

**Segment 1:
Peachtree Rd
to south of
Johnson Ferry Rd**

Est. existing right-of-way (ROW)
55' - 90'

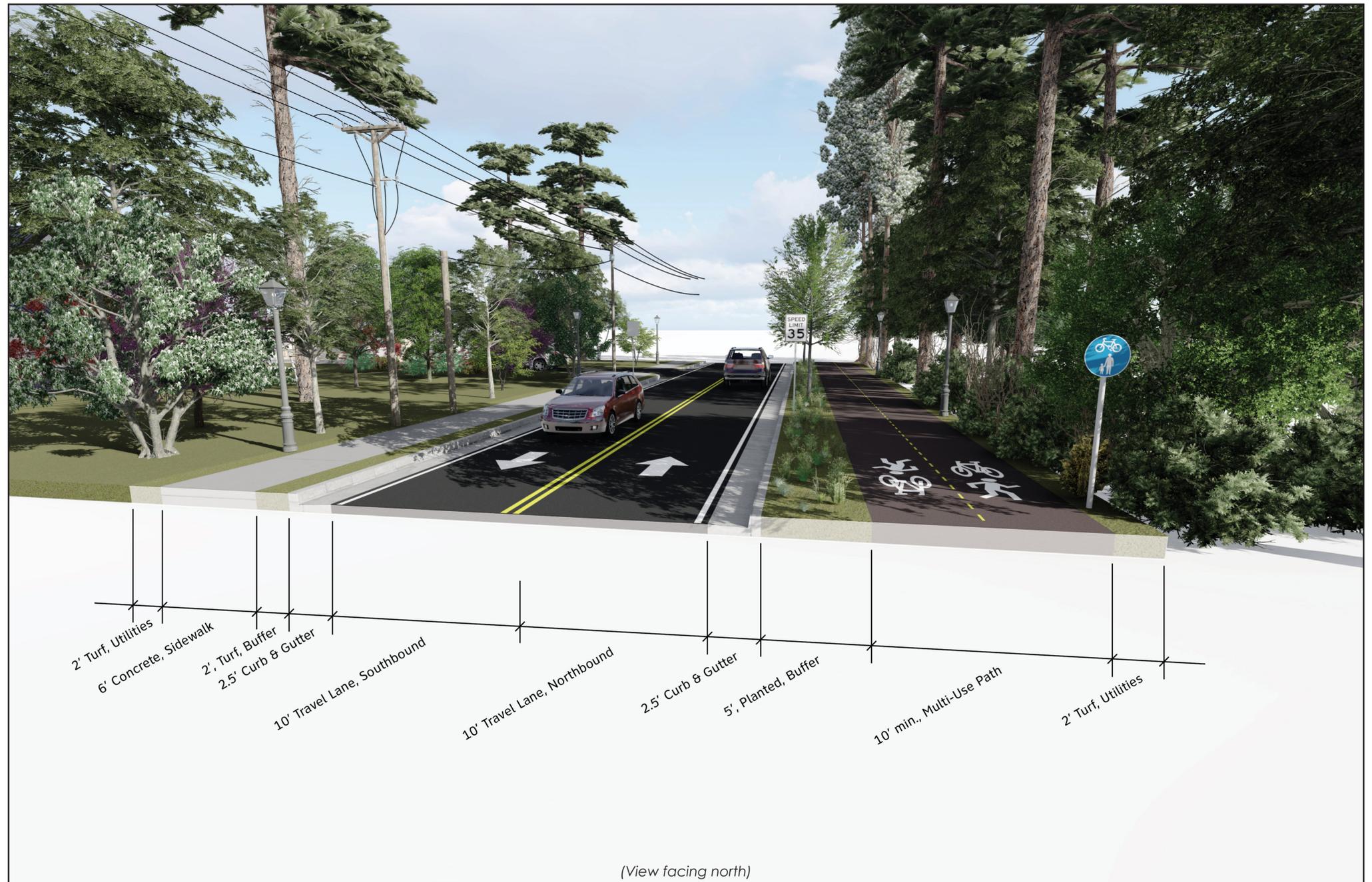


Ashford Dunwoody Road Corridor Study

Public Open House - November 29, 2016



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.

Ashford Dunwoody Road Corridor Study

Recommendations for Key Intersections Peachtree 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. Extend right turn lane on southbound Ashford Dunwoody Rd to Sanctuary at Oglethorpe apartments.
2. Convert right turn lane from Ashford Dunwoody Rd to southbound Peachtree Rd into a barrier-separated free-flow lane, controlled by a right turn arrow signal with pedestrian-activated push button to facilitate safe crossing across Ashford Dunwoody Rd.
3. Install a dedicated right turn lane on southbound Peachtree Rd at Ashford Dunwoody Rd.
4. Increase turn radius in northeast corner of intersection, install a raised concrete island, and provide space for bus shelter and waiting area.
5. Construct appropriate pedestrian and streetscape improvements based upon recommended typical cross-sections.

Potential Benefits

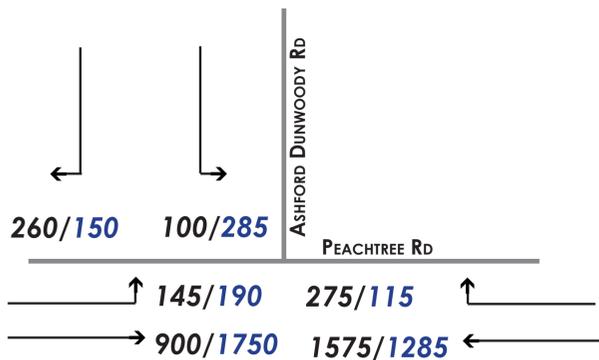
- Reduce congestion and minimize backups on southbound Ashford Dunwoody Rd and southbound Peachtree Rd
- Improve capacity and operations
- Increase space for pedestrians in northeast corner and improve safety of non-motorized travel
- Reduce potential conflicts between vehicles turning right onto Peachtree Rd with protected barrier
- Improve access to public transportation

Potential Impacts

- Constrained right-of-way
- Trees may need to be removed
- Would require pedestrians to activate signal in order to cross the road at the intersection of Peachtree Rd and Ashford Dunwoody Rd

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)	B	B	D	C	B	C
Delay (seconds)	19.3	16.8	37.3	24.6	15.2	24.3

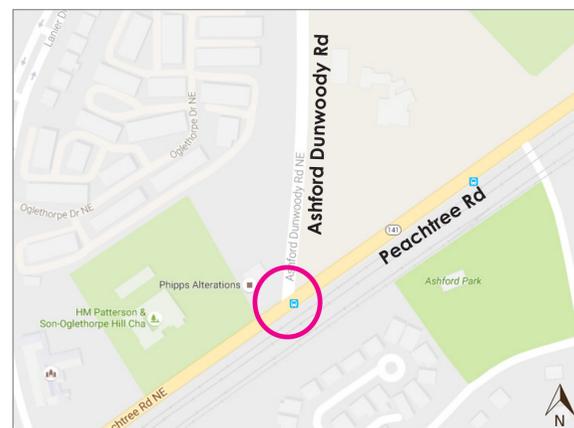
Level of service (LOS) is an indicator of the degree of service on a roadway based on operational characteristics. It is measured on a scale of A (free flowing) to F (congested).

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Prepared by
Gresham, Smith and Partners

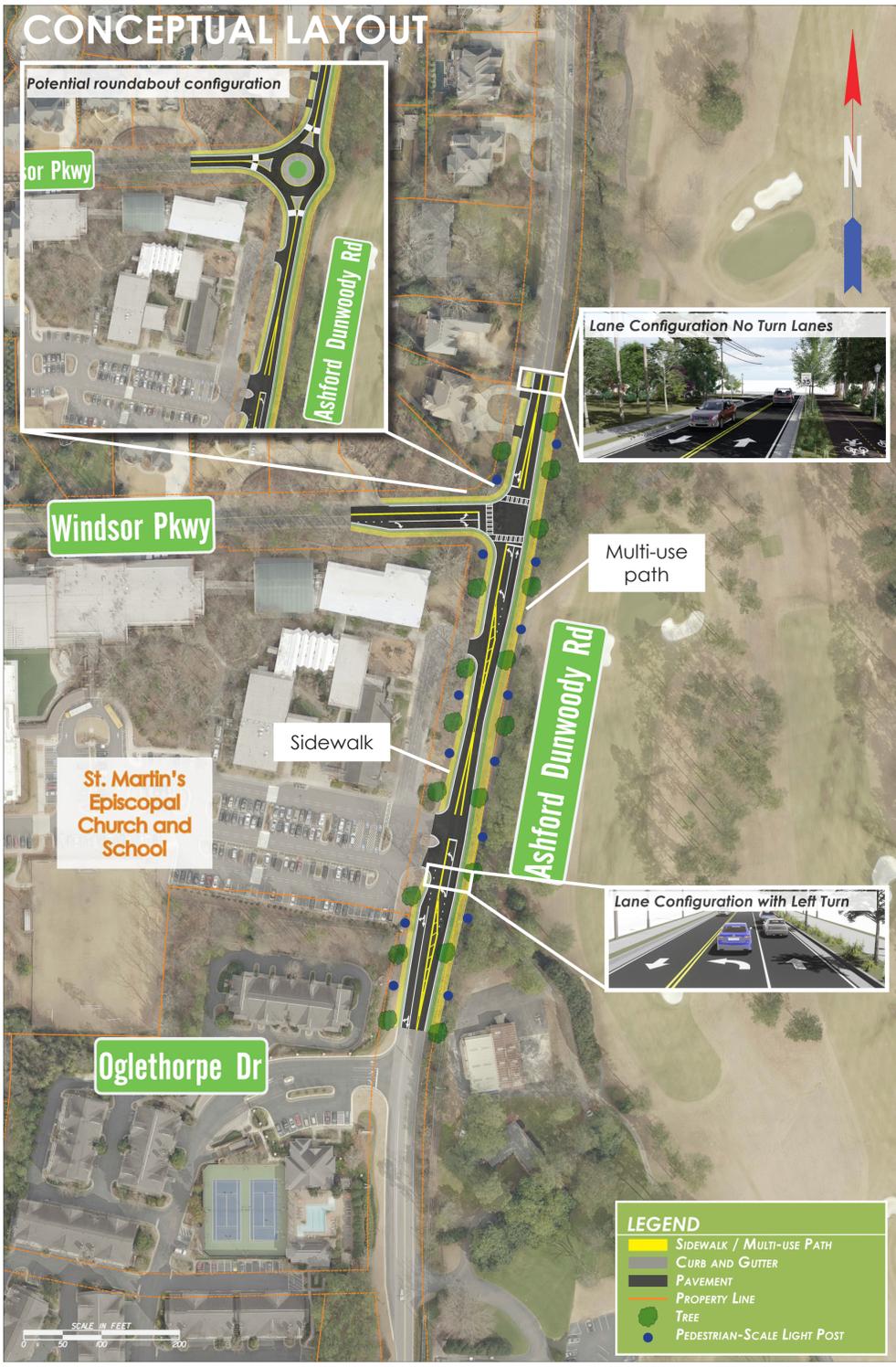


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Ashford Dunwoody Road Corridor Study

Recommendations for Key Intersections Windsor Pkwy at Ashford Dunwoody Rd



- ### Description of Recommendations
- Design and construct intersection improvements:
1. Install left turn lane able to accommodate approximately two vehicles on northbound Ashford Dunwoody Rd at the entrance to St. Martin's Episcopal Church and School.
 2. Install left turn lane able to accommodate approximately two vehicles on northbound Ashford Dunwoody Rd at Windsor Pkwy.
 3. Install right turn lane on eastbound Windsor Pkwy at Ashford Dunwoody Rd.
 4. Install traffic signal at the intersection of Windsor Pkwy and Ashford Dunwoody Rd.
 5. Consider the possibility of a standard, single-lane urban roundabout at the intersection to help calm traffic.
 6. Construct appropriate pedestrian and streetscape improvements based upon recommended typical cross-sections.

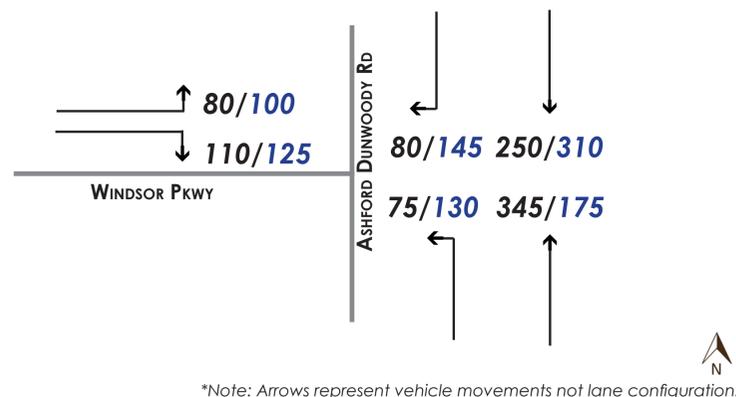
- ### Potential Benefits
- Improve safety for vehicles turning onto Ashford Dunwoody Rd
 - Improve traffic flow by allowing through-traffic on Ashford Dunwoody Rd to get around turning vehicles
 - Reduce vehicular speed through this segment of the corridor
 - Improve safety of non-motorized travel

- ### Potential Impacts
- Trees may need to be removed
 - Traffic signal may need to be coordinated with existing signal at Peachtree 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).

Traffic Volumes (2016)

Vehicles Per Hour
AM / PM



*Note: Arrows represent vehicle movements not lane configuration.

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	D	F	F	B	B
Delay (seconds)	23.1	25.2	60.2	71.2	18.9	16.8

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).
 *Unsignalized intersection - shows result for worst movement
 **Future build shows signalized results.

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