southbound right turn lane and increased turn radius.
Additional Description	Extend the right turn lane on southbound ADR to Oglethorpe Drive (entrance to Sanctuary at Oglethorpe apartments). Convert the right turn lane from southbound ADR to southbound Peachtree Rd into a barrier-separated, free-flow turn lane, controlled by a right turn arrow signal with pedestrian-activated push button. Install right turn lane on southbound Peachtree Rd and increase turn radius in the northeast corner of the intersection, install a raised concrete island, and provide space for shelter/waiting area at the bus stop on Peachtree Rd. Construct pedestrian improvements at the intersection based upon the recommended typical cross-section for Segment 1.
Est. Construction Cost	\$1,770,000-\$2,125,000
Timeframe	Mid-term
Level of Effort	Moderate
Goals Supported	<ul style="list-style-type: none"> • Improve operations • Promote multi-modal transportation choices • Improve safety • Enhance look and feel
Opportunities	<ul style="list-style-type: none"> • Increase landing area for pedestrians in northeast corner • Improve access to public transportation • Improve angle and sight distance for turning vehicles and reduce potential conflicts between turning vehicles • Potential to share costs with GDOT
Constraints	<ul style="list-style-type: none"> • Constrained right-of-way • Potential hazardous waste site

Conceptual Depiction



This image is a conceptual representation of recommended improvements. Specific design and details will be worked out during the design phase of the project(s).

Context Map



Implementation Notes



Example bus shelter.
Source: GS&P



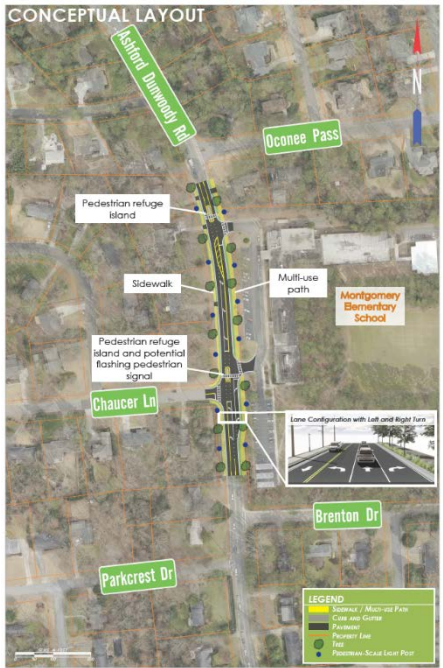
Example corner island with right turn slip lane.
Source:
<http://www.humantransport.org/universalaccess/library/wide/wide.htm>

- Planned project (PI# 0010326) for pedestrian improvements along Peachtree Rd/SR 141 from North Druid Hills Rd to Ashford Dunwoody Rd is underway
- Incorporate landscaping and pedestrian scale lighting along with appropriate screening of residential homes
- See also *Typical Section for Segment 1*

Ashford Dunwoody Road Corridor Study Project Overview

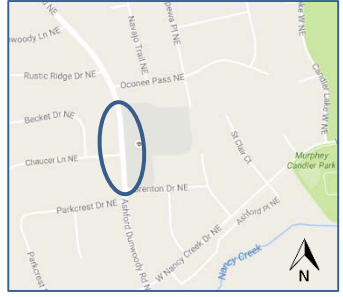
Project ID:	Project Name:
MT-02	Intersection Improvement: Montgomery Elementary School
Project Type	Safety Operations Intersection Pedestrian Bicycle
Short Description	Design and construct intersection improvements at Montgomery Elementary School, including upgrades to the traffic signal, pedestrian refuge islands, adding a right turn lane, and a wide sidewalk between the school driveways.
Additional Description	Upgrade the existing traffic signal and work with PTOP to optimize phasing/timing of the signal. Install a right turn lane on northbound Ashford Dunwoody Rd into the school entrance. Upgrade the pedestrian crossings at the school exit and at Chaucer Ln. to include refuge islands. Install a wide sidewalk and buffer between the two school driveways to set the stage for the typical cross-section for Segment 3.
Est. Construction Cost	\$835,000-\$1,005,000
Timeframe	Mid-term
Level of Effort	Low
Goals Supported	<ul style="list-style-type: none"> • Improve operations • Improve safety • Promote multi-modal transportation choices • Promote lower vehicle speed • Enhance look and feel
Opportunities	<ul style="list-style-type: none"> • Utilize school property • Reduce queuing on Ashford Dunwoody Rd
Constraints	<ul style="list-style-type: none"> • Limited sight distance near hill on Ashford Dunwoody Rd • Grade on school property

Conceptual Depiction



This image is a conceptual representation of recommended improvements. Specific design and details will be worked out during the design phase of the project(s).

Context Map



Implementation Notes



Source: www.PedBikeInfo.org / Dan Burden (2006)



Example of pedestrian refuge island. Source: AASHTO and TRB, http://safety.transportation.org/htmlguides/peds/description_of_strat.htm

- Include a wide sidewalk (min. 10') and buffer (5') between the two school driveways to set the stage for the installation of a multi-use path and upgraded sidewalks, which will be constructed as part of LT-01 to achieve the recommended concept for Segment 3

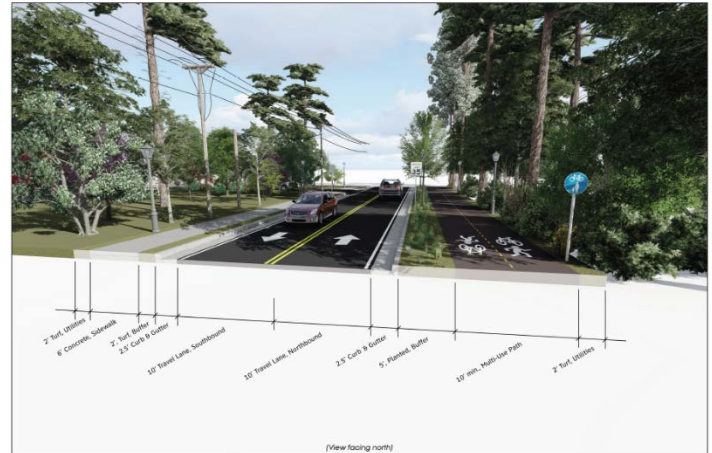
Ashford Dunwoody Road Corridor Study

Project Overview

Project ID:	Project Name:
MT-03	Segment Improvements south of Johnson Ferry Rd
Project Type	Safety Pedestrian Bicycle
Short Description	Design and construct improvements along Ashford Dunwoody Rd south of Johnson Ferry Rd as shown in the typical cross-section for Segment 1, including sidewalk, installing a multi-use path, installing curb and gutter, and narrowing travel lanes.
Additional Description	Narrow travel lanes and construct curb and gutter. Install or reconstruct sidewalk on the west side of Ashford Dunwoody Rd, from the limits of ST-08 (north of Windsor Parkway) to Johnson Ferry Rd. Construct a multi-use path on the east side of Ashford Dunwoody Rd from the limit of ST-08 (north of Windsor Pkwy) to the limits of ST-09.
Est. Construction Cost	\$1,810,000-\$2,175,000
Timeframe	Mid-term
Level of Effort	Low
Goals Supported	<ul style="list-style-type: none"> • Improve safety • Promote multi-modal transportation choices • Enhance look and feel • Promote lower vehicle speed
Opportunities	<ul style="list-style-type: none"> • Improve access to Blackburn Park • Improve access to public transportation
Constraints	<ul style="list-style-type: none"> • Creek runs through the area

Conceptual Depiction

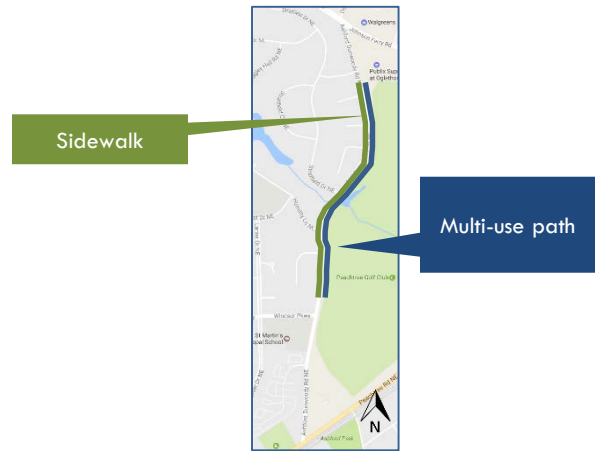
Recommended Typical Cross-Section



Two 10' travel lanes with 6' sidewalk on the west and min. 10' multi-use path on the east. Left turn lanes at St. Martin's Episcopal Church and School and at Windsor Parkway. Requires 52' of right-of-way.

This image is a conceptual representation of recommended improvements. Specific design and details will be worked out during the design phase of the project(s).

Context Map



Implementation Notes

- Incorporate landscaping and pedestrian scale lighting along with appropriate screening of residential properties
- Consider opportunities to reduce the width of elements, such as sidewalks and buffers to minimize impacts to adjacent properties

Ashford Dunwoody Road Corridor Study

Project Overview

Project ID:	Project Name:
MT-04	Segment Improvements from Donaldson Dr to Blackburn Park
Project Type	Safety Pedestrian Bicycle
Short Description	Design and construct improvements to achieve a combination of pedestrian improvements from Segment 2 and lane assignments from Segment 3.
Additional Description	Design and construct improvements based upon the vision of the typical cross-section for Segment 2 (between Donaldson Dr and Johnson Ferry Rd) including a multi-use path on both sides of the road, narrower lanes, a median, curb and gutter, and new sidewalk north of Cambridge Square. Design and construct improvements based upon the vision of the typical cross-section for Segment 3 (North of Johnson Ferry Rd) including a multi-use path on the east side of the road, a sidewalk on the west side of the road, narrower lanes, a center turn lane that becomes left turn lane where needed, and curb and gutter.
Est. Construction Cost	\$2,260,000-\$2,715,000
Timeframe	Mid-term
Level of Effort	Moderate
Goals Supported	<ul style="list-style-type: none"> • Improve safety • Promote multi-modal transportation choices • Enhance look and feel • Promote lower vehicle speed
Opportunities	<ul style="list-style-type: none"> • Provide direct route as alternative to winding path through park • Increase opportunities for foot and bicycle traffic for local businesses
Constraints	<ul style="list-style-type: none"> • May need to work around or relocate utilities

Conceptual Depiction



Four 10' travel lanes with min. 8' planted median, min. 10' multi-use path on both sides of the road, and turn lanes as needed (left turn lanes may be cut out of median). Requires 87' of right-of-way.

This image is a conceptual representation of recommended improvements. Specific design and details will be worked out during the design phase of the project(s).

Context Map



Implementation Notes

- This project achieves a combination of improvements shown in the typical section for Segment 2 and Segment 3.
- Incorporate landscaping and pedestrian scale lighting along with appropriate screening of businesses and residential properties
- Remove the shared bicycle/roadway markings (“sharrows”) where appropriate
- See also *Typical Section for Segment 2 and Segment 3*

Ashford Dunwoody Road Corridor Study Project Overview

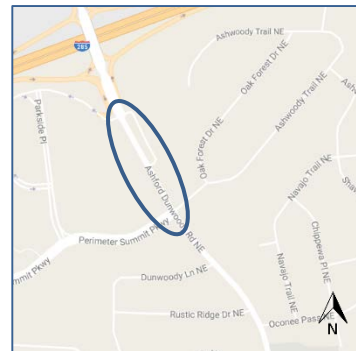
Project ID:	Project Name:
MT-05	Intersection Improvement: Perimeter Summit Pkwy/Oak Forest Dr
Project Type	Safety Pedestrian Operations Bicycle Intersection
Short Description	Design and construct intersection improvements at Perimeter Summit Pkwy/Oak Forest Dr and Ashford Dunwoody Rd, including an additional southbound right turn lane and northbound through lane, and recommendations based upon the typical section for Segment 4.
Additional Description	Extend the right turn lane on southbound Ashford Dunwoody Rd north of Ashford Green, creating 2 southbound through lanes and a right turn lanes at both Ashford Green and Perimeter Summit Pkwy intersections. Lengthen left turn lane on northbound Ashford Dunwoody Rd at Perimeter Summit Pkwy. Install 2nd through lane northbound Ashford Dunwoody Rd to match receiving lanes north of intersection. Install planted median with accommodations for left turns where appropriate from Perimeter Summit Pkwy/Oak Forest Dr to City Limits. Construct pedestrian improvements based upon recommended typical cross-section for Segment 4. Work with PTOP to optimize phasing/timing of the signal.
Est. Construction Cost	\$2,045,000-\$2,455,000
Timeframe	Mid-term
Level of Effort	High
Goals Supported	<ul style="list-style-type: none"> • Improve operations • Improve safety • Promote multi-modal transportation choices • Enhance look and feel
Opportunities	<ul style="list-style-type: none"> • Facilitate connections to planned future bicycle and pedestrian facilities • Allow pedestrians to focus on crossing one direction of traffic at a time • Narrow perceived width of road, helping slow traffic
Constraints	<ul style="list-style-type: none"> • Utilities may need to be relocated • Constrained right-of-way south of Perimeter Summit Pkwy

Conceptual Depiction



This image is a conceptual representation of recommended improvements. Specific design and details will be worked out during the design phase of the project(s).

Context Map



Implementation Notes



Example of planted median.
Source: GS&P

- This project achieves intersection improvements at Perimeter Summit Pkwy/Oak Forest Dr and the recommended typical section for Segment 4
- Design should conform to PCID's *Public Space Standards* (being updated) and design guidelines
- Include openings to allow left turns where needed
- Incorporate landscaping and pedestrian scale lighting along with appropriate screening of residential homes
- See also *Typical Section for Segment 4*

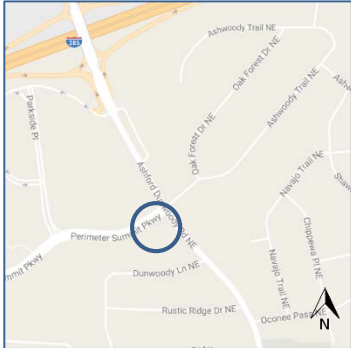
Ashford Dunwoody Road Corridor Study

Project Overview

Project ID:	Project Name:
MT-06	Gateway Monument: Entrance to City
Project Type	Other
Short Description	Design and construct a gateway feature to mark the entrance to the City of Brookhaven
Additional Description	Issue a request for proposals or qualifications for the design, fabrication, and installation of a gateway feature to be located in the southwest quadrant of the intersection at Perimeter Summit Pkwy and Ashford Dunwoody Rd to mark the entrance to the City of Brookhaven. Gateway may include sculpture, mural, or landscaped features.
Est. Construction Cost	\$40,000 - \$60,000 (depends on size, scale, material, lighting, etc.)
Timeframe	Mid-term
Level of Effort	Low
Goals Supported	<ul style="list-style-type: none"> Enhance look and feel
Opportunities	<ul style="list-style-type: none"> Branding and recognition for the City Create sense of place and sense of passage into Brookhaven
Constraints	<ul style="list-style-type: none"> Utilities may need to be relocated Constrained right-of-way south of Perimeter Summit Pkwy

Conceptual Depiction

Context Map



Implementation Notes



Example of gateway monument, marking entrance to Boise.
Source: GS&P



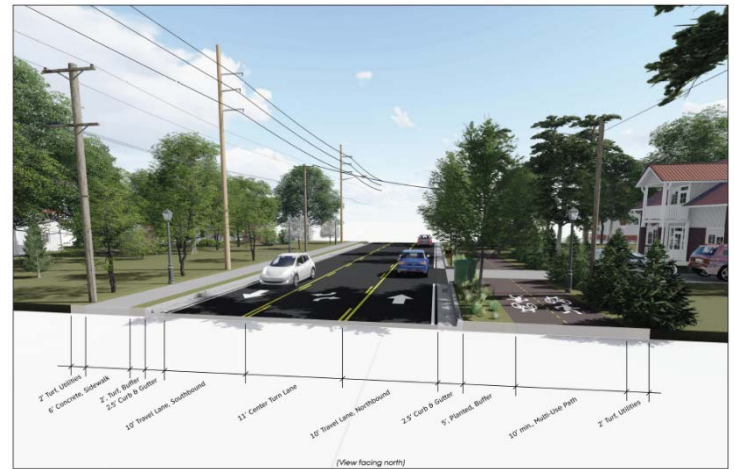
Danville, VA River District gateway sign.
Source: <http://riverdistrictnews.blogspot.com/2015/05/new-gateway-signage-to-our-river.html>

- Collaborate with Perimeter Community Improvement Districts and local artists, landscape architects, or designers
- Ensure compliance with AASHTO Roadside Design Guide

Ashford Dunwoody Road Corridor Study Project Overview

Project ID:	Project Name:
LT-01	Turn Lane and Pedestrian Improvements: North of Johnson Ferry Rd to Perimeter Summit Pkwy/Oak Forest Dr.
Project Type	Safety Operations Intersection Pedestrian Bicycle
Short Description	Design and construct improvements along Ashford Dunwoody Rd from north of Johnson Ferry Rd to Perimeter Summit Pkwy/Oak Forest Dr as shown in the typical cross-section for Segment 3.
Additional Description	Narrow existing lanes, install curb and gutter, and center turn lane that becomes left turn lane where needed from north of West Nancy Creek Dr to the southern limit of MT-05. Install multi-use path on the east side, from West Nancy Creek Dr to the southern limit of MT-05 (Oak Forest Dr), considering opportunities to reduce the width of the path and/or the buffer in residential areas. Consider, as an option, routing the multi-use path through Murphey Candler Park to Ashwoody Trail/Ashwoody Ct. Reconstruct sidewalk from the northern limit of MT-04 (Nancy Creek Trail crossing) to the southern limit of MT-05 (Perimeter Summit Pkwy).
Est. Construction Cost	\$4,745,000-\$5,695,000
Timeframe	Long-term
Level of Effort	Moderate
Goals Supported	<ul style="list-style-type: none"> • Improve operations • Improve safety • Promote multi-modal transportation choices • Enhance look and feel
Opportunities	<ul style="list-style-type: none"> • Connections to Nancy Creek Trail • Improve walkability to schools and nearby amenities
Constraints	<ul style="list-style-type: none"> • Constrained right-of-way in some areas • Large utility poles present on alternating sides of Ashford Dunwoody Rd

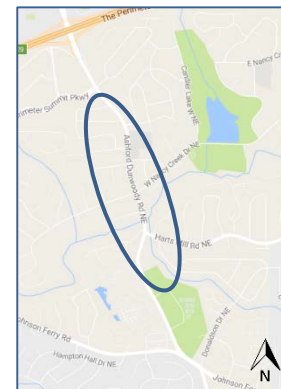
Conceptual Depiction



Two 10' travel lanes with 11' center turn lane, 6' sidewalk on the west, and min. 10' multi-use path on the east. Center turn lane becomes left turn lane as needed. Requires 63' of right-of-way.

This image is a conceptual representation of recommended improvements. Specific design and details will be worked out during the design phase of the project(s).

Context Map



Implementation Notes

- Incorporate landscaping and pedestrian scale lighting along with appropriate screening of residential homes
- Consider opportunities to reduce width of lanes, sidewalk, buffer, and/or path to minimize impact on adjacent properties
- Consider routing the path through Murphey Candler Park to Ashwoody Trail/Ashwoody Ct. to reconnect with Ashford Dunwoody Rd via Oak Forest Dr
- *Note: The Nancy Creek Trail runs from Blackburn Park to West Nancy Creek Trail on the east side of Ashford Dunwoody Rd and should be left as-is. The new multi-use path will connect to it.*