



## **CITY OF DUNWOODY**

41 Perimeter Center East, Suite 250  
Dunwoody, GA 30346  
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# **MEMORANDUM**

**To:** Honorable Mayor and City Council  
**From:** Michael Smith, Director of Public Works  
**Date:** March 8, 2010  
**Subject:** **Five Year Road Resurfacing Plan**

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## **ITEM DESCRIPTION**

Approve five year plan for road resurfacing developed by Public Works based on the Pavement Analysis Report presented to Mayor and Council in January 2010.

## **BACKGROUND**

In 2009, Public Works completed a pavement condition assessment of all of the public roads within the city. A primary purpose of this assessment was to provide an objective evaluation of the condition of the city's pavement infrastructure and to develop strategies for future maintenance of that infrastructure. Analysis of the pavement assessment indicated that the city's roads are in overall "fair" condition but that the majority of the roads are beginning to deteriorate at an accelerated rate. The city would need to allocate \$2.5 to \$3 million per year for road resurfacing to improve pavement conditions and begin to reduce the 13% backlog of roads in "poor" condition over a 5 to 10 year period.

## **PLAN DEVELOPMENT**

Public Works developed the five year resurfacing plan beginning with the \$740,000 in the city's budget for fiscal year 2010 and a projected budget of \$2,750,000 annually for fiscal years 2011 through 2014. A table and maps of the plan are attached to this memo. The targeted budget allocation for each year is approximately:

- 70% for roads that provide the greatest user benefit
- 10% for neighborhood streets rated as "poor" or "fair"
- 10% contingency for bidding
- 10% contingency for construction

User benefit is a value assigned to each road based on the pavement condition and the number of users (traffic). Thus, 70% of the budget each year is being directed to the most heavily traveled roads in the worst condition. The 10% allocated for neighborhood streets begins to address the worst low-volume roads within neighborhoods. In most cases, the worst rated neighborhood street for a given year has been selected and connecting streets rated below average within the same neighborhood were included in that same budget year. This simplifies construction and therefore should decrease costs.



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Several contingencies have been included to reflect the uncertainty in projecting asphalt material and construction costs to a five year horizon. Paving costs assume 5% inflation beyond 2010. Additionally, 10% is reserved each year to allow some flexibility for reprioritization as the plan is updated annually and for other changes prior to bidding. Finally, 10% is reserved annually for changes during construction due to unforeseen conditions. As bid documents are prepared each year, optional pricing can be obtained for a list of supplemental streets to be resurfaced out of any remaining reserve funds for that year.

There are a few exceptions in the 2010 and 2011 budget years to the prioritization approach described above. Trowbridge Place, Vernon Lake Drive and Vernon North Drive are included in 2010 because the Georgia Department of Transportation has allocated \$4,900, \$23,000 and \$21,000 respectively to these streets as part of the Local Assistance Road Program (LARP). Also, in 2010 and 2011 money has been budgeted for major patching on sections of Ashford Center Parkway, North Peachtree Road, Chamblee Dunwoody Road and Spalding Drive. These are heavily traveled roads where Public Works has repaired numerous potholes and the pavement is in poor condition over a significant area. Additional repairs are needed beyond the scope of regular road maintenance to extend the life of these sections of road until they can be resurfaced in 2012 or 2013.

### **ALTERNATIVES**

Given the projected level of funding, there are several alternatives to the approach described above:

1. Priority could be given entirely on a worst roads first basis
2. The percentage of funding allocated for the worst neighborhood streets could be increased
3. The 10% allocated for neighborhood streets could be assigned based on worst first only without regard to connectivity

The difficulty with the first alternative is that there are approximately 200 neighborhood streets in the city rated lower than any collector or arterial road. It would take nearly 4 years at the projected funding level to work through these neighborhood streets before resurfacing could be done on any of the higher traffic volume roads in the city. Many sections of these roads would deteriorate to a condition that would be unacceptable to the public and would be more expensive to repair. Some of the same issues on the arterial roads would occur with alternative 2 albeit to a less severe level. Alternative 3 has no affect on the arterial road prioritization and it does address more of the very worst roads but it could increase construction costs.

### **RECOMMENDED ACTION**

Staff recommends approval of the five year resurfacing plan as presented. Upon approval of this plan, public works will begin preparing more detailed construction estimates and bid documents for the streets included in the 2010 plan. It is possible that the list could be modified based on any additional information gathered during preparation for bidding. Therefore, the final list to be included in the bid package each year will be presented to Council for approval prior to bidding.

## 2010-2014 ROAD RESURFACING PLAN

Street	From	To	Strategy	Estimated Cost	Cumulative by Year	Notes
<b>2010</b>						
TROWBRIDGE PLACE	TROWBRIDGE DR	END	Mill and Pave	\$ 25,000	\$ 25,000	GDOT LARP Funding-\$4,900
VERNON LAKE DR	MOUNT VERNON RD	TROWBRIDGE DR	Deep Patch and Pave	\$ 113,000	\$ 138,000	GDOT LARP Funding-\$23,000
VERNON NORTH DR	MOUNT VERNON WAY	END	Deep Patch and Pave	\$ 110,000	\$ 248,000	GDOT LARP Funding-\$21,000
DUNWOODY CLUB DRIVE	HAPPY HOLLOW RD	WINTERS CHAPEL	Mill and Pave	\$ 135,000	\$ 383,000	
WINTERS CHAPEL	NORTH CITY LIMITS	CHARMANT PL	Mill and Pave	\$ 106,000	\$ 504,000	
JOBERRY CT	CHESTNUT RIDGE	END	Deep Patch and Pave	\$ 15,000	\$ 398,000	
TRAPNELL CT	VERNON LAKE DR	END	Deep Patch and Pave	\$ 12,000	\$ 516,000	
DUNRIDGE CT	VERNON LAKE DR	END	Deep Patch and Pave	\$ 18,000	\$ 534,000	
ASHFORD CENTER PKWY	ASHFORD DUNWOODY	WOMACK	Patching	\$ 38,000	\$ 572,000	
CHAMBLEE DUNWOODY	F PEELER RD	NERINE CIRCLE	Patching	\$ 27,000	\$ 599,000	
N PEACHTREE RD	BROOKHURST DR	TILLY MILL RD	Patching	\$ 22,000	\$ 621,000	
Contingency					\$ 107,000	15%
<b>2010 Total</b>					<b>\$ 728,000</b>	
<b>2011</b>						
ROBERTS DR	CHAMBLEE DUNWOODY	NORTH CITY LIMITS	Mill and Pave	\$ 341,000	\$ 341,000	
TILLY MILL RD	STONINGTON RD	PEELER RD	Mill and Pave	\$ 200,000	\$ 541,000	
DUNWOODY CLUB DRIVE	WEST CITY LIMIT	BEND CREEK RD	Mill and Pave	\$ 92,000	\$ 633,000	
DUNWOODY CLUB DRIVE	BEND CREEK RD	BALL MILL RD	Mill and Pave	\$ 95,000	\$ 728,000	Joint Project with COSS
DUNWOODY CLUB DRIVE	BALL MILL RD	JETT FERRY RD	Mill and Pave	\$ 98,000	\$ 826,000	Joint Project with COSS
DUNWOODY CLUB DRIVE	JETT FERRY RD	HAPPY HOLLOW RD	Mill and Pave	\$ 212,000	\$ 1,038,000	Joint Project with COSS
CHAMBLEE DUNWOODY	F COTILLION DR	PEELER RD	Mill and Pave	\$ 193,000	\$ 1,231,000	Joint Project with COSS
CHAMBLEE DUNWOODY	FNERINE CIRCLE	MT VERNON RD	Mill and Pave	\$ 190,000	\$ 1,421,000	
CHAMBLEE DUNWOODY	FMT VERNON RD	ROBERTS DR	Mill and Pave	\$ 210,000	\$ 1,631,000	
MOUNT VERNON RD	WELLESLEY LN	SAFFRON DR	Mill and Pave	\$ 135,000	\$ 1,766,000	
MOUNT VERNON RD	NANDINA	CHAMBLEE DUNWOOD	Reconstruction	\$ 127,000	\$ 1,893,000	
NANDINA LN	CHAMBLEE DUNWOO	MOUNT VERNON RD	Mill and Pave	\$ 20,000	\$ 1,913,000	
N PEACHTREE RD	COTILLION DR	BROOKHURST	Mill and Pave	\$ 78,000	\$ 1,991,000	
AMBERLY CT N	AMBERLY WAY	END	Deep Patch and Pave	\$ 26,000	\$ 2,017,000	
AMBERLY CT S	END	AMBERLY WAY	Deep Patch and Pave	\$ 21,000	\$ 2,038,000	
AMBERLY WAY	SUDBURY RD	AMBERLY CT N	Deep Patch and Pave	\$ 16,000	\$ 2,054,000	
SUDBURY RD	END	LAURELWOOD RD	Deep Patch and Pave	\$ 79,000	\$ 2,133,000	
AMBERLY DRIVE	BINGHAMTON DR	SUDBURY RD	Deep Patch and Pave	\$ 63,000	\$ 2,196,000	
CLARIDGE CT	SUDBURY RD	END	Deep Patch and Pave	\$ 15,000	\$ 2,211,000	
SPALDING DR	NORTH CITY LIMITS	CHAMBLEE DUNWOOD	Patching	\$ 5,000	\$ 2,216,000	
Contingency					\$ 534,000	19%
<b>2011 Total</b>					<b>\$ 2,750,000</b>	

## 2010-2014 ROAD RESURFACING PLAN

### 2012

MOUNT VERNON RD	WEST CITY LIMIT	NANDINA	Mill and Pave	\$ 292,000	\$ 292,000	
MOUNT VERNON RD	CHAMBLEE DUNWOOD	MANHASSET DR	Mill and Pave	\$ 337,000	\$ 629,000	
MOUNT VERNON RD	MANHASSET DR	WELLESLEY LN	Mill and Pave	\$ 286,000	\$ 915,000	
PERIMETER CENTER N	MEADOW LANE RD	ASHFORD DUNWOODY	Reconstruction	\$ 198,000	\$ 1,113,000	
MEADOW LANE RD	ASBURY SQUARE N	WAL MART SHOPPING C	Mill and Pave	\$ 133,000	\$ 1,246,000	
SHALLOWFORD RD	COTILLION DR	PEELER RD	Mill and Pave	\$ 332,000	\$ 1,578,000	
CHAMBLEE DUNWOODY F	PEELER RD	NERINE CIRCLE	Mill and Pave	\$ 312,000	\$ 1,890,000	
LITTLEBROOKE RIDGE	LITTLEBROOKE DR	END	Deep Patch and Pave	\$ 12,000	\$ 1,902,000	0.687272727
LITTLEBROOKE WAY	BROOKELAKE DR	END	Deep Patch and Pave	\$ 34,000	\$ 1,936,000	
LITTLEBROOKE CT	LITTLEBROOKE DR	END	Deep Patch and Pave	\$ 17,000	\$ 1,953,000	
LITTLEBROOKE LN	LITTLEBROOKE TE	END	Deep Patch and Pave	\$ 26,000	\$ 1,979,000	
BROOKE FARM TRL	BROOKE FARM DR	END	Deep Patch and Pave	\$ 18,000	\$ 1,997,000	
LITTLEBROOKE CI	LITTLEBROOKE DR	END	Deep Patch and Pave	\$ 16,000	\$ 2,013,000	
BROOKE FARM DR	DUNWOODY CLUB DR	LITTLEBROOKE DR	Deep Patch and Pave	\$ 186,000	\$ 2,199,000	
LITTLEBROOKE TE	BROOKE FARM DR	BROOKELAKE DR	Deep Patch and Pave	\$ 17,000	\$ 2,216,000	0.799636364
Contingency					\$ 534,000	19%
				<b>2012 Total</b>	\$ 2,750,000	

### 2013

PEELER RD	CHAMBLEE DUNWOODY	ADAMS RD	Mill and Pave	\$ 148,000	\$ 148,000	
TILLY MILL RD	PEELER RD	N PEACHTREE RD	Mill and Pave	\$ 84,000	\$ 232,000	
PERIMETER CENTER PLA	PERIMETER CENTER W	MEADOW LANE RD	Mill and Pave	\$ 164,000	\$ 396,000	
ASHFORD CENTER PKWY	WOMACK RD	ASHFORD DUNWOODY	Mill and Pave	\$ 305,000	\$ 701,000	
ASHFORD DUNWOOD	INTERSTATE 285	PERIMETER CENTER E	Mill and Pave	\$ 510,000	\$ 1,211,000	
N PEACHTREE RD	BROOKHURST DR	TILLY MILL RD	Mill and Pave	\$ 286,000	\$ 1,497,000	
SPALDING DR	CHAMBLEE DUNWOOD	WELDSTONE CT	Reconstruction	\$ 204,000	\$ 1,701,000	
WINTERS CHAPEL	PEELER RD	RIDGEWAY DR	Mill and Pave	\$ 359,000	\$ 2,060,000	
MANHASSET FARM CT	EAST END	WEST END	Deep Patch and Pave	\$ 40,000	\$ 2,100,000	
MANHASSET CT	SOUTH END	MANHASSET FARM CT	Deep Patch and Pave	\$ 47,000	\$ 2,147,000	
MANHASSET DR	MANHASSET COVE	MOUNT VERNON RD	Deep Patch and Pave	\$ 106,000	\$ 2,253,000	
Contingency					\$ 497,000	18%
				<b>2013 Total</b>	\$ 2,750,000	

## 2010-2014 ROAD RESURFACING PLAN

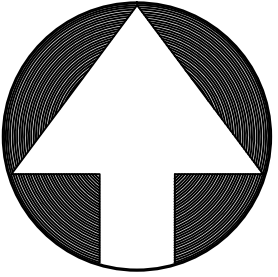
<b>2014</b>			
PERIMETER CENTER E	ASHFORD DUNWOODY	ASHFORD DUNWOODY	Mill and Pave \$ 593,000 \$ 593,000
VERMACK RD	MANHASSET DR	WOMACK RD	Mill and Pave \$ 170,000 \$ 763,000
VERMACK RD	WOMACK RD	CHAMBLEE DUNWOOD	Mill and Pave \$ 258,000 \$ 1,021,000
CROWN POINTE PK	MEADOW LANE RD	PERIMETER CENTER W	Mill and Pave \$ 108,000 \$ 1,129,000
FONTAINEBLEAU D	HAPPY HOLLOW RD	FONTAINEBLEAU W	Deep Patch and Pave \$ 195,000 \$ 1,324,000
MEADOW LANE RD	SHOPPING MALL S	CROWN POINTE PK	Mill and Pave \$ 187,000 \$ 1,511,000
PEACHFORD RD	DUNBAR DR	N PEACHTREE RD	Mill and Pave \$ 139,000 \$ 1,650,000
TILLY MILL RD	N PEACHTREE RD	WOMACK RD	Mill and Pave \$ 209,000 \$ 1,859,000
WINTERS CHAPEL	CHARMANT PL	PEELER RD	Mill and Pave \$ 190,000 \$ 2,049,000
FONTAINEBLEAU W	WINTERS CHAPEL	FONTAINEBLEAU D	Deep Patch and Pave \$ 11,000 \$ 2,060,000
PEACHFORD RD	N SHALLOWFORD R	DUNBAR DR	Mill and Pave \$ 128,000 \$ 2,188,000
GRENOBLE CT	FONTAINEBLEAU DR	END	Deep Patch and Pave \$ 17,000 \$ 2,205,000
FLEUR DE LIS WA	FONTAINEBLEAU DR	FLEUR DE LIS CT	Deep Patch and Pave \$ 53,000 \$ 2,258,000
Contingency			\$ 492,000
			<b>2014 Total</b> \$ 2,750,000

18%

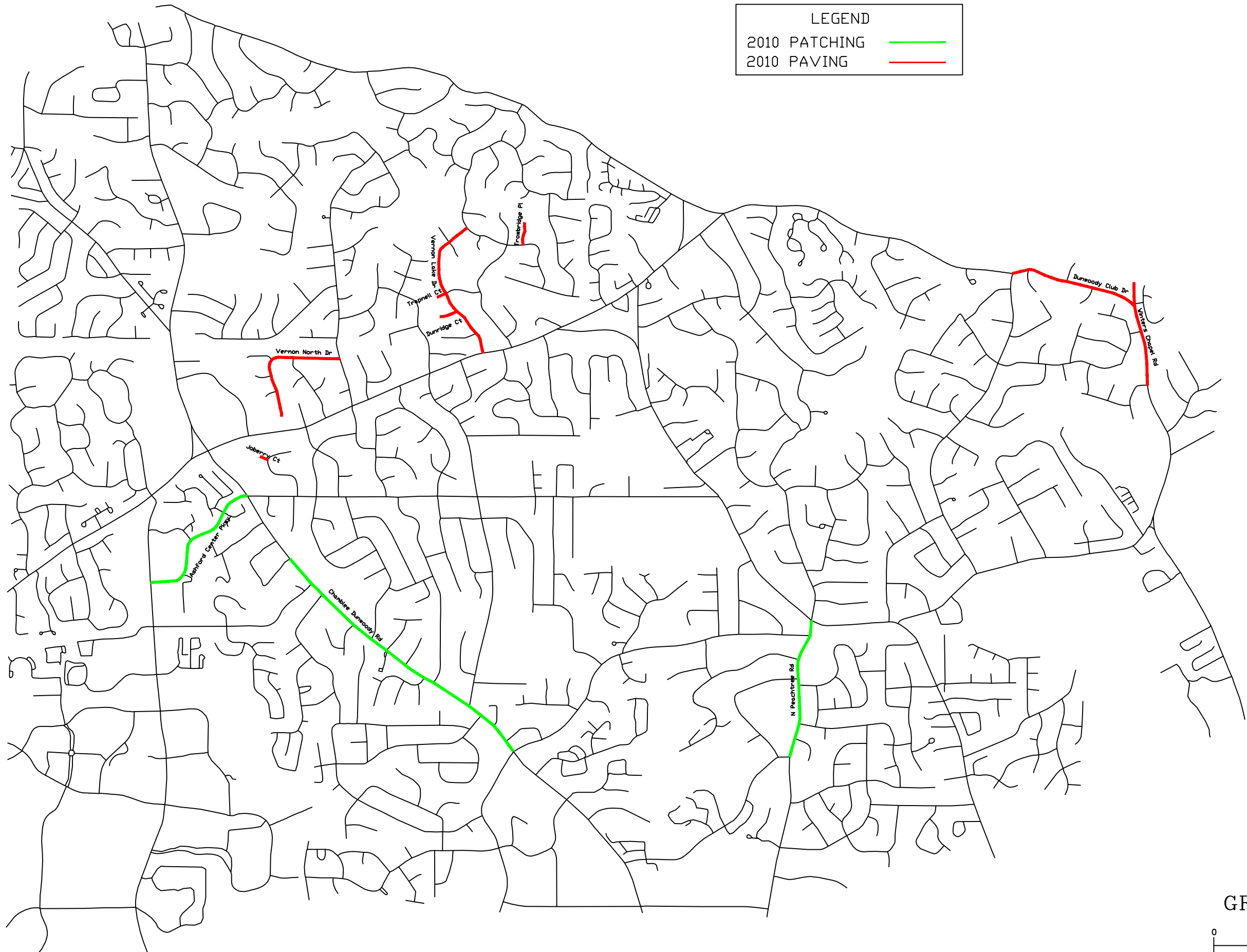
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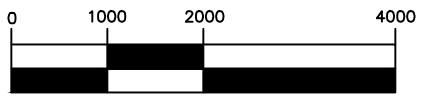
2010 PAVING 



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GRAPHIC SCALE



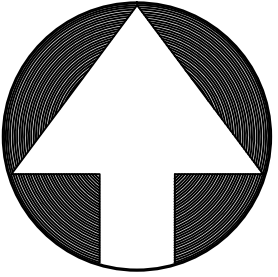
( IN FEET )  
1 inch = 2000 ft.

ROADWAY IMPROVEMENT PLAN - YEAR 2010

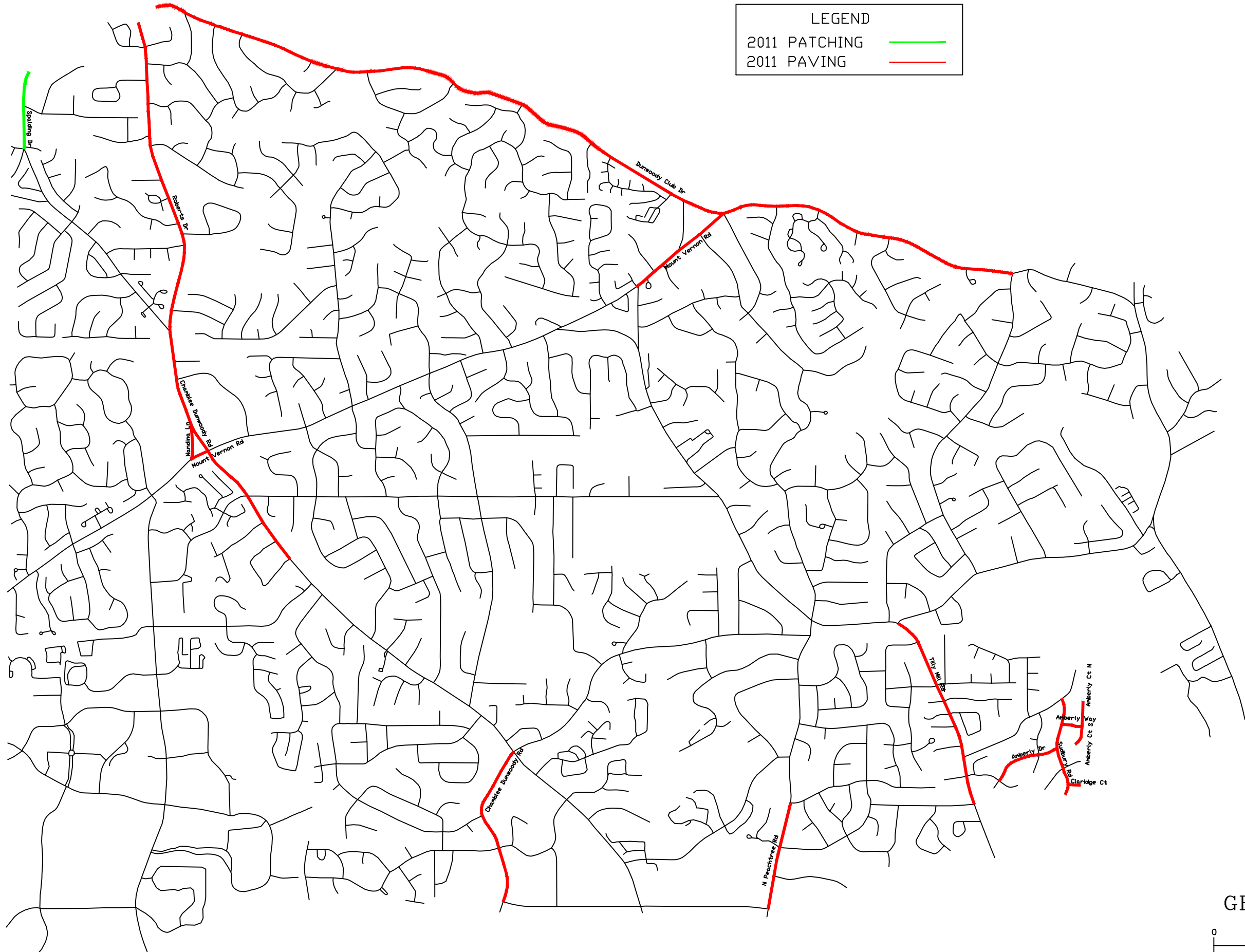
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2011 PATCHING 

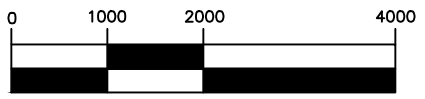
2011 PAVING 



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GRAPHIC SCALE

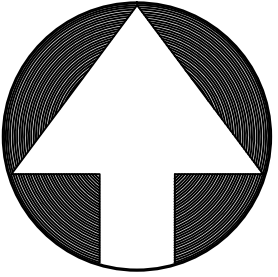


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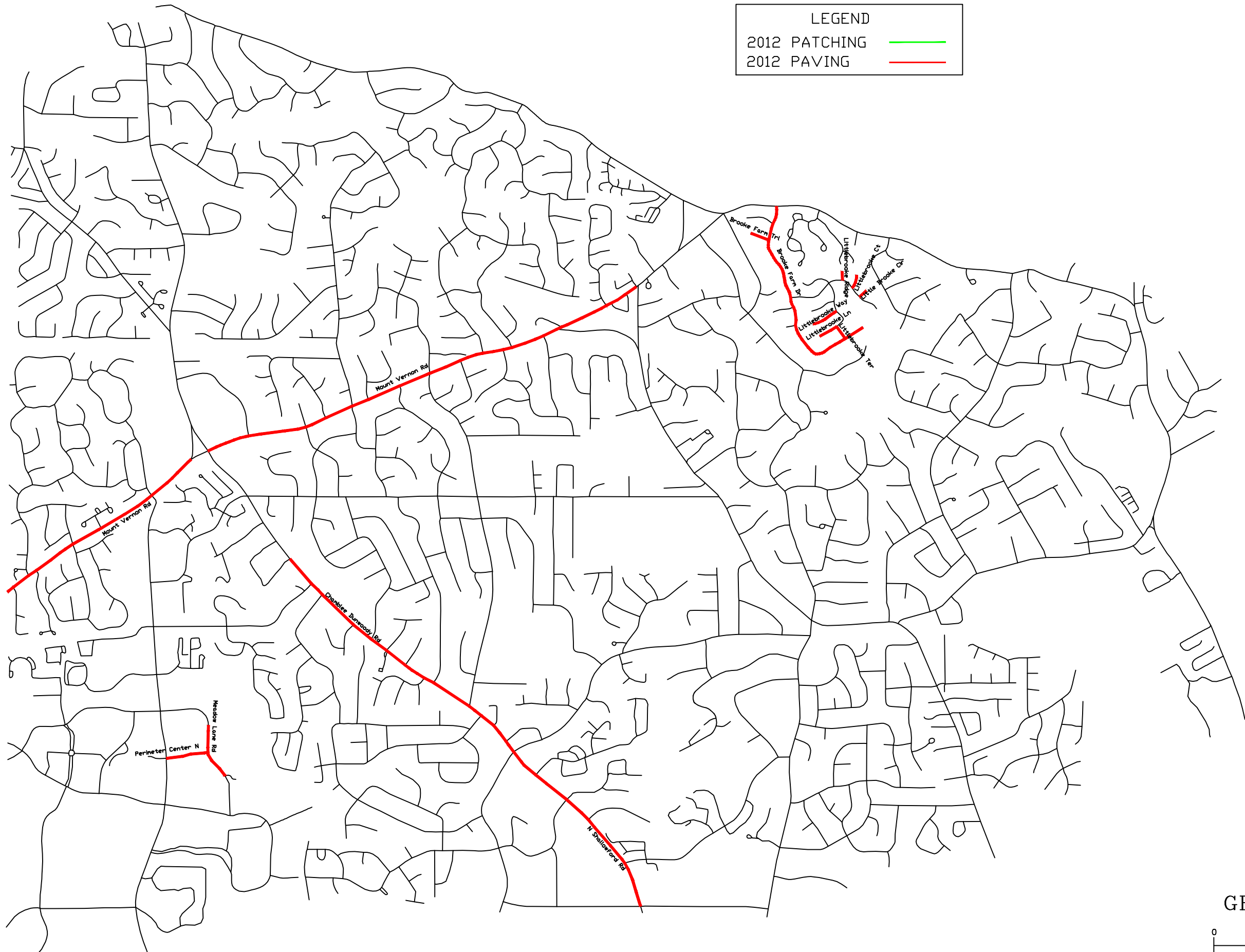
ROADWAY IMPROVEMENT PLAN - YEAR 2011



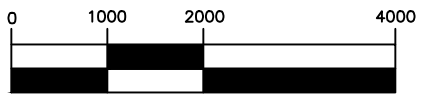
LEGEND	
2012 PATCHING	
2012 PAVING	



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GRAPHIC SCALE



( IN FEET )  
1 inch = 2000 ft.

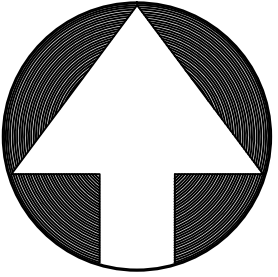
# ROADWAY IMPROVEMENT PLAN - YEAR 2012



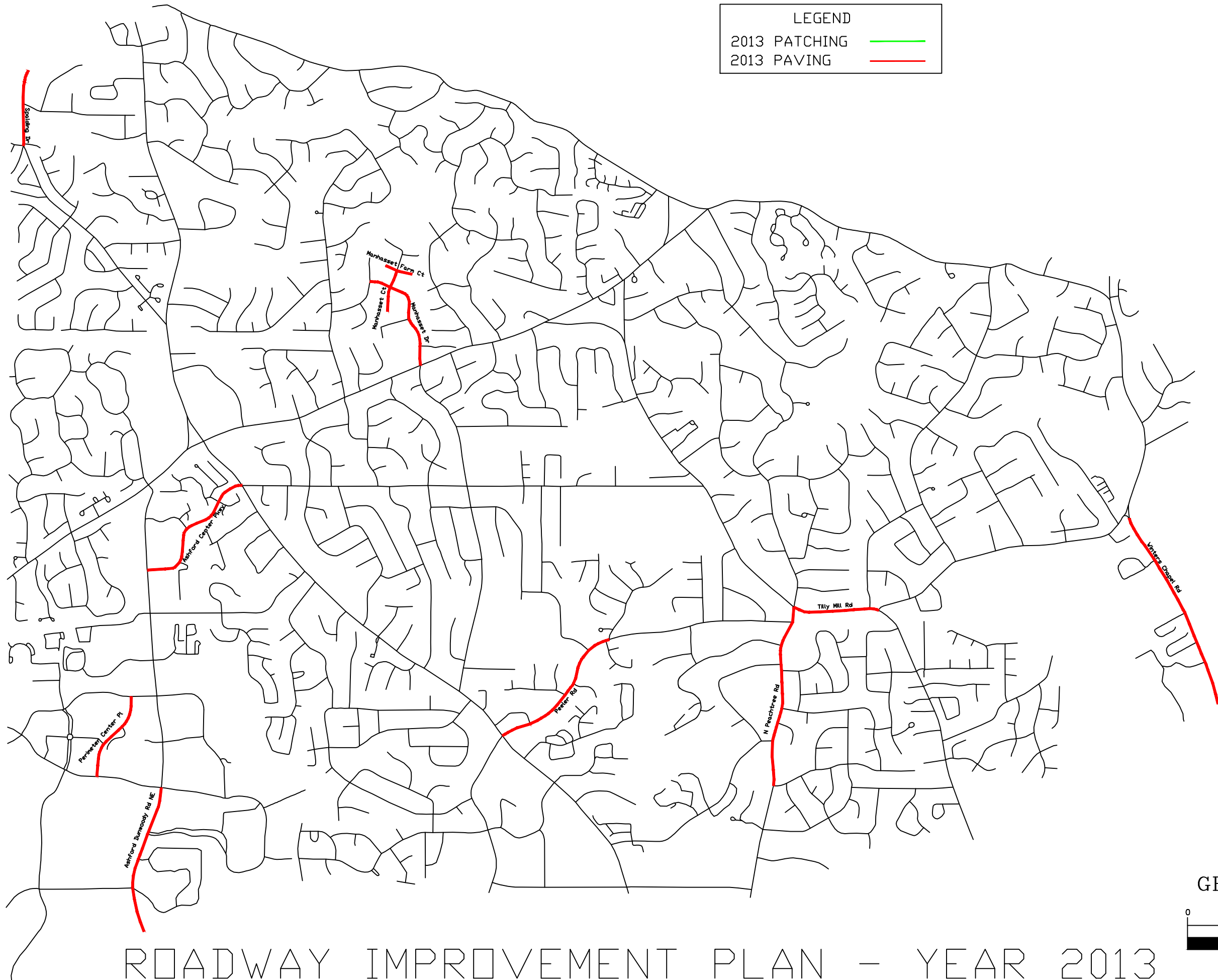
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2013 PATCHING 

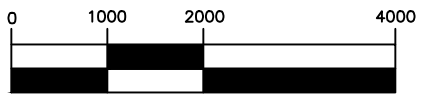
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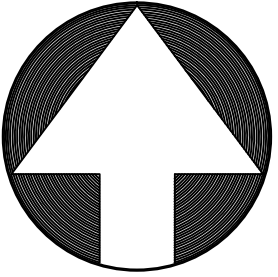
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ROADWAY IMPROVEMENT PLAN - YEAR 2013

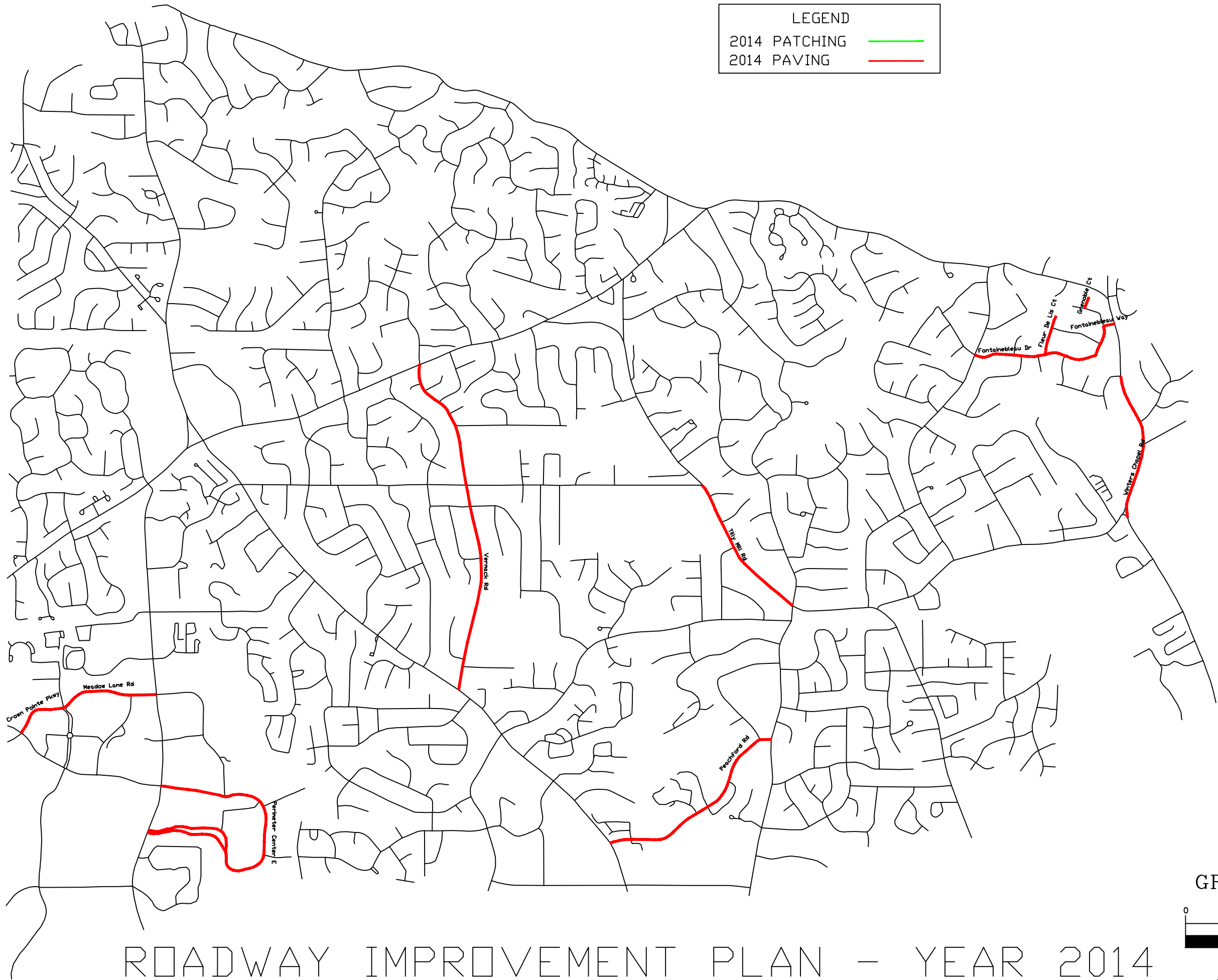
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2014 PATCHING 

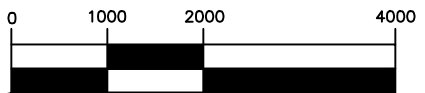
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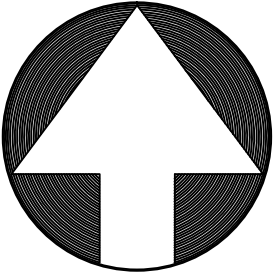
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1 inch = 2000 ft.

ROADWAY IMPROVEMENT PLAN - YEAR 2014

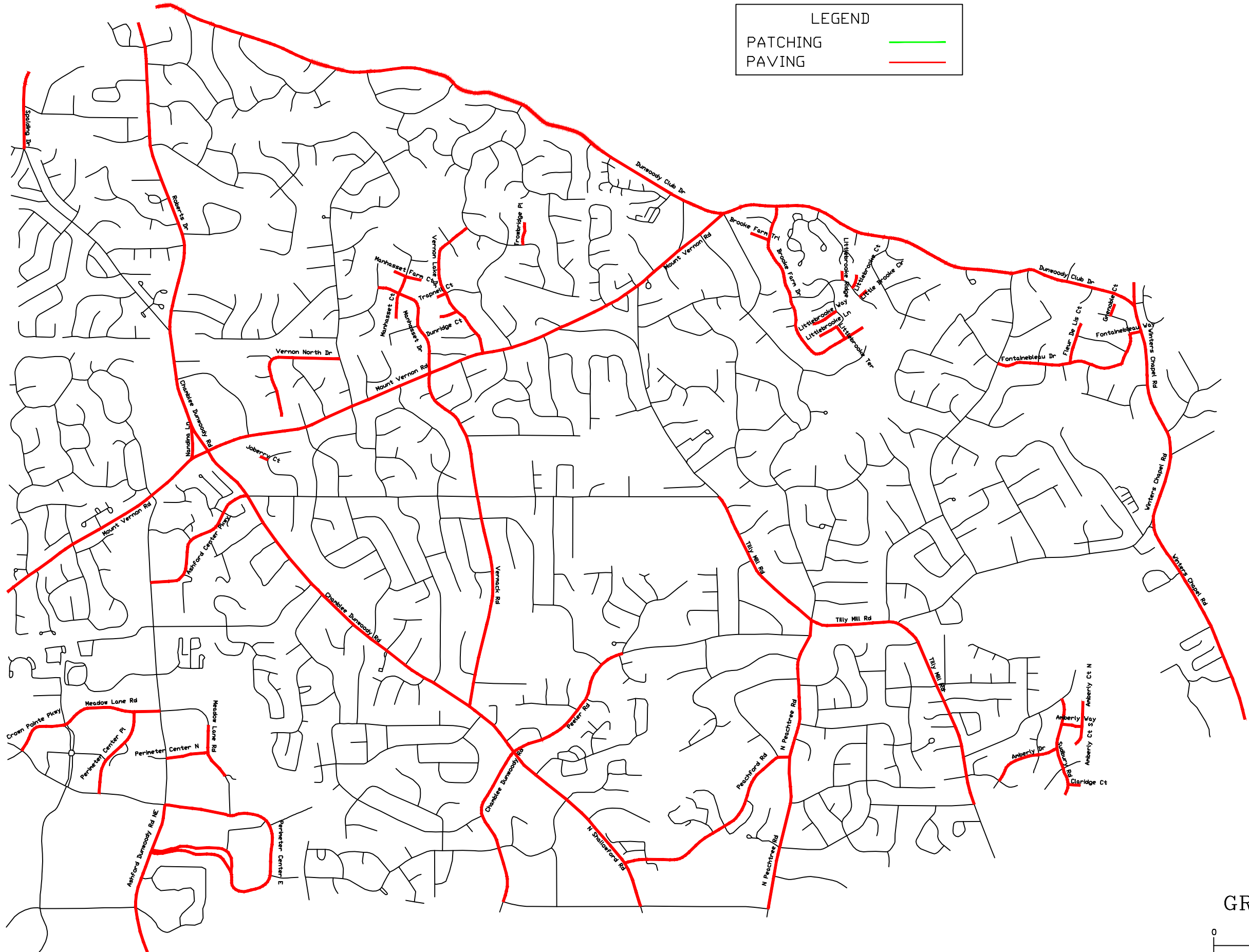
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PATCHING 

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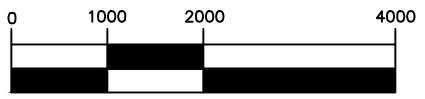


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# ROADWAY IMPROVEMENT 5 YEAR PLAN

GRAPHIC SCALE



( IN FEET )  
1 inch = 2000 ft.