

## **MEMORANDUM**

**To:** Mayor and City Council

**From:** Michael Smith, Public Works Director

**Date:** September 9, 2013

**Subject:** **Discussion of ARC Grant for Chamblee Dunwoody Road**

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### **ITEM DESCRIPTION**

Discussion of implementation options for Atlanta Regional Commission (ARC) Grant of \$640,000 for pedestrian and bicycle improvements and repaving on Chamblee Dunwoody Road

### **BACKGROUND**

Chamblee Dunwoody Road is a vital transportation corridor in Dunwoody. Traversing from the northern city border to the southern city, many of our residents utilizes Chamblee Dunwoody Road on a daily basis as they to travel to and from work, home, school, and other destinations. The Comprehensive Transportation Plan prioritizes three intersection improvement projects along Chamblee Dunwoody Road: Spalding at Chamblee Dunwoody, Mount Vernon at Chamblee Dunwoody, and North Shallowford / Peeler at Chamblee Dunwoody (to be studied in concert with Vermack at Chamblee Dunwoody). The CTP further recommends bicycle and pedestrian facilities for length of this corridor. In addition to these major intersection improvements, the adopted Master Plans for Dunwoody Village and the Georgetown area prioritize streetscape enhancements from Roberts to Womack and from the North Shallowford / Peeler intersection to Cotillion. Finally, the current 5 year paving plan prioritizes resurfacing the length of Chamblee Dunwoody from its intersection with Roberts Drive to the intersection with Cotillion Drive.

In 2012 the City prepared to resurface a segment of the Chamblee Dunwoody corridor from Cambridge to Valley View. Based on the Council direction, the adopted Comprehensive Transportation Plan, and the Complete Streets Policy, the plans included pedestrian and bicycle improvements. Soon thereafter the ARC released a call for pedestrian and bicycle improvement projects and the City applied for and received \$640,000 from the ARC for pedestrian and bicycle improvements and repaving on Chamblee Dunwoody Road. The City's original intent was to use the funding for a project that had already been designed between Cambridge Drive and Valley View Road.

In subsequent discussions with ARC staff about the various infrastructure improvements recommended for Chamblee Dunwoody Road in the City's transportation, Georgetown and Dunwoody Village master plans, ARC shared with the City their openness to the use of the awarded grant funds for any impactful project on the Chamblee Dunwoody corridor. Specifically, the ARC advised that the City could be in a better position to receive additional construction funding in the future if all of the engineering for the full corridor was completed

and projects were ready for construction. To this end ARC suggested allocating a portion of the \$640,000 to fund design of the entire corridor with the balance going towards construction of one of the segments. In discussions on paving at its March 2013 meeting the Council expressed their desire to move towards construction on the corridor as quickly as possible. Staff committed to further evaluate the options for the grant money and report back to Council.

## UPDATE

Staff has discussed the project with the Georgia Department of Transportation (GDOT) who has been given the responsibility for project oversight due to the inclusion of federal funds. It is clear from these discussions that whichever segment of Chamblee Dunwoody benefits from these funds will have to follow the GDOT 24 to 36 months the planning process and receive the various approvals required by GDOT to authorize the funding for construction. This is a typical timeline for a roadway project involving federal funds and the process is similar regardless of the scale of the project. For example, although the City has already completed engineering plans for the Cambridge to Valley View segment, because federal funding was not originally contemplated and GDOT was not involved in the design process the process would need to be re-done. As a result additional time and money will be required to revise the plans and complete the steps necessary to receive the federal funding for construction.

## OPTIONS

With these considerations in mind, staff offers three options for use of the grant funds. The attached map visually highlights these options as well as typical cross sections following the proposed corridor improvements. With each option consideration has been given to how the individual option would impact the construction of the Cambridge to Valley View section.

### 1. Use the Grant Funds from Cambridge Drive and Valley View Road

*Advantages:* Survey and engineering completed, no right of way required

*Disadvantages:* Additional costs and time will be required for additional engineering necessary to satisfy federal funding requirements

Earliest Estimated Construction Year: 2016

### 2. Use the Grant Funds for the Entire Corridor Except the Cambridge to Valley View Segment

*Advantages:* Faster implementation and no added costs for Cambridge to Valley View segment provided local funds are allocated, Improvements planned and designed cohesively providing comprehensive phased construction plan for the entire corridor, City better positioned for future funding opportunities through ARC and GDOT by having projects that are ready for construction

*Disadvantages:* Potential that some phases could not be funded in the short term and that some redesign work would be necessary if long lapses in time occurred between design and construction.

Earliest Estimated Construction Year: 2014 for Cambridge to Valley View, 2016 other segments

### 3. Use Grant Funds for Cotillion Drive to North Shallowford Road

*Advantages:* Faster implementation and no added costs for Cambridge to Valley View segment provided local funds are allocated, accomplish engineering for high priority segment of the corridor with City cost limited to 20%, positions the Cotillion Drive to North Shallowford Road segment for future construction funding opportunities

*Disadvantages:* Increased engineering timeline for Cotillion segment due to federal funding requirements

Earliest Estimated Construction Year: 2014 for Cambridge to Valley View, 2016 Cotillion to North Shallowford

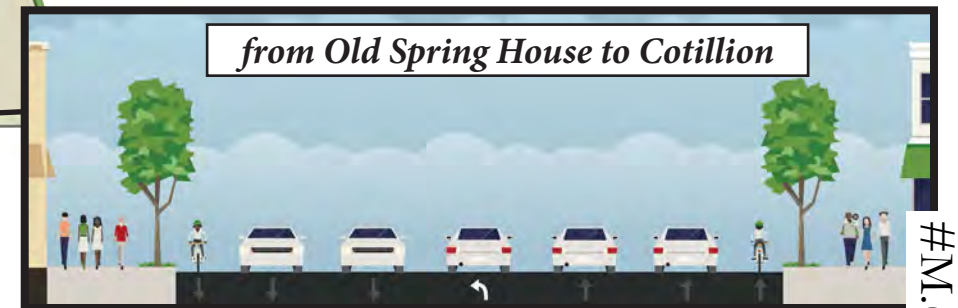
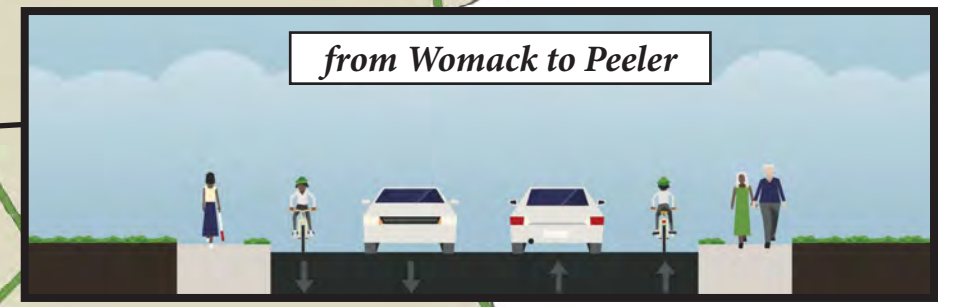
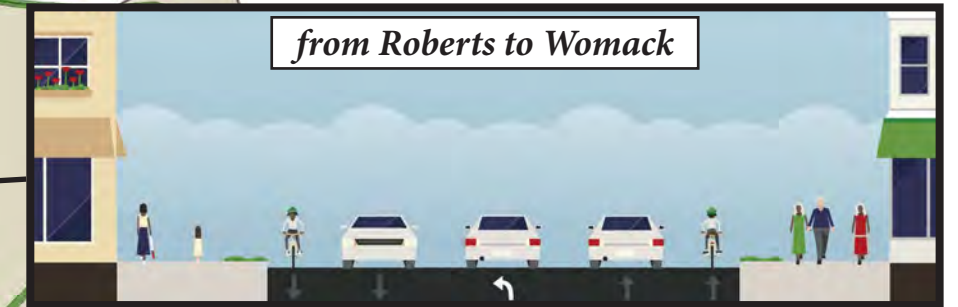
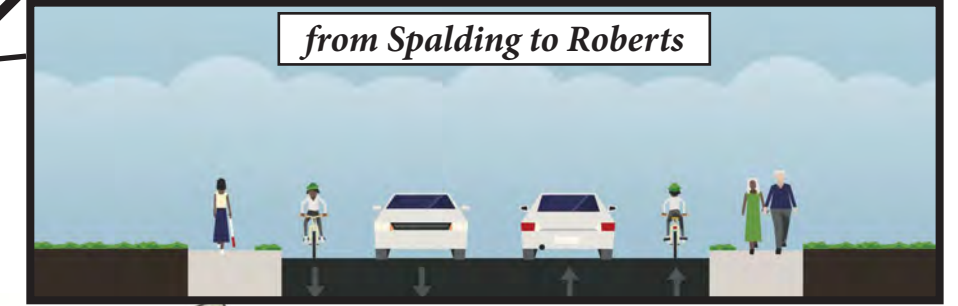
### **RECOMMENDED ACTION**

Staff recommends Option 3 – utilizing these grant funds for concept and design/engineering from Cotillion Drive to North Shallowford. Staff's recommendation is further enunciated in the draft FY 2014 Budget, to be considered by the City Council in October. The draft budget includes \$640,000 for the 2014 construction of the Cambridge Drive to Valley View Road segment. The rationale behind recommending Option 3 (in combination with the Budget recommendation to locally fund the Cambridge to Valley View section) is that it will allow the City to fund concept and design/engineering for the highest priority segment of Chamblee Dunwoody Road (Cotillion Road to North Shallowford Road) with grant funding as well as achieve the Council's stated desire to move quickly towards construction on the corridor. If the accompanying FY 2014 Budget request is approved, the Cambridge to Valley View segment could move to construction in 2014 as soon as the DeKalb water line replacement is completed.

# Chamblee Dunwoody Planned Improvements

## Post-Improvements Typical Cross Section

Future intersection improvement



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Option 1 use of Grant Funds - from Cambridge to Valley View Construction in 2016

Option 2 use of Grant Funds - entire Chamblee Dunwoody corridor Concept in 2014

Option 3 use of Grant Funds - from Cotillion to N. Shallowford Concept and Design in 2014

Future intersection improvement

Future intersection improvement