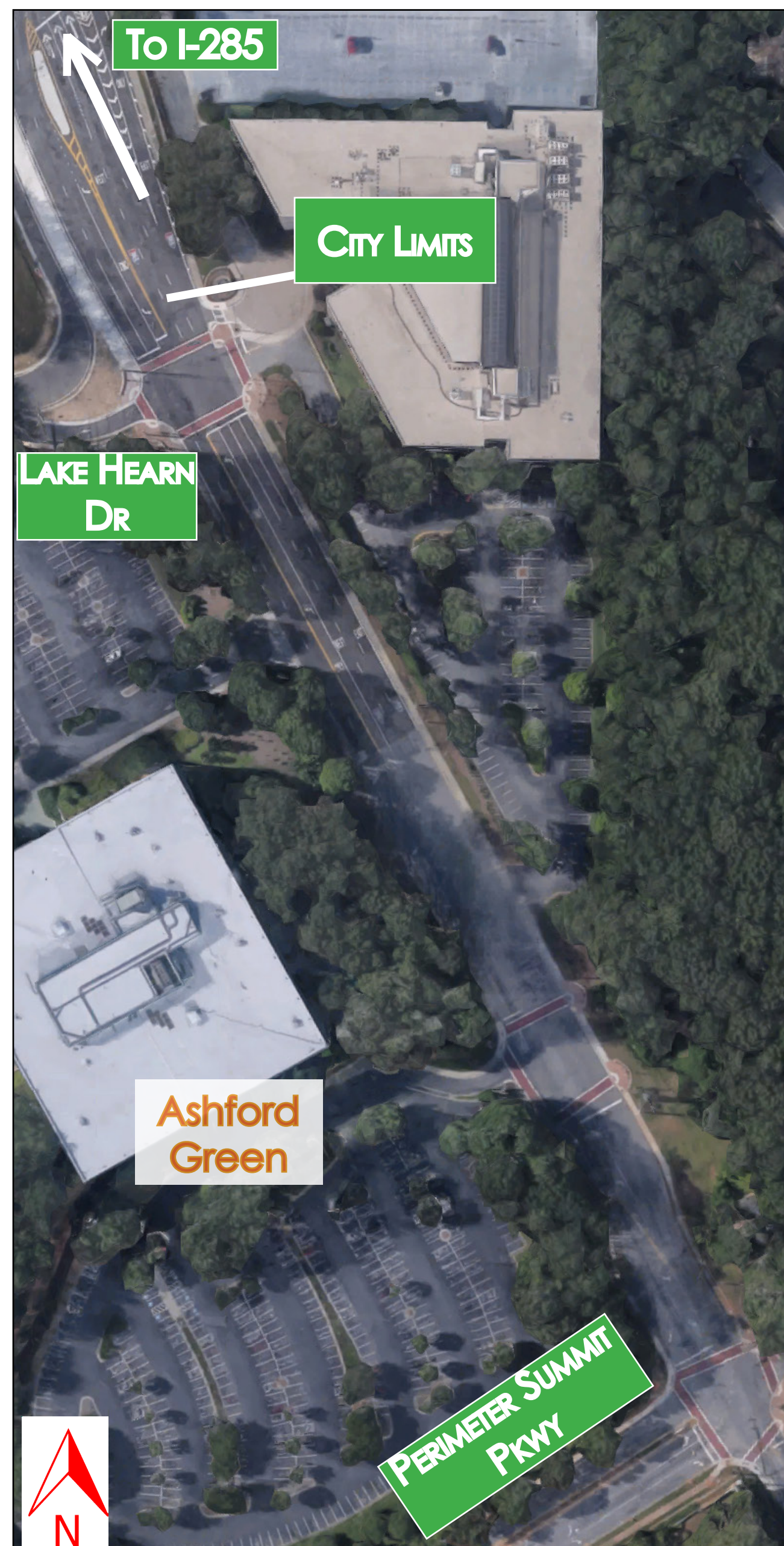


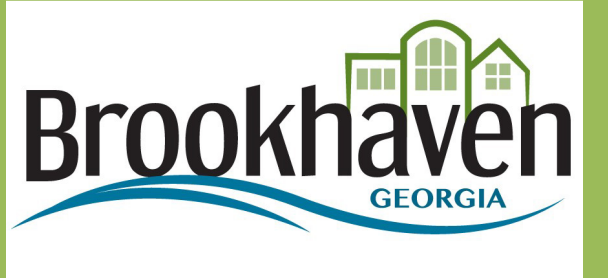
Segment 4: Perimeter Summit Pkwy/Oak Forest Dr to City Limits

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



Ashford Dunwoody Road Corridor Study

Public Open House - November 29, 2016



Recommended Typical Cross-Section



One 10' southbound right turn lane with four 10' travel lanes, a 12' planted median, 6' sidewalk on the west, and min. 10' multi-use path on the east. Turn lanes as needed (left turn lanes may be cut out of median).

Requires 94' of right-of-way.

Ashford Dunwoody Road Corridor Study

Recommendations for Key Intersections

Perimeter Summit Pkwy/Oak Forest Dr at Ashford Dunwoody Rd

Description of Recommendations

- Design and construct intersection improvements:
1. Extend the right turn lane on southbound Ashford Dunwoody Rd to north of Ashford Green, creating two southbound through lanes and dedicated right turn lanes into Ashford Green and Perimeter Summit Pkwy. Transition to one southbound lane south of the intersection at Perimeter Summit Pkwy/Oak Forest Dr. Consider the use of a raised concrete island at Perimeter Summit Pkwy to channelize right turns and overhead signage to reduce last-minute lane changes.
 2. Lengthen the left turn lane on northbound Ashford Dunwoody Road approaching Perimeter Summit Pkwy/Oak Forest Dr.
 3. Install second through lane on northbound Ashford Dunwoody Rd approaching Perimeter Summit Pkwy/Oak Forest Dr.
 4. Work with Perimeter Traffic Operations Program (PTOP) to optimize signal timing/phasing.
 5. Design and construct a gateway feature in the southwest quadrant of the intersection at Perimeter Summit Pkwy and Ashford Dunwoody Rd.
 6. Construct appropriate pedestrian and streetscape improvements based upon recommended typical cross-sections.

Potential Benefits

- Reduce congestion on Ashford Dunwoody Rd
- Reduce confusion and last-minute lane changes among southbound vehicles north of Perimeter Summit Pkwy
- Enhance recognition of the entrance to the City of Brookhaven
- Improve safety of non-motorized travel

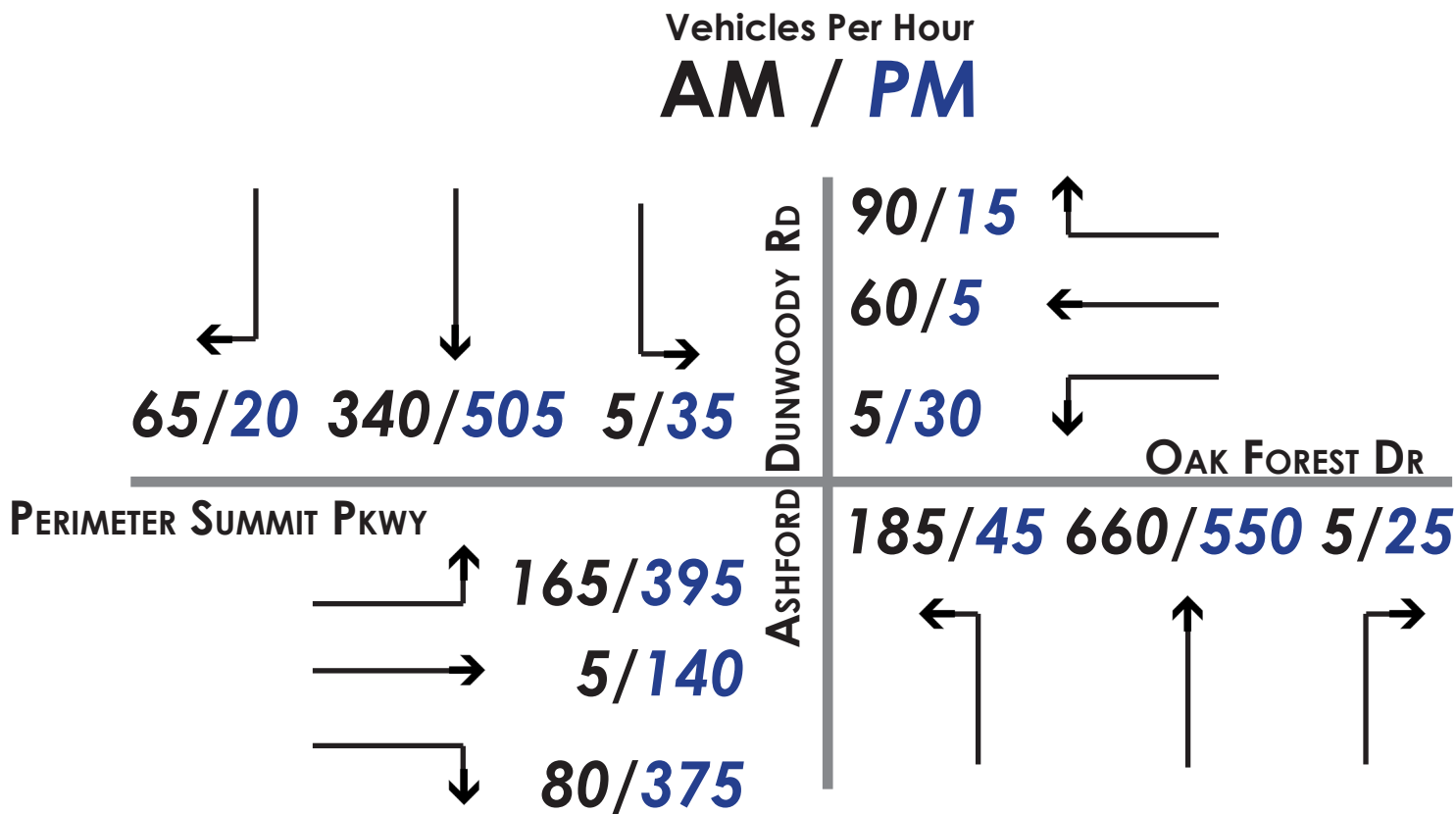
Potential Impacts

- May require additional right-of-way
- May require utility relocation



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)



*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)	B	D	C	D	B	C
Delay (seconds)	18.3	36.1	21.9	41.3	18.5	27.3

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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The City of Brookhaven

