



4800 Ashford Dunwoody Road
 Dunwoody, Georgia 30338
 dunwoodyga.gov | 678.382.6700

MEMORANDUM

To: Mayor and City Council

From: Michael Smith, Public Works Director

Date: August 26, 2024

Subject: **Approval of a Contract Amendment with Practical Design Partners for Final Design of Sidewalk on Happy Hollow Road between Kingsland Court and Peeler Road**

ACTION

Authorize the Mayor, City Manager, or designee to execute all documents necessary and proper for a contract amendment not to exceed \$146,050 with Practical Design Partners (PDP) for final design of stormwater and sidewalk improvements on Happy Hollow Road between Kingsland Court and Peeler Road.

SUMMARY

At its April 29th meeting, the City Council discussed the conceptual design for sidewalk on the west side of Happy Hollow Road. The concept was prepared by Practical Design Partners (PDP) who was awarded a \$14,000 contract through a competitive proposal process (RFP 21-13). Based on the direction provided by the Council, staff recommends proceeding with the final design for the segment between Kingsland Court and Happy Hollow Road so that the improvements can be completed ahead of paving planned for 2027.

PDP has provided a fee of \$126,050 to complete the final design with an additional \$20,000 contingency for subsurface utility exploration and stormwater mitigation if necessary. The revised fee is slightly reduced with cost savings due to a smaller project area mostly offset by increased labor costs in the 2+ years since the original proposal. With the amendment the total contract limit including the already completed concept design would increase to \$160,250. The current capital budget includes \$149,000 for this project. If the full contingency amount is needed, the \$11,000 difference can be covered by reserve SPLOST funds.

DETAILS

Dunwoody has had a long-standing goal of having sidewalks on both sides of all collector and arterial roads in the city and Happy Hollow is classified as a collector roadway. The city previously completed the sidewalk on the east side of the road in 2014 and in-fill development has added two short segments of sidewalk on the west side.

Completion of the sidewalk on the west side of Happy Hollow is planned to occur in 2 or 3 phases. The first phase included in this design contract will extend from Kingsland Court to Peeler Road. The segments between Kingsland Court and Dunwoody Club Drive are planned as future phases not included in the current 5-year capital construction budget. Sidewalk construction north of Kingsland Court does not necessarily need to occur in conjunction with repaving Happy Hollow since very little pavement widening is needed on this segment.



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Concept Development

The city issued a Request for Proposals (RFP 21-13) in late 2021 and received 3 proposals in early 2022. The proposals were rated based on qualifications and price as summarized below:

Design Firm	Qualifications Score	Cost	Cost Score	Total Score
Practical Design Partners (PDP)	72	\$149,800	20	92
Mott McDonald	70	\$170,600	17	87
RK&K	62	\$227,000	10	72

PDP was selected based on these ratings and issued a \$14,000 contract for the concept design phase which has been completed.

In accordance with the city’s Complete Streets Policy, the design considers bicycle accommodation. In addition to adding a 6-foot sidewalk with landscape buffer on the west side of the road, the proposed plan includes a 10-foot vehicle lane and 4-foot bike lane in each direction and stormwater improvements.

The sidewalk is planned to connect two segments of existing sidewalk on the west side of the road and to provide adequate pedestrian access on both sides of the roadway. In accordance with the city’s Complete Streets Policy, the design considers accommodation for various types of potential roadway users. Bicycles were considered as a user group since Happy Hollow is designated as a bike route in the city’s transportation plan, and because the city’s trail master plan shows trail connecting points near Kingsland Court and at Peeler Road. Bike lanes were determined to be the most feasible accommodation since about 2/3 of the roadway is already wide enough for bike lanes with narrower vehicle lanes. The traffic volumes are favorable for bike lanes although strategies to reduce operating speeds should be considered. Because road widening (typically 4-5 feet) is necessary at the south end to accommodate the bike lane, there will be added costs for additional earthwork, drainage, curb, and paving.

Public Input

In 2023, the city solicited public input on the project through a 30-day comment period on the city’s website and received over 100 comments. City staff also met with several residents to review the project in relation to their property.

The number of respondents supporting all of the improvements was slightly higher than those opposing the improvements with a small percentage neither expressing support or opposition. Additionally, there was a small percentage of responses supporting the sidewalk but not the bike lane. Most respondents that opposed the project either had concerns about how it affected their property or expressed that the project was not necessary since there was already a sidewalk on the opposite side of the road. Other concerns included existing drainage problems, the condition of the pavement and speeding. The project would address the drainage and pavement problems and seek to incorporate strategies to reduce speeding and minimize impacts to adjacent properties.

RECOMMENDED ACTION



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Authorize the Mayor, City Manager, or designee to execute all documents necessary and proper for a contract amendment not to exceed \$146,050 with Practical Design Partners (PDP) for final design of stormwater and sidewalk improvements on Happy Hollow Road between Kingsland Court and Peeler Road.



City of Dunwoody Georgia

Happy Hollow Road Sidewalk –Design Contract Amendment

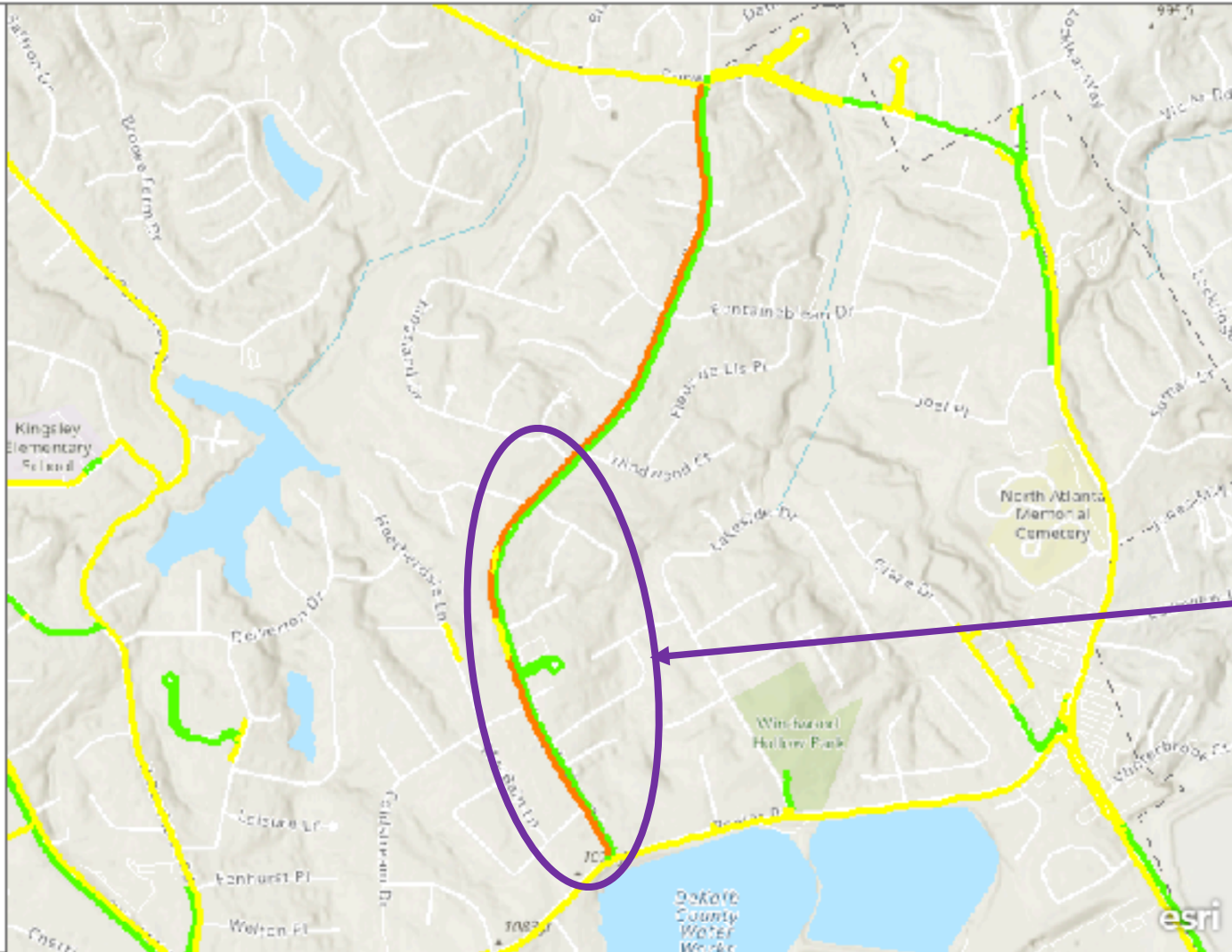
July 22, 2024

Packet page:...

Sidewalks Layer

Sidewalks Layer

- █ EXISTING
- █ COMPLETED (by city)
- █ CAPITAL PROJECT
- █ PROGRAMMED
- █ PLANNED
- █ POTENTIAL FUTURE



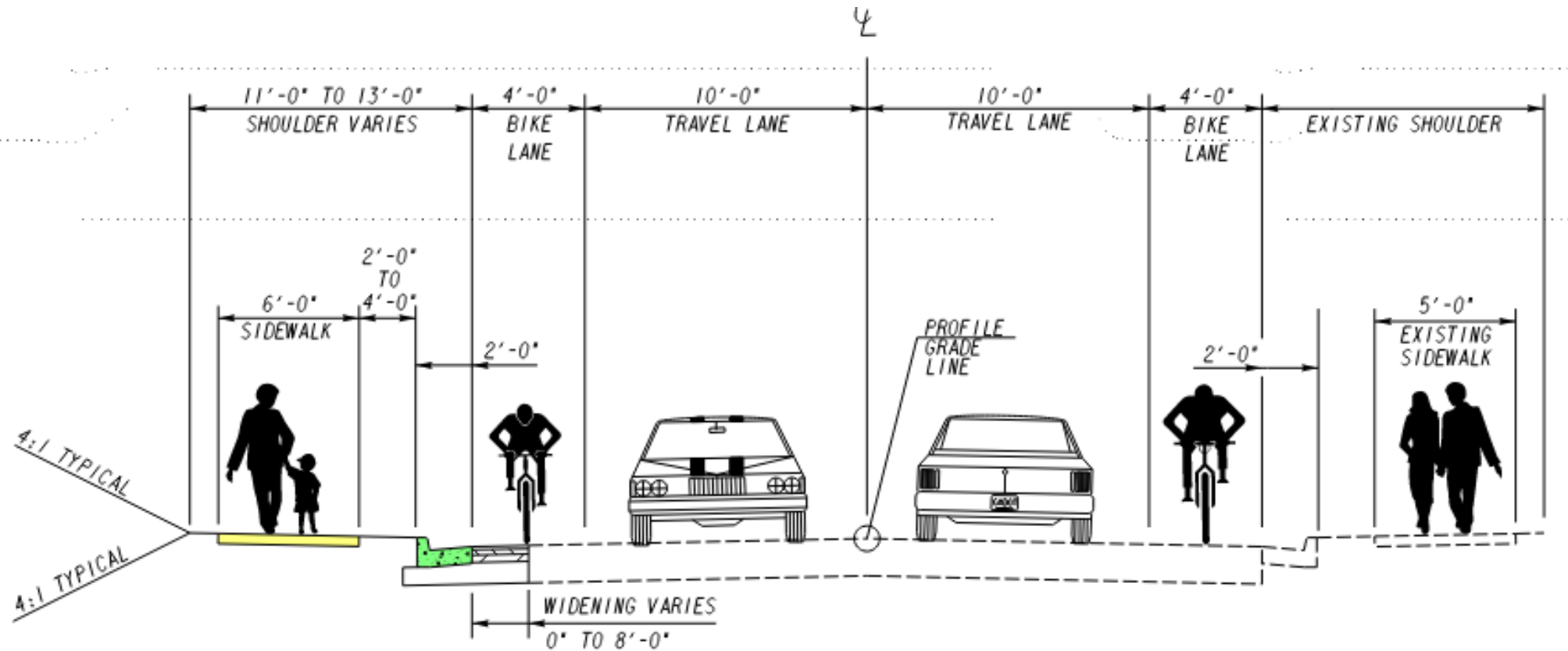
Phase 1- Kingsland Court to Peeler Road
 Highest Priority- Address stormwater issues and connect sidewalk gaps
 Secondary Priority- Complete sidewalk up to Kingsland Court and add enhanced pedestrian crossing

Phase 2- Dunwoody Club Drive to Kingsland Court
 Not Funded for Construction- Long Range

City of Dunwoody Sidewalks (with crosswalks). Planned and proposed sidewalk projects are also included in this data layer.

0.3mi

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TYPICAL SECTION

Happy Hollow Sidewalk Phase 1-Kingsland Court to Peeler Road



July 1, 2024

Tiffany Wommack, P.E.
Capital Projects Manager
City of Dunwoody
4800 Ashford Dunwoody Road
Dunwoody, Georgia 30338

Re: Proposal for Design of Pedestrian Improvements along Happy Hollow Road from Peeler Road to Kingsland Court

Dear Ms. Wommack,

Practical Design Partners, LLC (PDP) appreciates the opportunity to submit this proposal for the survey database and engineering design services for pedestrian improvements along Happy Hollow Road. This letter outlines our understanding of the engineering services required for the referenced project based on the previously completed Alternative 2 layout dated 9/14/22 with modifications as noted in this letter.

The attached engineering fee proposal is based on the following project design parameters:

- Project Description – the scope of this project includes the addition of bike lanes and sidewalk along both sides of Happy Hollow Road from Peeler Road to Kingsland Court for approximately 0.7 miles.
- The typical section will include the following:
 - Two 10' travel lanes and two 4' bike lanes
 - The western shoulder will include 24" type 2 curb and gutter, 2-4' grassed shoulder and 6' sidewalk.
 - Intermittent sidewalk will be connected along the eastern shoulder from Peeler Road to Wallace Lane. Curb and gutter will only be proposed on the east side where new sidewalk is proposed. In contrast to the Alternative 2 layout, curb and gutter is no longer proposed to replace rolled curb or due to existing curb not being present.
 - All widening will occur to the west side. No profile or cross-slope adjustments will be required as the existing edge of pavement on the east side will remain.
- Columbia Engineering will complete the survey database for these roadway improvements.
 - Field survey will be performed within the survey limits following the "Happy Hollow KMZ Reduced Limits V2.kmz" attached.
 - The survey limits vary between 30-45' beyond the proposed edge of pavement on the west side based on the assumed easement areas from the Alternative 2 layout including property resolution for all adjacent properties. The survey limits vary between 25-35' beyond the existing edge of pavement on the east side where sidewalk is proposed. Where no sidewalk is proposed, the survey will terminate at the existing edge of pavement on the east side. Property resolution on the east side will include adjacent properties from Peeler Road to Foxboro Lane only.

The survey and design schedule will be coordinated with the City at Notice to Proceed (NTP).

PO Box 3111
Tucker, GA 30085
Tel: 770-855-4683
www.practicaldesignpartners.com

Proposed Fee:

Services will be invoiced monthly based on the progress of each task. Direct expenses such as printing, reproduction, postage, and delivery are included.

Tasks	Fee Proposal
Survey Database	\$42,750
Construction Plans	\$83,300
Test Holes Contingency	\$10,000
BMP Contingency	\$10,000
Base Total	\$146,050

Additional Assumptions:

1. All original assumptions and approach remain from the January 18, 2022, RFP 21-13 response unless noted otherwise in this proposal letter.
2. Lighting design will not be required.
3. No additional concept alternatives or public involvement will be required.
4. The City will coordinate with utility owners. Existing and proposed utility locations will be provided to PDP for inclusion in the utility plans. Survey of subsurface utility markings (QL-B) are not included.
5. The Test Holes Contingency is a recommended budget for test holes, should they be required. If utilized, the specific price for test holes will be negotiated with the city based on location, number of utilities, and the need for traffic control.
6. The BMP Contingency, if required, includes the design or modification of one BMP as well as additional topographic survey at the BMP location. The base fee includes the feasibility study and survey of existing downstream drainage structures only. Additional survey and design will be required for each BMP and the specific price for survey and design will be negotiated with the city based on the specific BMP to be utilized and survey area needed.

Thanks again for the opportunity to provide our proposal for this project. We look forward to continuing our relationship with the City of Dunwoody!

Sincerely,



Brad Robinson, PE

Vice President

Practical Design Partners, LLC