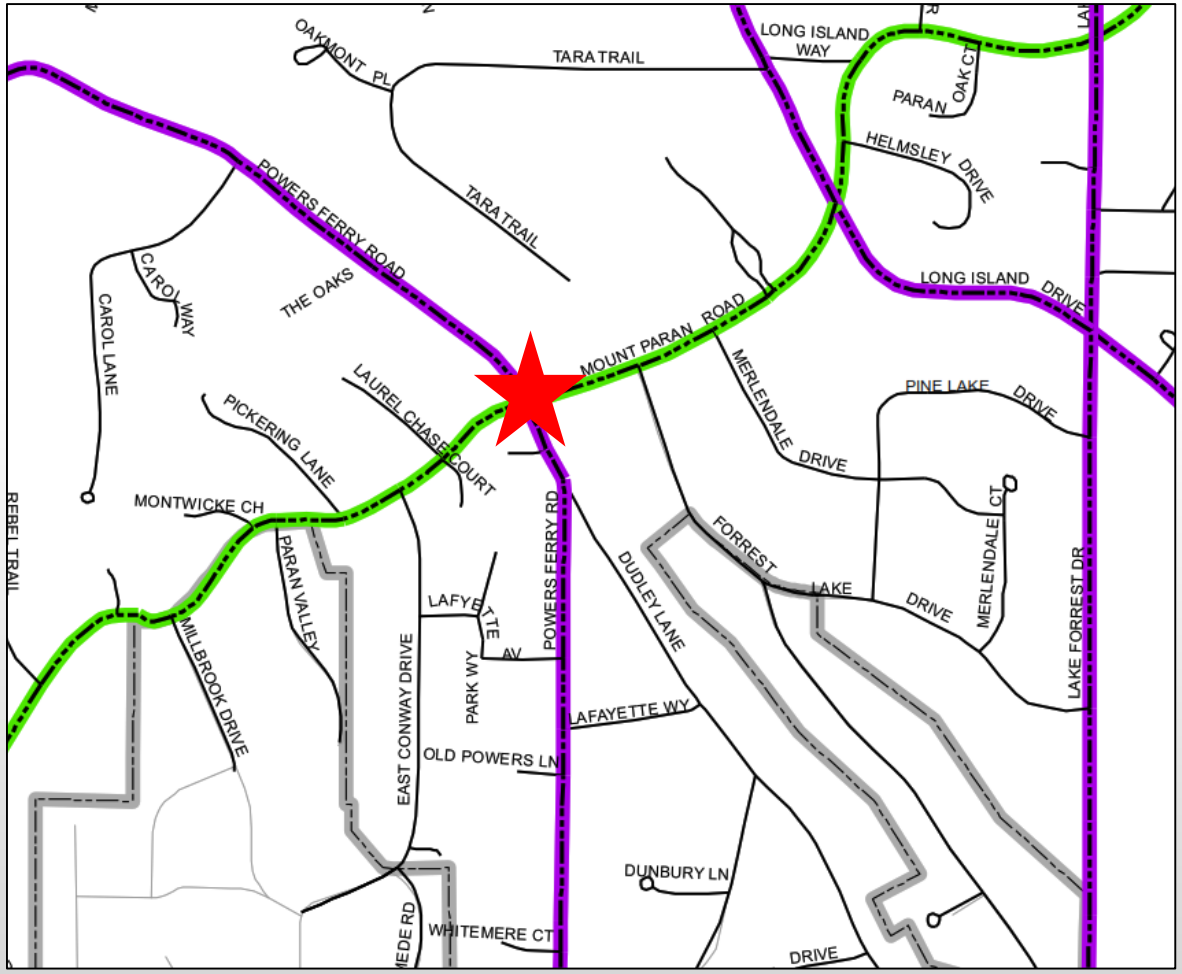
Mt. Paran Rd / Powers Ferry Rd Intersection Improvement

March 21, 2017

SANDY SPRINGS
GEORGIA

Mt. Paran Road / Powers Ferry Road Intersection Concepts (Project T-7149)

- Functional Classifications:
  - Mount Paran Rd = Minor Arterial
  - Powers Ferry Rd = Major Collector



Mt. Paran Road / Powers Ferry Road Intersection Concepts (Project T-7149)

- Currently a four-way stop controlled intersection
- Intersection project has been identified in the Intersection Improvement Program (IIP) for over 3 years
- Intersection Concerns:
  - Operates with excessive delay and a failing level of service (LOS) in the AM and PM peak hour
  - History of side-impact, angle crashes (From 2011 to 2016, 33 vehicle crashes have occurred at the intersection)

Intersection Crash Analysis

T-7149 Mount Paran Road @ Powers Ferry Road

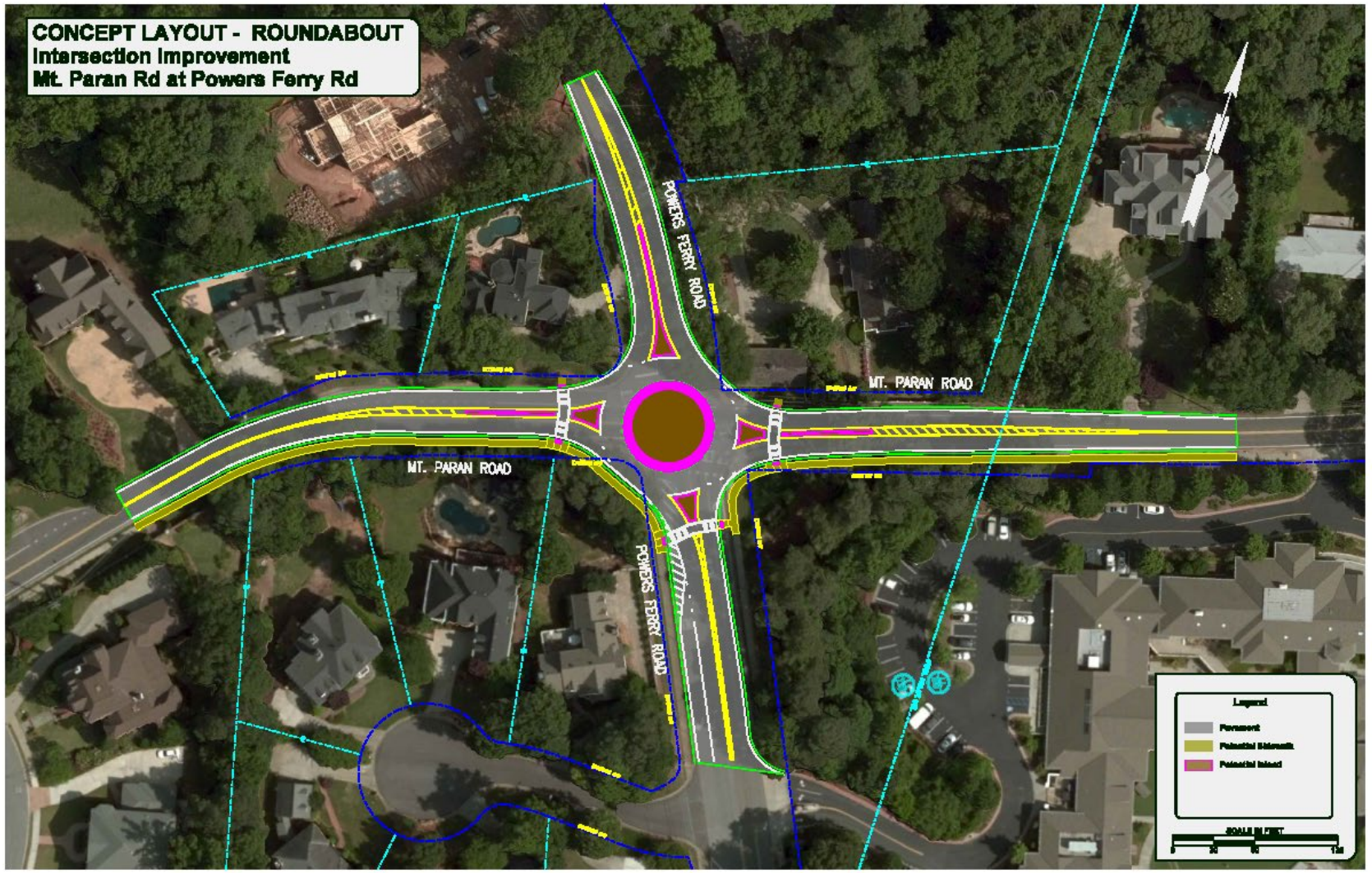
Table 5: Crash Analysis

Year	Crash Type			Total Crashes
	Angle	Rear End	Sideswipe – Same Direction	
2011	3	1	0	4
2012	8	0	1	9
2013	2	1	1	4
2014	6	4	0	10
2015	5	1	0	6
Total	**24**	**7**	**2**	**33**

Traffic Control Concepts Compared

- **Traffic Signal**
  - Safety: potential for an angle collision is reduced
  - Operations: would significantly reduce delay and queues as compared with the no-build option
  - Requires greater right-of-way than roundabout
- **Roundabout**
  - Safety: the potential for an angle collision is eliminated
  - Operations: would significantly reduce delay and queues as compared with the no-build option
  - Less right-of-way than traffic signal
  - Preferred by public (meeting conducted January 26, 2017)

Roundabout Concept



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Summary

- Mount Paran Road is classified as a Minor arterial and Powers Ferry is a Major Collector
- Intersection project has been identified in the Intersection Improvement Program (IIP) for over 3 years
- Intersection operates with excessive delay for motorists and a failing level of service (LOS) in the AM and PM peak hour
- History of side-impact, angle crashes (From 2009 to 2016, 24 of 39 vehicle crashes at this intersection were angle collisions)
- Traffic Signal
  - Safety: potential for an angle collision is reduced
  - Operations: would significantly reduce delay and queues as compared with the no-build option
  - Requires greater right-of-way
- Roundabout
  - Safety: the potential for an angle collision is eliminated
  - Operations: would significantly reduce delay and queues as compared with the no-build option
  - Less right-of-way
  - Preferred by public (meeting conducted January 26, 2017)

Recommendation

- Based on the engineering analysis and after seeking public input, staff recommends a roundabout as the best alternative for addressing traffic congestion and safety at the intersection