

MEMORANDUM

To: Mayor and City Council
From: Michael Smith, Public Works Director
Date: 1/9/2012
Subject: **Discussion of 2012 Capital Paving Plan**

ITEM DESCRIPTION

Discussion of 2012 Capital Paving Plan

BACKGROUND

The City has \$2,300,000 available for paving in 2012. Additionally, \$200,000 of state funding through the Local Maintenance and Infrastructure Grant (LMIG) is anticipated. The recommended 2012 project list in Attachment "A" has been developed based on a total paving budget of \$2,500,000 and follows the recommendations of the 5-year paving plan.

COMPLETE STREETS ANALYSIS

In accordance with the City's Complete Streets Policy, all of the major thoroughfares in the 2012 paving plan have been evaluated for a retrofit of bicycle facilities. The City's Comprehensive Transportation Plan recommends bicycle facilities (i.e. bike lanes) for Ashford Center Parkway, Mount Vernon Road, Spalding Drive and Chamblee Dunwoody Road and signed bicycle routes for Perimeter Center East (See map in Attachment "B"). The following table summarizes the findings of the bicycle facility evaluation:

| Road | Preferred Alternative | Cost |
|---|---|-------------------|
| Ashford Center Pkwy | Reduce lane widths and add bike lane | Negligible |
| Chamblee Dunwoody Rd. from Peeler Rd. to Nerine Circle | Widen east side of road by 6 feet to add bike lanes | \$400,000-750,000 |
| Mount Vernon Rd. from west city limit to Ashford Dunwoody Rd. | Widen south side of road by 2 feet to add bike lanes | \$85,000 |
| Perimeter Center East | Convert outside travel lane to bicycle lane by restriping | Negligible |
| Spalding Drive | Widen east side of road by 5½ feet to add bike lanes | \$175,000-250,000 |

I recommend moving forward with bike lanes on Ashford Center Parkway due to the minimal costs involved to narrow the lanes and mark bike lanes as part of the paving project. The Mount Vernon Road segment was discussed at the September Council meeting and Public Works was directed to plan for the widening for bike lanes in conjunction with repaving and sidewalk construction on this section of Mount Vernon.

Conversion of a travel lane to a bike lane in each direction also appears to be feasible on Perimeter Center East based on traffic volume. This approach often referred to as a “road diet” has become quite common in urban and suburban areas and has been shown to be quite effective at improving bicycle and pedestrian conditions with very little adverse impact to vehicular traffic. Further evaluation and coordination with the Perimeter Community Improvement District on Perimeter Center East is needed before making a final recommendation on lane removal. This evaluation can be conducted concurrently with preparation for bidding since the outcome will have minimal impact on the paving costs.

Considering that the estimated cost to add bike lanes on Chamblee Dunwoody Road and Spalding Drive is two to three times more than the cost for paving alone, I do not recommend including bike lanes on these streets in the scope of the 2012 paving project. Recognizing that these roads are designated for bike lanes in the City’s transportation plan, I recommend pursuing regional or federal funding or incorporating the lanes into a future repaving of Chamblee Dunwoody once the City has had time to address the existing backlog of streets that need paving.

RECOMMENDED ACTION

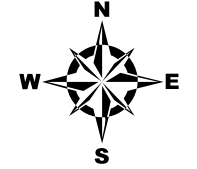
I recommend approval of the 2012 project list included in the five year paving plan, with the incorporation of bike lanes on Mount Vernon Road. Upon approval, Public Works will begin preparing more detailed construction estimates and bid documents for paving.

ATTACHMENT "A" 5-YEAR CAPITAL PAVING PLAN

| Street | From | To | Length (feet) | Estimated Cost | Cumulative by Year | Notes |
|-----------------------------|----------------------|---------------------|------------------|-------------------|-----------------------|--|
| 2012 | | | | | | |
| ASHFORD CENTER PKWY | ASHFORD DUNWOODY | CHAMBLEE DUNWOODY | 2993 | \$ 333,000 | \$ 333,000 | Moved up from 2013 |
| CHAMBLEE DUNWOODY | PEELER RD | NERINE CIRCLE | 6161 | \$ 226,000 | \$ 559,000 | |
| MOUNT VERNON RD | WEST CITY LIMIT | ASHFORD DUNWOODY | 3756 | \$ 237,000 | \$ 796,000 | Moved up from 2013, Includes widening for bike lanes |
| PERIMETER CENTER E | ASHFORD DUNWOODY | ASHFORD DUNWOODY | 6415 | \$ 491,000 | \$ 1,287,000 | Moved up from 2014 |
| PERIMETER CENTER PL | PERIMETER CENTER W | MEADOW LANE RD | 1911 | \$ 188,000 | \$ 1,475,000 | Moved up from 2014 |
| WINTERS CHAPEL RD | 500 Ft. N. OF PEELER | N OF WINTERHAVEN CT | 2200 | \$ 148,000 | \$ 1,623,000 | Moved up from 2013 |
| WINTERS CHAPEL RD | CHARMANT PL | JONES MILL RD | 1505 | \$ 103,000 | \$ 1,726,000 | Added |
| SPALDING DR | CHAMBLEE DUNWOODY | WELDSTONE CT | 1373 | \$ 85,000 | \$ 1,811,000 | Moved up from 2013 |
| TENNILLE CT | HALLFORD DR | END | 373 | \$ 24,000 | \$ 1,835,000 | |
| ASHLEY CT | DUNWOODY CLUB | END | 209 | \$ 13,000 | \$ 1,848,000 | |
| SANLEE LANE | SUMAC DR | END | 894 | \$ 24,000 | \$ 1,872,000 | Moved up from 2014 |
| A ₁ IE WAY | SUMAC DR | END | 904 | \$ 25,000 | \$ 1,897,000 | Moved up from 2014 |
| L ₁ ESPRINGS CIR | LAKESPRINGS DR | END | 175 | \$ 8,000 | \$ 1,905,000 | Moved up from 2013 |
| LAKESPRINGS CT | LAKESPRINGS DR | END | 508 | \$ 18,000 | \$ 1,923,000 | Moved up from 2013 |
| BROUGHTON CT | VERNON OAKS DR | END | 464 | \$ 23,000 | \$ 1,946,000 | Moved up from 2015 |
| TICHENOR CT | VERNON OAKS DR | END | 420 | \$ 22,000 | \$ 1,968,000 | Moved up from 2015 |
| VERNON OAKS DR | WOMACK RD | MOUNT VERNON RD | 2801 | \$ 107,000 | \$ 2,075,000 | Added |
| TYNDALL CT | VERNON OAKS DR | END | 327 | \$ 16,000 | \$ 2,091,000 | Added |
| ARNAUD CT | VERNON SPRINGS DR | END | 558 | \$ 23,000 | \$ 2,114,000 | Added |
| CHARMANT PL | WINTERS CHAPEL RD | END | 944 | \$ 36,000 | \$ 2,150,000 | Moved up from 2015 |
| JOEL PL | CHARMANT PL | END | 1049 | \$ 39,000 | \$ 2,189,000 | Added |
| JOEL LN | FONTAINEBLEAU DR | JOEL PL | 637 | \$ 27,000 | \$ 2,216,000 | Added |
| JOEL CT | JOEL PL | END | 360 | \$ 16,000 | \$ 2,232,000 | Added |
| W. FONTAINEBLEAU CT | HAPPY HOLLOW RD | END | 379 | \$ 13,000 | \$ 2,245,000 | |
| Contingency | | | | 10% | \$ 255,000 | |
| | | | | 2012 Total | \$ 2,500,000 | |

Legend

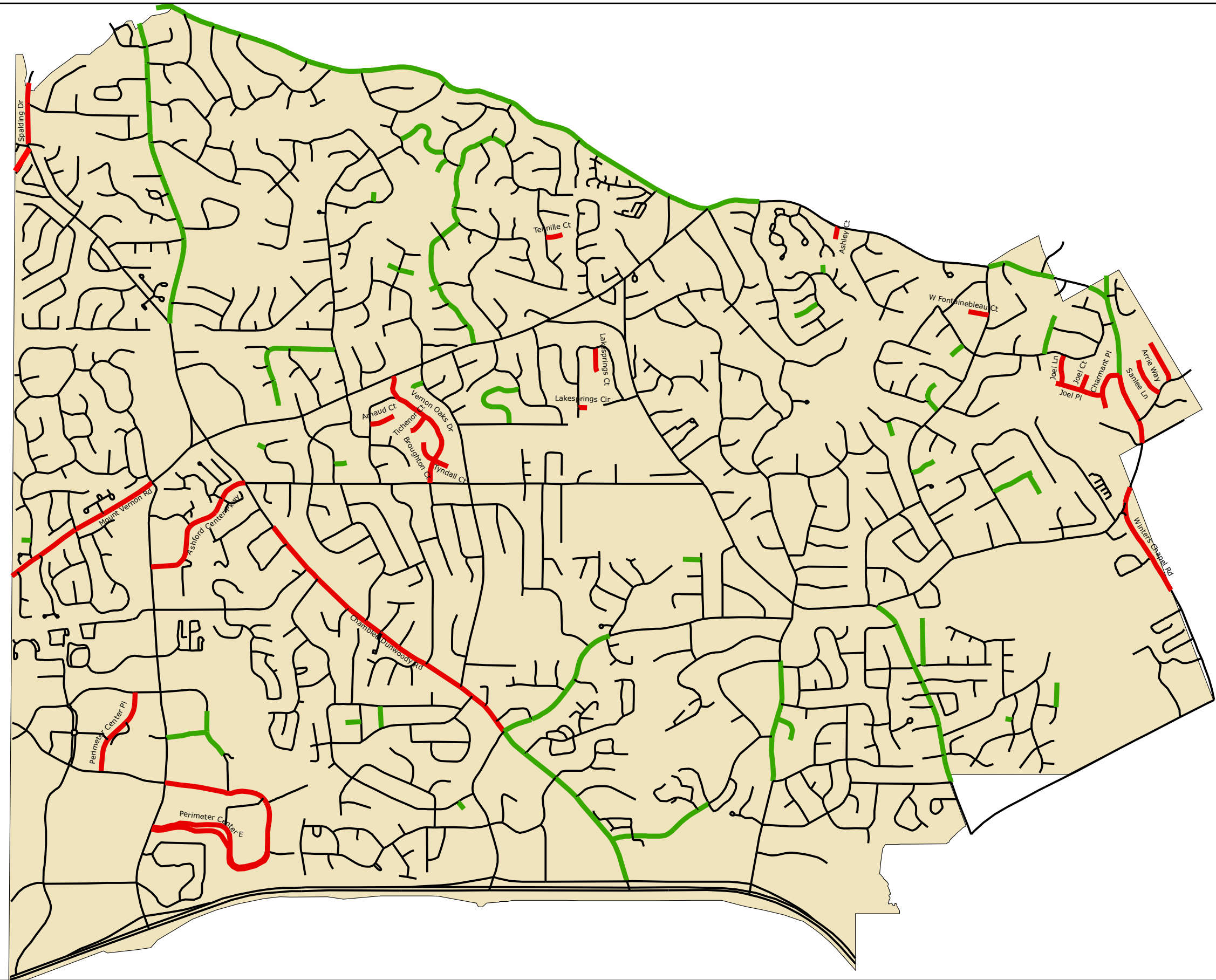
-  Dunwoody City Limits
-  Roads
-  2012
-  Past Paving



0 1,000 2,000 Feet



Fulton
City of Dunwoody
DeKalb
Gwinnett



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Map Reference System Notes:

1. Horizontal coordinates are referenced to the Georgia West Zone State Plane Coordinate System relative to the North American Datum of 1983 (NAD83).

2. Vertical coordinates are referenced to the North American Vertical Datum of 1988 (NAVD88).

Revisions:

1. This map will be revised periodically by the City of Dunwoody. Should the user find conditions other than as shown, the City would appreciate your report. Simply copy the area in question, add your proposed revision and/or correction, and send the information to the City.

MAP NOTES:

1. The paving data contained in this map is based on spatial information as of March 31, 2010.

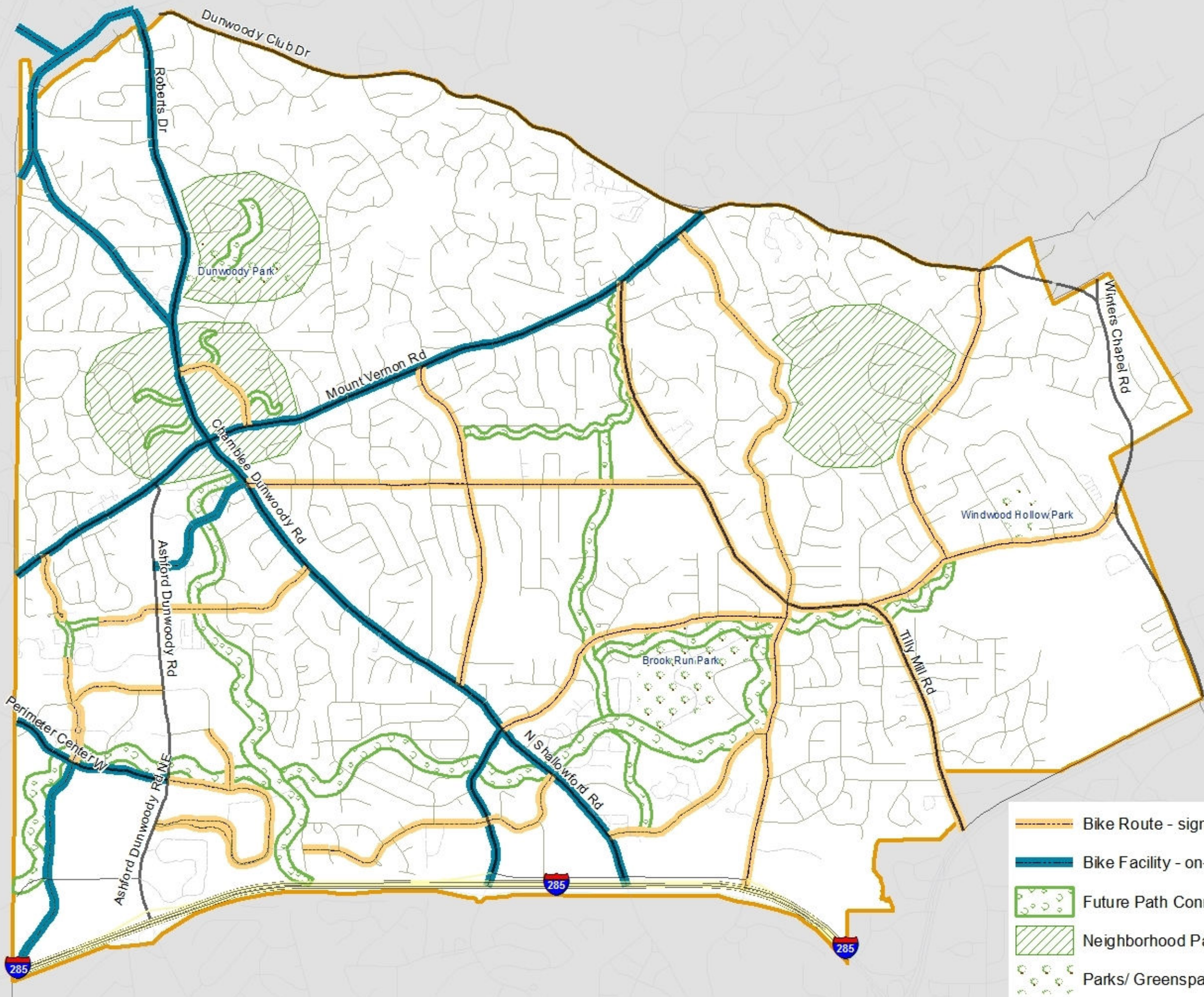
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-  Bike Route - signed bike route and/or sharrows
-  Bike Facility - on-street bike lane or path adjacent to roadway
-  Future Path Connection (Approximate Locations)
-  Neighborhood Path Connections (Future Opportunities)
-  Parks/ Greenspace