

Ashford Dunwoody Road Corridor Study

Public Open House - November 29, 2016



Recommended Typical Cross-Section

Segment 2: Between the two Johnson Ferry Rd Intersections



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.



Est. existing right-of-way (ROW) 80' - 100'

Ashford Dunwoody Road Corridor Study

Short-Term Recommendations

Johnson Ferry Rd at Ashford Dunwoody Rd



Description of Recommendations

Design and construct intersection improvements:

1. Extend the right lane on northbound Ashford Dunwoody Rd from south of Publix to Johnson Ferry Rd. Restripe existing lanes to create one longer dedicated left turn lane and one left/through/right lane. Adjust traffic signal timing and phasing accordingly. Install new striping and overhead signage as appropriate.
2. Relocate existing narrow median divider to center line to prevent left turns into Publix from southbound Ashford Dunwoody Rd and separate northbound and southbound traffic.
3. Improve the existing mid-block pedestrian crossing near Kadleston Way to include a small refuge island and pedestrian crossing signal.

Potential Benefits

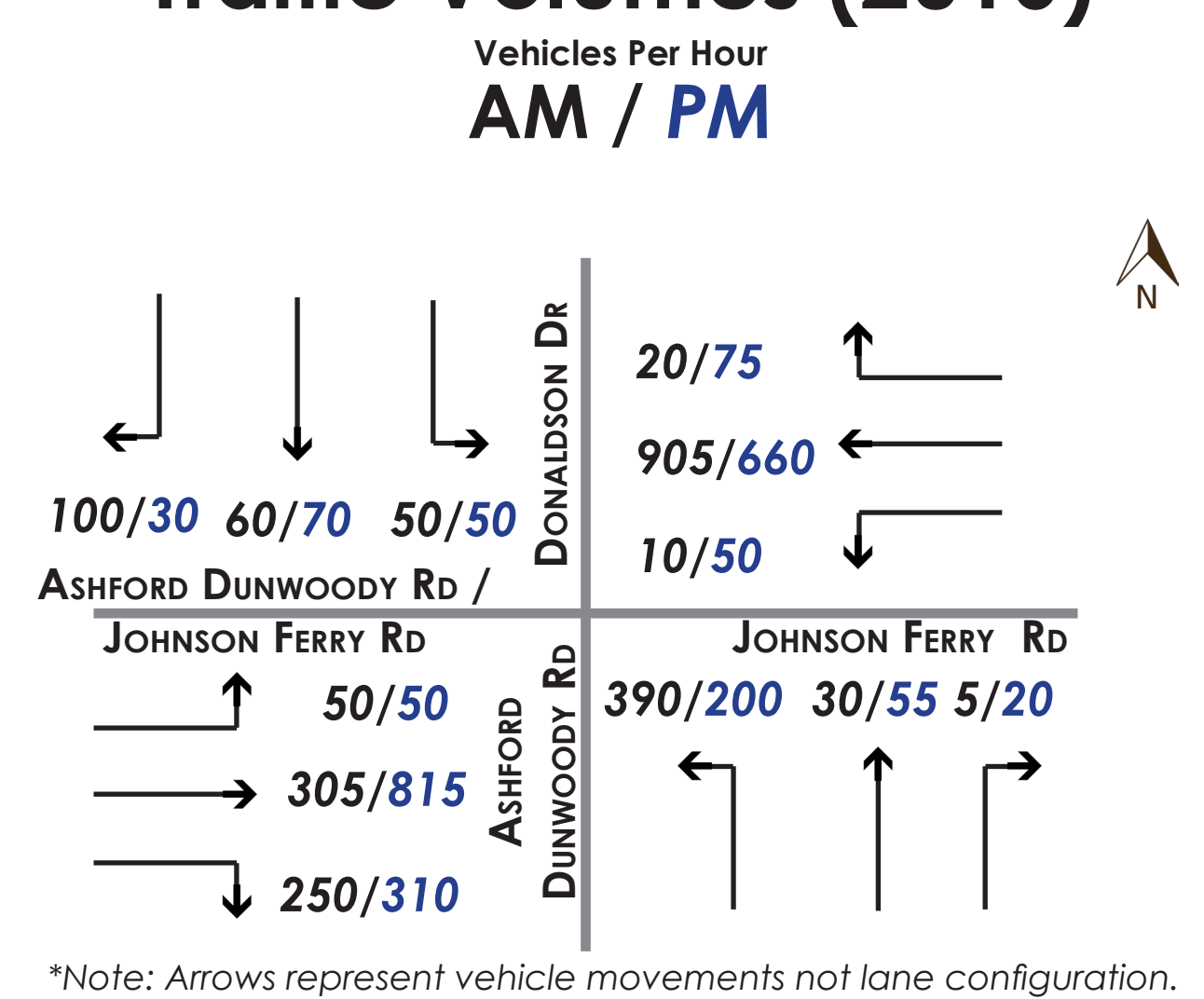
- Improve traffic flow and increase capacity by providing additional space for vehicles waiting to travel through the intersection at Johnson Ferry Rd, including additional room for vehicles turning left onto Johnson Ferry Rd
- Improve safety of non-motorized travel
- Reduce potential conflicts between vehicles turning left into and out of Publix on Ashford Dunwoody Rd

Potential Impacts

- No anticipated potential impacts

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

Traffic Volumes (2016)



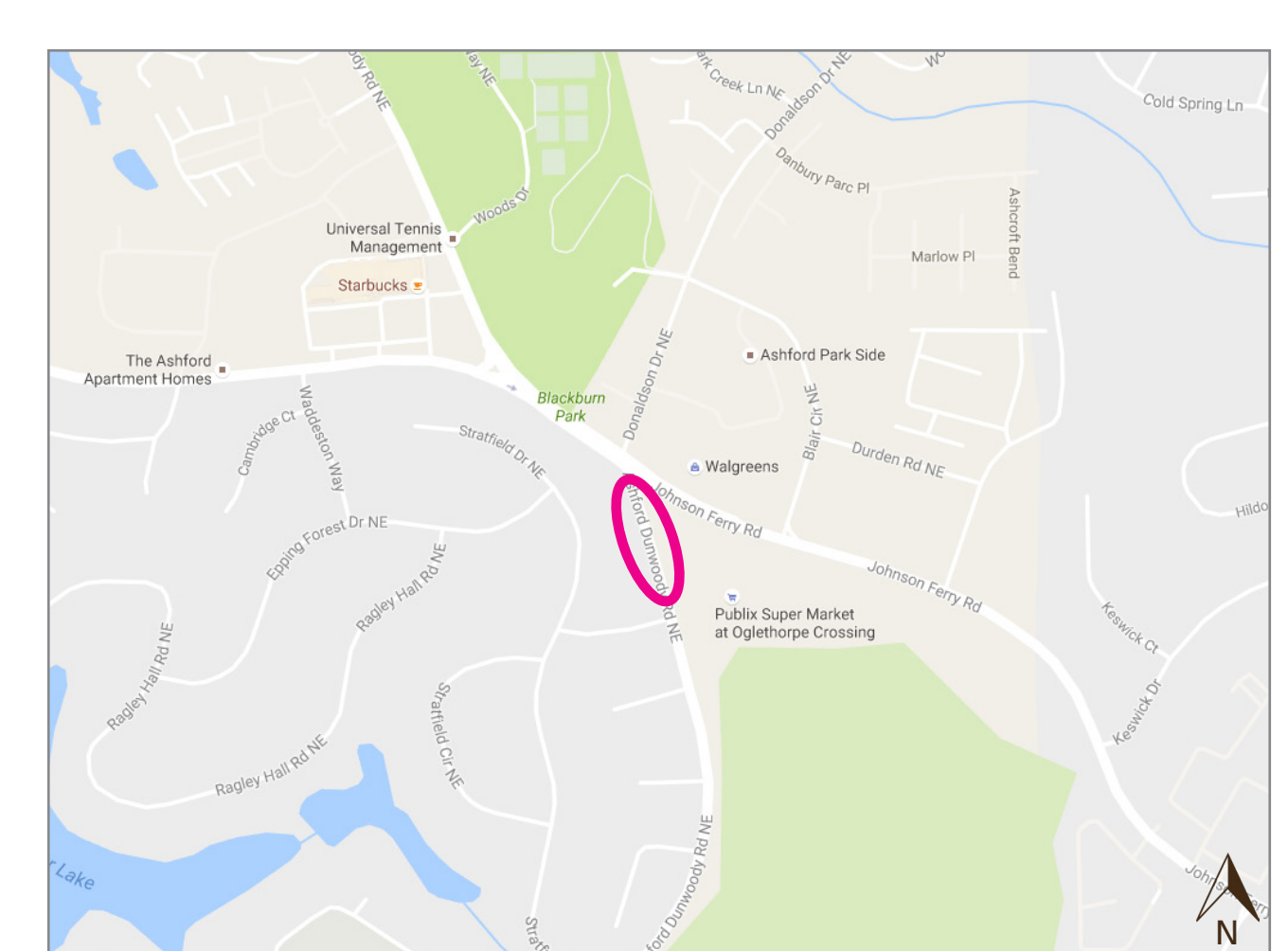
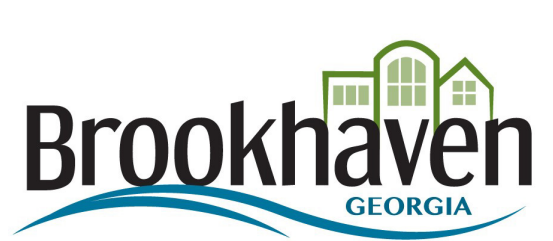
Capacity Analysis

Level of Service (LOS)	Existing (2016)		Future No-Build (2040)		Future Build (2040)	
	AM	PM	AM	PM	AM	PM
Level of Service (LOS)	C	C	D	D	D	D
Delay (seconds)	30.3	31.2	37.9	38.7	37.9	38.7

Level of service (LOS) is an indicator of the degree of service on a roadway based on operational characteristics. It is measured on a scale of A (free flowing) to F (congested).

November 29, 2016 Public Open House

Prepared by Gresham, Smith and Partners | Prepared for The City of Brookhaven



Ashford Dunwoody Road Corridor Study

Long-Term Recommendations Johnson Ferry Rd at Ashford Dunwoody Rd

CONCEPTUAL LAYOUT



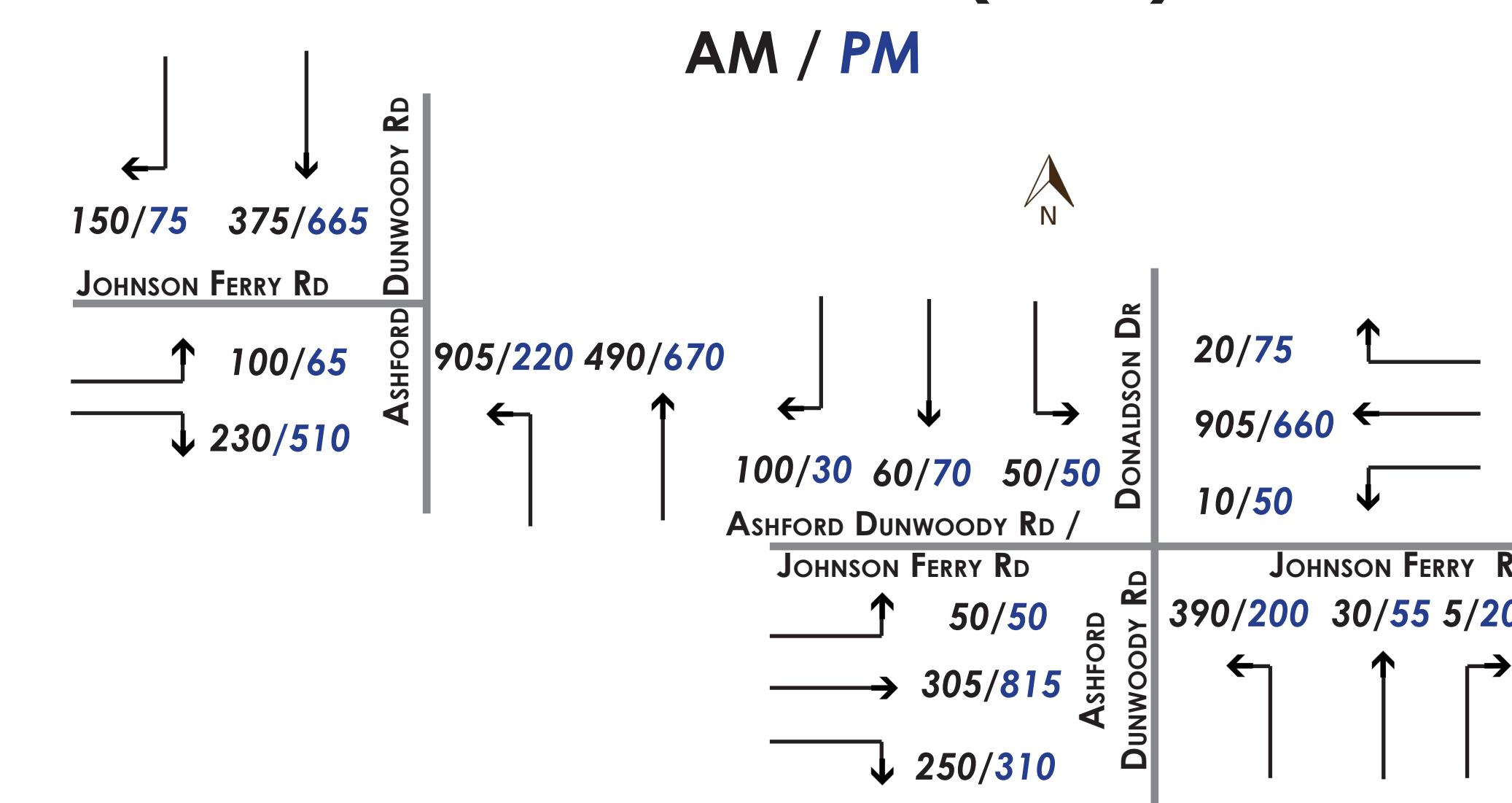
LEGEND

- SIDWALK / MULTI-USE PATH
- CURB AND GUTTER
- PAVEMENT
- PROPERTY LINE
- TREE
- PEDESTRIAN-SCALE LIGHT POST

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

- ### Description of Recommendations
- Design and construct intersection improvements:
1. Realign Ashford Dunwoody Rd south of Kadleston Way between Publix and Peachtree Golf Club and tie Ashford Dunwoody Rd into Johnson Ferry Rd at Blair Cir.
 - Include one dedicated left turn lane on northbound Ashford Dunwoody Rd (to turn onto westbound Johnson Ferry Rd) and one left/through/right turn lane.
 - Convert Kadleston Way to a cul-de-sac, preserving pedestrian access to Ashford Dunwoody Rd.
 2. Realign Johnson Ferry Rd west of Waddeston Way to travel behind the existing shopping center and tie into Ashford Dunwoody Rd at Woods Dr (may be contingent upon redevelopment of shopping center).
 - Install one left/through lane and two dedicated right turn lanes on eastbound Johnson Ferry Rd. (to turn onto southbound Ashford Dunwoody Rd) and install one left turn lane on northbound Ashford Dunwoody Rd (to turn onto westbound Johnson Ferry Rd).
 - Install a traffic signal at the new intersection at Woods Dr and remove the existing traffic signal at the Valero gas station.
 3. Design and construct a planted median along the shared roadway and install directional median openings to allow left turns where needed, preserving access to businesses.
 4. Construct appropriate pedestrian and streetscape improvements based upon recommended typical cross-sections.

Traffic Volumes (2016)



*Note: Arrows represent vehicle movements not lane configuration.

Capacity Analysis

Ashford Dunwoody Rd at Johnson Ferry Rd and Donaldson Dr

	Existing (2016)		Future No-Build (2040)		Future Build (2040)	
	AM	PM	AM	PM	AM	PM
Level of Service (LOS)	C	C	D	D	C	C
Delay (seconds)	30.3	31.2	37.9	38.7	31.2	29.0

Johnson Ferry Rd at Ashford Dunwoody Rd

	Existing (2016)		Future No-Build (2040)		Future Build (2040)	
	AM	PM	AM	PM	AM	PM
Level of Service (LOS)	B	B	D	B	C	B
Delay (seconds)	15.9	14.9	35.6	19.6	25.1	13.9

Level of service (LOS) is an indicator of the degree of service on a roadway based on operational characteristics. It is measured on a scale of A (free flowing) to F (congested).

Potential Benefits

- Reduce frequency of lane changes and improve traffic flow by spacing out intersections
- Improve turning radii and streamline turning movements
- Improve safety of non-motorized travel
- Increase potential foot and vehicular traffic to neighborhood businesses
- Reduce cut-through traffic in Hampton Hall, Cambridge Park, and on Donaldson Dr
- Increase green space

Potential Impacts

- May require additional right-of-way
- May require re-timing of nearby traffic signals which are currently managed by the Perimeter Traffic Operations Program (PTOP)
- May require utility relocation
- May be contingent upon redevelopment of shopping center

