

MEMORANDUM

To: Mayor and City Council

From: Michael Smith, Public Works Director

Date: August 14, 2017

Subject: **Funding Authorization to Extend the Sidewalk and Bike Lanes on Chamblee Dunwoody Road from Cambridge Drive to Donaldson Bannister Park**

BACKGROUND

When the city began planning the Chamblee Dunwoody Road sidewalk and bicycle lane project, no plans had been developed for the future intersection improvements at Vermack Road. It was anticipated that the Vermack project would extend northward on Chamblee Dunwoody to add a southbound left turn lane but how far northward had not yet been determined. To avoid overlap with the Vermack project the Chamblee Dunwoody Road sidewalk and bicycle lane project was planned to end at Cambridge Drive which is 850 feet north of Vermack Road.

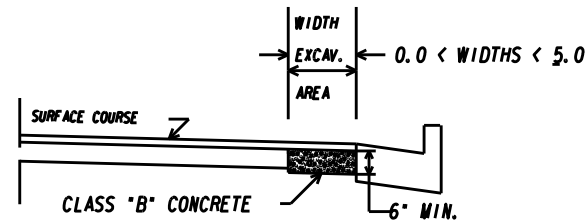
It is now known based on the completed conceptual design for the Vermack intersection that the future road improvements will extend approximately 350 feet north of the intersection leaving a 500 foot gap to the improvements ending at Cambridge Drive. It is anticipated that funding for construction of the Vermack improvements will not be available in the next five years considering all of the other projects in the five year work plan. In the interim there is a gap in the sidewalk along the Donaldson Bannister Park frontage on Chamblee Dunwoody Road.

Public Works and Parks staff have worked to develop a plan (attached) to eliminate the sidewalk gap along the park property without conflicting with future roadway and park improvements. With this section of Chamblee Dunwoody Road now scheduled for paving this year, the plan developed by staff also includes extending the bike lanes 400 feet southward (cyan color on attached plan) from Cambridge Drive to a new driveway to be constructed to provide a wheelchair accessible entrance to the park (shown in purple). The bike facilities would continue southward in the future as part of the Vermack intersection project.

To construct the bike lanes, Chamblee Dunwoody Road would be widened approximately 8 feet to the east between the existing edge of pavement and the existing sidewalk. The sidewalk construction would occur within the right of way and on park property (shown in yellow).

RECOMMENDED ACTION

Staff recommends approval of funding up to \$75,000 through Georgia Development Partners' unit price contract for sidewalks and minor road construction to extend the sidewalk and bike lanes on Chamblee Dunwoody Road. The funding for this request can be allocated from the surplus funds remaining from the Chamblee Dunwoody Road sidewalk and bike lane project.



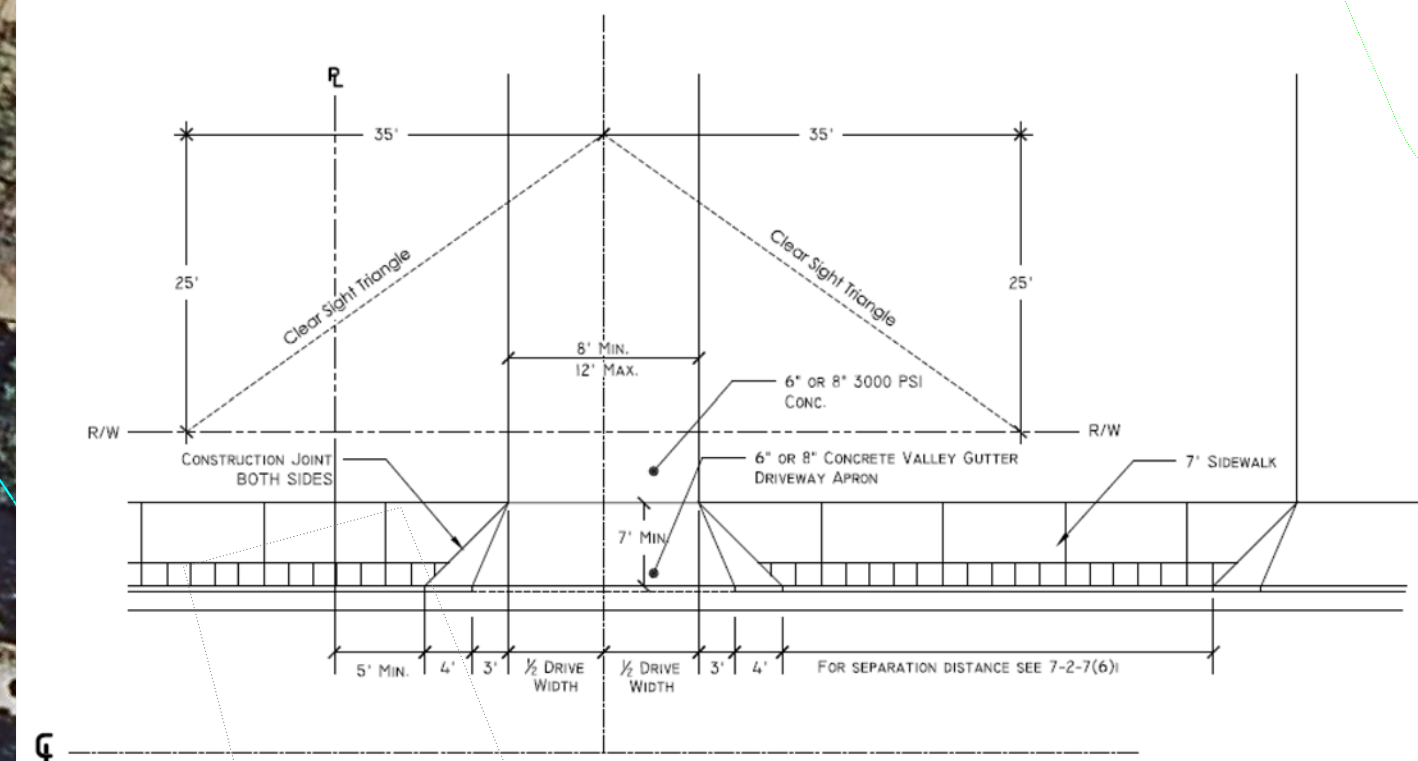
NO SCALE
CLASS "B" CONCRETE BASE OR PAVEMENT WIDENING
Item Code 500-9999 - Cu. Yds.

In excavated areas between the existing paving and new curb and gutter that are 5'-0" or less in width, Class "B" concrete shall be placed in lieu of the base and paving specified by the typical section. Payment will be made under "Class B Concrete Base and Pavement Widening".

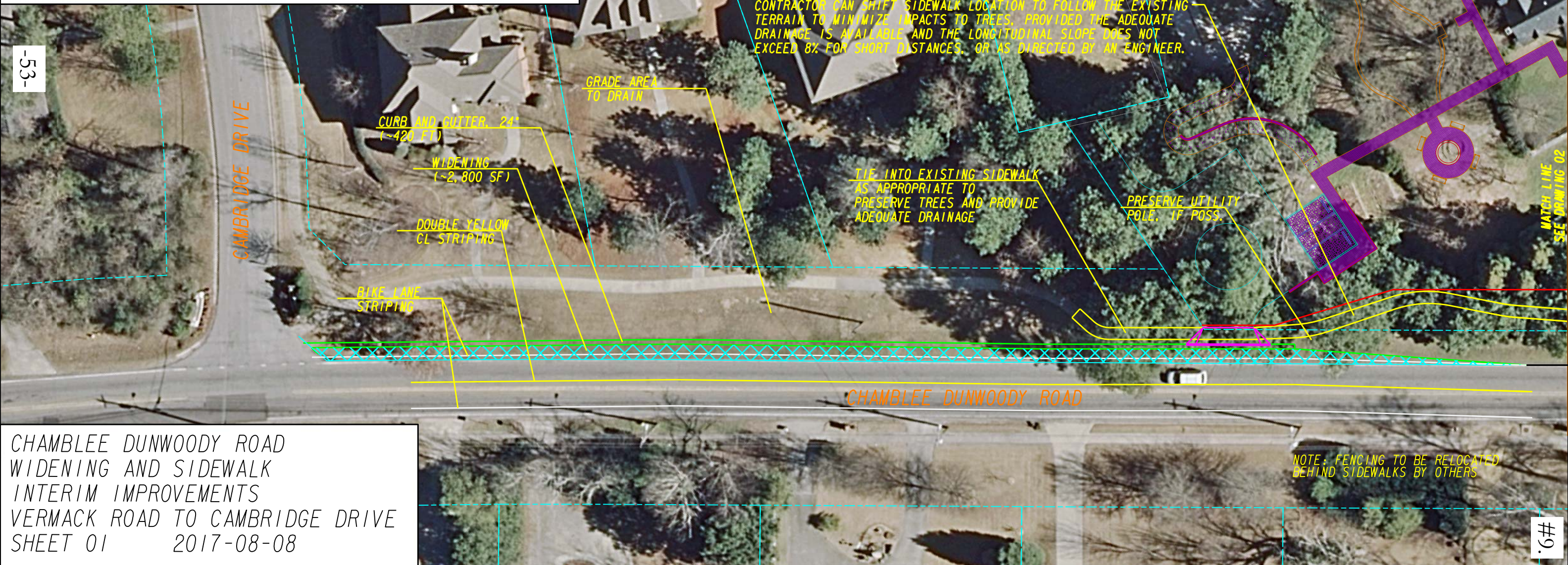
In excavated areas greater than 5'-0" in width, the Contractor shall place base and paving as specified on the typical section.

See plans for details of curb and gutter construction.

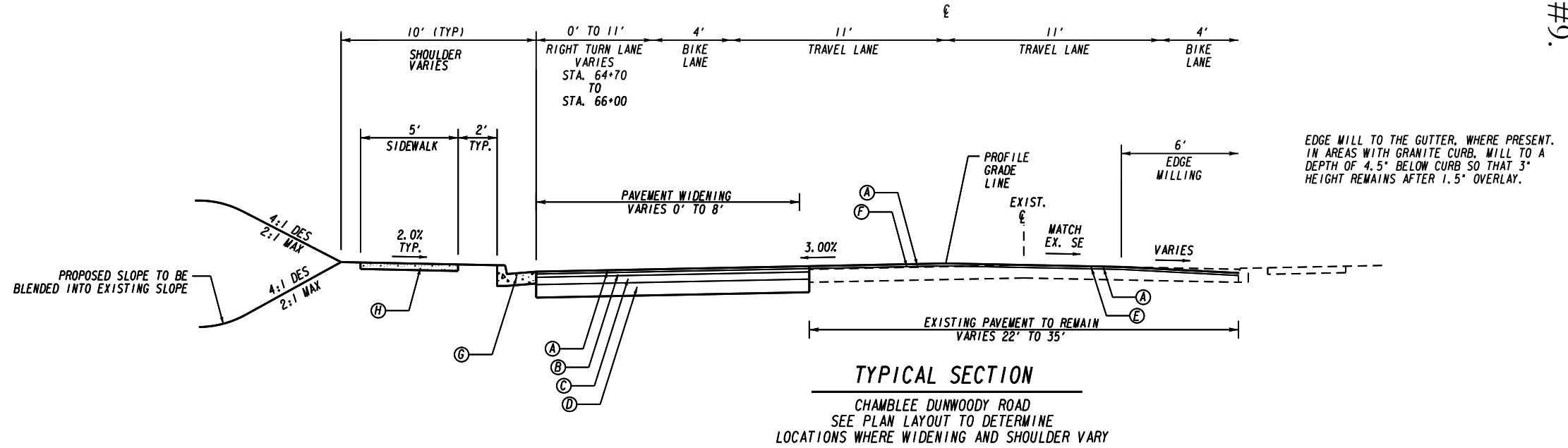
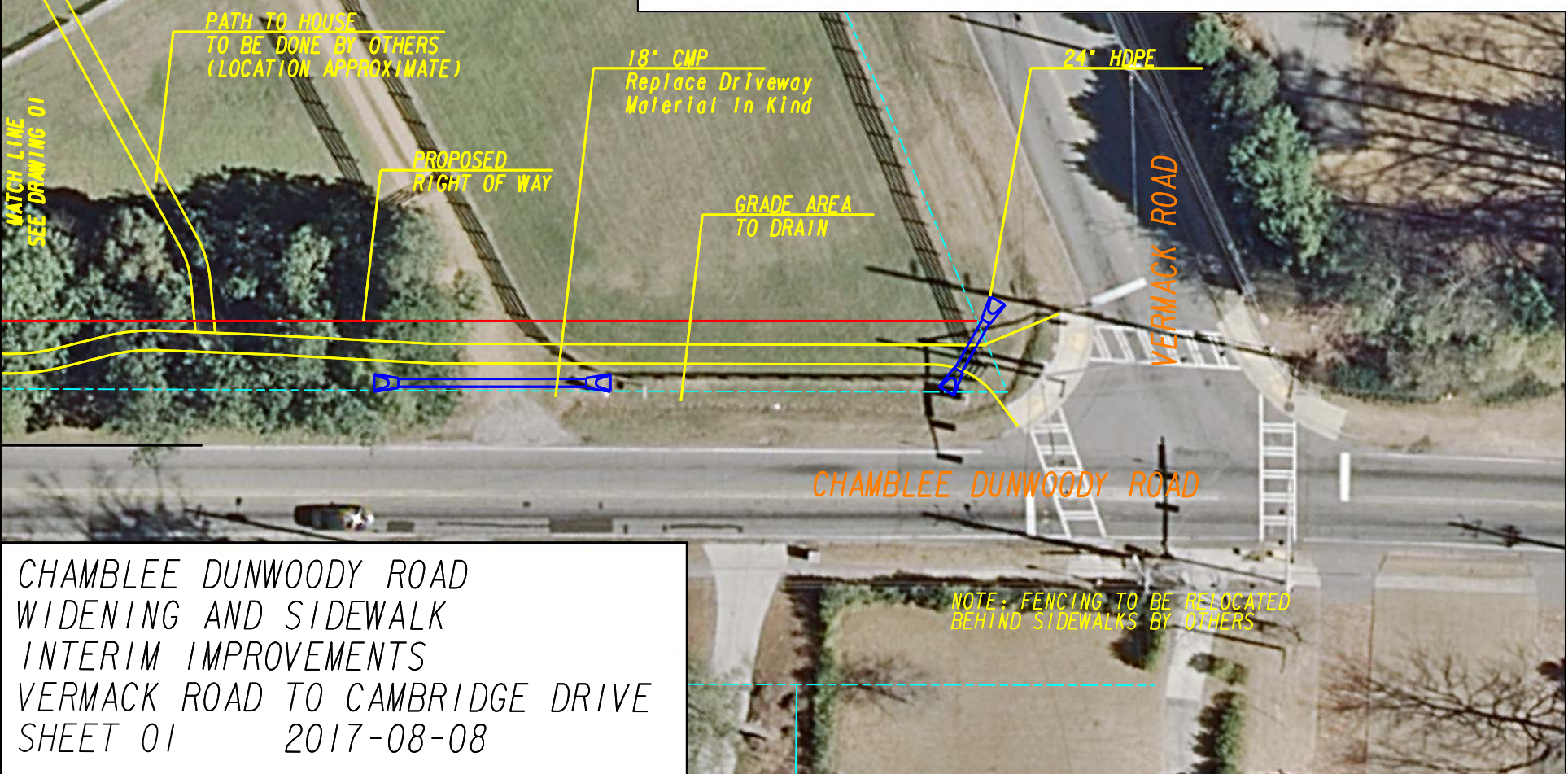
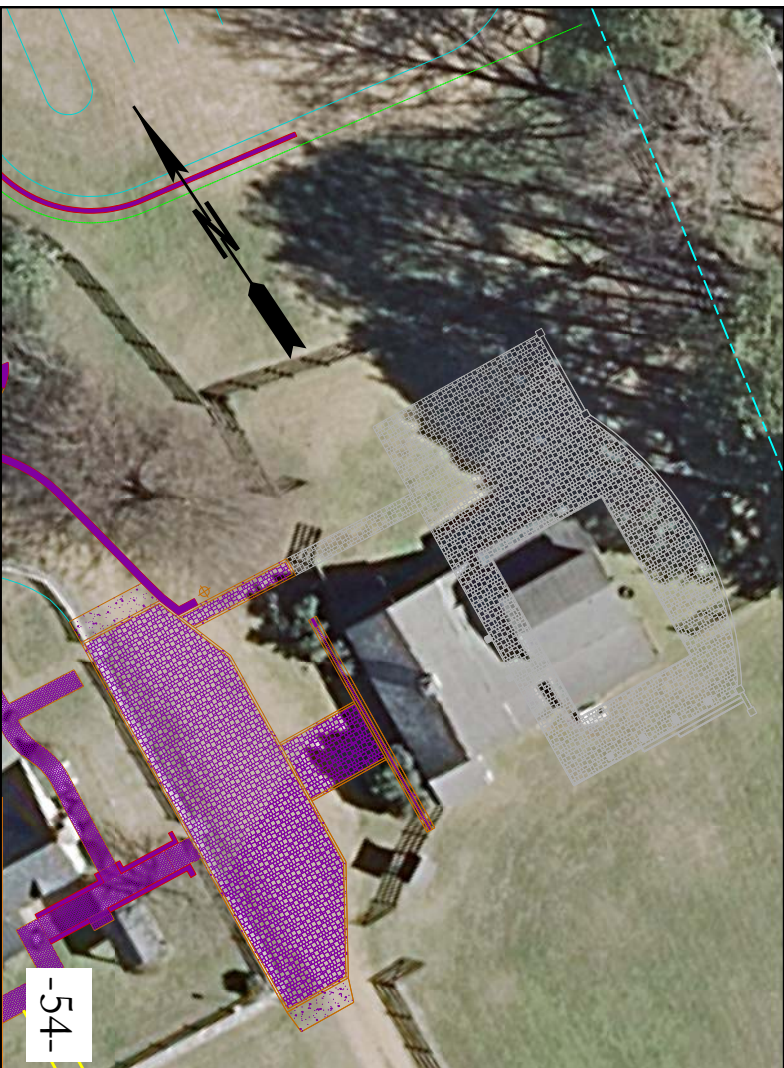
CLASS "B" CONCRETE BASE OR WIDENING DETAIL



CONTRACTOR CAN SHIFT SIDEWALK LOCATION TO FOLLOW THE EXISTING TERRAIN TO MINIMIZE IMPACTS TO TREES, PROVIDED THE ADEQUATE DRAINAGE IS AVAILABLE AND THE LONGITUDINAL SLOPE DOES NOT EXCEED 8% FOR SHORT DISTANCES, OR AS DIRECTED BY AN ENGINEER.



CHAMBLEE DUNWOODY ROAD
WIDENING AND SIDEWALK
INTERIM IMPROVEMENTS
VERMACK ROAD TO CAMBRIDGE DRIVE
SHEET 01 2017-08-08



PAVEMENT SECTION	
(A)	RECYCLED ASPHALTIC CONCRETE, 12.5 mm SUPER PAVE, GROUP 2 ONLY INCL BITUM MATL & H LIME - 165 LBS/SY
(B)	RECYCLED ASPHALTIC CONCRETE, 19 mm SUPER PAVE, GROUP 1 OR 2, INCL BITUM MATL & H LIME - 220 LBS/SY
(C)	RECYCLED ASPHALTIC CONCRETE, 25 mm SUPER PAVE, GROUP 1 OR 2, INLC BITUM MATL & H LIME - 495 LBS/SY
(D)	GRADED AGGREGATE BASE, 8"
(E)	MILL ASPHALTIC CONCRETE, VARIABLE DEPTH, AS REQ'D.
(F)	RECYCLED ASPHALTIC CONCRETE LEVELING, AS REQ'D.
(G)	24" CONCRETE CURB & GUTTER, TYPE 2 - GDOT STD. 9032B
(H)	4" CONCRETE SIDEWALK

ALLOWABLE RANGES TABLE

FOR THIS PROJECT, CROSS SLOPES THAT ARE ADJUSTED TO "BEST FIT" EXISTING PAVEMENT SLOPES ARE SUBJECT TO THE FOLLOWING LIMITS:

A. NORMAL CROWN

SECTION WITH GRADES 0.5% OR GREATER	SECTION WITH GRADES LESS THAN 0.5%
0.0150 FT/FT - MINIMUM	0.0156 FT/FT - MINIMUM
0.0208 FT/FT - DESIRABLE	0.0208 FT/FT - DESIRABLE
0.0250 FT/FT - MAXIMUM	0.0300 FT/FT - MAXIMUM

B. SUPERELEVATION RATE

S.E. RATE SHOWN ON PLANS OR SE RATE EXISTING IN FIELD, WHICHEVER IS GREATER.

C. SUPERELEVATION TRANSITION LENGTH (LENGTH FROM FLAT POINT TO FULL SE)

RATE OF CHANGE		CORRESPONDING DIFFERENCE IN GRADE BETWEEN PIVOT POINT AND EDGE OF PAVEMENT
MINIMUM	1:150	0.67%
DESIRABLE	1:200	0.50%
MAXIMUM	1:300	0.33%

LENGTH SHALL BE SET TO AVOID CREATING A FLAT GUTTER GRADE ON LOW SIDE AND TO AVOID FLAT CROSS SLOPES AT OR NEAR THE LOW POINT OF VERTICAL CURVES.

D. POSITIONING OF SUPERELEVATION TRANSITION LENGTH ON SIMPLE CURVES

- 50% OF TRANSITION INSIDE CURVE - MAXIMUM
- 33% OF TRANSITION INSIDE CURVE - DESIRABLE
- 20% OF TRANSITION INSIDE CURVE - MINIMUM

NOTE: CROWN WIPE-OUT SHALL BE AT THE SAME RATE AS THE SE TRANSITION.

E. SMOOTHING OF BREAKS IN EDGE PROFILE AT BEGIN AND END OF TRANSITION

SHALL BE ACCOMPLISHED BY VERTICAL CURVE WITH A MINIMUM LENGTH (IN FEET) EQUAL TO THE SPEED DESIGN (IN MPH).

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