

MEMORANDUM

To: Mayor and City Council

From: Michael Smith, Public Works Director

Date: January 13, 2014

Subject: **Discussion of 2014 Paving Plan**

ITEM DESCRIPTION

Discussion of 2014 Paving Plan

BACKGROUND

The City has budgeted \$1,800,000 for street resurfacing in 2014 and will be receiving an additional \$301,445 of state funding through a Local Maintenance and Infrastructure Grant (LMIG). The recommended 2014 paving list in Attachment "A" has been developed based on a total paving budget of \$2,101,000. The list generally follows the recommendations of last year's approved 5-year paving plan with revisions to the previous plan noted.

Normally the City Council has approved an updated 5-year paving plan in conjunction with approval of the annual paving list. However, staff is currently processing the results of a recently completed update to the 2009 citywide pavement condition assessment prior to updating the 5-year plan. The assessment uses a Road Surface Tester (RST) truck equipped with lasers, cameras and other sensors to drive every street in the City and evaluate the extent and nature of cracking, rutting, roughness (ride quality) and other factors such as drainage conditions. These factors are weighted and combined to produce a numerical rating of the pavement condition between 10 (worst) and 100 (best). These ratings provide the basis for prioritizing streets for paving each year.

Staff anticipates that the updated 5-year plan will be ready for presentation at the January 27th City Council Meeting. A working draft of years 2015 through 2017 of the new 5-year plan is included to provide context to this discussion. Staff is still in the process of adding streets for 2018 based on the updated pavement condition ratings.

DISCUSSION

PLAN UPDATES

The City was able to complete a number of roads ahead of schedule in 2013 through competitive bid pricing and supplemental funding provided by Council. Several updates have been made to the paving list based on this progress and the anticipated timing of other capital projects including scheduled water main replacements by DeKalb County.

As noted in Attachment “A”, Chamblee Dunwoody Road and Mount Vernon Road are scheduled for water main replacement. The City has been working with County staff for several months and anticipates that the water main replacement will be underway by Spring. Because the water main work is not a City project, staff cannot say with certainty when the work will be completed but it is not likely to be completed along with the City’s regular paving. Recognizing that the timing of the paving will likely be sometime towards late Fall 2014 or Spring 2015, funding has been set aside in 2014 to resurface the listed segments of Chamblee Dunwoody Road and Mount Vernon Road. Chamblee Dunwoody Road paving between Valley View Road and Womack Road has been moved up to 2014 to coincide with the water main replacement but the cost for adding bike lanes and curb on this segment has been split between 2014 and 2015.

Other additions to the 2014 list include resurfacing Center Drive, Nandina Lane and the west end of Dunwoody Village Parkway, patching Chamblee Dunwoody between Cotillion Drive and Peeler Road and crack sealing Chamblee Dunwoody north of Roberts. Center Drive, Nandina and Dunwoody Village Parkway have been added based on the most recent pavement rating and their proximity to paving on Chamblee Dunwoody. Nandina Lane will be affected by the water main replacement and will be repaved at the same time as Chamblee Dunwoody Road. Patching has been added on the south end of Chamblee Dunwoody Road to extend the life of this segment until the entire road is resurfaced as part of the recently initiated Georgetown multi-modal improvements project. Crack sealing is a relatively low cost method to preserve the pavement and is recommended on the north end of Chamblee Dunwoody Road.

Segments of North Peachtree Road, Peeler Road and Tilly Mill Road adjacent to the planned intersection improvement project have been moved to future years to coincide with the intersection construction. It is also anticipated that repaving of Tilly Mill Road from North Peachtree Road to Womack will be scheduled to coincide with sidewalk construction on the west side of Tilly Mill.

COMPLETE STREETS ANALYSIS

In accordance with the City’s Complete Streets Policy, all of the roads on the 2014 paving list that are included on the bicycle network in the City’s Comprehensive Transportation Plan will be evaluated for a bicycle lane retrofit as part of the paving project. The following table summarizes Public Works’ preliminary recommendations:

Road	Recommended Approach	Estimated Cost	Paving Retrofit or Future Stand Alone Project
Chamblee Dunwoody Road from Cambridge Dr. to Valley View Road	Widen road on east side to add bike lanes and fill in sidewalk gaps	\$800,000	Stand Alone Project funded in 2014 budget
Chamblee Dunwoody Road from Valley View Road to Womack Road	Widen road on east side to add bike lanes and fill in sidewalk gaps	\$600,000	Paving retrofit funded over two years through paving and/or capital projects budget
Chamblee Dunwoody Road from Womack to Roberts Drive	Widen road to add bike lanes and streetscape as recommended in Village Master Plan	\$1,500,000 (not including streetscape	Future Stand Alone Project

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Mount Vernon Road from Nandina Ln to Dunwoody Village Parkway	Restripe road to incorporate bike lanes	<\$5,000	Paving retrofit
Mount Vernon Road from Dunwoody Village Parkway to 900 feet east	Mark with sharrows after paving, incorporate bike lanes in future streetscape project	\$800,000 for streetscape project	Future Stand Alone Project
Mount Vernon Road from 900 feet east of Dunwoody Village Parkway to Mount Vernon Way	Restripe road to incorporate bike lanes	<\$5,000	Paving retrofit
Mount Vernon Road from Mount Vernon Way to Vernon Oaks Drive	Move curb on south side of roadway to add bike lanes and sidewalk	\$150,000	Paving Retrofit supplemented with sidewalk funds

Additionally, staff recommends reducing Perimeter Center Place from two lanes in each direction to one lane in each direction with a center turn lane and bike lanes. A traffic analysis completed last year demonstrates that three lanes can comfortably accommodate the existing and future traffic. As a final check, the traffic study will be updated this spring to account for higher occupancy at the Terraces office building. The lane reduction can be accomplished with minimal costs through restriping and will allow for the installation of refuge islands for pedestrians crossing from the Terraces to the restaurants and shopping center on the west side of the road.

With Council's approval staff will thoroughly evaluate and design the retrofits described above for Chamblee Dunwoody Road, Mount Vernon Road and Perimeter Center Parkway and will incorporate them into the final bid documents for paving in 2013 wherever feasible.

RECOMMENDED ACTION

Staff recommends approval of the 2014 paving list. Upon approval, Public Works will begin preparing more detailed construction estimates and bid documents for paving.