

Womack & Vermack Overview of Alternatives

Project Overview

Dunwoody's Comprehensive Transportation Plan prioritizes making safety and operational improvements to the intersection of Womack Road and Vermack Road. The City has studied three alternatives for the intersection and determined a roundabout to be the best option.

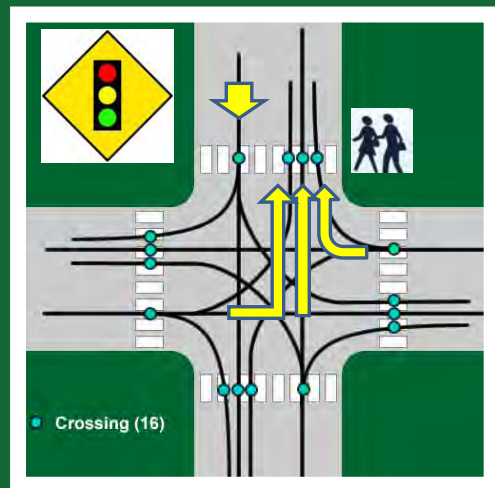
Alternatives Considered

Careful consideration was given to roundabout alternatives including:

1. **No Build** - if the intersection remains as is, congestion will only continue to increase.
2. **Signalization** - Installing a traffic signal with turn lanes would have more impact on adjacent properties, cost more, and be less safe for travelers.

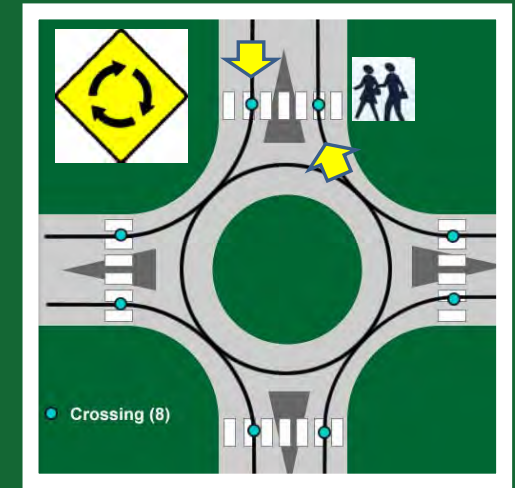
Comparison and Ranking of Alternatives

| Project Objectives | No Improvements | Roundabout | Traffic Signal |
|---|-----------------|------------|----------------|
| Traffic Flow and "Level of Service" | 3rd | 1st | 2nd |
| Safety | 3rd | 1st | 2nd |
| Cost | 1st | 2nd | 3rd |
| Pedestrian Accommodations | 3rd | 1st | 2nd |
| Minimize Impacts to Adjacent Properties | 1st | 2nd | 3rd |
| Bike Accommodations | 3rd | 2nd | 1st |



ROUNDBABOUTS AND SAFETY

- 30-40% reduction in pedestrian-vehicular crashes compared to traditional intersections
- Pedestrians cross one lane of traffic at a time
- Slow vehicle speeds (under 30 mph)
- Fewer points of conflict (see diagrams)



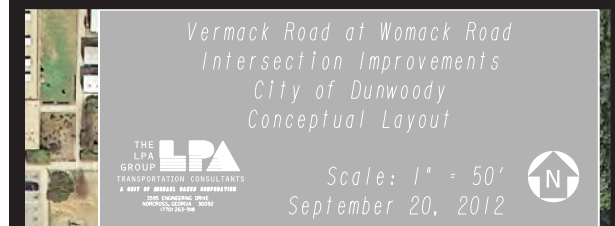
Dunwoody*
*Smart people - Smart city

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THIS PRELIMINARY DESIGN WILL NOT BE USED

After studying the alternatives, the City determined that a roundabout better meets the needs for this intersection improvement. As compared with the roundabout alternative, a traffic signal has several disadvantages:

- Does not improve safety for pedestrians or cyclists
- Does not calm traffic
- More disruptive to adjacent property owners
- More costly than other alternatives



| LEGEND | |
|--|--|
| PROPOSED PAVEMENT | |
| PROPOSED CURB & GUTTER | |
| PROPOSED GRASS STRIP | |
| PROPOSED CONCRETE SIDEWALK AND ISLANDS | |
| PROPOSED DRIVEWAY OPENINGS | |
| EXISTING R/W & PROPERTY LINES | |
| REQUIRED RIGHT-OF-WAY | |
| CONSTRUCTION LIMITS | |
| TEMPORARY CONSTRUCTION EASEMENT | |
| BICYCLE LANES | |
| DIRECTION OF TRAVEL | |

