Ashford Dunwoody Road Corridor Study

Public Open House - November 29, 2016

Brookhaven GEORGIA

Segment 3: North of Johnson Ferry Rd to Perimeter Summit Pkwy

Est. existing right-of-way (ROW)
60' - 100'

Recommended Typical Cross-Section

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.

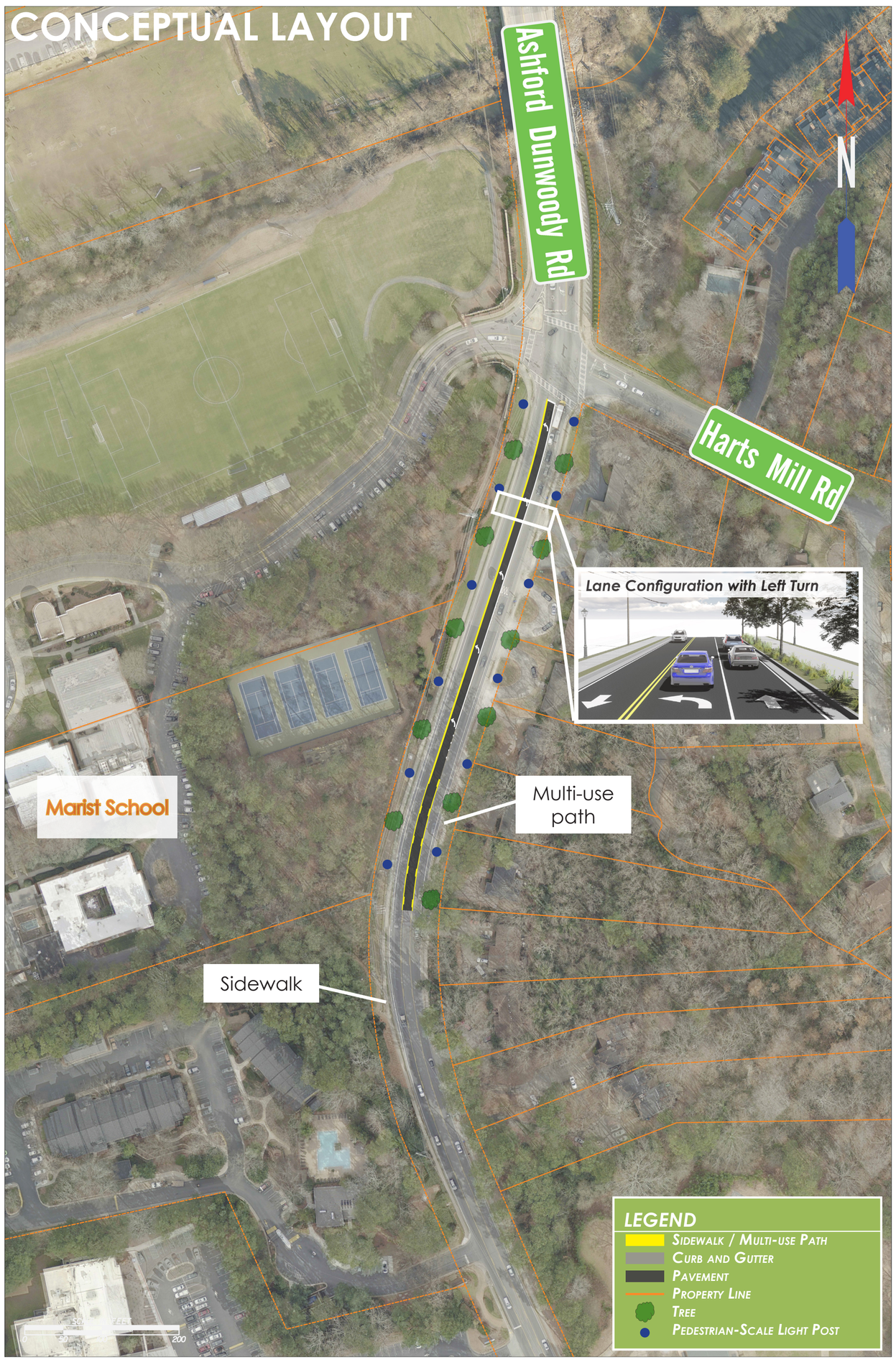
Requires 63' of right-of-way.

GS&P

Ashford Dunwoody Road Corridor Study

Recommendations for Key Intersections

Marist School / Harts Mill Rd at Ashford Dunwoody Rd



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. Lengthen the northbound left turn lane on Ashford Dunwoody Road at Harts Mill Rd/Marist School by restriping the existing two-way left turn lane.
2. Work with Perimeter Traffic Operations Program (PTOP) to optimize signal timing and phasing.
3. Construct appropriate pedestrian and streetscape improvements based upon recommended typical cross-sections.

Potential Benefits

- Improve traffic flow by allowing through-traffic to get around turning vehicles
- Reduce congestion due to vehicle queuing while waiting to turn left into Marist School
- Improve safety of non-motorized travel

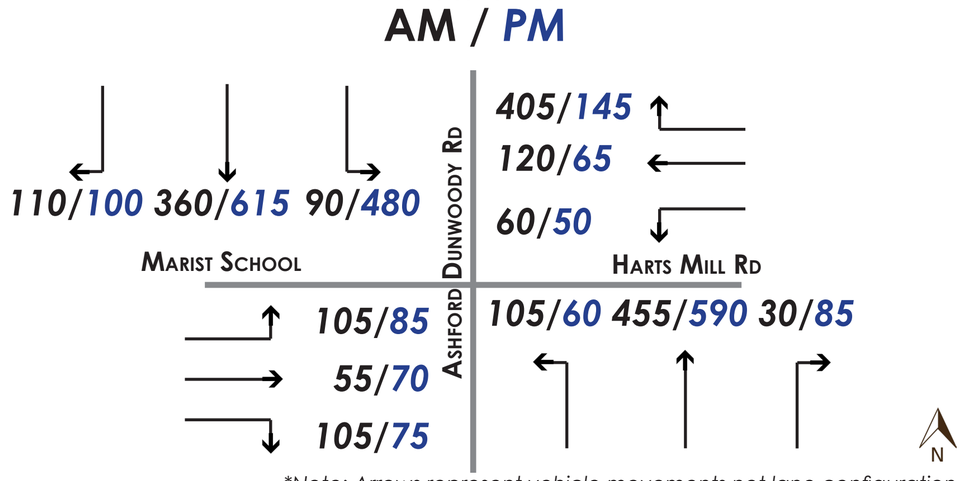
Potential Impacts

- No anticipated potential impacts

Traffic Volumes (2016)

Vehicles Per Hour

AM / *PM*

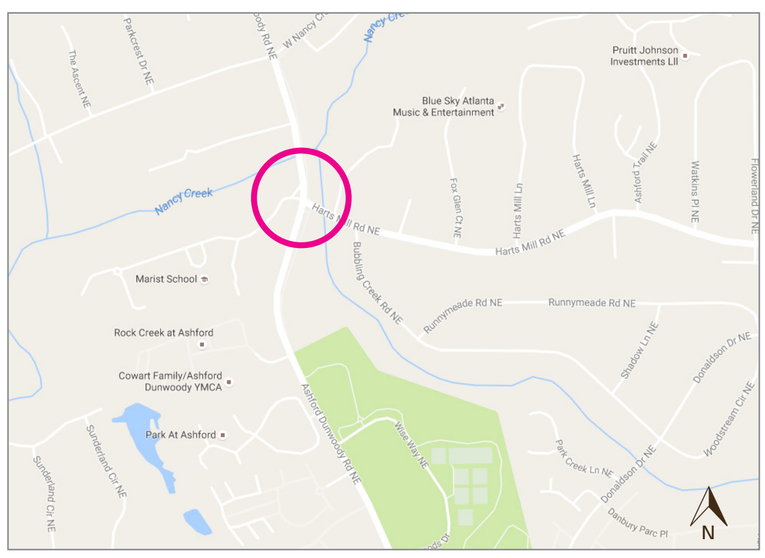


**Note: Arrows represent vehicle movements not lane configuration.*

Capacity Analysis

	Existing (2016)		Future No-Build (2040)		Future Build (2040)	
	AM	PM	AM	PM	AM	PM
Level of Service (LOS)	C	E	E	F	C	D
Delay *(seconds)*	32.2	56.7	73.7	90.8	32.1	54.6

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).



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Prepared by
Gresham, Smith and Partners

Prepared for
The City of Brookhaven

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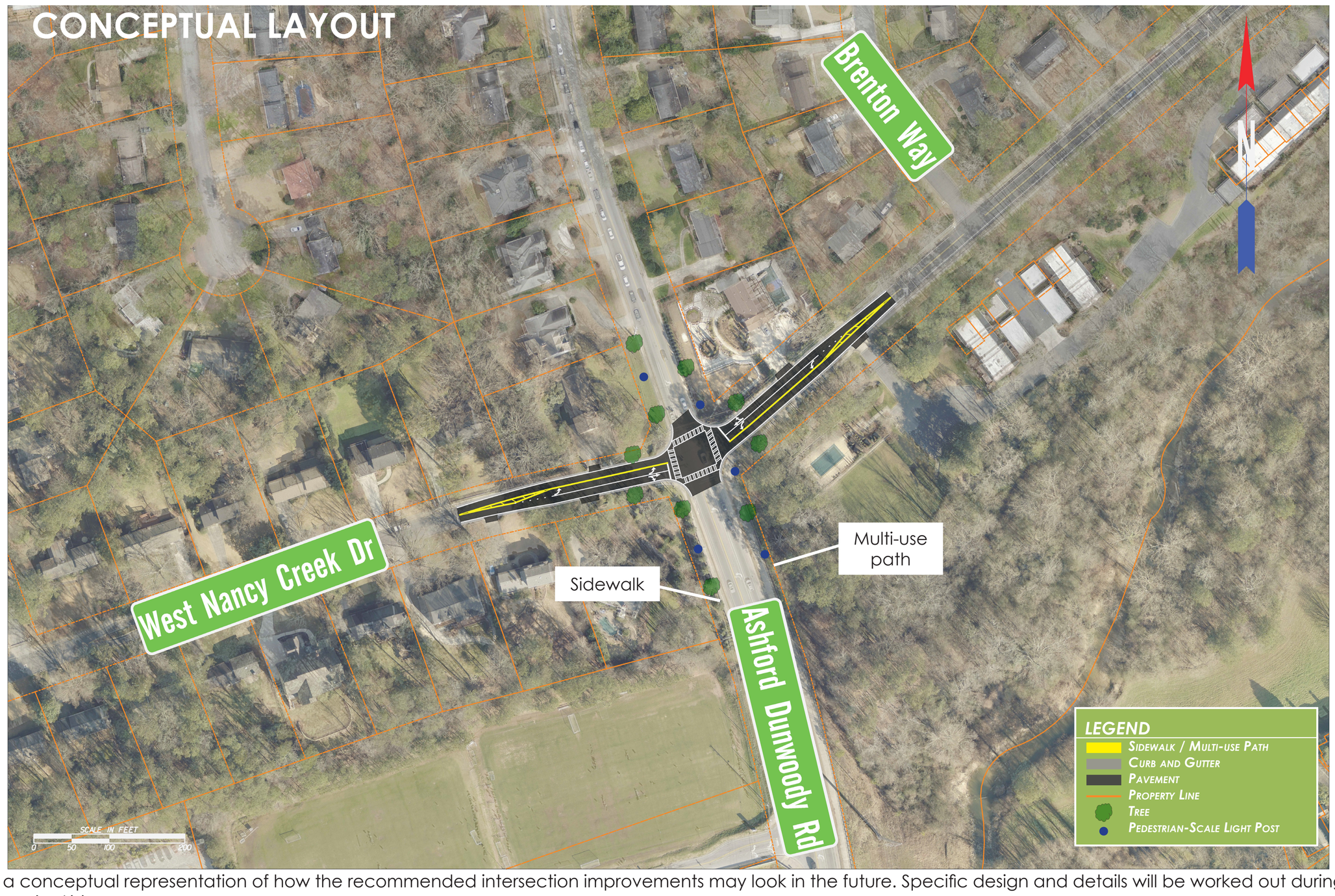
Recommendations for Key Intersections

West Nancy Creek Dr at Ashford Dunwoody Rd



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. Install left turn lanes on eastbound and westbound West Nancy Creek Dr with left turn arrow signals.
2. Work with Perimeter Traffic Operations Program (PTOP) to optimize signal timing and phasing.
3. Construct appropriate pedestrian and streetscape improvements based upon recommended typical cross-sections.

Potential Benefits

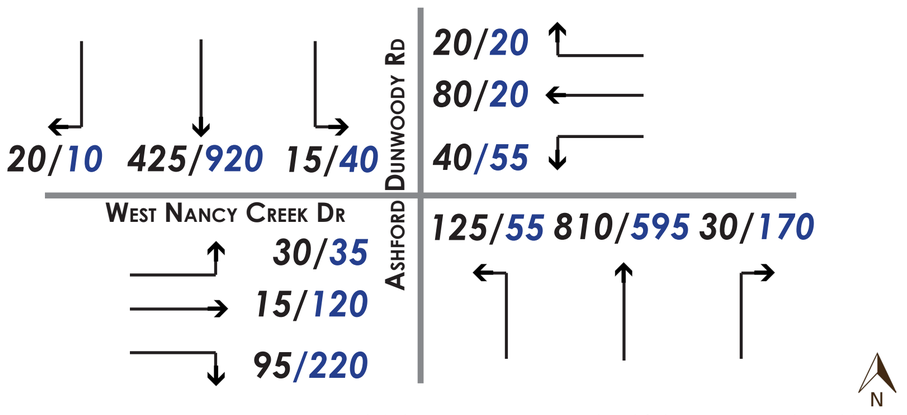
- Reduce congestion and improve traffic flow by allowing through-traffic to get around turning vehicles
- Reduce cut-through traffic in adjacent neighborhoods by improving flow on Ashford Dunwoody Rd
- Improve safety by providing left turn lanes to make it clear that motorists are turning rather than driving straight through the intersection
- Improve safety of non-motorized travel

Potential Impacts

- Trees may need to be removed
- May require utility relocation

Traffic Volumes (2016)

Vehicles Per Hour
AM / *PM*



**Note: Arrows represent vehicle movements not lanes*

Capacity Analysis

	Existing (2016)		Future No-Build (2040)		Future Build (2040)	
	AM	PM	AM	PM	AM	PM
Level of Service (LOS)	B	B	B	C	B	C
Delay *(seconds)*	12.9	18.2	13.4	30.7	11.3	28.9

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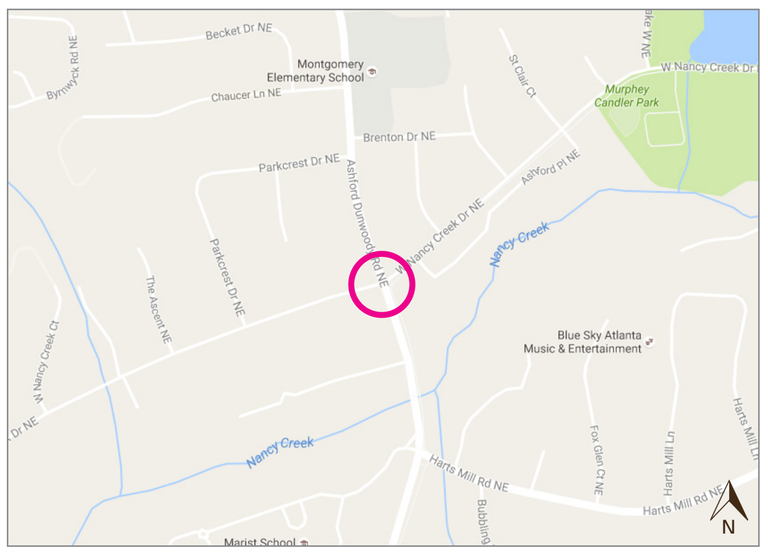

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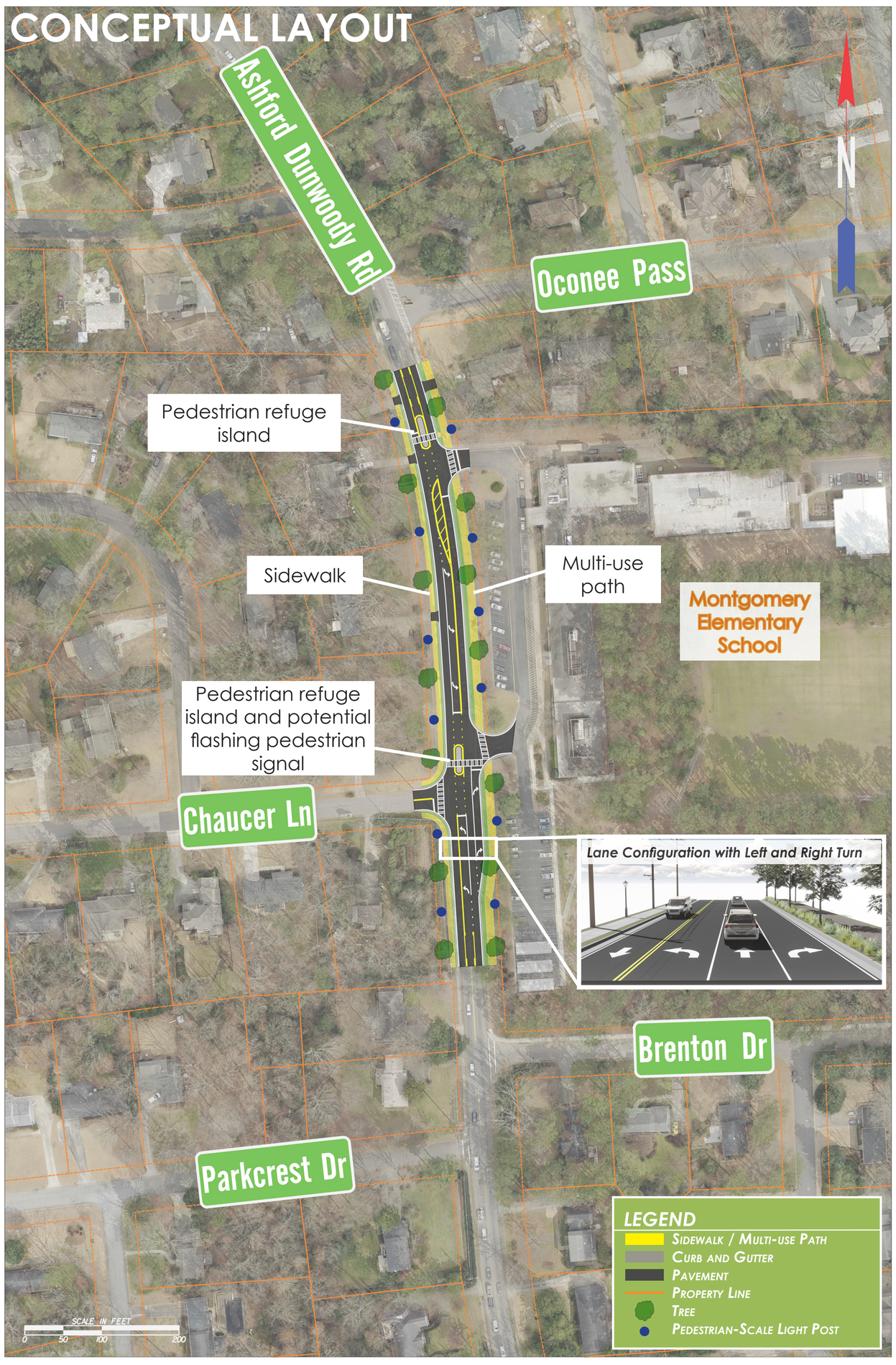
Recommendations for Key Intersections

Montgomery Elementary School at Ashford Dunwoody Rd



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. Upgrade traffic signal and pedestrian crossing at school exit and at pedestrian crossing at Chaucer Ln.
2. Install right turn lane on northbound Ashford Dunwoody Rd at Montgomery Elementary School driveway.
3. Work with DeKalb County Schools and Montgomery Elementary School officials to develop plans for modifying patterns for pick-up and drop-off traffic. Identify possible opportunities to reduce queuing on Ashford Dunwoody Rd.
4. Work with Perimeter Traffic Operations Program (PTOP) to optimize timing/phasing of traffic signal at school exit.
5. Construct appropriate pedestrian and streetscape improvements based upon recommended typical cross-sections.

Potential Benefits

- Improve safety for students and others walking in the area
- Reduce congestion on northbound Ashford Dunwoody Rd
- Reduce cut-through traffic in adjacent neighborhoods by improving flow on Ashford Dunwoody Rd
- Improve safety of non-motorized travel

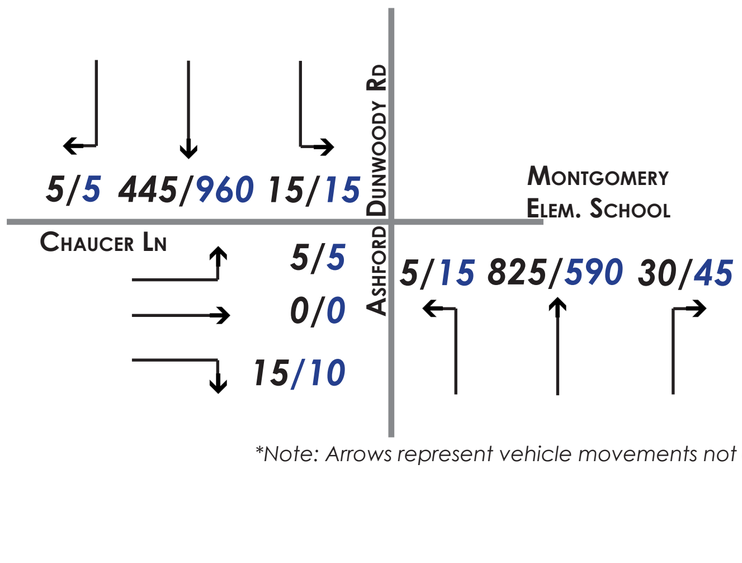
Potential Impacts

- May require utility relocation
- Would require working closely with school and school district

Traffic Volumes (2016)

Vehicles Per Hour

AM / *PM*



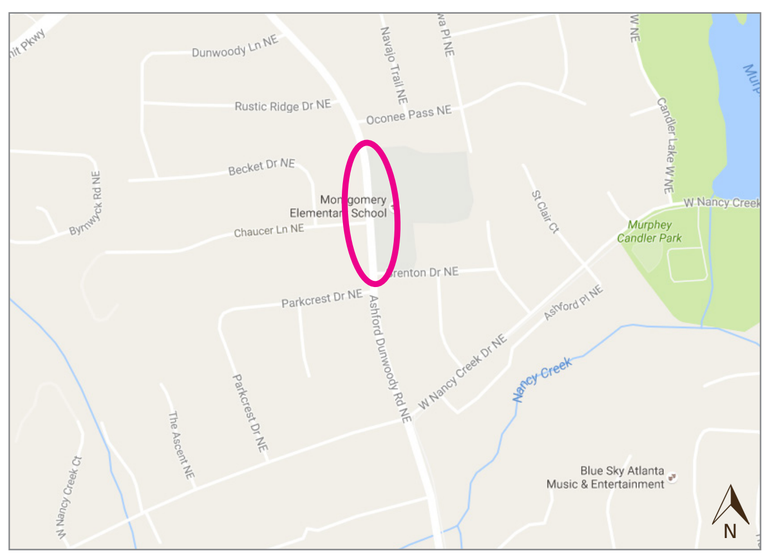
**Note: Arrows represent vehicle movements not lane configuration.*

Capacity Analysis

	Existing* (2016)		Future No-Build* (2040)		Future Build* (2040)	
	AM	PM	AM	PM	AM	PM
Level of Service (LOS)	C	D	D	F	C	E
Delay *(seconds)*	17.1	28.8	25.0	52.8	24.7	49.8

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).

**Note: Unsignalized intersection - shows result for worst movement*



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