



CITY OF DUNWOODY

41 Perimeter Center East, Suite 250

Dunwoody, GA 30346

Phone: 678.382.6700 • Fax: 678.382.6701

www.dunwoodyga.gov

MEMORANDUM

To: Mayor and City Council
From: Michael Smith, Public Works Director
Date: October 11, 2010
Subject: Intergovernmental Agreement with the City of Sandy Springs for Repaving Dunwoody Club Drive

BACKGROUND

In the five year paving plan presented to Mayor and Council earlier this year, the section of Dunwoody Club Drive between Spalding Drive and Happy Hollow Road was programmed for repaving in 2011. The border between Sandy Springs and Dunwoody follows the street centerline for nearly this entire segment of Dunwoody Club with Sandy Springs responsible for maintenance on the northern half of the road and Dunwoody responsible for the southern half.

The City of Dunwoody has the opportunity to share equally in up to \$141,031 of Local Assistance Road Program (LARP) funding that has been awarded to the City of Sandy Springs by the Georgia Department of Transportation for repaving Dunwoody Club Drive from Spalding Drive to Mt. Vernon Road. At the September Work Session, a draft Intergovernmental Agreement (IGA) was presented that would enable the cities to jointly fund the paving of Dunwoody Club. Under the IGA Sandy Springs would bid and administer the contract for the paving project. In discussing this item at the Work Session, Council asked Public Works to consider ways to reduce speeds and better accommodate cyclists on Dunwoody Club.

DISCUSSION

Traffic Calming

The issue of speeding on Dunwoody Club was discussed at the July 26, 2010 Council Work Session. At that time, Council directed staff to conduct a traffic study to determine if a stop sign was warranted at the Dunwoody Club/Woodson/Grapevine Run intersection. Traffic volume and speed measurements were recorded on August 26th and the following results were obtained:

- The traffic volume on Dunwoody Club was approximately 7,800 vehicles per day
- The average eastbound speed on Dunwoody Club west of the Woodson intersection was 37 mph and 85% of vehicles were traveling less than 43 mph. These measurements were consistent with recent observations by Dunwoody Police running radar on Dunwoody Club.
- The traffic volumes on the side streets at this intersection do not meet the minimum requirements to justify an all way stop



CITY OF DUNWOODY

41 Perimeter Center East, Suite 250

Dunwoody, GA 30346

Phone: 678.382.6700 • Fax: 678.382.6701

www.dunwoodyga.gov

Considering the lack of justification for a stop sign and the observed speeds, Dunwoody and Sandy Springs Public Works staff discussed two concepts for reducing speeds:

1. Install radar signs on both sides of Dunwoody Club in this area. The cost for the signs would be shared evenly by the two cities
2. Evaluate the feasibility of a roundabout at the Grapevine Run/Woodsong intersection. Preliminary engineering plans would need to be developed to evaluate factors such as safety, cost and available right of way. If a roundabout proved to be an effective solution, Sandy Springs Public Works has indicated that the project could be presented to Sandy Springs Council for approval to fund a portion of the construction. However if additional right of way is needed to construct the roundabout, cost will increase significantly and may be difficult to justify compared to the potential benefits of the project.

Bicycle Accommodations

The Work Session discussion centered around two approaches for improving cycling conditions on Dunwoody Club: 1) moving the existing curb and increasing the pavement width to create bike lanes 2) reducing the lane width to provide more space between the white edge line and the curb for cyclists.

Moving the curb would be an involved, complex and relatively expensive project that would include earthwork, drainage, utility relocation and possible right of way acquisition. Because of the magnitude and cost of this type of retrofit project, the City should consider targeting key corridors that maximize connectivity and have favorable conditions for bicycles. When connectivity to destinations, road geometry, traffic and topography are considered, several other east-west routes through the City have advantages over Dunwoody Club for this type of project.

Regarding lane widths, the current lane widths range from just under 10 feet to 12.5 feet but are typically between 10 and 11 feet. Sandy Springs Public Works has indicated that 11 feet is their minimum standard for this type of road and they are not comfortable with a narrower width for their side of Dunwoody Club. Considering some of the current challenges to biking on Dunwoody Club, the traffic volume and the characteristics of the road, I would recommend a lane width of at least 10 feet on the Dunwoody side. This would provide 3 feet on average between the white line and the curb.

FUNDING

The IGA is structured such that the two cities share equally in the LARP funds and cost for the common border segment of Dunwoody Club Drive. Sandy Springs has received bids, as summarized on the attached agenda item, approved by the Sandy Springs City Council on October 5th, 2010. With a low bid of \$387,858.31 and a LARP reimbursement of \$141,031, the anticipated cost to the City of Dunwoody is \$123,414. This represents nearly a 60% cost savings from the preliminary cost estimates in the City's 5-year paving plan for this section of Dunwoody Club included.



CITY OF DUNWOODY

41 Perimeter Center East, Suite 250

Dunwoody, GA 30346

Phone: 678.382.6700 • Fax: 678.382.6701

www.dunwoodyga.gov

RECOMMENDED ACTION

Public Works recommends entering into the IGA, leveraging \$70,000 in LARP funding to complete the resurfacing of Dunwoody Club in accordance with the current 5-year capital paving plan.