



Interoffice Memo
Office of Design Policy & Support

DATE: 10/20/2023

FILE: P.I.# 0015069
DeKalb County / GDOT District 7 - Metro Atlanta
Chamblee Dunwoody Rd FM Womack Rd TO Roberts Dr. STUDY – PH V
(Local Road) - Enhancements

FROM: *for Dave Peters*
R. Christopher Rudd, PE, State Design Policy Engineer

TO: SEE DISTRIBUTION

SUBJECT: APPROVED CONCEPT REPORT

Attached is the approved Concept Report for the above subject project.

Attachment

Distribution:

Hiral Patel, Director of Engineering and P3
Albert Shelby, Director of Program Delivery
Clement Solomon, Director, Division of Intermodal
Darryl VanMeter, Assistant Director of P3/State Innovative Delivery Administrator
Matthew Markham, Deputy Director of Planning
Kim Nesbitt, Program Delivery Administrator
Derrick Brown, for State Program Control Administrator
Eric Duff, State Environmental Administrator
Alan Davis, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Erik Rohde, State Project Review Engineer
Glen Foster, for State Materials Engineer
Nick Fields, State Utilities Administrator
Eric Conklin, State Transportation Data Administrator
Attn: Systems & Classification Branch
Lee Howell, Statewide Location Bureau Chief
Ed David Adams, State Safety Program Manager
Paul DeNard, District 7 District Engineer
Landon Perry, District 7 Preconstruction Engineer
Shun Pringle, District 7 Utilities Manager
Timothy McDowell, Project Manager



Scoping Project Concept Report

Template version: 2021.12.22

Project Type: Bicycle/Pedestrian Improvements P.I. Number: 0015069
 GDOT District: 7 County: DeKalb
 Federal Route Number: N/A State Route Number: N/A
 Project Number: N/A

The proposed project, CHAMBLEE DUNWOODY ROAD (CDR) FROM WOMACK ROAD TO ROBERTS DRIVE STUDY – PH V, is a 0.68-mile-long project that will provide context-sensitive multimodal complete street improvements including bicycle and pedestrian facilities along CDR . The project is intended to be phased into multiple smaller projects to provide more financial flexibility to the City of Dunwoody.

Submitted for approval: *Concept Report update received 9/19/2023*

Will Sheehan AECOM 1/23/2023

Consultant Designer & Firm _____ Date _____

Michael O Amitt _____ 1/23/2023

Local Government Sponsor – City of Dunwoody _____ Date _____

Kimberly W. Nesbitt _____ 5/9/2023

State Program Delivery Administrator _____ Date _____

Timothy McDowell _____ 5/8/23

GDOT Project Manager _____ Date _____

Recommendation for approval: ** Recommendations are on file ~ OBrewer*

** Eric Duff* _____ 5/25/2023

State Environmental Administrator _____ Date _____

** Oladimeji Onabanjo* _____ 6/18/2023

for State Traffic Engineer _____ Date _____

** Erik Rohde* _____ 8/23/2023

Project Review Engineer _____ Date _____

** Marcela Coll* _____ 6/5/2023

for State Utilities Engineer _____ Date _____

** Landon Perry* _____ 6/13/2023

for District Engineer _____ Date _____

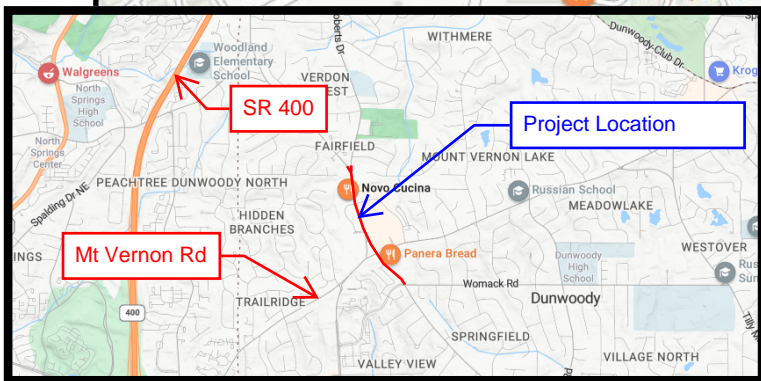
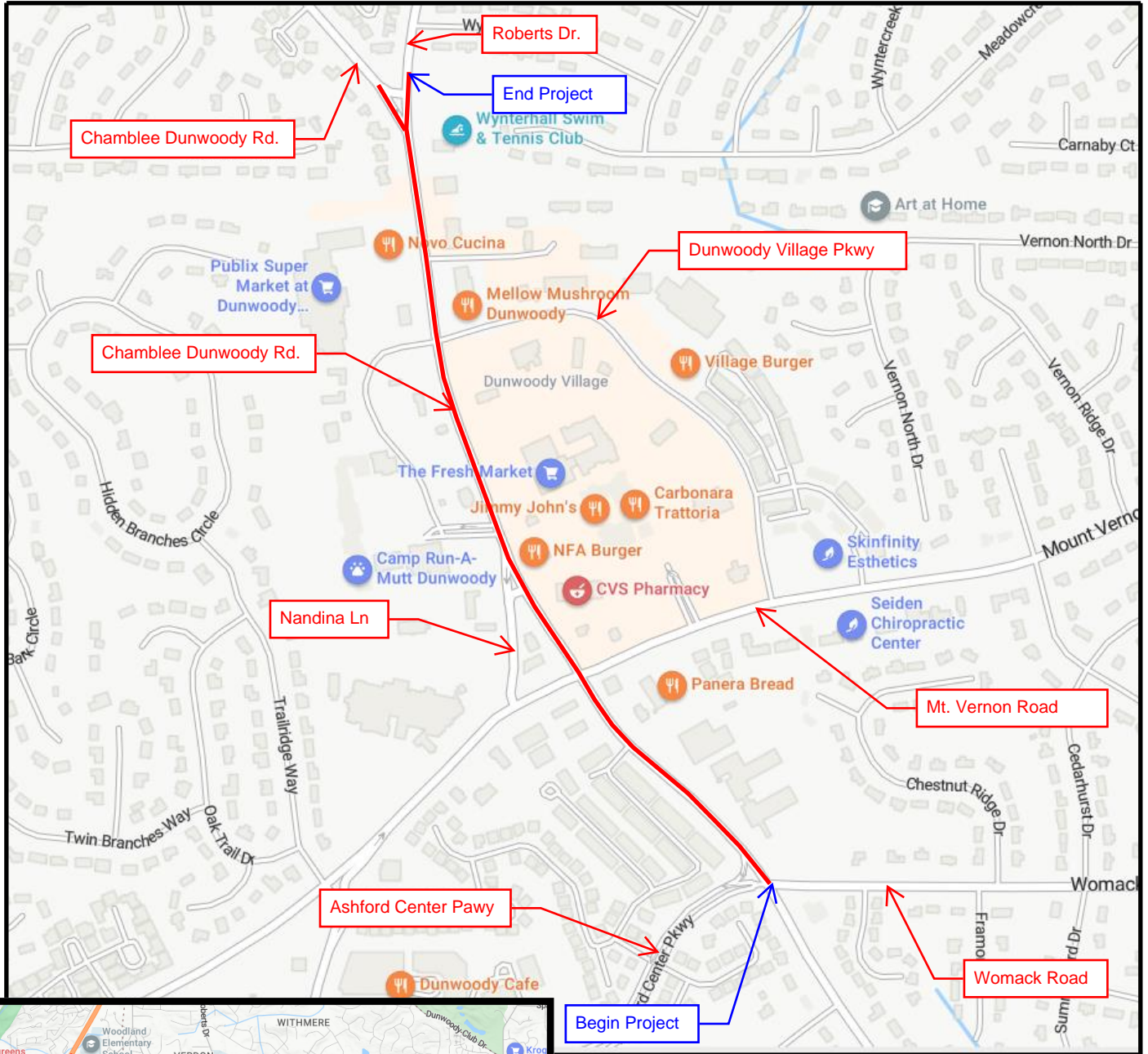
- MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).
- Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

** Matt Markham* _____ 6/13/2023

for Division of Planning _____ Date _____

** Recommendations were also received from the following: ~ OBrewer*
** for Office of Intermodal: Alan C. Hood (6/6/2023)*

PROJECT LOCATION MAP



PLANNING AND BACKGROUND

Prepared By: AECOM **Date Completed:** 9/16/2022

Project Justification Statement: This project was programmed at the request of the City of Dunwoody to provide complete street improvements that are sensitive to the desired pedestrian-friendly context of the surrounding Dunwoody Village. Landscaping and pedestrian lighting are also proposed to enhance the project's context sensitivity. This section of corridor has fully connected sidewalks on both sides, but only half is connected with bicycle facilities. Commercial service providers, restaurants, shopping destinations, and a grocery store are located in Dunwoody Village. Although the Village is urban, the surrounding community is single family residential. Pedestrian activity and the need for pedestrian improvements along the corridor are evident by the unique mix of commercial density with residential neighborhoods. The proposed improvements along this corridor will encourage families and visitors to utilize active transportation modes by providing dedicated space for them to travel.

The need for the development of pedestrian and bicycle connectivity in the Dunwoody Village area was identified in the Dunwoody Village Master Plan as well as the City of Dunwoody's and DeKalb County's transportation plans. This plan incorporates a multimodal corridor through Dunwoody Village along Chamblee Dunwoody Road.

The pedestrian network is fully connected, but the existing sidewalks are too narrow to align with the planned vision of the Village as a pedestrian-friendly place. There are conventional bike lanes for part of the project, but they provide inadequate protection for cyclists and the facility stops partway through the project limits. This gap introduces confusion between cyclists and motorists, and forces cyclists to enter the busy roadway. A cycle track and widened sidewalks are proposed to alleviate these issues by providing pedestrians and cyclists high-quality dedicated space to travel. Streetscaping elements such as lighting and trees will be used to create an inviting environment along the Village's required storefront. These improvements will help achieve the vision for the Village to be a pedestrian-friendly place.

The project limits were chosen because this is the only part of Chamblee Dunwoody Road that has not had multimodal facilities fully addressed. The sidewalk and cycle track ties into existing facilities on either end of the project limits. This completes a gap in the bicycle facility network that exists along Chamblee Dunwoody Road.

Although the focus of this project is multimodal mobility, traffic operational improvements will be implemented in this project. Improvements will enhance throughput for motorists and will enhance mobility for motorists traveling in and around Dunwoody Village. In addition, more people walking and biking will mean less people driving, further alleviating congestion.

The scoping phase of the project proposes to identify potential ways in which these improvements can be phased incrementally through multiple smaller projects to provide more financial flexibility to the City of Dunwoody.

Existing conditions: Chamblee Dunwoody Road through Dunwoody Village is classified as an urban minor arterial street. Curb and gutter runs along both sides of the street for the entire length of the project from Roberts Road at the northern extent to Womack Road at the southern extent. The sidewalk is complete along this corridor on both sides of the road excepting one small gap on the east side of Chamblee Dunwoody Road just south of the intersection with Mount Vernon Road. A bike lane begins at the entrance to the Starbucks parking lot and continues north past Roberts Road. There are no bicycle facilities south of this point, except for a short segment of bike lanes just north of the intersection with Womack Road.

The section of Chamblee Dunwoody Road south of the intersection with Mount Vernon Road generally has four lanes and sidewalks on both sides. North of Mount Vernon Road, Chamblee Dunwoody Road has two through lanes with a two-way left-turn lane in the center and sidewalk on both sides.

Other projects in the area:

- City of Dunwoody – Dunwoody Village Master Plan. This is the City’s future development plans for the Dunwoody village area. The PI 0015069 Team held previous meetings with the Village Master Plan Team and the PI 0015069 improvements will align with the elements laid out in the Master Plan. The primary intent of the Dunwoody Village Master Plan is to create a "Main Street" feel to this area promoting active use transportation facilities for pedestrian and cyclists and by encouraging redevelopment with buildings facing Chamblee Dunwoody Road rather than parking lots which currently exist. The existing developments within Dunwoody Village are vehicular oriented with parking lots adjacent to and facing Chamblee Dunwoody Road and buildings set back beyond the parking. The pedestrian and bicycle accommodations proposed by PI 0015069 are being planned with road facing development in mind and parking set behind the future developments and associated buildings.
- City of Dunwoody – Chamblee Dunwoody Rd at Womack Dr. Intersection Improvements. This project originated from the PI 0015069 scoping study. The City has since decided to phase this intersection improvement out of PI 0015069 and advance it through construction as its own project. Construction is almost complete, and the project improvements have already been coordinated with PI 0015069.
- PI 0012875 – CS 5156/CHAMBLEE DUNWOODY RD FROM COTILLION DR TO PEELER RD (locally known as the Gateway Project). No coordination needed with this project as the projects do not touch each other.
- City of Dunwoody - Corridor Improvements on Chamblee Dunwoody between Peeler Road and Vermack Road. - This is a local City of Dunwoody Project. No coordination with PI 0015069 is needed as the projects do not touch each other.

MPO: Atlanta TMA **TIP #:** DK-439
Congressional District(s): 6

Federal Oversight: PoDI Exempt State Funded Other

Projected Traffic: 24 HR T: 2.0 % Current Year (2018): 21,575
Open Year (2024): 22,350 Design Year (2044): 25,150

Traffic data source: Field Counts
Traffic Projections Performed by: AECOM
Date approved by the GDOT Office of Planning: 6/11/2018

AASHTO Functional Classification (Mainline): Minor Arterial
AASHTO Context Classification (Mainline): Urban
AASHTO Project Type (Mainline): Reconstruction
Is the project located on an NHS roadway? No Yes

Complete Streets - Bicycle, Pedestrian, and/or Transit Standards Warrants:

Warrants met: None Bicycle Pedestrian Transit

- The proposed project meets *Bicycle Warrant #1* due to the project being on a planned City of Dunwoody bicycle route; *Bicycle Warrant #2* due to the existing bike lanes on the corridor; and *Bicycle Warrant #3* due to the existing trip generators along the corridor including residential neighborhoods, commercial centers, and proximity to community facilities such as Austin Elementary School, the Dunwoody Cultural Arts Center & Library, and the Dunwoody Nature Center.
- The proposed project meets *Pedestrian Warrant #1* due to the existing trip generators along the corridor including residential neighborhoods, commercial centers, and proximity to community facilities such as Austin Elementary School, the Dunwoody Cultural Arts Center & Library, and the Dunwoody Nature Center; and *Pedestrian Warrant #2* due to evidence of pedestrian traffic observed in the field.
- The proposed project meets *Transit Warrants #1* and *#2* due to being on an existing fixed-route transit route, MARTA bus route 150, with multiple stops along the corridor.

Is this a 3R (Resurfacing, Restoration, & Rehabilitation) Project? No Yes

Pavement Evaluation and Recommendations

Initial Pavement Evaluation Summary Report Required? No Yes
Feasible Pavement Alternatives: HMA PCC HMA & PCC

This project is a pedestrian and bike improvement and will not propose extensive pavement reconstruction. Resurfacing with isolated areas of new pavement reconstruction is the proposed scenario. The existing pavement type shall then be retained. The City of Dunwoody prefers not to utilize concrete pavement due to maintenance considerations. A Pavement Evaluation Summary (PES) will be undertaken by the City during the Preliminary Phase to determine the most appropriate resurfacing section that meets their needs.

Is the project located on a Special Roadway or Network? No Yes

Do the limits of the project include one or more signalized intersections? No Yes

Is Federal Aviation Administration coordination anticipated? No Yes

DESIGN AND STRUCTURAL

Description of the proposed project: This project proposes to reconstruct Chamblee Dunwoody Road to provide pedestrian and bicycle accommodations as well as enhanced streetscape elements from Womack Road to Roberts Drive in DeKalb County. The proposed roadway is 0.68 miles long and includes one 11'-12' vehicular lane in each direction with a variable width raised landscape median, a 5' one-way cycle track, and 8' sidewalk on each side of the roadway. Single and dual turns are proposed along the corridor including two-way-left-turn-lane. A signal upgrade (with additional turn lanes) and permit revision is proposed at the intersection of Chamblee Dunwoody Road and Mt. Vernon Road and a single lane roundabout is proposed at the intersection of Chamblee Dunwoody Road and Roberts Drive.

To provide financial flexibility to the City of Dunwoody, this project will be phased into multiple smaller projects. The limits for each phase are listed below.

- Phase 1: Chamblee Dunwoody Road from Womack Road to Mt. Vernon Road
- Phase 2: Chamblee Dunwoody Road from Mt. Vernon Road to Dunwoody Village Parkway
- Phase 3: Chamblee Dunwoody Road from Dunwoody Village Parkway to Roberts Drive.

Major Structures: No bridges, Culverts, or Walls exist along the corridor or are proposed.

Accelerated Bridge Construction (ABC) techniques anticipated: No Yes

Mainline Design Features (table includes values from both the preferred and constrained typical sections):

Chamblee Dunwoody Road		Functional Classification: <i>Minor Arterial</i>		
Feature	Existing	*Policy	Proposed	
Typical Section:				
- Number of Through Lanes	2-4 Lanes (between Womack Rd and Mt. Vernon Rd. 2 Lanes (between Mt Vernon Rd and Roberts Dr).)		2-3 Lanes (between Womack Rd and Mt. Vernon Rd. 2 Lanes (between Mt Vernon Rd and Roberts Dr).)	
- Lane Width(s) (-ft)	10'-12'	≥10'	11'-12'	
- Median Width (-ft) & Type	N/A	20'	2.5'-10'	
- Shoulder Width (-ft) (Outside)	8'-12'	N/A	15.5'-22.5'	
- Border Area Width (-ft)	Varies	16' Urban	16'-25.5'	
- Cross Slope (%)	2%	2%	2%	
- Outside Shoulder Slope (%)	2:1 max	2:1 max	2:1 max	
- Inside Shoulder Width (-ft)	N/A	N/A	2.5'-6'	
- Sidewalks (-ft)	4'-6' sidewalk (along entire project extent) 12' sidewalk (in front of two commercial properties)	5'	6'-8'	
- Auxiliary Lanes (# LTL, RTL or TWLTL / -ft width)	1-2/10'-12'		1-2/10'-12'	
- Bike Accommodations	4' on-street bike lanes (along both sides of the mainline from just south of Dunwoody Village Pkwy. To Roberts Dr.)	4' min	5'	
Posted Speed (mph)	35 mph		35 mph	
Design Speed (mph)	35 mph	35 mph	35 mph	
Minimum Horizontal Curve Radius (-ft)	900'	35 mph – 371'	900'	
Maximum Superelevation Rate (%)	4%	Urban – 4%	4%	
Maximum Grade (%)	6.1%	7%	6.1%	
Access Control	Permitted	Permitted	Permitted	
Design Vehicle	WB-40		WB-40	
Check Vehicle	OSOW		OSOW	
Pavement Type	Asphalt		Asphalt	

*According to current GDOT Design Policy if applicable

Design Exceptions/Design Variances to FHWA or GDOT Controlling Criteria anticipated:

Note: Design Variance or Exception is not required to be approved by GDOT since this is an off-system roadway, per memo titled “Design Variance for Off-System Projects”. If design variance or exception is needed, it will be documented and submitted to the City of Dunwoody.

FHWA or GDOT Controlling Criteria	No	Undetermined	Yes	DE or DV	Approval Date (if available)
1. Design Speed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2. Design Loading Structural Capacity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3. Stopping Sight Distance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4. Horizontal Curve Radius	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5. Maximum Grade	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
6. Vertical Clearance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
7. Superelevation Rate	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
8. Lane Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
9. Cross Slope	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
10. Shoulder Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Design Variances to GDOT Standard Criteria anticipated:

Note: Design Variance or Exception is not required to be approved by GDOT since this is an off-system roadway, per memo titled “Design Variance for Off-System Projects”. If design variance or exception is needed, it will be documented and submitted to the City of Dunwoody.

GDOT Standard Criteria	No	Undetermined	Yes	Approval Date (if applicable)
1. Access Control	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Shoulder Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Intersection Sight Distance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4. Intersection Skew Angle*	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Tangent Lengths on Reverse Curves	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. Lateral Offset to Obstruction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. Rumble Strips	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8. Safety Edge	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9. Median Usage	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
10. Roundabout Illumination Levels	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. Complete Streets Warrants	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12. ADA Requirements in PROWAG	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13. GDOT Construction Standards	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
14. GDOT Drainage Manual	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

*There are two existing intersections with substandard skew angles: (1) Mount Vernon Drive at Nandina Lane and (2) Roberts Drive at Chamblee Dunwoody Road. The substandard skew at Nandina Drive is being corrected with the project. A roundabout is proposed at Roberts Drive.”

VE Study anticipated: No Yes

Lighting Proposed: No Yes

Lighting is proposed for the entire limits of the project, including at the Roberts drive roundabout. The lighting will be owned, operated, and maintained by the City of Dunwoody thus no lighting agreement with GDOT will be needed

Off-site Detours Anticipated: No Undetermined Yes
If yes: Roadway type to be closed: Local Road State Route
Detour Route selected: Local Road State Route
District Concurrence w/Detour Route: No/Pending Received
Detour Presented to Public: No Yes

Transportation Management Plan [TMP] Required: No Yes
If Yes: Project classified as: Non-Significant Significant
TMP Components Anticipated: TTC TO PI

INTERCHANGES AND INTERSECTIONS

Interchanges/Major Intersections:

- Womack Road/Ashford Center Parkway
- Mt Vernon Road
- The entrance road to the Shops of Dunwoody
- Dunwoody Village Parkway
- Roberts Drive

Intersection Control Evaluation (ICE) Required: No Yes

ICE will be completed and submitted during Preliminary Phase.

Roundabout Concept Validation Required: No Yes Completed

Initial roundabout concept validation will be done with ICE stage 2. Roundabout sketches are done in the concept phase of the project. Once the survey is complete in the preliminary phase, all the concise details for the roundabout design will be provided. The roundabout that is proposed at Roberts Drive has similar operational performance to the existing traffic signal. At this point, the decision to advance a roundabout design is based on its similar performance to the signal coupled with the City's preference for a roundabout since they slow speeds and typically have better safety performance than signals.

UTILITY AND PROPERTY

Railroad Involvement: No railroad involvement is anticipated.

Utility Involvements:

Georgia Power - *Electric*
Atlanta Gas Light Resources - *Gas*
AT&T/Distribution – *Telecom*
Colonial Pipeline – *Gas Transmission*
Comcast - *Telecom*
Crown Castle - *Telecom*
DeKalb County Department of Watershed Management – *Sanitary Sewer*
DeKalb County Department of Watershed Management – *Water*
DeKalb County – *Traffic Control*
Fiberlight - *Telecom*
Google Fiber - *Telecom*
Lumen - *Telecom*
Verizon - *Telecom*
Windstream - *Telecom*
Zayo - *Telecom*

SUE Required: No Yes Undetermined

The local government sponsor (City of Dunwoody) intends to conduct SUE(B) and early efforts have already been undertaken; however, SUE is not required per GDOT policy since the right of way is not owned or maintained by the Department.

Public Interest Determination Policy and Procedure recommended: No Yes

The project is on locally owned and maintained right of way, so the Public Interest Determination Policy does not apply.

Right-of-Way (ROW): Existing width: 70-105ft. Proposed width: 70-115ft.

Required Right-of-Way anticipated: None Yes Undetermined

Easements anticipated: None Temporary Permanent * Utility Other

** Permanent easements include the right to place utilities.*

Anticipated total number of impacted parcels:	40	
Displacements anticipated:	Businesses:	0
	Residences:	0
	Other:	0
Total Displacements:	0	

Location and Design approval: Not Required Required

Impacts to federally managed property anticipated: No Yes Undetermined

ENVIRONMENTAL & PERMITS

Anticipated Environmental Document: *NEPA ~ CE*

Level of Environmental Analysis:

- The environmental considerations noted below are based on preliminary desktop or screening level environmental analysis and are subject to revision after the completion of resource identification, delineation, and agency concurrence.
- The environmental considerations noted below are based on the completion of resource identification, delineation, and agency concurrence.

GDOT MS4 Permit Compliance – Is the project located in a GDOT MS4 area? No Yes

If yes, is the GDOT MS4 Permit anticipated to apply to all or part of this project? No Yes

Although the project is in an MS4 area, the right of way is not owned or maintained by GDOT so the MS4 permit will be the responsibility of the local government sponsor (City of Dunwoody) and will follow their process.

Is ecology water quality mitigation anticipated? No Yes

Will a Non-MS4 Detention Report be required during preliminary design? No Yes

The project right of way is not owned or maintained by GDOT so the detention requirements will follow the local government sponsor's (City of Dunwoody) process.

Environmental Permits/Variations/Commitments/Coordination anticipated:

Permit/Variance/Commitment/ Coordination Anticipated	No	Yes	Remarks
1. U.S. Coast Guard Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2. Forest Service/NPS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3. CWA Section 404 Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4. Tennessee Valley Authority Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5. USACE Real Estate Outgrant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6. Buffer Variance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7. Coastal Zone Management Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8. NPDES	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Greater than 1 acre of land disturbance anticipated.
9. FEMA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
10. Cemetery Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cemeteries adjacent to corridor, but impacts are not anticipated.
11. Other Permits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
12. Other Commitments	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
13. Other Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Is a PAR required? No Yes Completed

Environmental Comments and Information:

NEPA/GEPA: This project would add a median that would change access to properties and is not anticipated to displace any businesses; therefore, a Categorical Exclusion (CE) is the anticipated NEPA document. There are several potentially eligible historic properties along the corridor where adverse visual impacts, combined with minimal right of way acquisition within historic boundaries may result in adverse impacts. If adverse impacts to historic properties would occur, then an individual 4f analysis would be required.

Ecology: A desktop screening for ecology resources was conducted. The federally protected Michaux’s sumac and federal candidate monarch butterfly as listed as within range of the project corridor. Several state-protected species have known occurrences within proximity of the project corridor: Chattahoochee crayfish, bluestripe shiner, delicate spike, bald eagle, bar star-vine, and Georgia aster. No waters of the U.S. or state waters were noted within the project corridor from desktop review. An ecological field survey will be required, and if resources are observed, avoidance and minimization considerations would be required.

History: A desktop screening for historic resources, comprised of buildings, districts, structures, sites, and objects constructed on or before 1977, was conducted within an environmental survey boundary (ESB) and corresponding viewshed from the furthest extent of the ESB. This review included the National Register of Historic Places (NRHP), National Historic Landmarks (NHL), Georgia’s Natural, Archaeological, and Historic Resources Geographic Information System (GNAHRGIS), DeKalb County tax assessor’s record, U.S. Geological Survey (USGS) topographic maps, Nationwide Environmental Title Research (NETR) aerial photography, Google Street View, and Georgia’s Historical Marker program.

As a result of these identification efforts, one (1) property listed in the NRHP, Cheek-Spruill House [00000639], was identified within the proposed project’s ESB. In addition, 43 resources were identified within the proposed project’s ESB and require field assessment and evaluation for NRHP eligibility as outlined in 36 CFR Part 60.4 of the National Historic Preservation Act. Furthermore, the screening identified four (4) potential residential historic districts. One (1) Georgia Historical Marker was identified within the ESB, which may require additional coordination and storage, but is not included in the aforementioned resource counts. Two (2) cemeteries, Dunwoody United Methodist Church Cemetery and New Hope Cemetery, are located adjacent to the ESB and are included in the resource counts. If resources eligible for the NRHP are identified, avoidance and minimization measures to those resources should be considered and documented.

Archeology: A desktop review for archaeological resources was conducted within the environmental survey boundary (ESB). This review included the National Register of Historic Places (NRHP), Georgia’s Natural, Archaeological, and Historic Resources Geographic Information System (GNAHRGIS), Dekalb County tax assessor’s record, U.S. Geological Survey (USGS) topographic maps, Nationwide Environmental Title Research (NETR) historic aerial photography, Google Street View, and Georgia’s Historical Marker program. No previously recorded archaeological sites are located within the ESB. A historic marker for “McPherson’s Divergent Line of March” is located within the ESB at the intersection of Chamblee Dunwoody Rd. and Nandina Ln. The marker documents the path of Union soldiers on July 17, 1864 as they marched from Roswell to Decatur. While the area is not within any known National Park Service Civil War study areas, cultural materials associated with this event may be present within the ESB. The Dunwoody United Methodist Church Cemetery and New Hope Cemetery are located adjacent to the ESB and have not been previously recorded as archaeological sites. Fieldwork is needed to determine whether these cemeteries extend into the ESB. Aerial photography shows the area was heavily developed as of the mid-1970s and many of the previous historic structures were removed at that time. The project area was reviewed for the presence of historically documented trails, roads, railroads, and battlefields and a potential historic railroad was identified. Previous construction activities documented in a 1994 article in the Dunwoody Crier uncovered a small section of track related to the Dunwoody Railroad. A review of historic topographic maps indicates that the route of the railroad was parallel to Chamblee Dunwoody Road. A Phase I archaeological survey of the project area is needed to locate archaeological resources and evaluate eligibility for the NRHP as outlined in 36 CFR Part 60.4 of the National Historic Preservation Act. Metal detection or other remote sensing efforts may be required to identify resources associated with the Civil War and to locate the archaeological signature of the historic Roswell Railroad. If resources eligible for the NRHP are identified, efforts to avoid or minimize impacts to those resources should be considered and documented.

Air Quality:

- Is the project located in an Ozone Non-attainment area? No Yes
- Is a Carbon Monoxide hotspot analysis required? No Yes

The proposed design would retain the existing two through lanes, with vehicular improvements limited to operational enhancements at the intersections, such as adding turn lanes. Additionally, the project includes a separated cycle track and sidewalk improvement within the corridor. If the project is included in the ARC TIP, the design will be incorporated into the conforming plan.

Currently, there are no areas within the State of Georgia that are classified as nonattainment or maintenance for Carbon Monoxide (CO), per the 1-hour and 8-hour primary National Ambient Air Quality Standards (NAAQS) for CO. In an effort to continue to expedite the NEPA process for GDOT projects, GDOT and FHWA have signed an agreement effective May 1, 2020 determining that quantitative CO project-level analyses are not required for projects located in CO attainment areas throughout Georgia.

Noise Effects: A noise screening will be needed for the project. Type III noise documentation is anticipated due to the nature of this project.

Public Involvement: Stakeholder outreach to affected residents and businesses is anticipated and has occurred during project planning. The City of Dunwoody held a virtual public information meeting from February 2, 2022 to March 4, 2022 wherein comments were made concerning issues including:

- Pedestrian safety and accessibility
- Safety concerns with cars turning onto Chamblee Dunwoody Rd
- Improved streetscape (planters, lighting, benches, maintained trash receptacles)
- Burying utilities
- Improvements for bicycle accessibility
- Mixed support of roundabouts for the area
- Concern about impacts to business and land use changes during and following construction
- Concern about the quality/integrity and the lifespan of these improvements Concern about transportation infrastructure plans

Major stakeholders: Traveling public, owners of parcels located adjacent to the project corridor, City of Dunwoody residents, local business owners, DeKalb County, Marta, Dunwoody Village, DeKalb County Board of Education.

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: No issues that would affect constructability are anticipated. This project will mostly be at grade and changes to the existing roadway surface will be minimal. These factors will facilitate maintenance of traffic and construction staging. Furthermore, no major structure such as bridge, culverts, or special design walls are anticipated, although minor walls such as gravity walls will be utilized to minimize property impacts.

Early Completion Incentives recommended for consideration: No Yes

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Initial Concept Team Meeting:

Held on 10/27/2017. See attached meeting minutes.

Concept Team Meeting:

Held on 12/16/2022. See attached meeting minutes.

Other coordination to date:

- Alternatives Discussion held on 06/12/2018
- Alternatives Discussion held on 09/04/2018.
- Mt Vernon Roundabout Discussion held on 02/05/2020.
- Alternative Discussion held on 07/31/2020
- Alternative Discussion held on 10/29/2020
- Alternative Discussion held on 11/18/2020
- Alternative Discussion held on 07/22/2021
- Alternative Discussion held on 08/24/2021

Project Activity	Party Responsible for Performing Task(s)
Concept Development	City of Dunwoody/AECOM
Design	City of Dunwoody/AECOM
Right-of-Way Acquisition	City of Dunwoody
Utility Coordination (Preconstruction)	Utility Company/City of Dunwoody
Utility Relocation (Construction)	Utility Company/City of Dunwoody
Letting to Contract	City of Dunwoody
Construction Supervision	City of Dunwoody
Providing Material Pits	Contractor (If-needed)
Providing Detours	Contractor (If-needed)
Environmental Studies, Documents, & Permits	City of Dunwoody/AECOM
Environmental Mitigation	City of Dunwoody
Construction Inspection & Materials Testing	City of Dunwoody

Project Cost Estimate Summary and Funding Responsibilities:						
	PE Activities		ROW	Reimbursable Utilities	CST*	Total Cost
	PE Funding	Section 404 Mitigation				
Date of Estimate:	N/A	N/A	8/22/2022***	8/22/2022	7/19/2023	
Proposed Funding Source(s):	TBD (Likely Federal with Local Match)	N/A	TBD (Likely Local)	TBD (Likely Local)	TBD (Likely Federal with Local Match)	
Programmed Cost:	\$500,000**		TBD	TBD	\$7,500,000**	\$8,000,000
Local Budget	TBD		TBD	\$5,000,000	\$4,000,000	\$9,000,000+TBD
Estimated Cost:	\$1,500,000	\$0	\$9,061,000	\$7,934,966****	\$16,592,912.64	\$35,088,878.64
Total Cost Difference:						\$18,088,878.64

*CST Cost includes Construction, Engineering and Inspection, Contingencies and Asphalt Fuel Price Adjustment.

**PE & CST budgets are in the process of being added to the TIP for FY2026.

***Right of Way estimate was submitted on 5/8/2023.

****The Utility Accommodation Policy and Standards Manual (UAM) needs to be followed to determine reimbursement of the underground of pole lines.

ALTERNATIVES DISCUSSION

Several alternatives were evaluated for this corridor. The alternatives can be divided into three different categories: Category 1: ROADWAY SEGMENT, Category 2: INTERSECTION, and Category 3: PEDESTRIAN /BIKE FACILITY. Four alternatives were evaluated for Categories 1 and 2 whereas three alternatives were evaluated for Category 3.

CATEGORY 1: ROADWAY SEGMENT

1. One northbound and southbound lane with raised median.
2. Two northbound lanes and one southbound lane with a raised median.
3. Two northbound lanes and one southbound lanes with a flush median.
4. No-Build

CATEGORY 2: INTERSECTION

1. Signalized Intersection on Chamblee Dunwoody Road at Mt. Vernon Road.
2. Roundabout on Chamblee Dunwoody Road at Roberts Drive Intersection.
3. Displaced Left Turn Lane on Chamblee Dunwoody Road at Mt. Vernon Road.
4. Roundabout on Chamblee Dunwoody Road at Mt. Vernon Road Intersection.
5. No-Build

CATEGORY 3: PEDESTRIAN/BIKE FACILITY

1. 5' cycle track with 8' sidewalk.
2. Shared-use path/Wide sidewalk.
3. No-Build.

CATEGORY 1: ROADWAY SEGMENT

Alternative 1: This alternative proposes one northbound and southbound lane with an urban shoulder and a variable width raised landscape median. Designated left turn lanes are present at the intersections along Chamblee Dunwoody Road to maintain a free-flowing traffic along the corridor. Furthermore, two-way-left-turn-lanes (TWLTL) are present at isolated locations to maintain access to the surrounding commercial and residential driveways. This alternative posed the least impact to the adjacent properties and avoided a long row of large, old oak trees that the local residents are very sensitive about. In addition, this alternative aligned the best with Dunwoody's plans to re-develop this area into a more pedestrian-friendly, "Main St." downtown area as described above in the *Other projects in the area* section above. Furthermore, there will be improvements to the level of service of the corridor compared the existing condition. **This is the preferred alternative for the roadway segment category.**

Alternative 2: This alternative proposes two northbound and one southbound lanes with an urban shoulder and variable width raised landscape median. Designated left and right turn lanes are present at the intersections along Chamblee Dunwoody Road to maintain a free-flowing traffic along the corridor. This alternative was considered due to the traffic study conducted on this corridor showing a relatively heavy traffic on the northbound lane during peak hours. In addition to incurring a higher construction cost, the extra lane considered in this alternative results in additional property impacts, particularly affecting costly commercial properties. Furthermore, this alternative leads to the removal of a long row of large, old oak trees, which the City and its residents oppose. This alternative also does not align well with the overall vision of the City's plan to transform the area into a more pedestrian and bicycle-friendly downtown zone, featuring storefront parking instead of parking lots behind buildings.

Alternative 3: This alternative proposed two northbound lanes and one southbound lane with an urban shoulder and flush median. Designated left and right turn lanes are present at the intersections along Chamblee Dunwoody Road to maintain a free-flowing traffic along the corridor. This alternative accommodates the higher traffic on the northbound lanes however, it was not the favored alternative due to not having the raised median. Raised medians are important in urban areas with high vehicular and pedestrian volumes to restrict vehicles from making illegal turns and movements.

Alternative 4: This alternative will not be considered because it does not meet the project justification statement.

CATEGORY 2: INTERSECTION

Alternative 1: This alternative proposes a signalized intersection on Chamblee Dunwoody Road at Mt. Vernon Road intersection. Several lane configurations were considered for this intersection including dual left turn lanes, single left turn lane, and displaced left turn lanes. Considering the higher traffic volume on the northbound lanes, traffic analyses were done on all these lane configurations and the result shows better level of service for the dual left turn northbound lane and a single left turn on the southbound lane. **This is the preferred alternative for the Chamblee Dunwoody Road at Mt. Vernon Road intersection.**

Alternative 2: This alternative proposes a single lane roundabout on Chamblee Dunwoody Road at Roberts Drive intersection. The traffic study conducted showed a better level of service utilizing a single lane roundabout compared to a signalized intersection. **This is the preferred alternative for the Chamblee Dunwoody Road at Roberts Drive intersection.**

Alternative 3: This alternative proposed a displaced left-turn lane (DLT) on Mt. Vernon Rd at Chamblee Dunwoody Road intersection. Two different kinds of DLT were considered. The first one is a conventional DLT where the displaced left turn lane runs on Mt. Vernon Road before making a left turn on Chamblee Dunwoody Rd. The second one forces the displaced left turn lane to run along Nandina Lane before making a left turn on Chamblee Dunwoody Rd. Analyses conducted on these DLT's did not show an improvement to the level of service of the intersection. On top of that, additional property impacts will be necessary to make the DLT work. No further consideration will be given to this alternative.

Alternative 4: This alternative proposes a multi-lane roundabout on Chamblee Dunwoody Road at Mt. Vernon Road Intersection. This alternative results a higher property impact with a lower level of service. There will not be any further consideration of this alternative.

Alternative 5: This alternative will not be considered because it does not meet the project justification statement.

CATEGORY 3: PEDESTRIAN/BIKE FACILITY

Alternative 1: This alternative proposes an urban shoulder with 5’ one-way cycle track and 8’ sidewalk on each side of the roadway. The alternative aligns with the project justification statement which is to improve multimodal transportation by developing pedestrian and bicycle connectivity as there are plans to redevelop the Dunwoody Village area. The City of Dunwoody has plans to develop this area into the city’s downtown. Future redevelopment in the area includes storefront styled buildings that will be shifted towards the back of the sidewalk in order to provide enough space for a parking facility behind the buildings. This alternative accommodates the plans as it provides a separate system for cyclists which is further away from the buildings. **This is the preferred alternative for the outside shoulder category.**

Alternative 2: This alternative proposes an urban shoulder with 12’ shared use paths with a 6’ landscape buffer in the northbound direction and 8’ sidewalk with a 6’ landscaped buffer in the southbound direction. Although this alternative aligns with the project justification statement which is to improve multimodal transportation by developing pedestrian and bicycle connectivity, it does not align with the City’s plan of developing the area with storefront styled buildings shifted closer to the shared use path/sidewalk. It is considered a safety risk to have cyclists that close to buildings as conflicts are likely to happen between cyclists and people exiting the buildings straight to the shared use path. No further consideration will be given to this alternative.

Alternative 3: This alternative will not be considered because it does not meet the project justification statement.

Preferred Alternative: One northbound and southbound lane with a raised median that includes left turn lanes/two way left turn lanes throughout the corridor, a signalized intersection at the intersection of Chamblee Dunwoody Road & Mt. Vernon Road and a roundabout at the intersection of Chamblee Dunwoody Road & Roberts Drive. This alternative includes a 5’ cycle track and 8’ sidewalk on each side of the road. Cycle track is buffered 3’ from the road. Landscaping strip between cycle track and sidewalk is 6.5’, which narrows to 2’ when constrained. The preferred alternative will be constructed in multiple phases to provide financial flexibility for the City of Dunwoody.			
Estimated Property Impacts:	40 Properties	Estimated Total Cost:	\$33,093,503
Estimated ROW Cost:	\$9,061,000.00	Estimated CST Time:	18 Months
Rationale: This alternative meets the project’s goal by providing one southbound and northbound lane with raised median, signalized intersections & roundabout, and pedestrian & bicycle facilities. The analysis done on the signalized intersection and roundabout showed a better level of service. In addition, the separation of bicycle facilities from pedestrian facilities which will be necessary to minimize conflicts in advance of the planned redevelopment of the corridor into more of a "Main Street" with road-facing development as described in the Village Master Plan (see the Other Projects in the Area section).			

Category 1/Alternative 2: Two northbound lanes and one southbound lane with a raised median that includes left turn lanes and two way left turn lanes throughout the corridor.			
Additional Property Impacts:	+2 Properties	Additional Estimated Total Cost:	+\$1,500,000
Additional Estimated ROW Cost:	+\$2,000,000.00	Estimated CST Time:	18 Months

Rationale: This alternative provides two northbound lanes and one southbound lane with a raised median. While this alternative accommodates peak hour traffic, the extra lane results in additional property impact, particularly affecting costly commercial properties. Furthermore, this alternative leads to the removal of several trees, which the City and its residents oppose. The City already has a plan in place to transform the area into a more pedestrian and bicycle-friendly downtown zone, featuring storefront parking instead of parking lots behind buildings. This alternative does not align with the overall vision. Additionally, the alternative incurs a higher construction cost compared to the preferred alternative.

Category 1/Alternative 3: Two northbound lanes and one southbound lane with a flush median that includes left turn lanes and two way left turn lanes throughout the corridor.			
Additional Property Impacts:	+0 Properties	Additional Estimated Total Cost:	+\$0.00
Additional Estimated ROW Cost:	+\$0.00	Estimated CST Time:	18 Months
Rationale: This alternative provides two northbound lanes and one southbound lane with a flush median. A raised median is preferred in urban areas to restrict vehicles from making sudden turns illegally. Due to the safety concerns that come with not having a raised median, this alternative will not be considered any further.			

Category 2/Alternative 3: Displaced Left Turn Lane on Chamblee Dunwoody Road at Mt. Vernon Road.			
Additional Property Impacts:	+1 Properties	Additional Estimated Total Cost:	+\$3,500,000
Additional Estimated ROW Cost:	+\$1,000,000.00	Estimated CST Time:	18 Months
Rationale: This alternative provides a displaced left turn lane at the intersection of Chamblee Dunwoody Road and Mr. Vernon Road. This alternative poses higher property impacts. Furthermore, a traffic analysis showed a better level of service for a signalized intersection. As a result, this alternative will not be given any further consideration.			

Category 2/Alternative 4: Multilane roundabout on Chamblee Dunwoody Road at Mt. Vernon Road Intersection.			
Additional Property Impacts:	+2 Properties	Additional Estimated Total Cost:	+\$4,500,000
Additional Estimated ROW Cost:	+\$2,000,000.00	Estimated CST Time:	18 Months
Rationale: This alternative provides a multilane roundabout at the intersection of Chamblee Dunwoody Road and Mt. Vernon Road. In addition to a higher construction cost, this alternative causes the displacement of two commercial properties and potential 4f impacts to the history resources nearby. As a result, this alternative will not be given any further consideration.			

Category 3/Alternative 2: 12 foot shared-use path with 6’ grass buffer on the northbound direction and 8’ sidewalk with 6’ grass buffer on the eastbound direction.			
Additional Property Impacts:	+2 Properties	Additional Estimated Total Cost:	+\$4,500,000
Additional Estimated ROW Cost:	+\$2,000,000.00	Estimated CST Time:	18 Months
Rationale: This alternative provides 12 foot shared-use path with 6’ grass buffer on the northbound direction and 8’ sidewalk with 6’ grass buffer on the eastbound direction. This alternative meets the project goals by providing dedicated pedestrian and bicycle facilities. However, this alternative was not chosen due to the safety risks that come with mixing the pedestrian & bicycle in this area as well as the risk of having cyclists this close to the buildings. The Village expects to see increased pedestrian movement as well as plans to develop the area with store front styled builds. Furthermore, this option limits bicycle access to businesses on the west side of Chamblee Dunwoody Road.			

Comments: No further comments.

CONSTRUCTION PHASING

The City of Dunwoody could potentially consider constructing the project into three phases to provide financial flexibility similar to the turn lane improvements at Womack Dr., which is at the southern end of the project. Womack Dr. was evaluated during this Scoping Study and turn lane additions were identified as potential improvements. The turn lane improvements were carved out of the overall corridor and advanced with local funding by the city. That project is currently under construction and nearly complete. Phase 3 with the Roberts Dr. roundabout would likely be the next phase to advance locally pending the City's budget situation. The proposed phasing of the project is shown below:



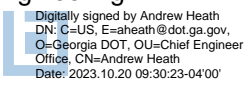
Phase	Project Limits	ROW Cost	Reimbursement Utility Cost	CST
Phase 1	Womack Rd to Mt. Vernon Rd	\$2,770,807	\$2,409,520	\$5,459,069
Phase 2	Mt. Vernon Rd to Dunwoody Village Pkwy	\$2,260,505	\$3,096,572	\$6,094,576
Phase 3	Dunwoody Village Pkwy to Roberts Dr	\$4,029,688	\$2,428,874	\$5,039,268
Total Cost		\$9,061,000	\$7,934,966	\$16,592,913

See Attachment 1 for a layout of the phasing.

LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout
 - a. Concept Layout – Preferred Alternative
 - b. Concept Layout – Preferred Alternative – Phasing Breakdown
 - c. Concept Layout – Alternative I
 - d. Concept Layout – Alternative II
 - e. Concept Layout – Alternative III
2. Typical sections
 - a. Typical Section – Preferred Alternative
 - b. Typical Section – Alternative I
 - c. Typical Section – Alternative II
3. Detailed Cost Estimates:
 - a. Revisions to Programmed Cost
 - b. Construction Cost Estimate
 - c. Right-of-Way
 - d. Utilities
4. Crash summaries and diagrams
5. Design Traffic diagrams
6. Capacity analysis summary
7. OSOW Record for Intersections
8. Conforming plan’s network schematics showing thru lanes.
9. Minutes of Concept meetings
10. Minutes of Concept Team Meeting
11. Minutes of any meetings that shows support or objection to the concept
12. Project Framework Agreement (PFA)

APPROVALS

Concur:	 _____ Director of Engineering	<u>10/13/2023</u> _____ Date
Approve:	  _____ Chief Engineer	<u>10/20/2023</u> _____ Date

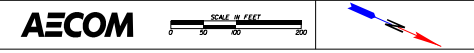
Attachment 1 - Concept Layout



**BEGIN PROJECT
CHAMBLEE DUNWOODY ROAD**

**END PROJECT
ROBERTS DRIVE**

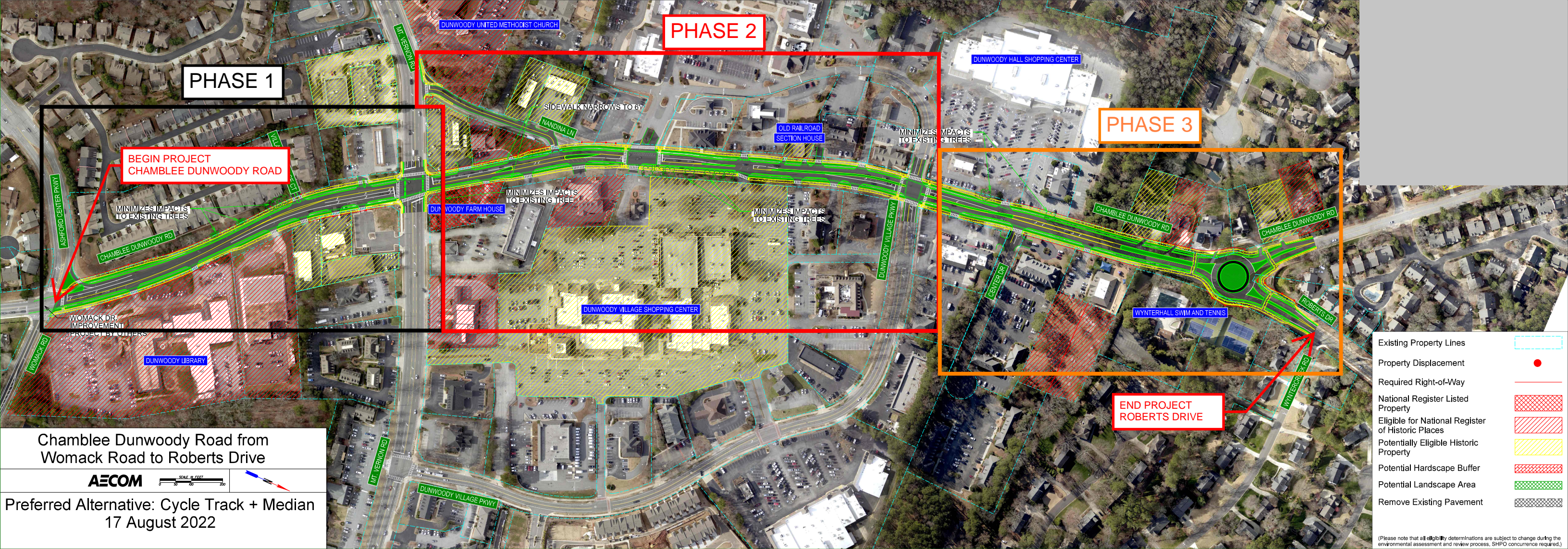
Chamblee Dunwoody Road from
Womack Road to Roberts Drive



Preferred Alternative: Cycle Track + Median
17 August 2022

Existing Property Lines	
Property Displacement	
Required Right-of-Way	
National Register Listed Property	
Eligible for National Register of Historic Places	
Potentially Eligible Historic Property	
Potential Hardscape Buffer	
Potential Landscape Area	
Remove Existing Pavement	

(Please note that all eligibility determinations are subject to change during the environmental assessment and review process. SHPO concurrence required.)



PHASE 1



PHASE 2

PHASE 3










**BEGIN PROJECT
CHAMBLEE DUNWOODY ROAD**

**END PROJECT
ROBERTS DRIVE**

Chamblee Dunwoody Road from
Womack Road to Roberts Drive

AECOM  

Preferred Alternative: Cycle Track + Median
17 August 2022

- Existing Property Lines 
- Property Displacement 
- Required Right-of-Way 
- National Register Listed Property 
- Eligible for National Register of Historic Places 
- Potentially Eligible Historic Property 
- Potential Hardscape Buffer 
- Potential Landscape Area 
- Remove Existing Pavement 



(Please note that all eligibility determinations are subject to change during the environmental assessment and review process. SHPO concurrence required.)












**BEGIN PROJECT
CHAMBLEE DUNWOODY ROAD**

**END PROJECT
ROBERTS DRIVE**

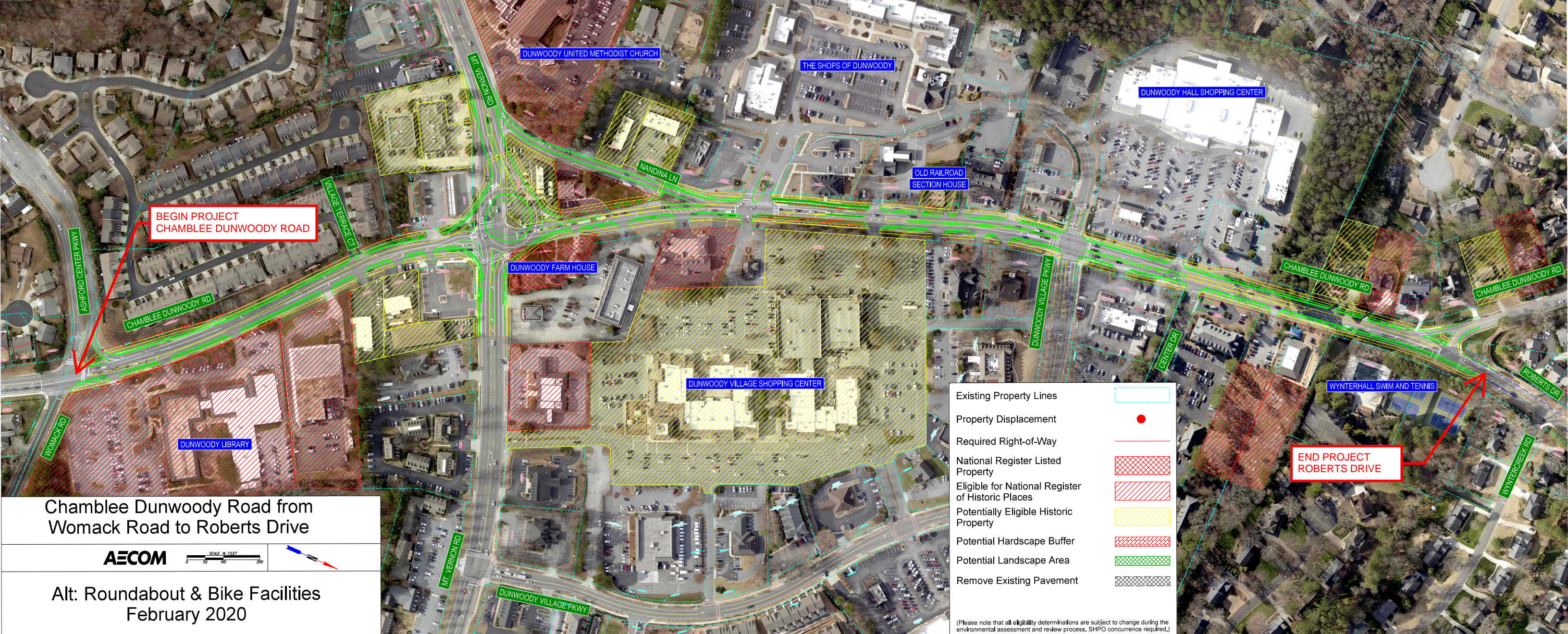
Chamblee Dunwoody Road from
Womack Road to Roberts Drive

AECOM  

Alternative: Cycle Track + Median
12 January 2022

- Existing Property Lines 
- Property Displacement 
- Required Right-of-Way 
- National Register Listed Property 
- Eligible for National Register of Historic Places 
- Potentially Eligible Historic Property 
- Potential Hardscape Buffer 
- Potential Landscape Area 
- Remove Existing Pavement 

(Please note that all eligibility determinations are subject to change during the environmental assessment and review process. SHPO concurrence required.)



**BEGIN PROJECT
CHAMBLEE DUNWOODY ROAD**

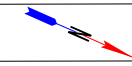
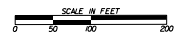
**END PROJECT
ROBERTS DRIVE**

**Chamblee Dunwoody Road from
Womack Road to Roberts Drive**

Existing Property Lines	
Property Displacement	
Required Right-of-Way	
National Register Listed Property	
Eligible for National Register of Historic Places	
Potentially Eligible Historic Property	
Potential Hardscape Buffer	
Potential Landscape Area	
Remove Existing Pavement	

(Please note that all eligibility determinations are subject to change during the environmental assessment and review process, SHPO concurrence required.)

AECOM



**Alt: Roundabout & Bike Facilities
February 2020**



**BEGIN PROJECT
CHAMBLEE DUNWOODY ROAD**

**END PROJECT
ROBERTS DRIVE**

Chamblee Dunwoody Road from
Womack Road to Roberts Drive

City of Dunwoody | **AECOM**

SCALE IN FEET
0 50 100 200

Alt: Dual NB Left Turn & Shared Use Path
June 2020

Existing Property Lines

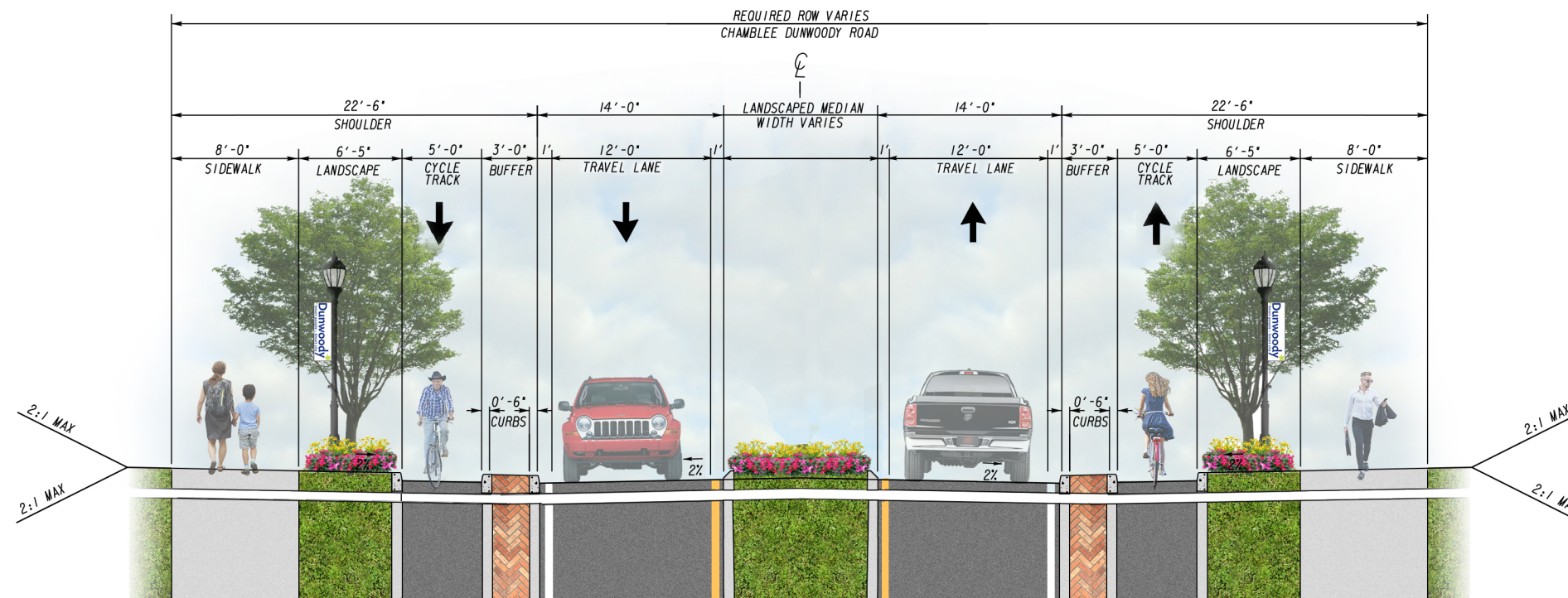
National Register Listed Property

Eligible for National Register of Historic Places

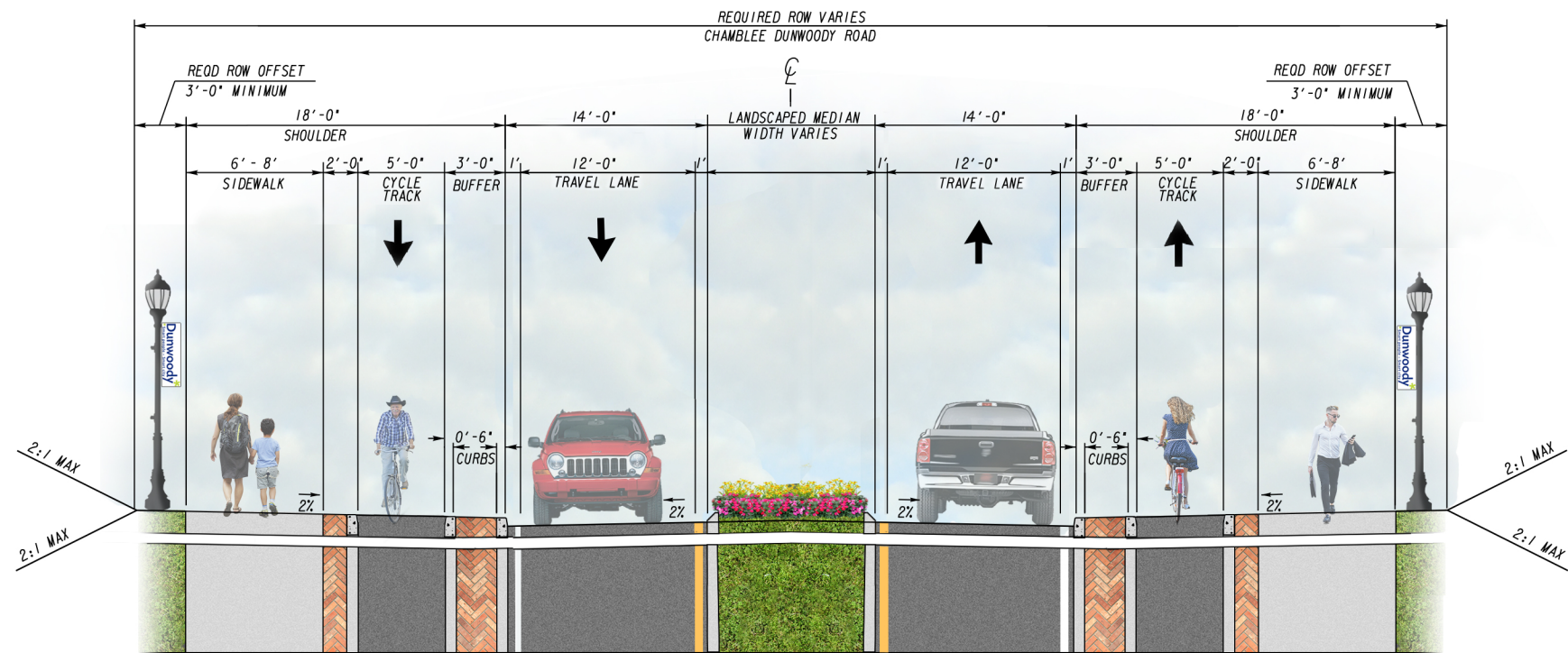
Potentially Eligible Historic Property

(Please note that all eligibility determinations are subject to change during the environmental assessment and review process. SHPO concurrence required.)

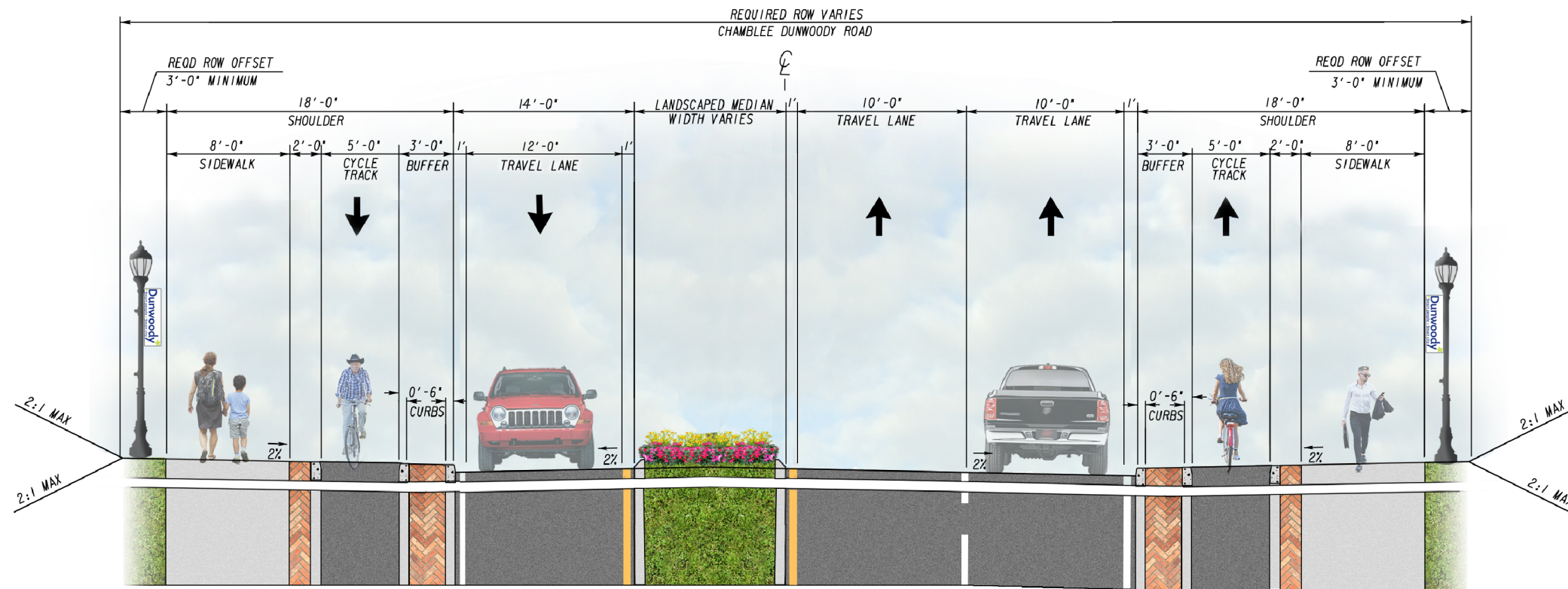
Attachment 2 - Typical Sections



TYPICAL SECTION: CHAMBLEE DUNWOODY ROAD
PREFERRED TYPICAL: 1NB LANE + MEDIAN

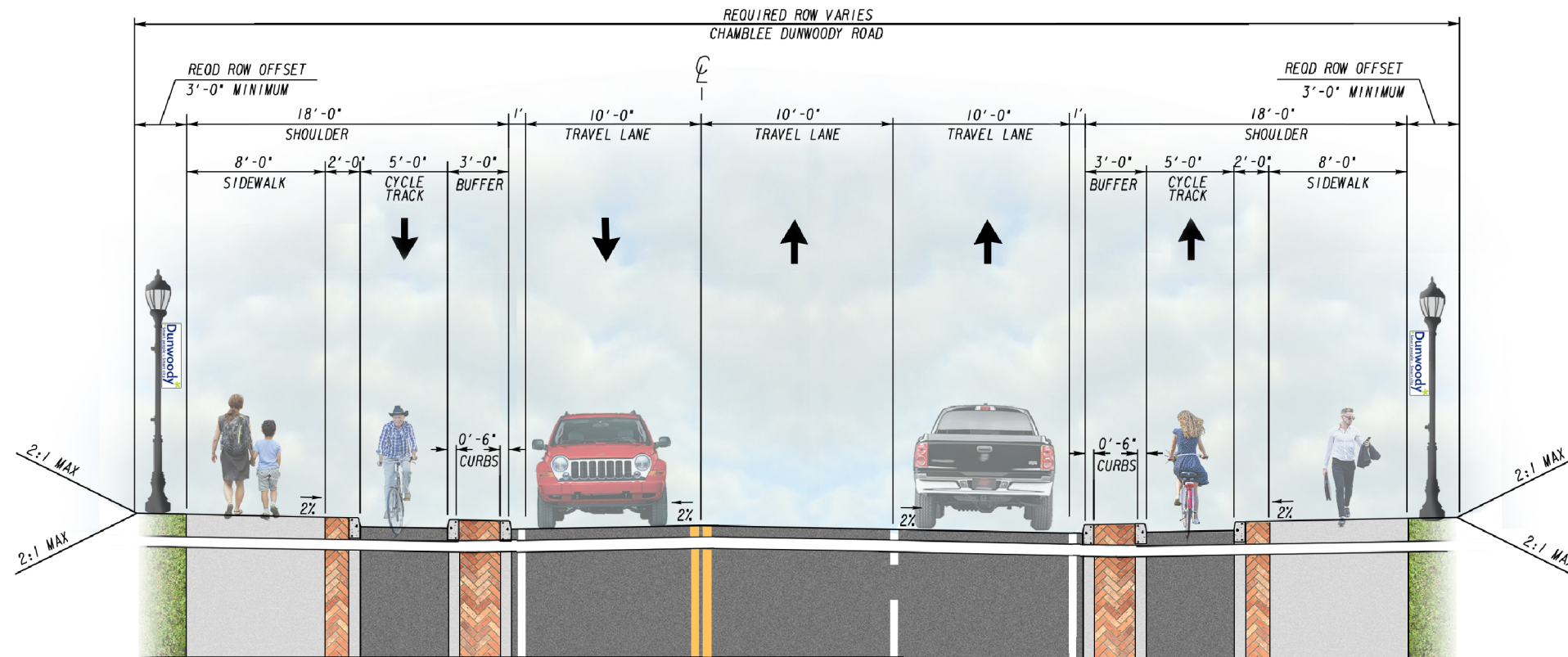


TYPICAL SECTION: CHAMBLEE DUNWOODY ROAD
 PREFERRED CONSTRAINED TYPICAL: 1NB LANE + MEDIAN

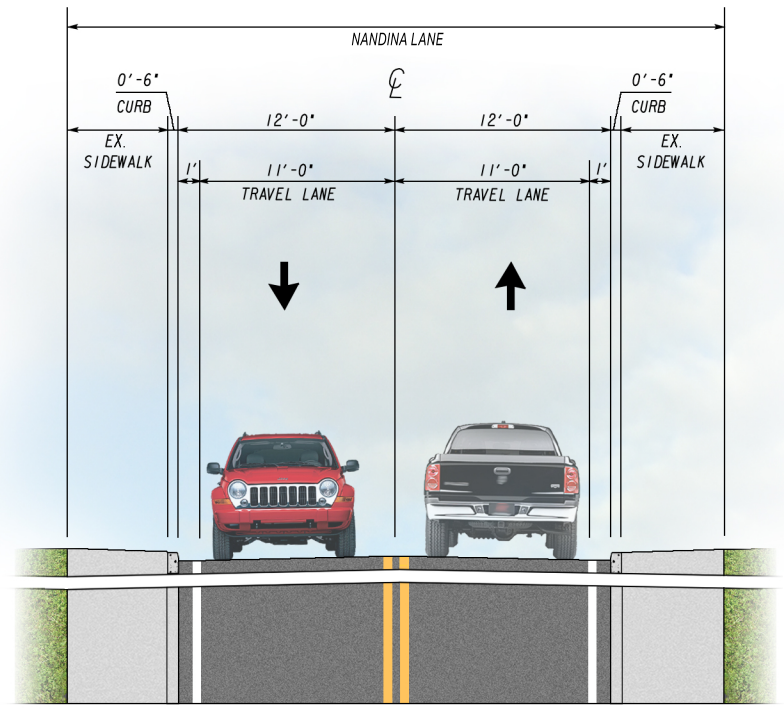


TYPICAL SECTION: CHAMBLEE DUNWOODY ROAD

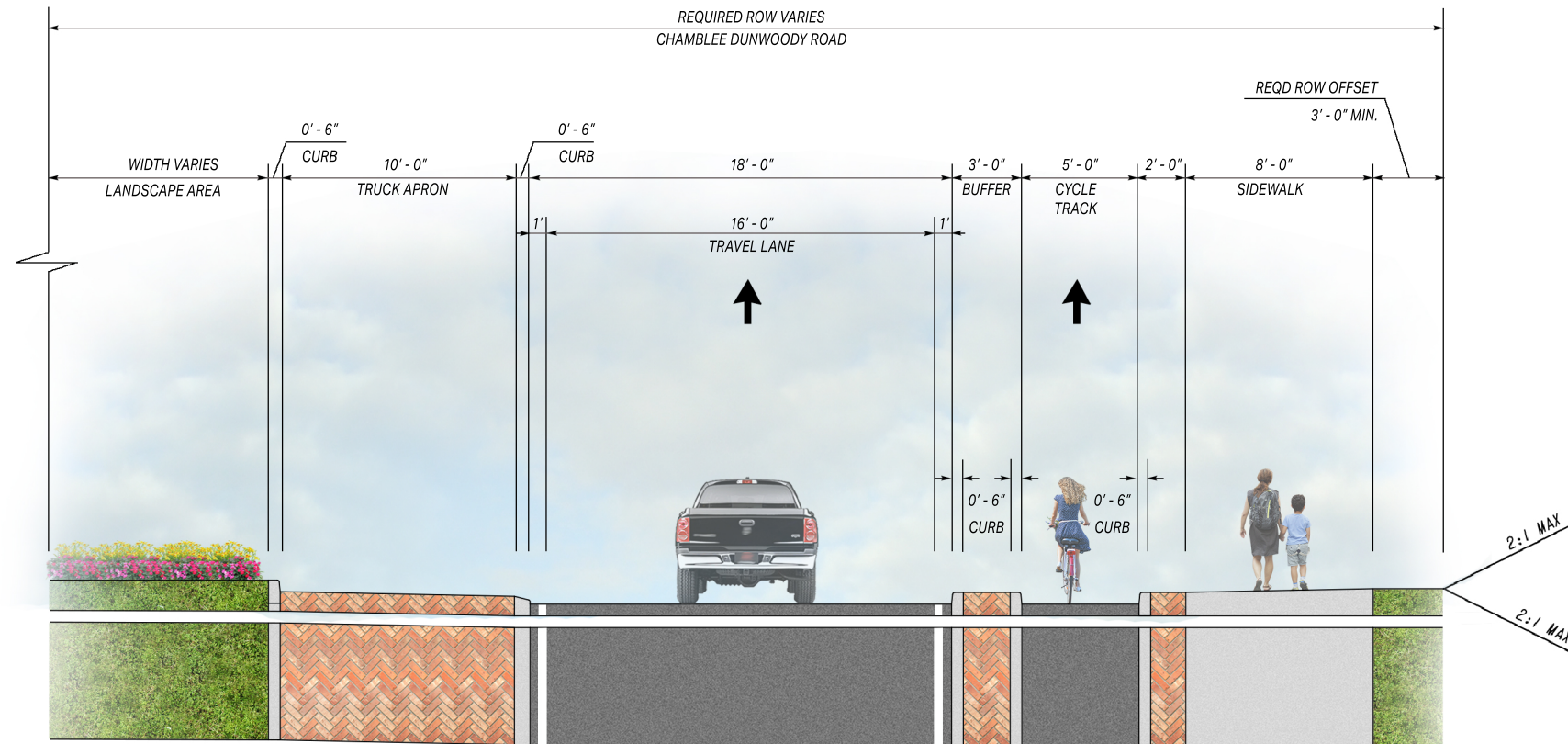
ALTERNATIVE 1 TYPICAL: 2NB LANE + MEDIAN



TYPICAL SECTION: CHAMBLEE DUNWOODY ROAD
 ALTERNATIVE 1 CONSTRAINED TYPICAL: 2NB LANE



TYPICAL SECTION: NANDINA LANE



TYPICAL SECTION: CHAMBLEE DUNWOODY ROAD
 ROUNDABOUT AT ROBERTS DR

Attachment 3 - Detailed Cost Estimates

Interoffice Memo

FILE

PI NUMBER	0015069	PROJECT DESCRIPTION	CHAMBLEE DUNWOODY ROAD (CDR) FROM WOMACK ROAD AND ROBERTS DRIVE STUDY - PH V, will provide context-sensitive multimodal complete street improvements including bicycle and pedestrian facilities along CDR.
OFFICE	Office of Program Delivery		
DATE	Friday, September 8, 2023		

From: AECOM

To: Erik Rohde, P.E., State Project Review Engineer
via email Mailbox: CostEstimatesandUpdates@dot.ga.gov

Subject: REVISIONS TO PROGRAMMED COSTS

Project Manager:	William Sheehan, PE
Management Let Date:	N/A
Management Right of Way Date:	N/A

Cost Estimate Review Iteration

Date of Submittal #1	06/09/2022
Date of Submittal #2	07/21/2023
Date of Submittal #3	

Summary of Programmed Costs and Proposed Revised Costs:

Estimate Type	Cost Estimate Amounts (T-Pro Without Inflation)	Last Estimate Date	Revised Cost Estimate
CONSTRUCTION	N/A	N/A	\$16,592,912.64
RIGHT OF WAY	N/A	N/A	\$9,061,000.00
UTILITIES	N/A	N/A	\$7,934,966.00

Explanation for Cost Change and Contingency Justification:

(Please note below if the unit prices presented in the construction cost estimate were reviewed or derived by professional estimators external to GDOT.)

N/A

Attachments:

N/A


Interoffice Memo

Design Phase Leader Validation of Final QC/QA for Construction Cost Estimate Used In This Revision to Programmed Costs:

Consultant Company or GDOT Design Office:	AECOM
---	-------

Printed Name:	William Sheehan, P.E.
---------------	-----------------------

Title:	Project Manager
--------	-----------------

Signature:	
------------	---

Date:	9/8/2023
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FOR PROJECTS WITH A LOCAL SPONSOR


If the project has a local sponsor, the project manager should ensure that the local authority completes the following validation indicating that it has reviewed the construction cost estimate and whether it is in concurrence with the construction costs presented.

Please select the appropriate validation below upon review of the cost estimate:

- I acknowledge that I have reviewed the project construction cost estimate and concur with the costs presented.
- I acknowledge that I have reviewed the project construction cost estimate but do not concur with the costs presented.

Please provide an explanation for non-concurrence.	
--	--

Local Authority Name and Title:	Michelle Hirose, P.E. Capital Projects Manager City of Dunwoody
---------------------------------	---

Local Authority Signature:	
----------------------------	---

Date:	9/8/2023
-------	----------

Cost Estimate Worksheet:

CONSTRUCTION COST ESTIMATE (Required base estimate entered from AASHTOWare Project Estimation and should not include E&I). →										A	\$ 12,020,243.16
ENGINEERING AND INSPECTION (The default E&I percentage is 5.0%, but may be adjusted per project scope.) →										D	\$ 601,012.16
Construction Cost		E&I Percentage		E&I Cost							
B		C		D = B x C							
\$ 12,020,243.16		5%		\$ 601,012.16							
CONTINGENCY (Refer to the Risk and Contingencies Table included in GDOT Policy 3A-9 Cost Estimating Purpose) →										I	\$ 3,786,376.60
Construction Cost		E&I Cost		Construction + E&I		Contingency Percentage		Contingency Cost			
E		F		G = E + F		H		I = G x H			
\$ 12,020,243.16		\$ 601,012.16		\$ 12,621,255.32		30%		\$ 3,786,376.60			
ASPHALT FUEL PRICE ADJUSTMENT (Leave blank if not applicable) →										Q	\$ 185,280.72
Date		Jul 2023		Current Asphalt Fuel Index Prices can be found at the link below: https://www.dot.ga.gov/GDOT/pages/AsphaltCementFuelPriceIndex.aspx							
Regular Unleaded		\$3.366/ GAL									
Diesel		\$4.750/ GAL									
Liquid AC		\$626.00/ TON									
Liquid AC											
Description		Tons	Percentage of Asphaltic Concrete	Tons of Asphaltic Concrete	Total Monthly Tonnage of Asphalt Cement (TMT)	Monthly Asphalt Cement Price month project let (APL)	Max. Cap	Monthly Asphalt Cement Price month placed (APM)	Price Adjustment (PA)		
		J	K	L = J x K	M = Sum of Columns L, T & W	N	O	P = (N x O)+N	Q = [((P - N) / N)] x M x N		
Leveling					493.29 TN	\$626.00/ TON	60%	\$ 1,001.60	\$ 185,280.72		
Patching											
9.5 mm SP											
12.5 OGFC											
12.5 PEM											
12.5 mm SP		2050.00 TN	5.00%	102.50 TN							
19 mm SP		2050.00 TN	5.00%	102.50 TN							
25 mm SP		5467.00 TN	5.00%	273.35 TN							
Bituminous Tack Coat		Tack Coat	GL/TN	Tons							
Description		R	S	T = R/S							
Tack Coat		3479.00 GL	232.8234 GL/TN	14.94 TN							
Bituminous Tack Coat (Surface Treatment)		SY	GL/SY	W = (U x V) / (232.8234 GL/TN)							
Description		U	V								
Single Surface Treatment			0.20 GL/SY								
Double Surface Treatment			0.44 GL/SY								
Triple Surface Treatment			0.71 GL/SY								
CONSTRUCTION TOTAL COST →										X = A+D+I+Q	\$ 16,592,912.64
RIGHT OF WAY COST →										Y	\$ 9,061,000.00
UTILITIES COST (Provided by Utility Office) →										Z = Sum of Reimbursable Costs	\$ 7,934,966.00
Utility Owner		Reimbursable Cost		Utility Owner		Reimbursable Cost					
Atlanta Gas Light		\$ -									
Colonial Pipeline		\$ -									
Georgia Power Distribution		\$ 6,500,000.00									
DeKalb County Watershed Management		\$ -									
DeKalb County Watershed Management		\$ -									
DeKalb County (Traffic Control)		\$ -									
AT&T		\$ 949,936.00									
Comcast Castle		\$ 485,030.00									
Fiberlight		\$ -									
Google Fiber		\$ -									
Lumen		\$ -									
Verizon		\$ -									
Windstream		\$ -									
Zayo		\$ -									

Project Cost Estimate

Processed on: 7/19/2023 11:13:19 AM

Concept Name:	0015069	Cost Estimate Name:	0015069
Concept Description:	Chamblee Dunwoody Road from Womack Road to Rot	Adhoc Pricing Total:	\$0.00
Spec Year:	21	Typical Section Total:	\$0.00
Item History:	BHP-ALL	Estimate Total:	\$12,020,243.16
Cost Estimate Phase:	2-DE		

ITEMS FOR CONCEPT NAME 0015069

0100 - Roadway

Line Number	Item	Quantity	Units	Price	Description	Amount
0015	009-3000	1	LS	400,000.00	MISCELLANEOUS CONSTRUCTION - Roadway Items	\$400,000.00
0005	150-1000	1	LS	650,000.00	TRAFFIC CONTROL - - PI 0015069	\$650,000.00
0105	153-1300	1	EA	95,049.22	FIELD ENGINEERS OFFICE TP 3	\$95,049.22
0010	210-0100	1	LS	1,700,000.00	GRADING COMPLETE - - PI 0015069	\$1,700,000.00
0035	310-1101	17000	TN	39.01	GR AGGR BASE CRS, INCL MATL	\$663,237.49
0030	402-3121	5467	TN	110.62	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	\$604,750.57
0025	402-3190	2050	TN	143.55	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	\$294,271.64
0020	402-4510	2050	TN	151.76	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME	\$311,114.25
0040	413-0750	3479	GL	2.53	TACK COAT	\$8,803.40
0120	432-5010	12500	SY	5.00	MILL ASPH CONC PVMT, VARIABLE DEPTH	\$62,500.00
0045	439-0022	325	SY	220.00	PLAIN PC CONC PVMT, CL 3 CONC, 10 INCH THK - Truck Apron	\$71,500.00
0115	441-0018	389	SY	62.69	DRIVEWAY CONCRETE, 8 IN TK	\$24,386.41
0065	441-0104	6801	SY	49.96	CONC SIDEWALK, 4 IN	\$339,787.96
0070	441-0108	3696	SY	77.57	CONC SIDEWALK, 8 IN	\$286,685.56
0050	441-5002	21602	LF	24.82	CONCRETE HEADER CURB, 6 IN, TP 2	\$536,128.37
0055	441-5008	21602	LF	23.25	CONCRETE HEADER CURB, 6 IN, TP 7	\$502,345.65

0100 - Roadway

Line Number	Item	Quantity	Units	Price	Description	Amount
0060	441-6743	327	LF	25.63	CONC CURB & GUTTER, 8 IN X 30 IN, TP 9	\$8,382.64
0125	500-3107	109	CY	700.00	CLASS A CONCRETE, RETAINING WALL	\$76,300.00
0100 Total						\$6,635,243.16

0200 - Drainage

Line Number	Item	Quantity	Units	Price	Description	Amount
0080	009-3000	1	LS	800,000.00	MISCELLANEOUS CONSTRUCTION - Drainage Items	\$800,000.00
0200 Total						\$800,000.00

0300 - Temporary Erosion Control

Line Number	Item	Quantity	Units	Price	Description	Amount
0075	009-3000	1	LS	150,000.00	MISCELLANEOUS CONSTRUCTION - Erosion Control Items	\$150,000.00
0300 Total						\$150,000.00

0400 - Permanent Erosion Control

Line Number	Item	Quantity	Units	Price	Description	Amount
0130	009-3000	1	LS	180,000.00	MISCELLANEOUS CONSTRUCTION	\$180,000.00
0400 Total						\$180,000.00

0600 - Signing

Line Number	Item	Quantity	Units	Price	Description	Amount
0110	009-3000	1	LS	80,000.00	MISCELLANEOUS CONSTRUCTION	\$80,000.00
0600 Total						\$80,000.00

0610 - Pavement Marking

Line Number	Item	Quantity	Units	Price	Description	Amount
0085	009-3000	1	LS	325,000.00	MISCELLANEOUS CONSTRUCTION - Signing and Marking Items	\$325,000.00

0610 Total	\$325,000.00
------------	--------------

0700 - Signals

Line Number	Item	Quantity	Units	Price	Description	Amount
0090	009-3000	1	LS	850,000.00	MISCELLANEOUS CONSTRUCTION - Signal and Traffic Items	\$850,000.00
0700 Total						\$850,000.00

1000 - Lighting

Line Number	Item	Quantity	Units	Price	Description	Amount
0095	009-3000	1	LS	1,200,000.00	MISCELLANEOUS CONSTRUCTION - Lighting Items	\$1,200,000.00
1000 Total						\$1,200,000.00

1300 - Landscaping

Line Number	Item	Quantity	Units	Price	Description	Amount
0100	009-3000	1	LS	1,800,000.00	MISCELLANEOUS CONSTRUCTION - Landscape Items	\$1,800,000.00
1300 Total						\$1,800,000.00

TOTALS FOR CONCEPT NAME 0015069

ITEMS COST:	\$12,020,243.16
TYPICAL SECTION:	\$0.00
AD-HOC PRICING:	\$0.00
ESTIMATED COST:	\$12,020,243.16
CONTINGENCY PERCENT:	
ENGINEERING AND INSPECTION:	
ESTIMATED COST WITH CONTINGNECY AND E&I:	

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Project No: N/A
P.I.# 0015069

Date: 08/22/2022

Description: CHAMBLEE DUNWOODY RD FM WOMACK RD TO ROBERTS DR STUDY - PH V

From: Ishri Sankar, PE – City of Dunwoody Capital Projects Manager

To: Timothy McDowell – GDOT Project Manager

SUBJECT: UTILITY ESTIMATE OF PROBABLE COSTS

A review of utilities located on the above project has been conducted without a design concept. Listed below is a breakdown of the anticipated reimbursable and non-reimbursable cost. Utility Accommodation Policy and Standards Manual (UAM) needs to be followed to determine reimbursement of the undergrounding of pole lines

<u>Utility Owner</u>	<u>Type</u>	<u>Reimbursable</u>	<u>Non-Reimbursable</u>	<u>Estimate Based on</u>
Atlanta Gas Light	Gas	-	\$864,462	Historical data
Colonial Pipeline	Gas Transmission	-	-	No conflicts anticipated
Georgia Power Distribution	Electric	\$6,500,000	-	Owner estimate (assumes electric will be buried)
DeKalb County Watershed Management	Sanitary Sewer	-	\$1,030,127	Historical data
	Water			Historical data
DeKalb County	Traffic Control	-	-	The City owns & operates the signal infrastructure within the project limits
AT&T	Telecom	\$949,936	-	Owner estimate (assumes telecom will be buried)
Comcast	Telecom	\$485,030	-	Owner estimate (assumes telecom will be buried)
Crown Castle	Telecom	-	\$81,033	Historical data
Fiberlight	Telecom			Historical data
Google Fiber	Telecom			Historical data
Lumen	Telecom			Historical data
Verizon	Telecom			Historical data
Windstream	Telecom			Historical data
Zayo	Telecom			Historical data
Total:				\$7,934,966











This estimate is based on the best available information at the current stage, unforeseen prior rights information may be provided by the Utility Company at a later date that could potentially cause some non-reimbursable costs to shift to the reimbursable costs column.

If additional information is needed, please contact me at 678-382-6700.

Attachment 4 - Crash Summaries and Diagrams

Chamblee-Dunwoody Road at Roberts Drive


2014

- LEFT TURN

- SIDESWIPE

- RIGHT ANGLE

- FIXED OBJECT

- LOST CONTROL

- HEAD ON

- REAR END

- IMPROPER BACKING

- BICYCLE

- PEDESTRIAN

- DEKALB CO. CRASH NO.
XX-XXXXXX
- INJURY
○
- FATAL
●



ROAD	ACC	LIGHTING	ACC	SEASON	ACC	TIME	ACC	TYPE	ACC	ACC	INJURY/FATAL	ACC
DRY	14	DAYLIGHT	12	WINTER	2	0600-1000	6	SIDESWIPE	0		INJURY	3
WET	2	DUSK	0	(Dec-Feb)		1000-1600	4	REAR END	16		FATAL	0
SNOWY/ICY	0	DAWN	0	SPRING	5	1600-1900	4	RT. ANGLE	0			
TOTAL	16	DARK	3	(Mar-May)		1900-2400	2	LEFT TURN	0			
		(STREET LIGHT)		SUMMER	3	2400-0600	0	LST CONTROL	0			
		DARK	1	(June-Aug)		TOTAL	16	FIXED OBJECT	0			
		(NO STREET LIGHT)		FALL	6			HEAD ON	0			
		TOTAL	16	(Sept-Nov)				PEDESTRIAN	0			
				TOTAL	16			TOTAL	16			



Chamblee-Dunwoody Road at Roberts Drive DeKalb County, GA	FROM: 01/01/14 TO: 12/31/14
	
<small>AECOM ONE MIDTOWN PLAZA 1368 PEACHTREE STREET NE, SUITE 500 ATLANTA, GA 30309 TEL: (404) 965-9600 FAX: (404) 965-9605</small>	

CRASH SUMMARY TABLE
(CDR AT ROBERTS DR)

Manner of Collision	Number of Crashes
Sideswipe	0
Rear End	16
Right Angle	0
Left turn Angle	0
Head On	0
Pedestrian	0
Total	16











Crash Severity	Number of Crashes
Fatality	0
Injury	3
PDO	13

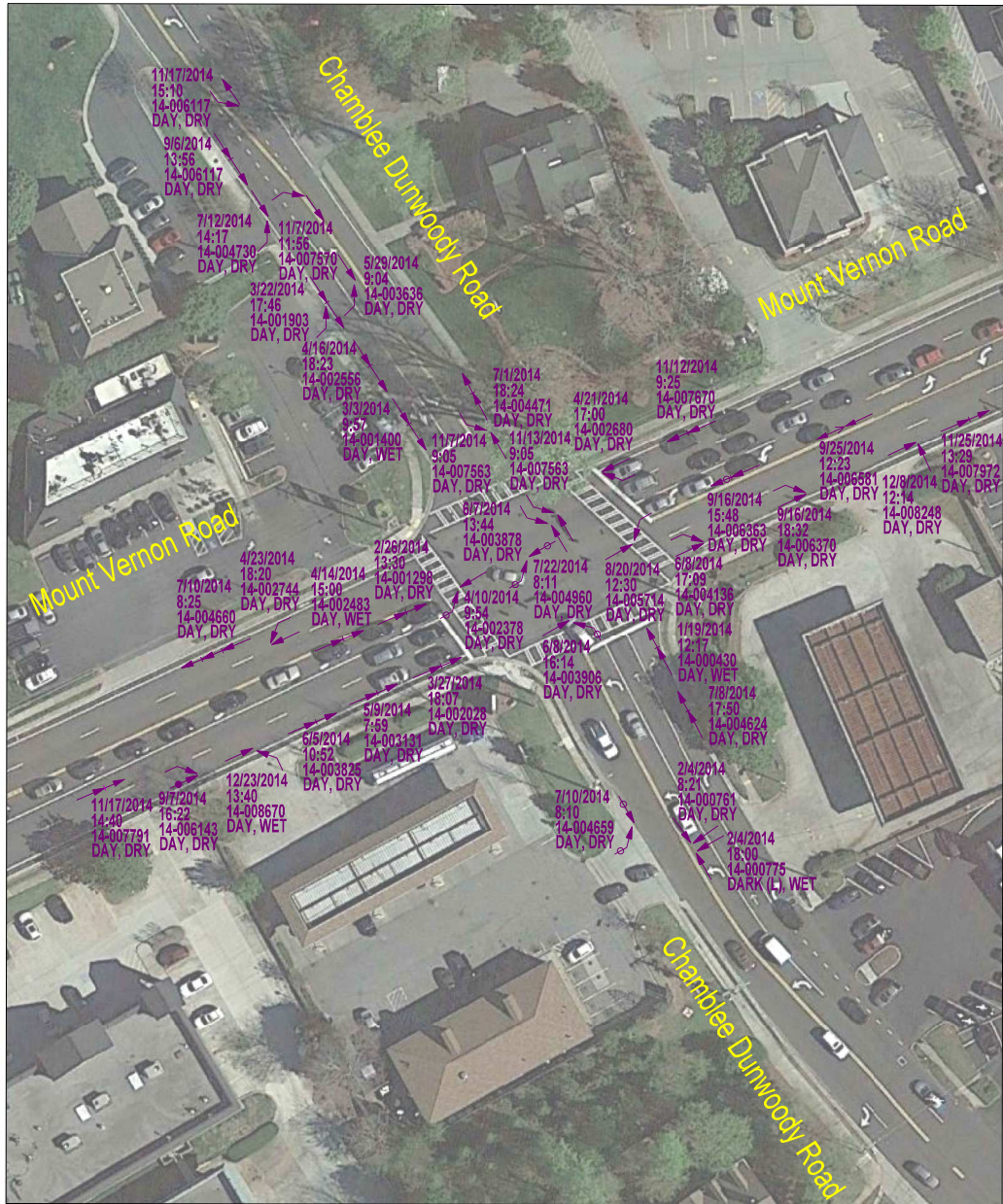
Surface Condition	Number of Crashes
Dry	14
Wet	2
Snowy/Icy	0

Lighting	Number of Crashes
Daylight	12
Dusk	0
Dawn	0
Dark (Street light)	3
Dark (No Street light)	1

Chamblee-Dunwoody Road at Mount Vernon Road


2014

- LEFT TURN

- SIDESWIPE

- RIGHT ANGLE

- FIXED OBJECT

- LOST CONTROL

- HEAD ON

- REAR END

- IMPROPER BACKING

- BICYCLE

- PEDESTRIAN

- DEKALB CO. CRASH NO.
XX-XXXXXX
- INJURY
○
- FATAL
●



ROAD	ACC	LIGHTING	ACC	SEASON	ACC	TIME	ACC	TYPE	ACC	ACC	INJURY/FATAL	ACC
DRY	35	DAYLIGHT	39	WINTER	6	0600-1000	10	SIDESWIPE	7		INJURY	6
WET	5	DUSK	0	(Dec-Feb)		1000-1600	18	REAR END	16		FATAL	1
SNOWY/ICY	0	DAWN	0	SPRING	11	1600-1900	12	RT. ANGLE	3			
TOTAL	40	DARK	1	(Mar-May)		1900-2400	0	LEFT TURN	14			
		(STREET LIGHT)		SUMMER	11	2400-0600	0	LST CONTROL	0			
		DARK	0	(June-Aug)		TOTAL	40	FIXED OBJECT	0			
		(NO STREET LIGHT)		FALL	12			HEAD ON	0			
		TOTAL	40	(Sept-Nov)				PEDESTRIAN	0			
				TOTAL	40			TOTAL	40			



Chamblee-Dunwoody Road at Mount Vernon Road DeKalb County, GA	FROM: 01/01/14 TO: 12/31/14
	
ONE MIDTOWN PLAZA 1360 PEACHTREE STREET, N.E., SUITE 500 ATLANTA, GA 30309 TEL: (404) 965-9600 FAX: (404) 965-9605	

CRASH SUMMARY TABLE
(CDR AT MOUNT VERNON RD)

Manner of Collision	Number of Crashes
Sideswipe	7
Rear End	16
Right Angle	3
Left turn Angle	14
Head On	0
Pedestrian	0
Total	40











Crash Severity	Number of Crashes
Fatality	1
Injury	6
PDO	33

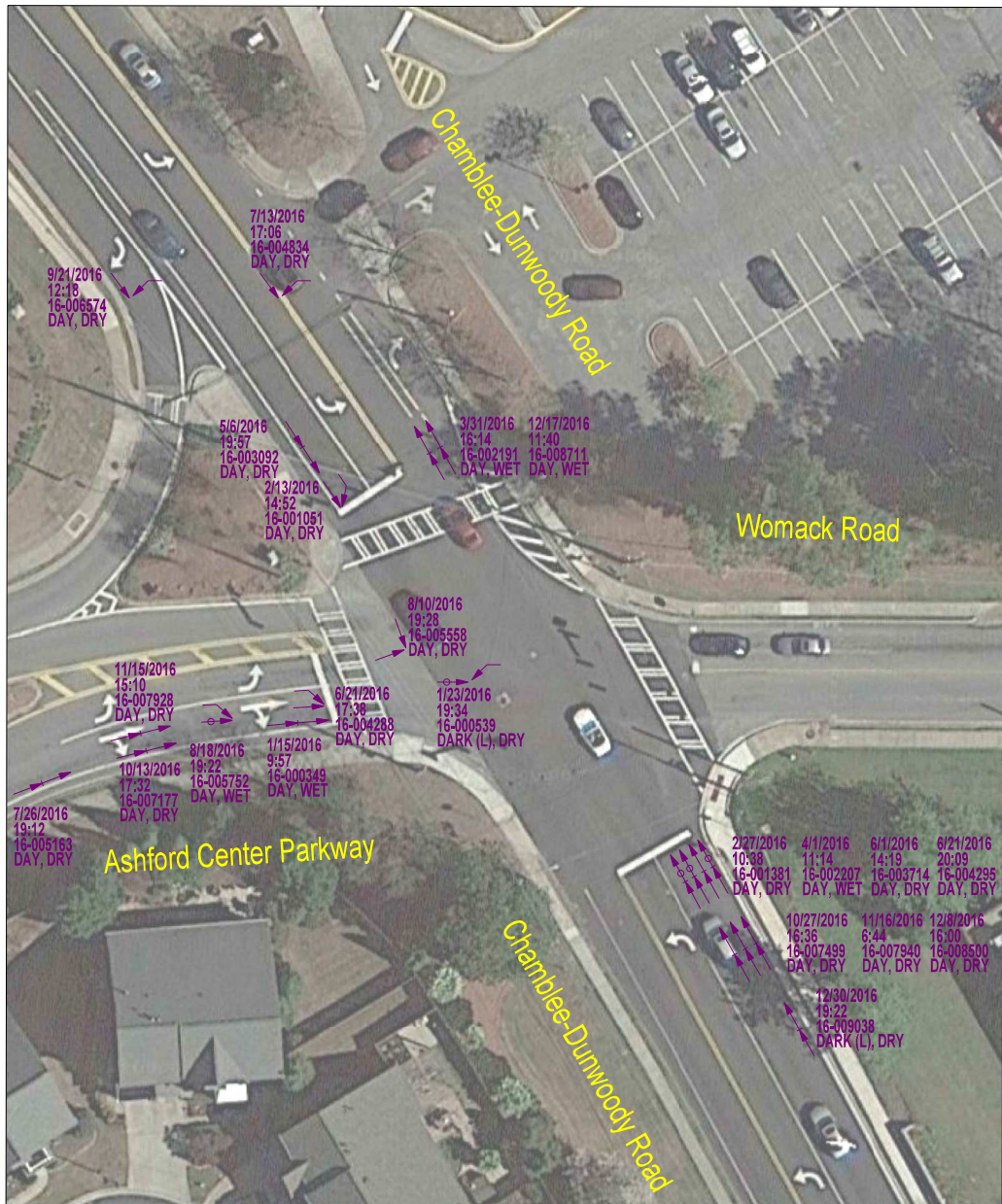
Surface Condition	Number of Crashes
Dry	35
Wet	5
Snowy/Icy	0

Lighting	Number of Crashes
Daylight	39
Dusk	0
Dawn	0
Dark (Street light)	1
Dark (No Street light)	0

Chamblee-Dunwoody Road at Womack Road/Ashford Center Parkway

2016

- LEFT TURN

- SIDESWIPE

- RIGHT ANGLE

- FIXED OBJECT

- LOST CONTROL

- HEAD ON

- REAR END

- IMPROPER BACKING

- BICYCLE

- PEDESTRIAN

- DEKALB CO. CRASH NO.
XX-XXXXXX
- INJURY
○
- FATAL
●



ROAD	ACC	LIGHTING	ACC	SEASON	ACC	TIME	ACC	TYPE	ACC	ACC	INJURY/FATAL	ACC
DRY	17	DAYLIGHT	20	WINTER	7	0600-1000	2	SIDESWIPE	3		INJURY	5
WET	5	DUSK	0	(Dec-Feb)		1000-1600	7	REAR END	15		FATAL	0
SNOWY/ICY	0	DAWN	0	SPRING	3	1600-1900	6	RT. ANGLE	1			
TOTAL	22	DARK	2	(Mar-May)		1900-2400	7	LEFT TURN	3			
		(STREET LIGHT)		SUMMER	7	2400-0600	0	LST CONTROL	0			
		DARK	0	(June-Aug)		TOTAL	22	FIXED OBJECT	0			
		(NO STREET LIGHT)		FALL	5			HEAD ON	0			
		TOTAL	22	(Sept-Nov)				PEDESTRIAN	0			
				TOTAL	22			TOTAL	22			



Chamblee-Dunwoody Road at Womack Road/Ashford Center Parkway DeKalb County, GA		FROM: 01/01/16 TO: 12/31/16
AECOM		ONE MIDTOWN PLAZA 1368 PEACHTREE STREET NE, SUITE 500 ATLANTA, GA 30309 TEL: (404) 965-9600 FAX: (404) 965-9605

CRASH SUMMARY TABLE
(CDR AT WOMACK RD)

Manner of Collision	Number of Crashes
Sideswipe	3
Rear End	15
Right Angle	1
Left turn Angle	3
Head On	0
Pedestrian	0
Total	22

Crash Severity	Number of Crashes
Fatality	0
Injury	5
PDO	17

Surface Condition	Number of Crashes
Dry	17
Wet	5
Snowy/Icy	0

Lighting	Number of Crashes
Daylight	20
Dusk	0
Dawn	0
Dark (Street light)	2
Dark (No Street light)	0

Attachment 5 - Design Traffic Diagrams

Department of Transportation State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. # 0015069 **OFFICE** Planning
Dekalb County **DATE** 6/11/2018

FROM Cynthia L. VanDyke, State Transportation Planning Administrator

TO Albert Shelby, State Program Delivery Engineer
Attention: Oluchukwu Anyaebosi

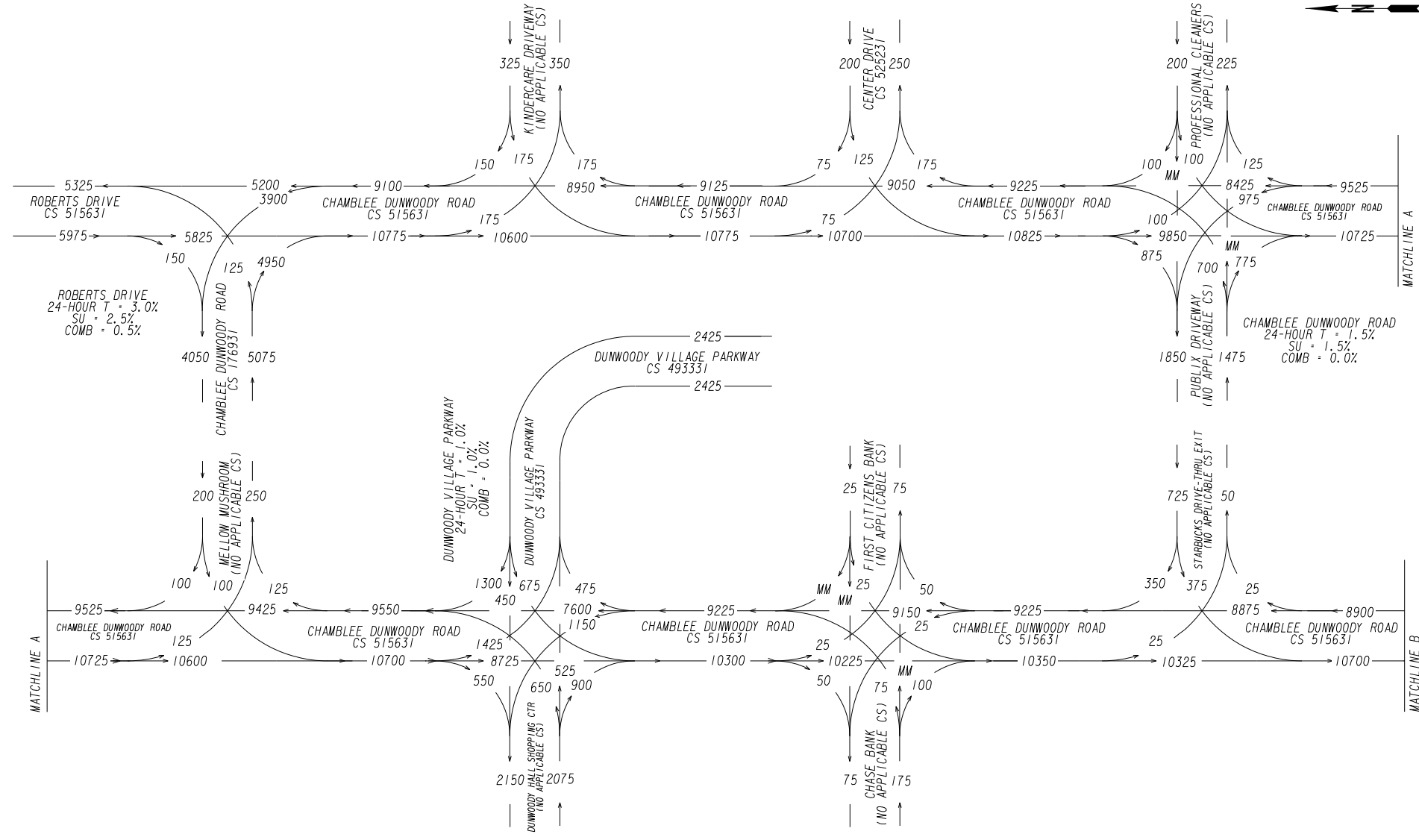
SUBJECT **Reviewed** Design Traffic for CHAMBLEE DUNWOODY RD FM WOMACK RD TO ROBERTS DR STUDY – PH V

Per request, we have reviewed the consultant's design traffic diagrams for the above project. Based on the information furnished, we find the design traffic diagrams to be satisfactory, and the traffic forecasting task to be complete for the above project. The reviewed design traffic diagrams is attached in 0015069_10.pdf and 0015069_10.dgn.

If you have any questions concerning this information, please contact Andre Washington at 404-631-1925.

Nithin Gomez
Gresham, Smith and Partners
Design Traffic Review Consultant to GDOT
678-478-3350

CLV/NMG

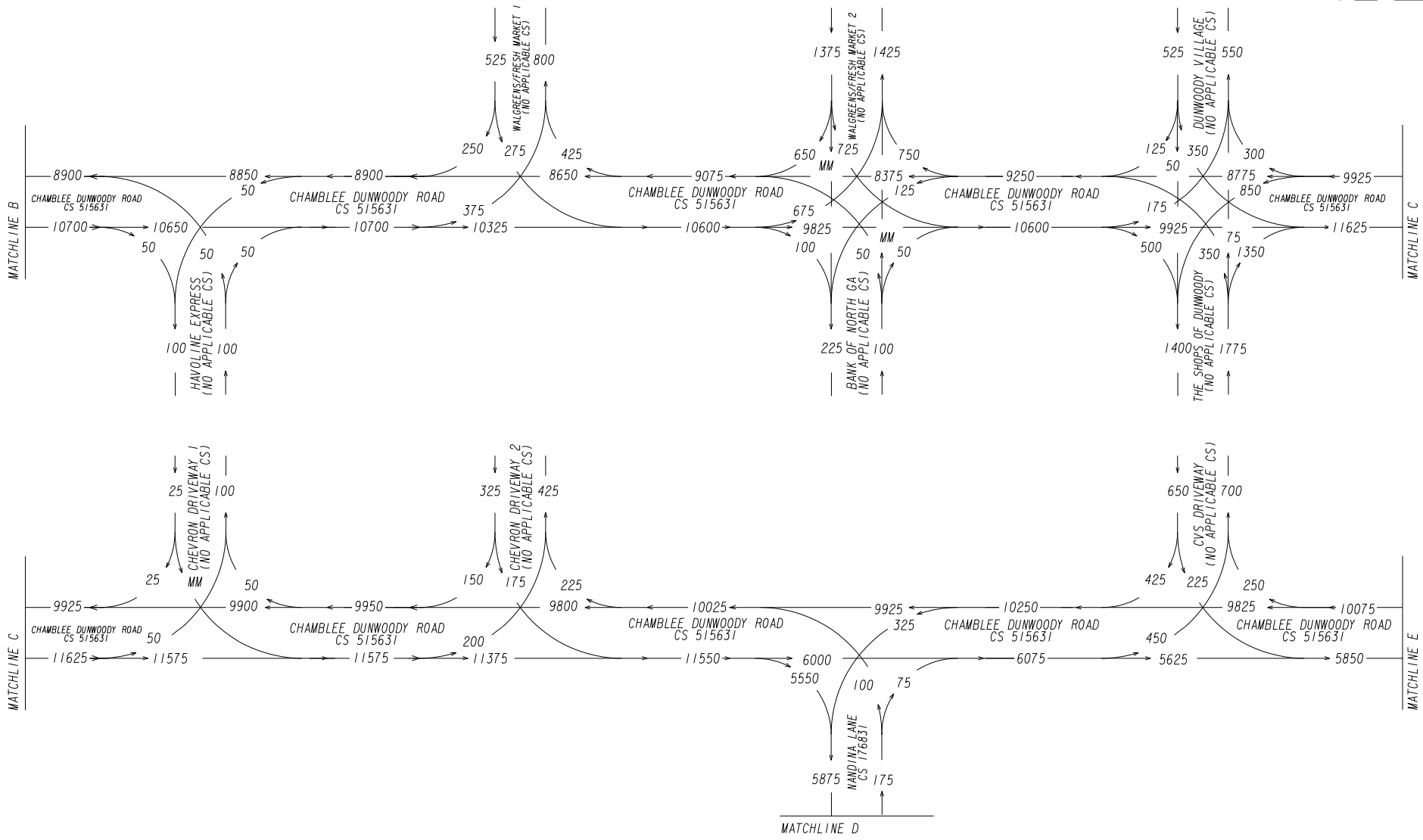


AECOM
 ONE MIDTOWN PLAZA
 1360 PEACHTREE STREET NE, SUITE #500
 ATLANTA, GEORGIA 30309
 TEL: (404) 965-9600 FAX: (404) 965-9605

2018 AADT
 EXISTING

PI #: 0015069
 DEKALB COUNTY
 CHAMBLEE DUNWOODY RD FM
 WOVACK RD TO ROBERTS DR
 STUDY - PH V

REVISION DATES		TRAFFIC DIAGRAM	
		OFFICE OF PLANNING	
CHECKED:	Stefan Joseph	DATE:	4/2/2018
BACKCHECKED:	James Anderson	DATE:	4/2/2018
CORRECTED:	Stefan Joseph	DATE:	4/6/2018
VERIFIED:	James Anderson	DATE:	4/6/2018
			DRAWING NO.
			10-1



AECOM

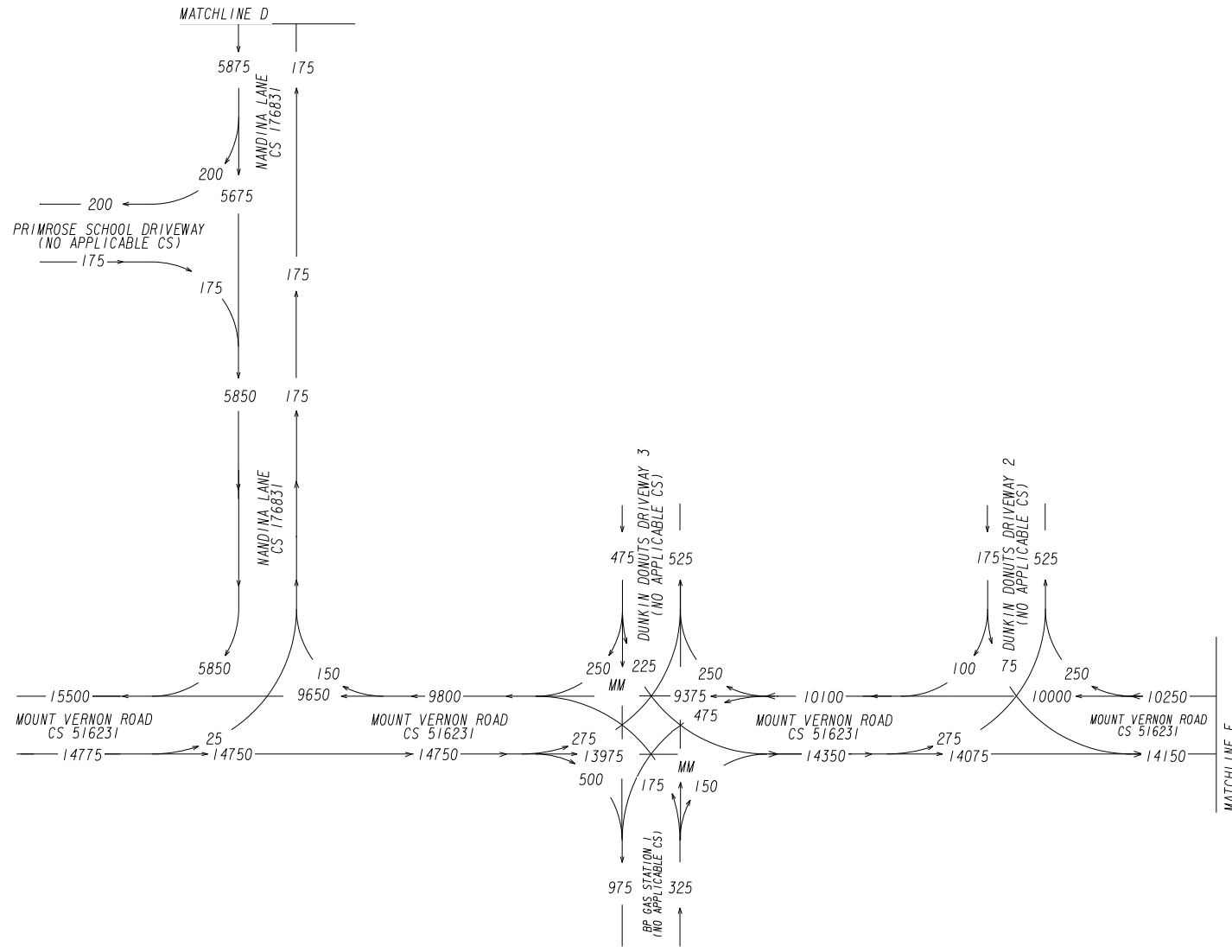
ONE MDTOWN PLAZA
1360 PEACHTREE STREET NE, SUITE #500
ATLANTA, GEORGIA 30309
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2018 AADT
EXISTING

PI*: 0015069
DEKALB COUNTY

CHAMBLEE DUNWOODY RD FM
WOMACK RD TO ROBERTS DR
STUDY - PH V

REVISION DATES		TRAFFIC DIAGRAM	
		OFFICE OF PLANNING	
CHECKED:	Stefan Joseph	DATE:	4/2/2018
BACKCHECKED:	James Anderson	DATE:	4/2/2018
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VERIFIED:	James Anderson	DATE:	4/6/2018
			DRAWING NO.
			10-2



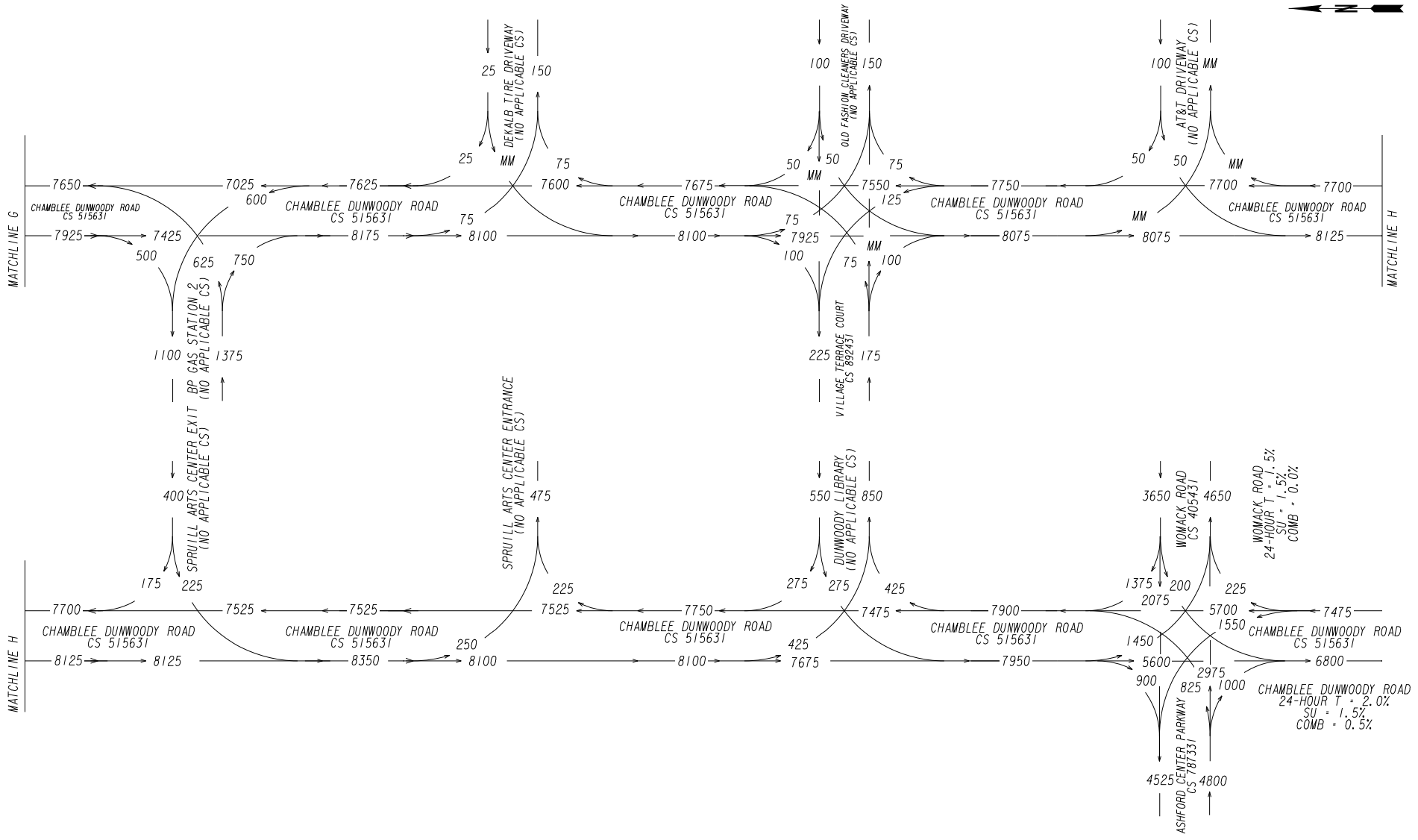
AECOM
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1360 PEACHTREE STREET NE, SUITE #500
ATLANTA, GEORGIA 30309
TEL: (404) 965-9600 FAX: (404) 965-9605

2018 AADT
EXISTING

PI*: 0015069
DEKALB COUNTY

CHAMBLEE DUNWOODY RD FM
WOMACK RD TO ROBERTS DR
STUDY - PH V

REVISION DATES			TRAFFIC DIAGRAM	
			OFFICE OF PLANNING	
CHECKED:	Stefan Joseph	DATE:	6/4/2018	DRAWING NO.
BACKCHECKED:	James Anderson	DATE:	6/4/2018	10-4
CORRECTED:	Stefan Joseph	DATE:	6/4/2018	
VERIFIED:	James Anderson	DATE:	6/4/2018	



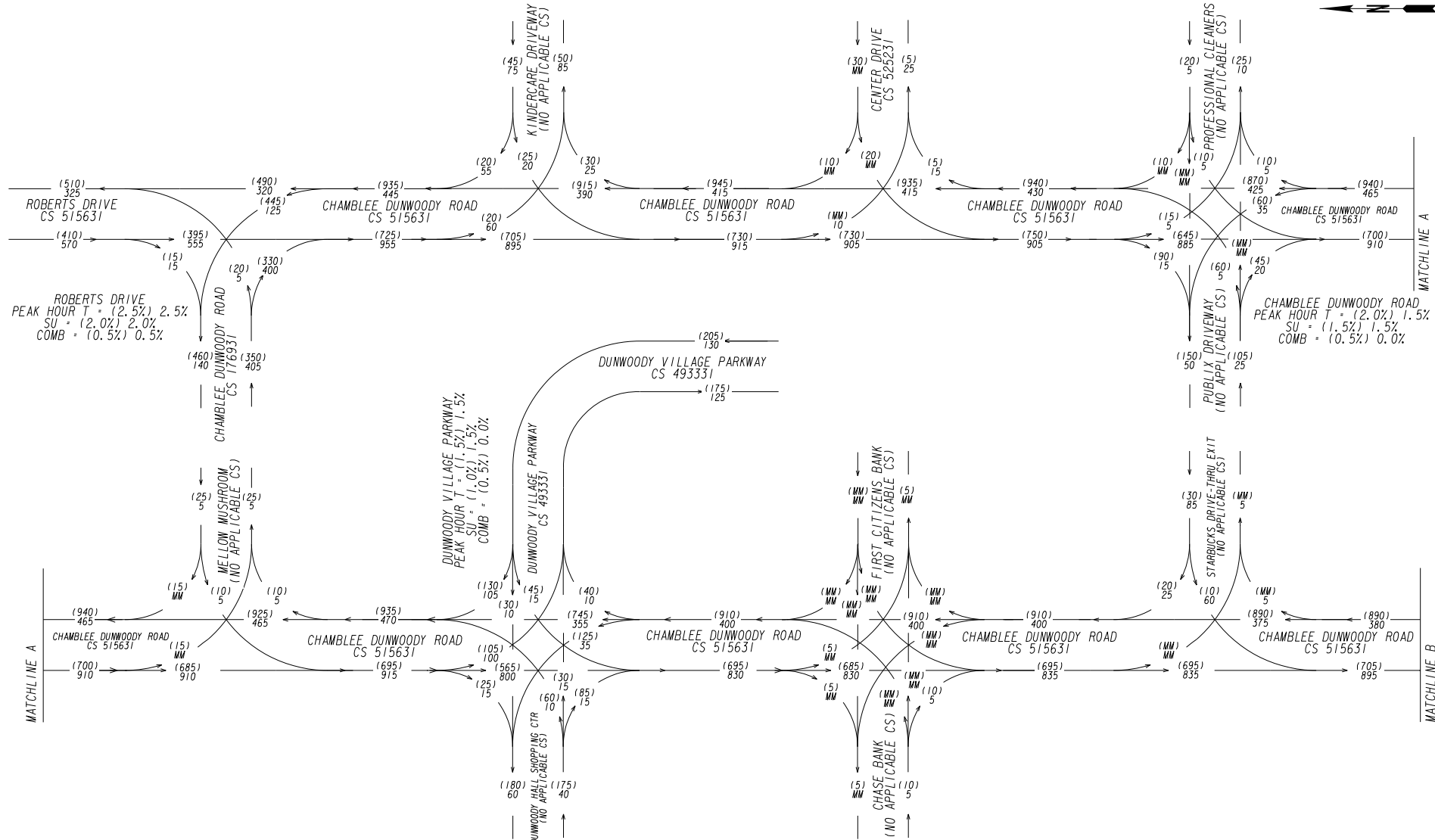
AECOM
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1360 PEACHTREE STREET NE, SUITE #500
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TEL: (404) 965-9600 FAX: (404) 965-9605

2018 AADT
EXISTING

PI*: 0015069
DEKALB COUNTY

CHAMBLEE DUNWOODY RD FM
WOMACK RD TO ROBERTS DR
STUDY - PH V

REVISION DATES		TRAFFIC DIAGRAM	
		OFFICE OF PLANNING	
CHECKED:	Stefan Joseph	DATE:	4/2/2018
BACKCHECKED:	James Anderson	DATE:	4/2/2018
CORRECTED:	Stefan Joseph	DATE:	4/6/2018
VERIFIED:	James Anderson	DATE:	4/6/2018
DRAWING No.			10-5



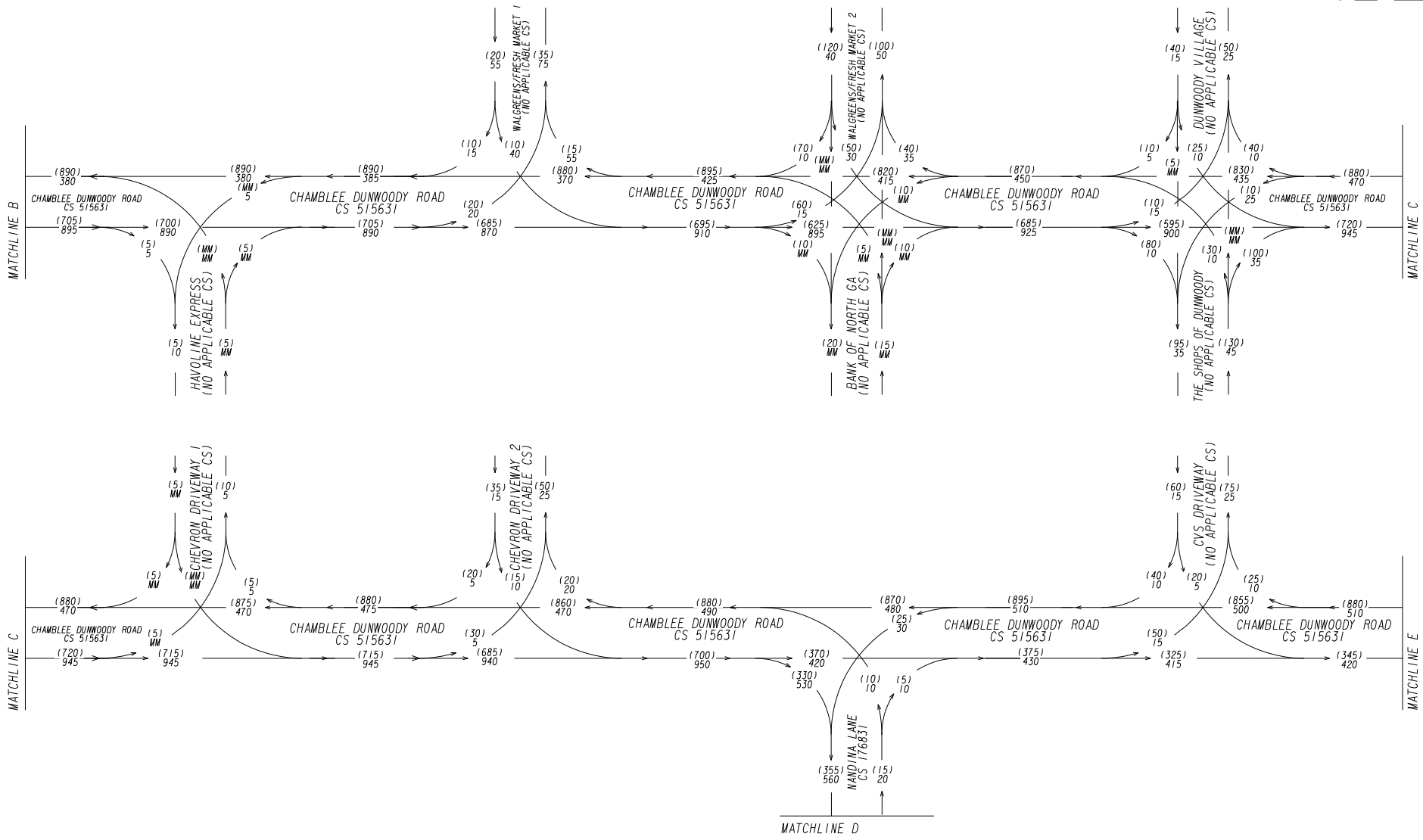
AECOM
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1360 PEACHTREE STREET NE, SUITE #500
ATLANTA, GEORGIA 30309
TEL: (404) 965-9600 FAX: (404) 965-9605

2018 DHV
EXISTING
(PM) AM

PI #: 0015069
DEKALB COUNTY

CHAMBLEE DUNWOODY RD FM
WOMACK RD TO ROBERTS DR
STUDY - PH V

REVISION DATES		TRAFFIC DIAGRAM	
		OFFICE OF PLANNING	
CHECKED:	Stefan Joseph	DATE:	4/2/2018
BACKCHECKED:	James Anderson	DATE:	4/2/2018
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VERIFIED:	James Anderson	DATE:	4/6/2018
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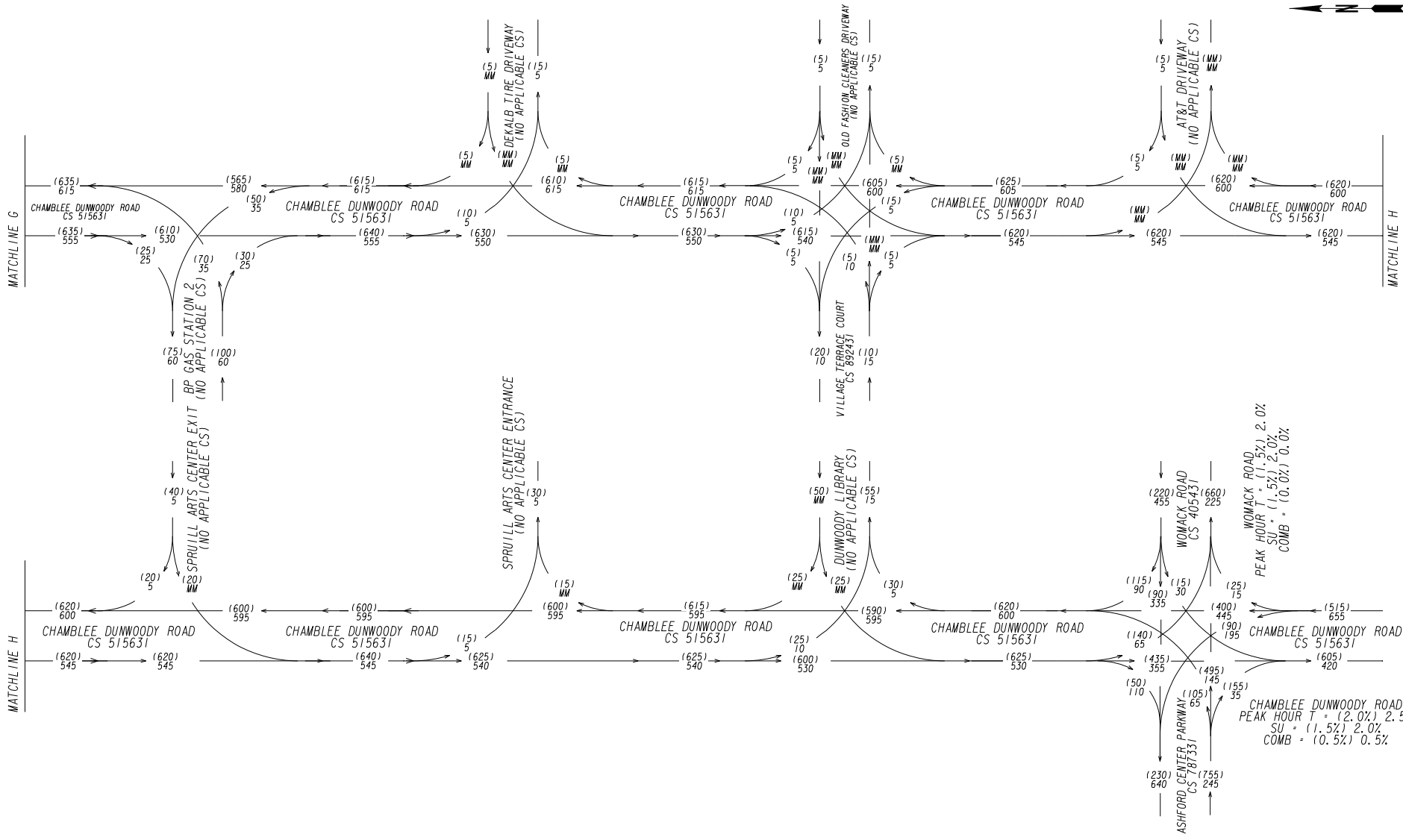
AECOM
ONE MIDTOWN PLAZA
1360 PEACHTREE STREET NE, SUITE #500
ATLANTA, GEORGIA 30309
TEL: (404) 965-9600 FAX: (404) 965-9605

2018 DHV
EXISTING
(PM) AM

PI*: 0015069
DEKALB COUNTY

CHAMBLEE DUNWOODY RD FM
WOMACK RD TO ROBERTS DR
STUDY - PH V

REVISION DATES		TRAFFIC DIAGRAM	
		OFFICE OF PLANNING	
CHECKED:	Stefan Joseph	DATE:	4/2/2018
BACKCHECKED:	James Anderson	DATE:	4/2/2018
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VERIFIED:	James Anderson	DATE:	4/6/2018
			DRAWING No.
			10-7

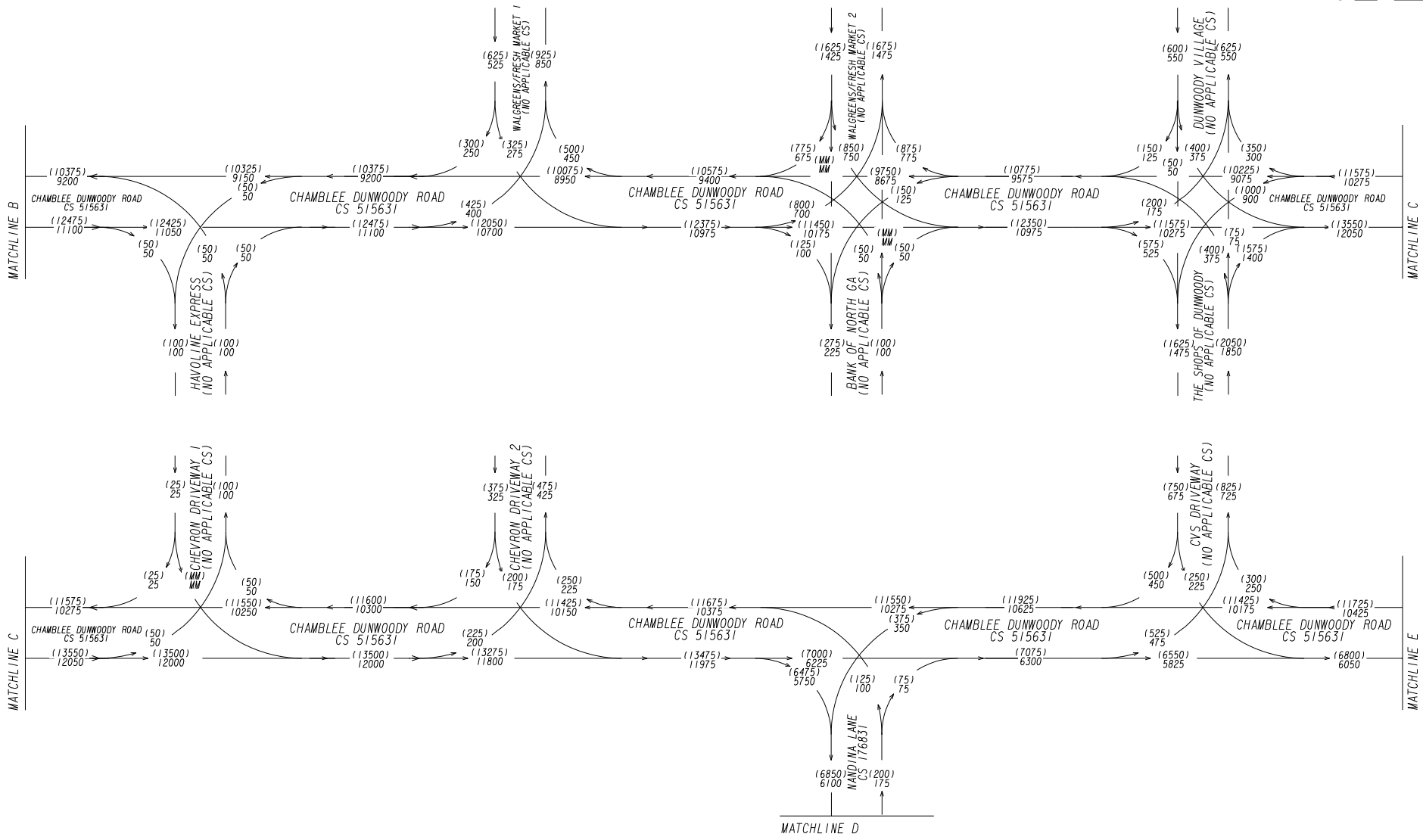


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2018 DHV
 EXISTING
 (PM) AM

PI*: 0015069
 DEKALB COUNTY
 CHAMBLEE DUNWOODY RD FM
 WOMACK RD TO ROBERTS DR
 STUDY - PH V

REVISION DATES		TRAFFIC DIAGRAM	
		OFFICE OF PLANNING	
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BACKCHECKED:	James Anderson	DATE:	4/2/2018
CORRECTED:	Stefan Joseph	DATE:	4/6/2018
VERIFIED:	James Anderson	DATE:	4/6/2018
			DRAWING NO.
			10-10



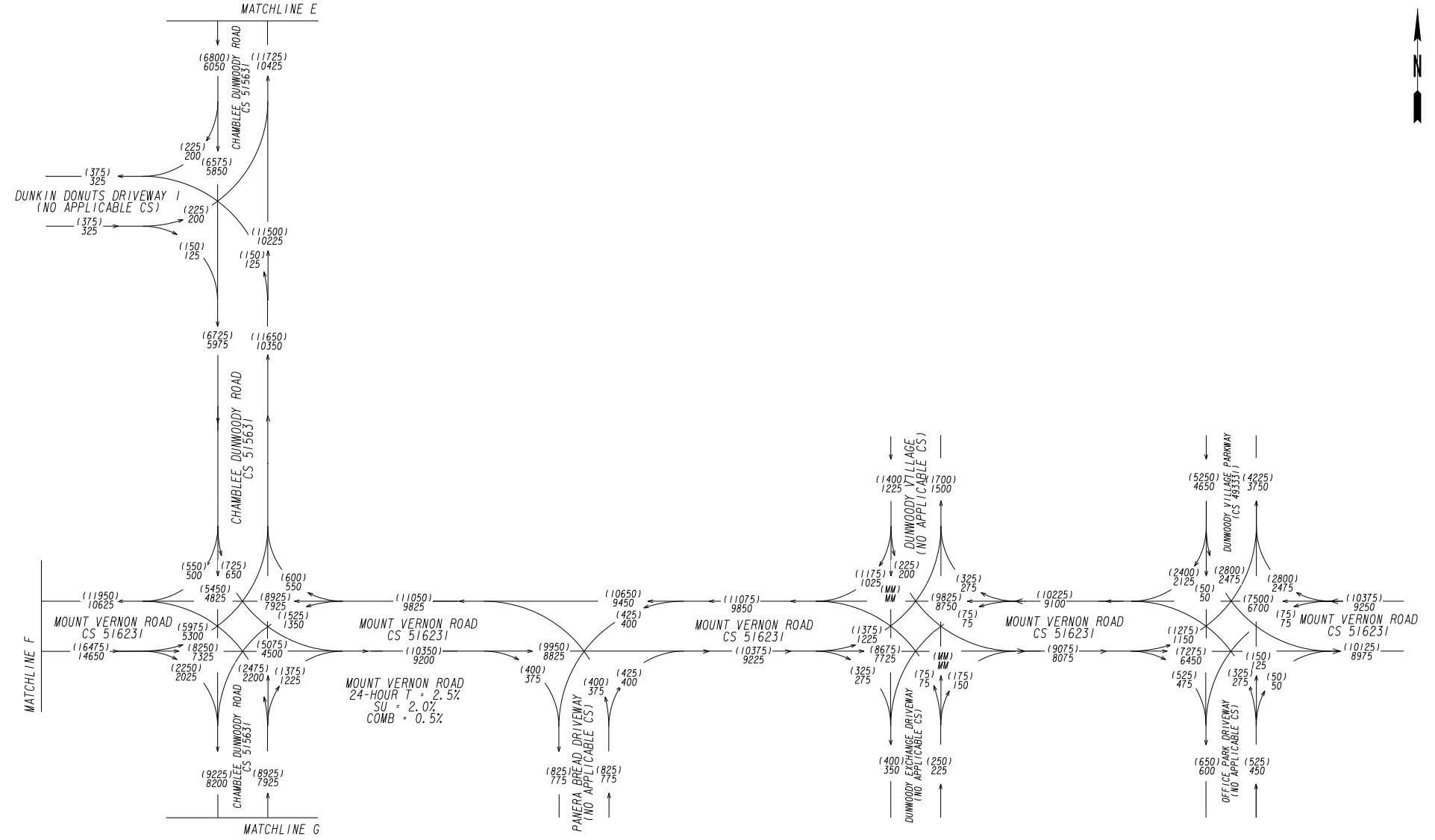
AECOM
 ONE MIDTOWN PLAZA
 1360 PEACHTREE STREET NE, SUITE #500
 ATLANTA, GEORGIA 30309
 TEL: (404) 965-9600 FAX: (404) 965-9605

AAADT
 (2044) 2024

BUILD =
 NO BUILD

PI*: 0015069
 DEKALB COUNTY
 CHAMBLEE DUNWOODY RD FM
 WOVACK RD TO ROBERTS DR
 STUDY - PH V

REVISION DATES		TRAFFIC DIAGRAM	
		OFFICE OF PLANNING	
CHECKED:	Stefan Joseph	DATE:	5/14/2018
BACKCHECKED:	James Anderson	DATE:	5/15/2018
CORRECTED:	Stefan Joseph	DATE:	5/15/2018
VERIFIED:	James Anderson	DATE:	5/15/2018
			DRAWING No.
			10-12



AECOM
ONE MIDTOWN PLAZA
1360 PEACHTREE STREET NE, SUITE #500
ATLANTA, GEORGIA 30309
TEL: (404) 965-9600 FAX: (404) 965-9605

AADT
(2044) 2024

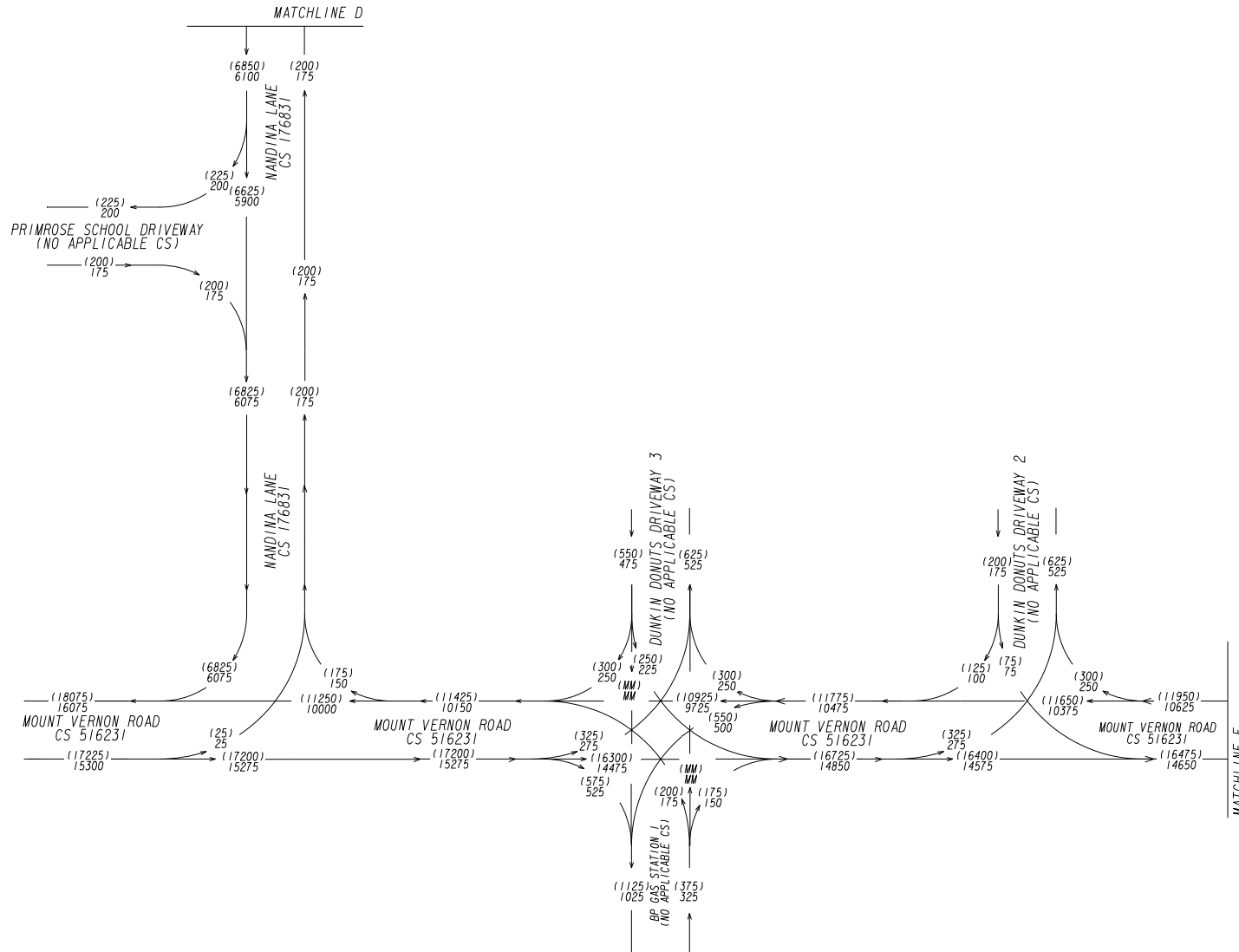
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PI*: 0015069
DEKALB COUNTY

CHAMBLEE DUNWOODY RD FM
WOMACK RD TO ROBERTS DR
STUDY - PH V

REVISION DATES			TRAFFIC DIAGRAM	
			OFFICE OF PLANNING	
CHECKED:	Stefan Joseph	DATE:	5/14/2018	DRAWING NO.
BACKCHECKED:	James Anderson	DATE:	5/15/2018	
CORRECTED:	Stefan Joseph	DATE:	5/15/2018	
VERIFIED:	James Anderson	DATE:	5/15/2018	

10-13



AECOM
ONE MIDTOWN PLAZA
1360 PEACHTREE STREET NE, SUITE #500
ATLANTA, GEORGIA 30309
TEL: (404) 965-9600 FAX: (404) 965-9605

AAADT
(2044) 2024

BUILD =
NO BUILD

PI*: 0015069
DEKALB COUNTY

CHAMBLEE DUNWOODY RD FM
WOMACK RD TO ROBERTS DR
STUDY - PH V

REVISION DATES

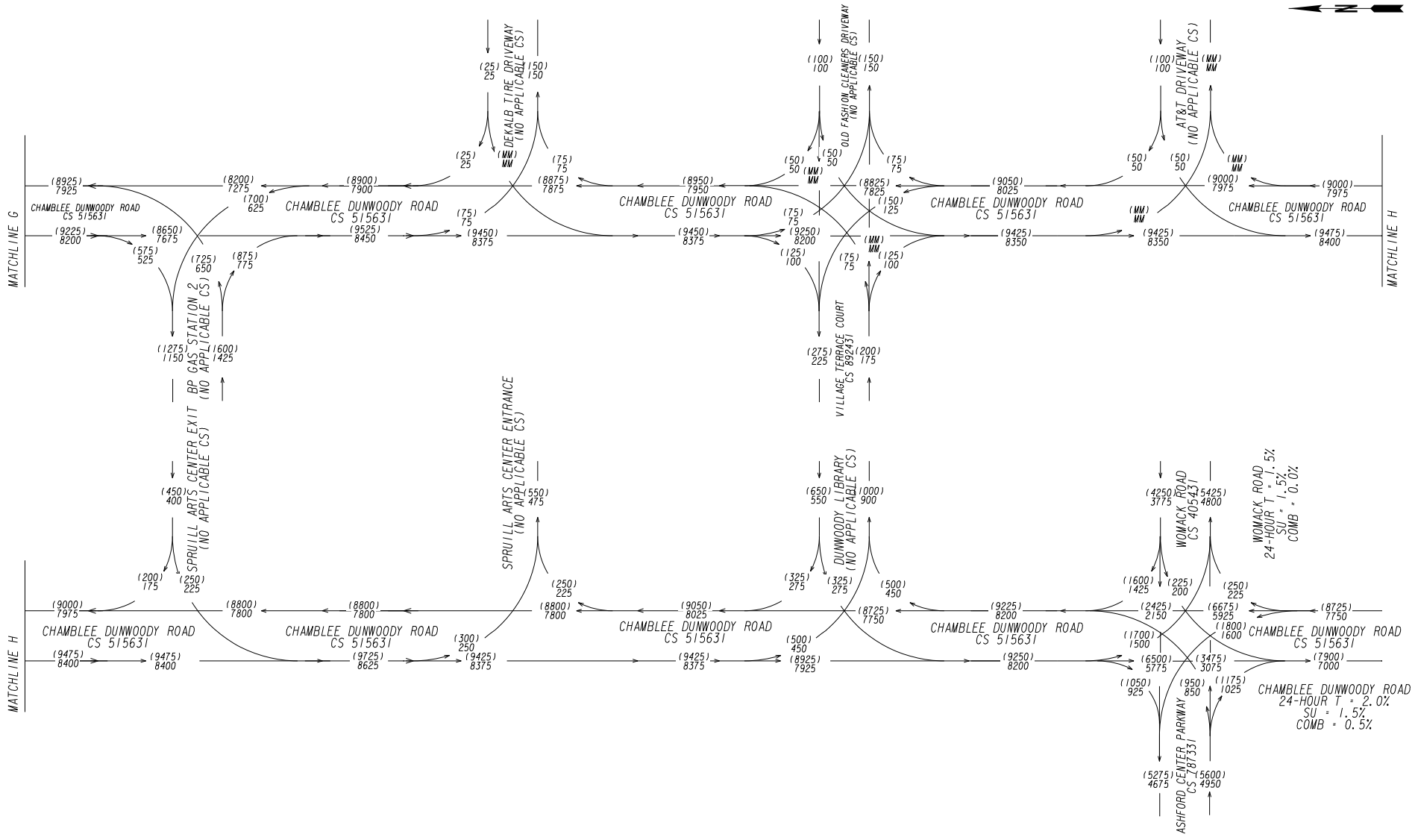
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TRAFFIC DIAGRAM

OFFICE OF PLANNING

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BACKCHECKED:	DATE:	
James Anderson	5/15/2018	
CORRECTED:	DATE:	
Stefan Joseph	5/15/2018	
VERIFIED:	DATE:	
James Anderson	5/15/2018	

10-14



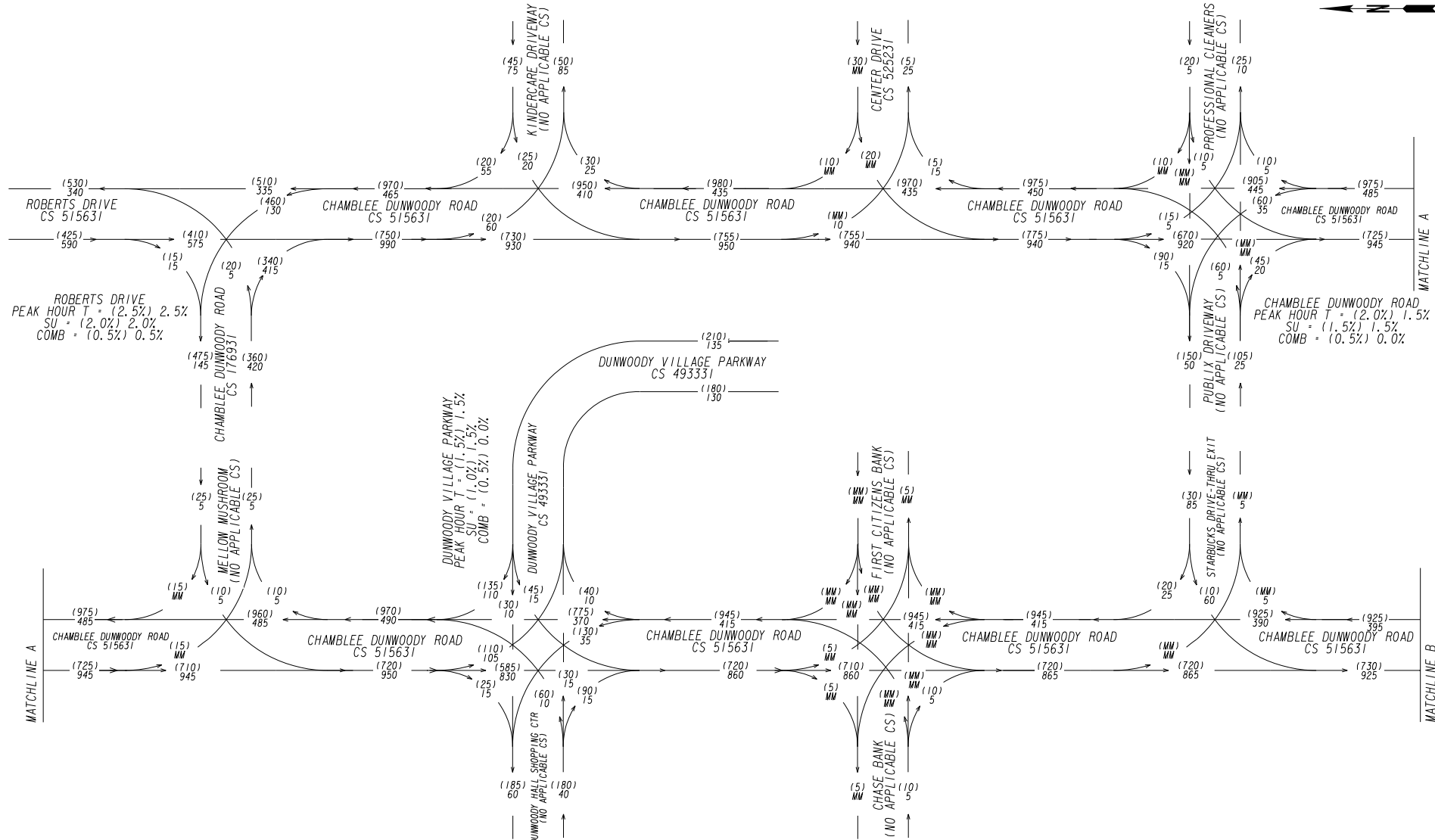
AECOM
 ONE MIDTOWN PLAZA
 1360 PEACHTREE STREET NE, SUITE #500
 ATLANTA, GEORGIA 30309
 TEL: (404) 965-9600 FAX: (404) 965-9605

AAADT
 (2044) 2024

BUILD =
 NO BUILD

PI #: 0015069
 DEKALB COUNTY
 CHAMBLEE DUNWOODY RD FM
 WOMACK RD TO ROBERTS DR
 STUDY - PH V

REVISION DATES		TRAFFIC DIAGRAM	
		OFFICE OF PLANNING	
CHECKED:	Stefan Joseph	DATE:	5/14/2018
BACKCHECKED:	James Anderson	DATE:	5/15/2018
CORRECTED:	Stefan Joseph	DATE:	5/15/2018
VERIFIED:	James Anderson	DATE:	5/15/2018
			DRAWING No.
			10-15



AECOM

ONE MIDTOWN PLAZA
1360 PEACHTREE STREET NE, SUITE #500
ATLANTA, GEORGIA 30309
TEL: (404) 965-9600 FAX: (404) 965-9605

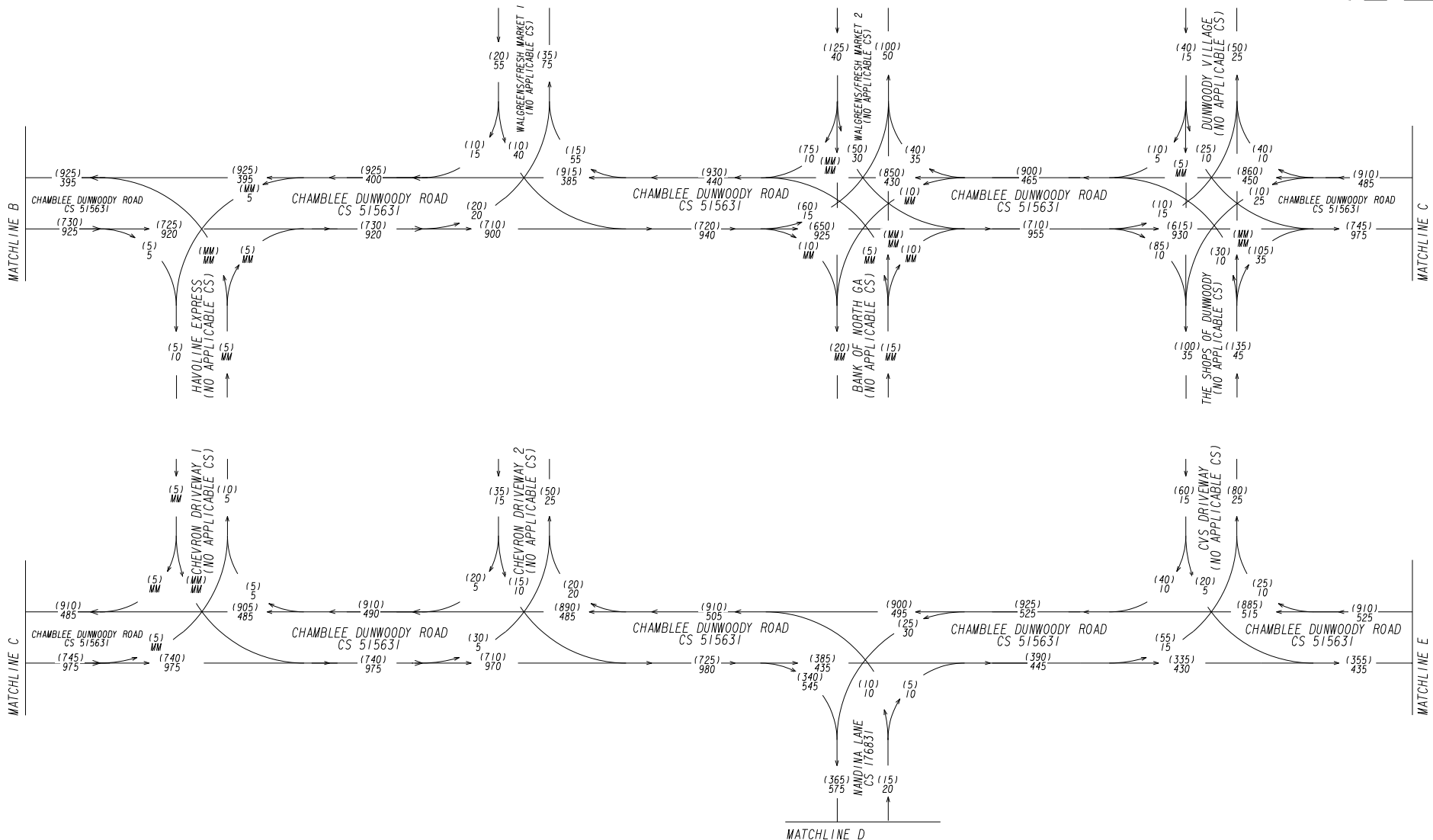
2024 DHV
(PM) AM

BUILD =
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PI*: 0015069
DEKALB COUNTY

CHAMBLEE DUNWOODY RD FM
WOMACK RD TO ROBERTS DR
STUDY - PH V

REVISION DATES		TRAFFIC DIAGRAM	
		OFFICE OF PLANNING	
CHECKED:	Stefan Joseph	DATE:	5/14/2018
BACKCHECKED:	James Anderson	DATE:	5/15/2018
CORRECTED:	Stefan Joseph	DATE:	5/15/2018
VERIFIED:	James Anderson	DATE:	5/15/2018
			DRAWING No.
			10-16



AECOM
 ONE MIDTOWN PLAZA
 1360 PEACHTREE STREET NE, SUITE #500
 ATLANTA, GEORGIA 30309
 TEL: (404) 965-9600 FAX: (404) 965-9605

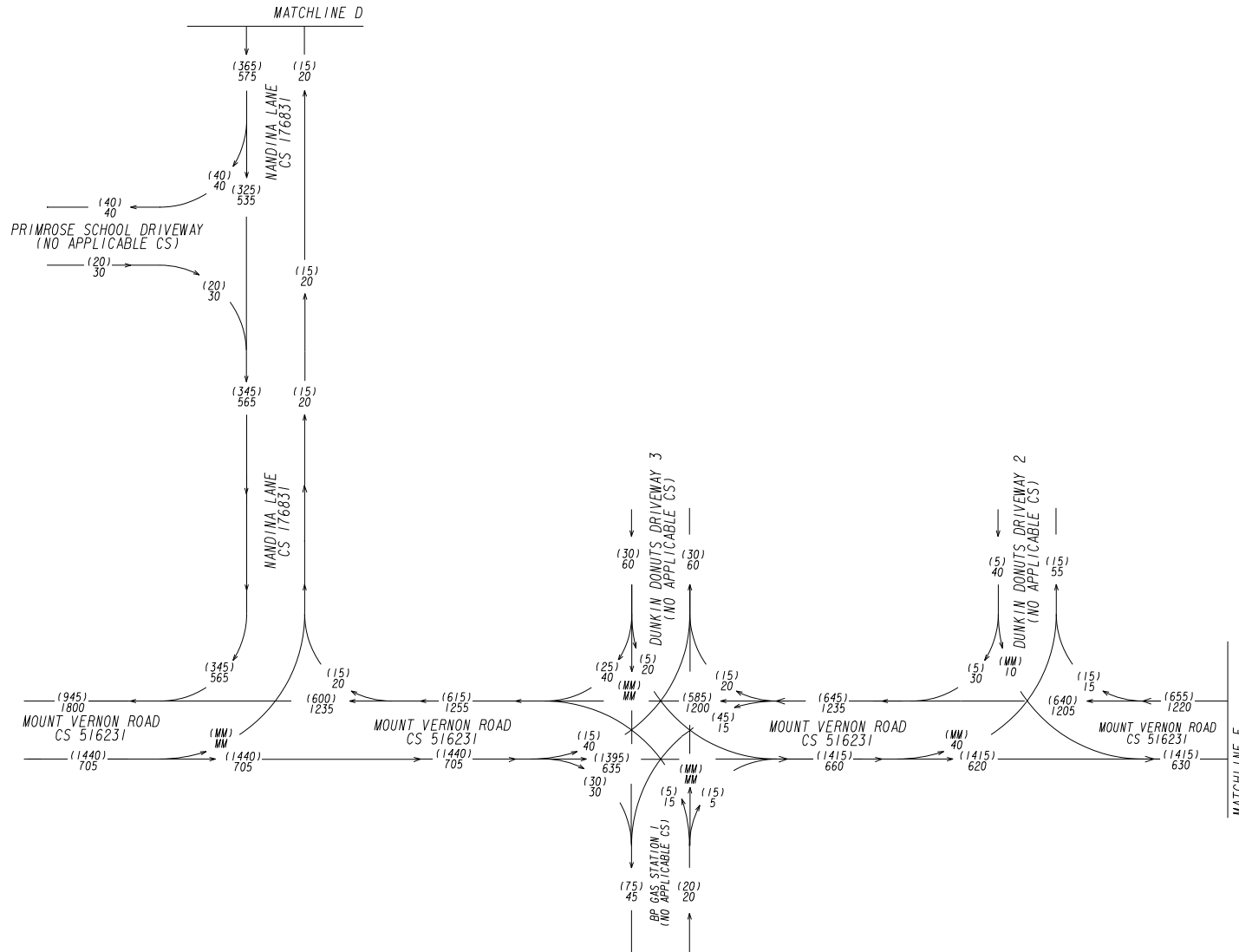
2024 DHV
(PM) AM

BUILD =
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PI*: 0015069
DEKALB COUNTY

CHAMBLEE DUNWOODY RD FM
WOMACK RD TO ROBERTS DR
STUDY - PH V

REVISION DATES		TRAFFIC DIAGRAM	
		OFFICE OF PLANNING	
CHECKED:	Stefan Joseph	DATE:	5/14/2018
BACKCHECKED:	James Anderson	DATE:	5/15/2018
CORRECTED:	Stefan Joseph	DATE:	5/15/2018
VERIFIED:	James Anderson	DATE:	5/15/2018
			DRAWING NO.
			10-17



AECOM
ONE MIDTOWN PLAZA
1360 PEACHTREE STREET NE, SUITE #500
ATLANTA, GEORGIA 30309
TEL: (404) 965-9600 FAX: (404) 965-9605

2024 DHV
(PM) AM

BUILD =
NO BUILD

PI*: 0015069
DEKALB COUNTY

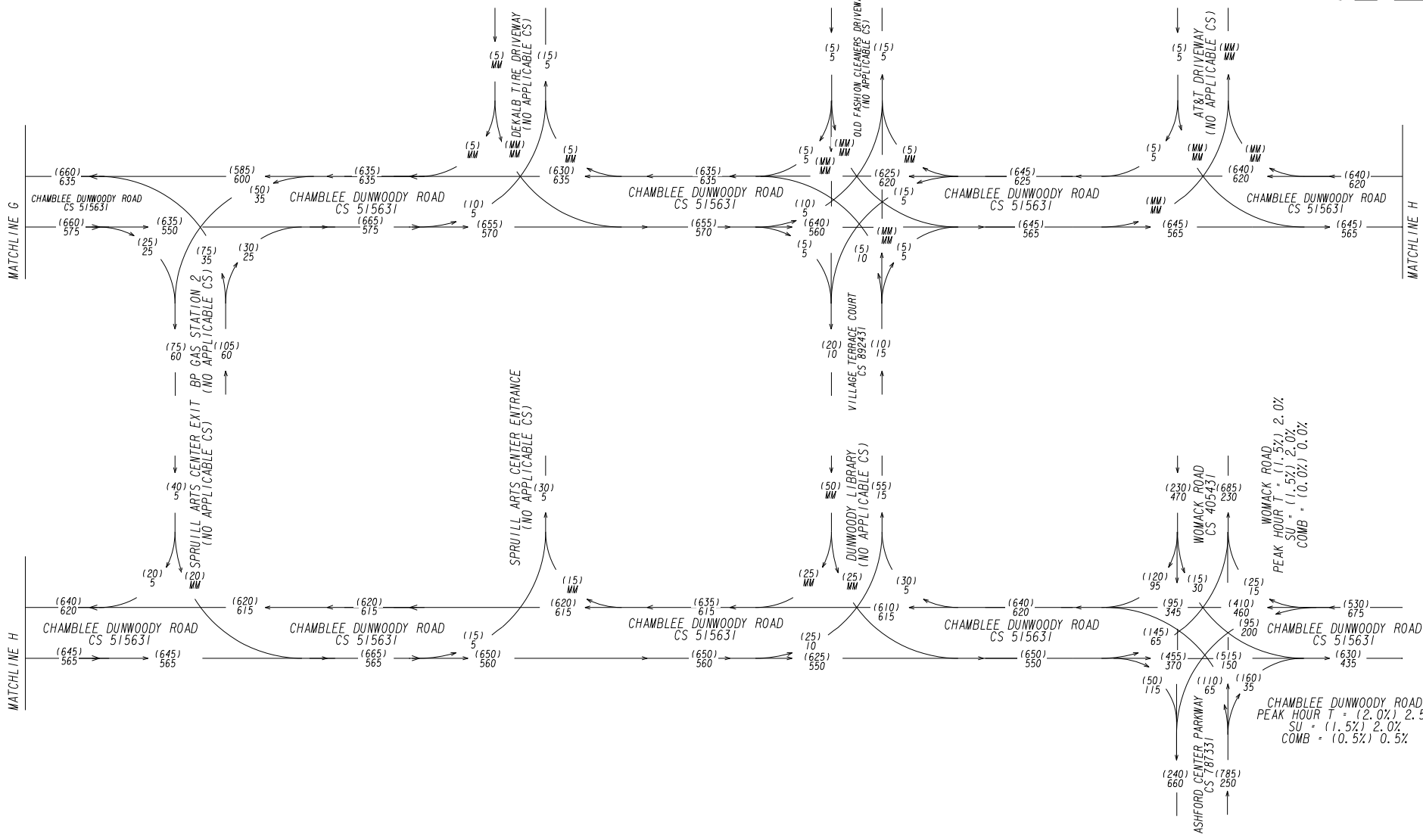
CHAMBLEE DUNWOODY RD FM
WOMACK RD TO ROBERTS DR
STUDY - PH V

REVISION DATES

NO.	DATE	DESCRIPTION

TRAFFIC DIAGRAM

OFFICE OF PLANNING			
CHECKED:	Stefan Joseph	DATE:	5/14/2018
BACKCHECKED:	James Anderson	DATE:	5/15/2018
CORRECTED:	Stefan Joseph	DATE:	5/15/2018
VERIFIED:	James Anderson	DATE:	5/15/2018
DRAWING NO.			10-19



AECOM
 ONE MIDTOWN PLAZA
 1360 PEACHTREE STREET NE, SUITE #500
 ATLANTA, GEORGIA 30309
 TEL: (404) 965-9600 FAX: (404) 965-9605

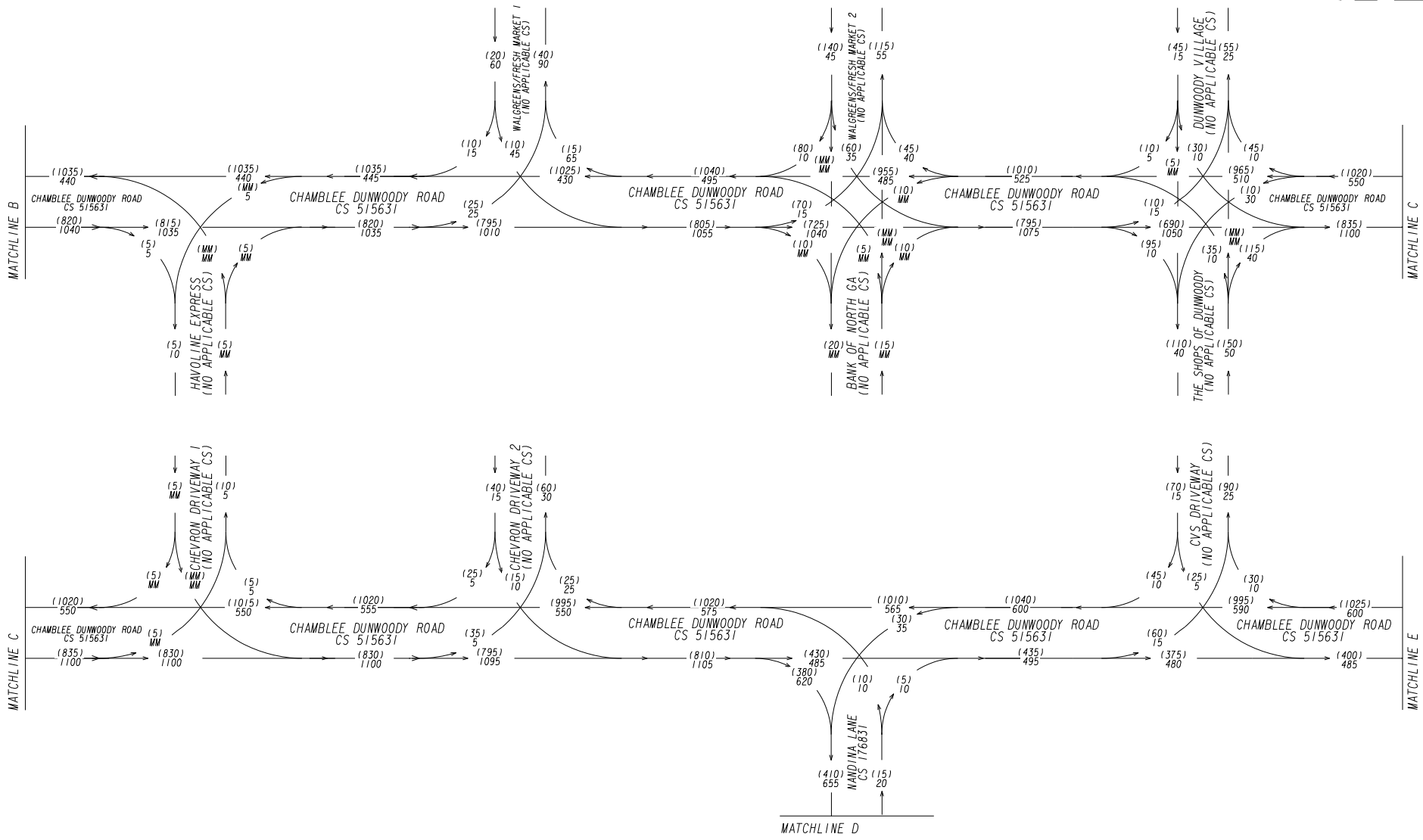
2024 DHV
(PM) AM

BUILD =
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PI*: 0015069
DEKALB COUNTY

CHAMBLEE DUNWOODY RD FM
WOMACK RD TO ROBERTS DR
STUDY - PH V

REVISION DATES		TRAFFIC DIAGRAM	
		OFFICE OF PLANNING	
CHECKED:	Stefan Joseph	DATE:	5/14/2018
BACKCHECKED:	James Anderson	DATE:	5/15/2018
CORRECTED:	Stefan Joseph	DATE:	5/15/2018
VERIFIED:	James Anderson	DATE:	5/15/2018
			DRAWING NO.
			10-20



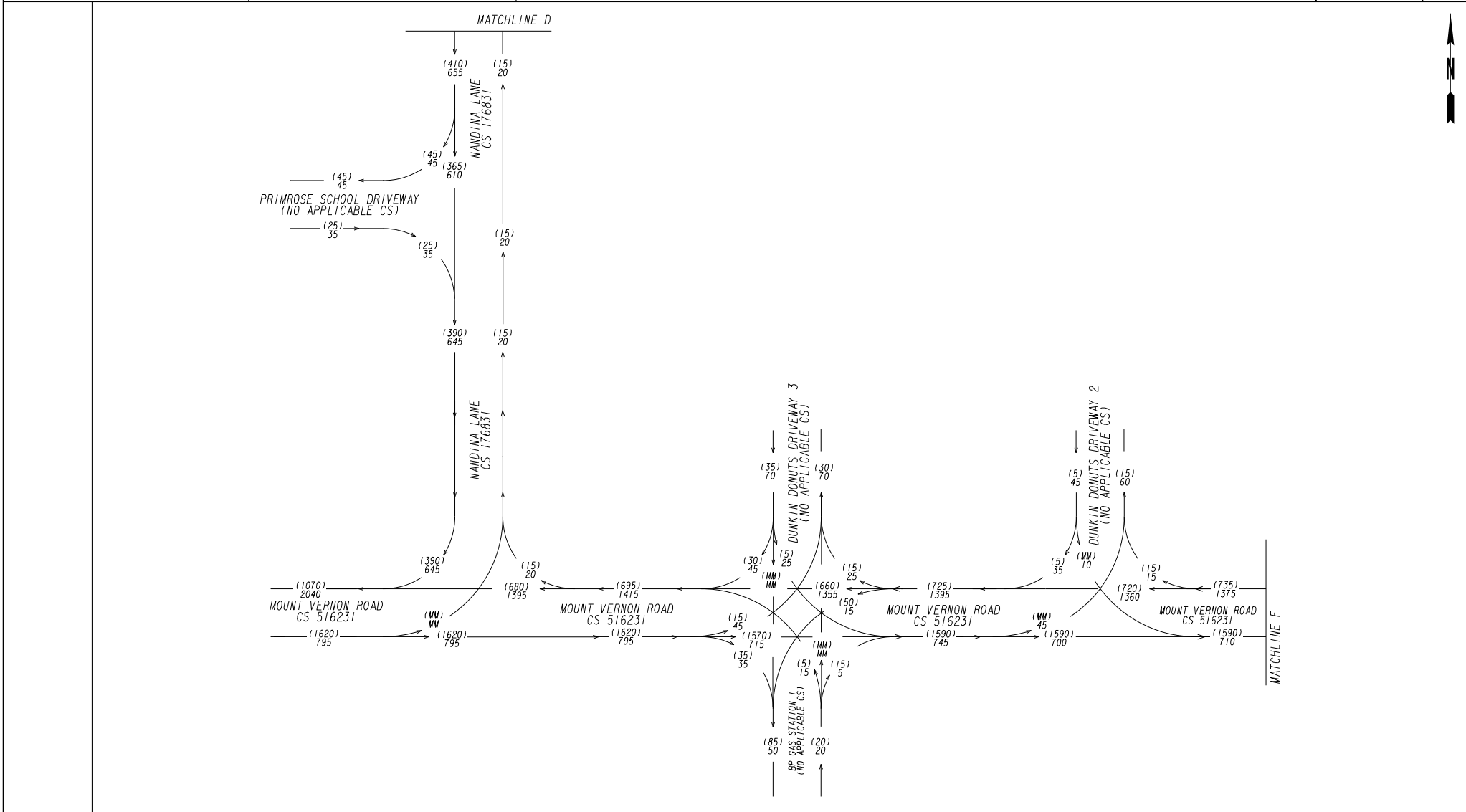
AECOM
 ONE MDTOWN PLAZA
 1360 PEACHTREE STREET NE, SUITE #500
 ATLANTA, GEORGIA 30309
 TEL: (404) 965-9600 FAX: (404) 965-9605

2044 DHV
 (PM) AM

BUILD =
 NO BUILD

PI*: 0015069
 DEKALB COUNTY
 CHAMBLEE DUNWOODY RD FM
 WOHACK RD TO ROBERTS DR
 STUDY - PH V

REVISION DATES		TRAFFIC DIAGRAM	
		OFFICE OF PLANNING	
CHECKED:	Stefan Joseph	DATE:	5/14/2018
BACKCHECKED:	James Anderson	DATE:	5/15/2018
CORRECTED:	Stefan Joseph	DATE:	5/15/2018
VERIFIED:	James Anderson	DATE:	5/15/2018
			DRAWING No.
			10-22



AECOM

ONE MIDTOWN PLAZA
1360 PEACHTREE STREET NE, SUITE #500
ATLANTA, GEORGIA 30309
TEL: (404) 965-9600 FAX: (404) 965-9605

2044 DHV
(PM) AM

BUILD =
NO BUILD

PI*: 0015069
DEKALB COUNTY

CHAMBLEE DUNWOODY RD FM
WOMACK RD TO ROBERTS DR
STUDY - PH V

REVISION DATES

NO.	DATE	DESCRIPTION

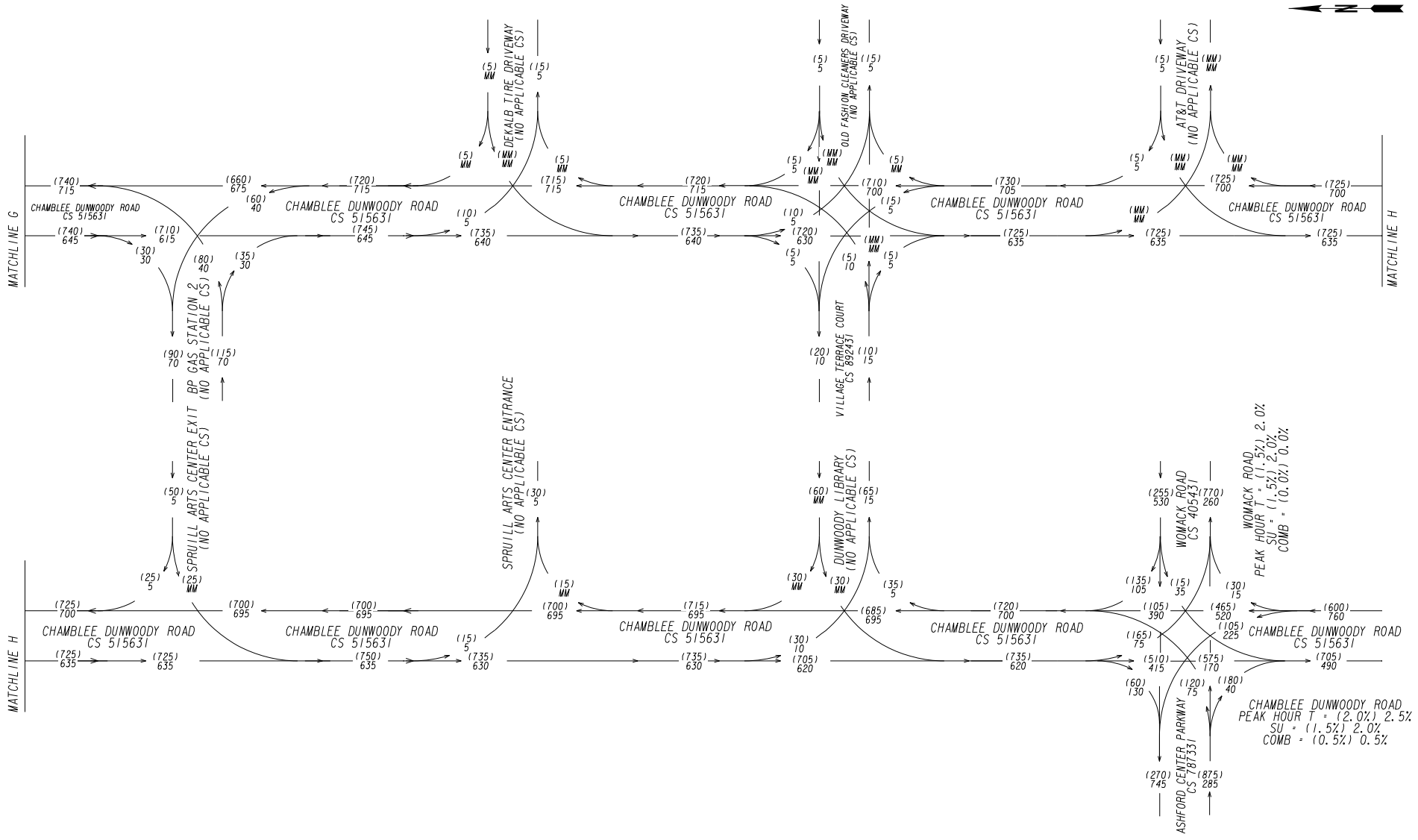
TRAFFIC DIAGRAM

OFFICE OF PLANNING

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BACKCHECKED:	James Anderson	DATE:	5/15/2018
CORRECTED:	Stefan Joseph	DATE:	5/15/2018
VERIFIED:	James Anderson	DATE:	5/15/2018

DRAWING NO.

10-24



AECOM
 ONE MIDTOWN PLAZA
 1360 PEACHTREE STREET NE, SUITE #500
 ATLANTA, GEORGIA 30309
 TEL: (404) 965-9600 FAX: (404) 965-9605

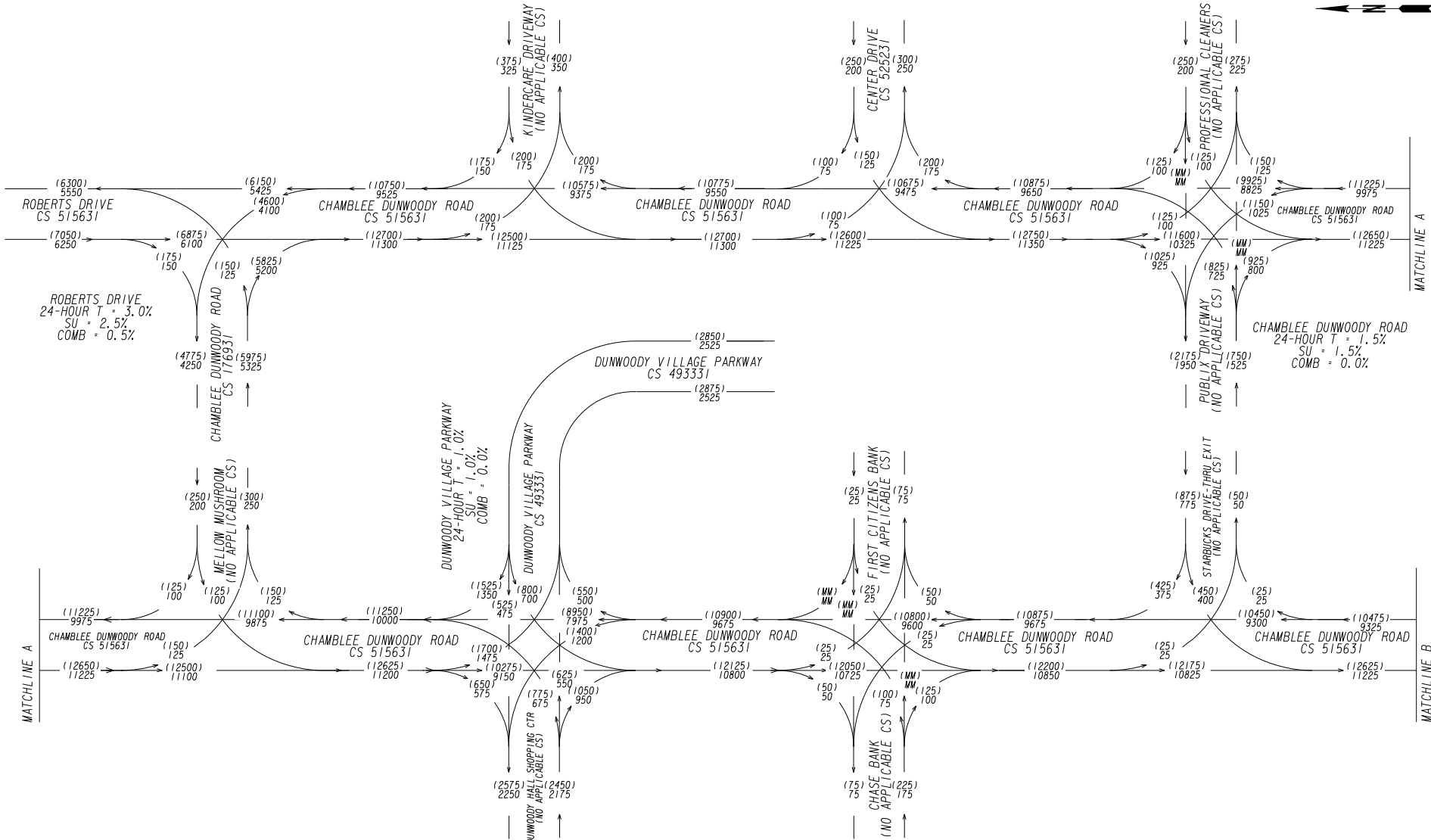
2044 DHV
(PM) AM

BUILD =
NO BUILD

PI*: 0015069
DEKALB COUNTY

CHAMBLEE DUNWOODY RD FM
WOMACK RD TO ROBERTS DR
STUDY - PH V

REVISION DATES		TRAFFIC DIAGRAM	
		OFFICE OF PLANNING	
CHECKED:	Stefan Joseph	DATE:	5/14/2018
BACKCHECKED:	James Anderson	DATE:	5/15/2018
CORRECTED:	Stefan Joseph	DATE:	5/15/2018
VERIFIED:	James Anderson	DATE:	5/15/2018
			DRAWING No.
			10-25



AECOM

ONE MIDTOWN PLAZA
1360 PEACHTREE STREET NE, SUITE #500
ATLANTA, GEORGIA 30309
TEL: (404) 965-9600 FAX: (404) 965-9605

AADT
(2046) 2026

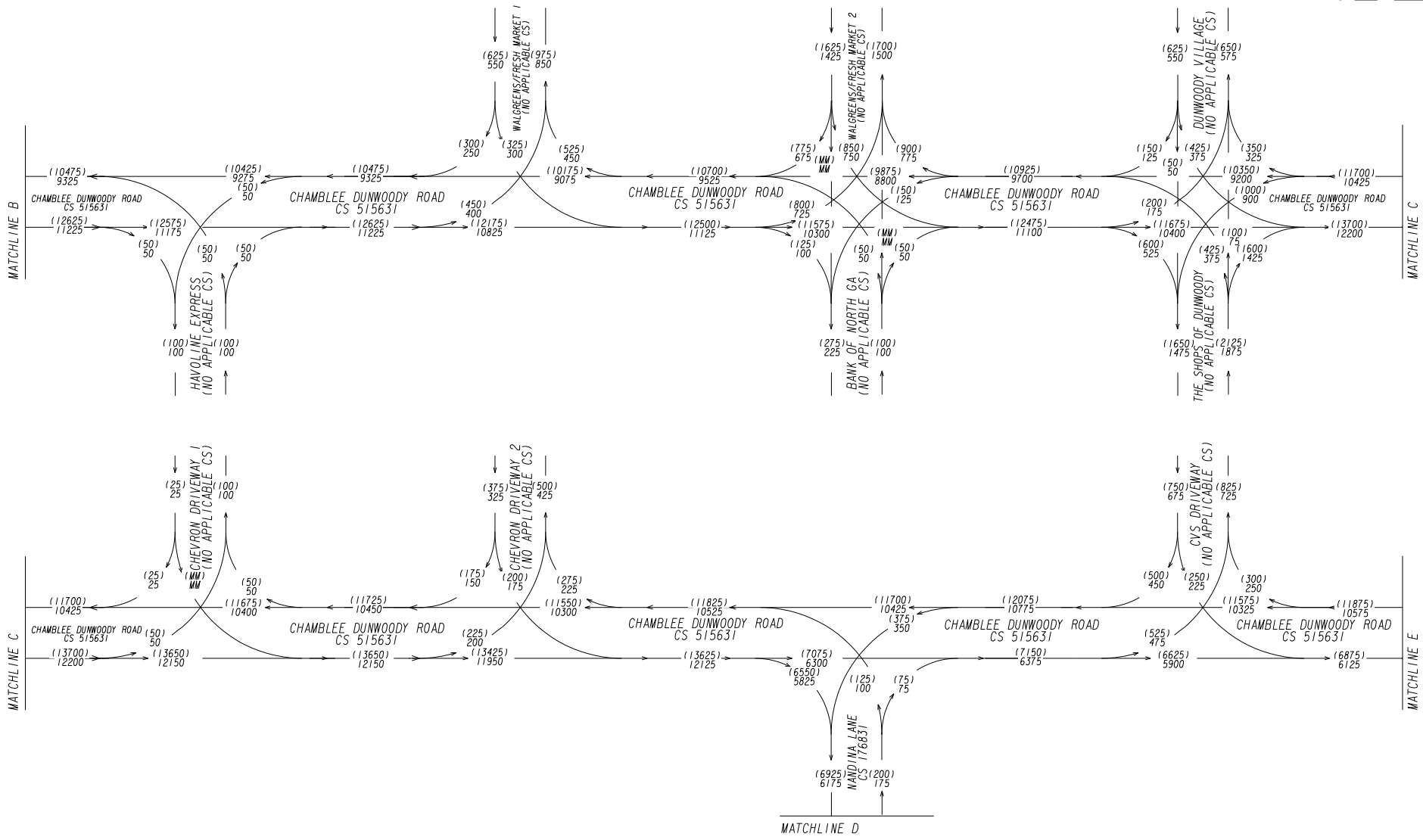
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PI*: 0015069
DEKALB COUNTY

CHAMBLEE DUNWOODY RD FM
WOMACK RD TO ROBERTS DR
STUDY - PH V

REVISION DATES	

TRAFFIC DIAGRAM			
OFFICE OF PLANNING			
CHECKED:	Stefan Joseph	DATE:	5/14/2018
BACKCHECKED:	James Anderson	DATE:	5/15/2018
CORRECTED:	Stefan Joseph	DATE:	5/15/2018
VERIFIED:	James Anderson	DATE:	5/15/2018
DRAWING NO.			10-26



AECOM
ONE MIDTOWN PLAZA
1360 PEACHTREE STREET NE, SUITE #500
ATLANTA, GEORGIA 30309
TEL: (404) 965-9600 FAX: (404) 965-9605

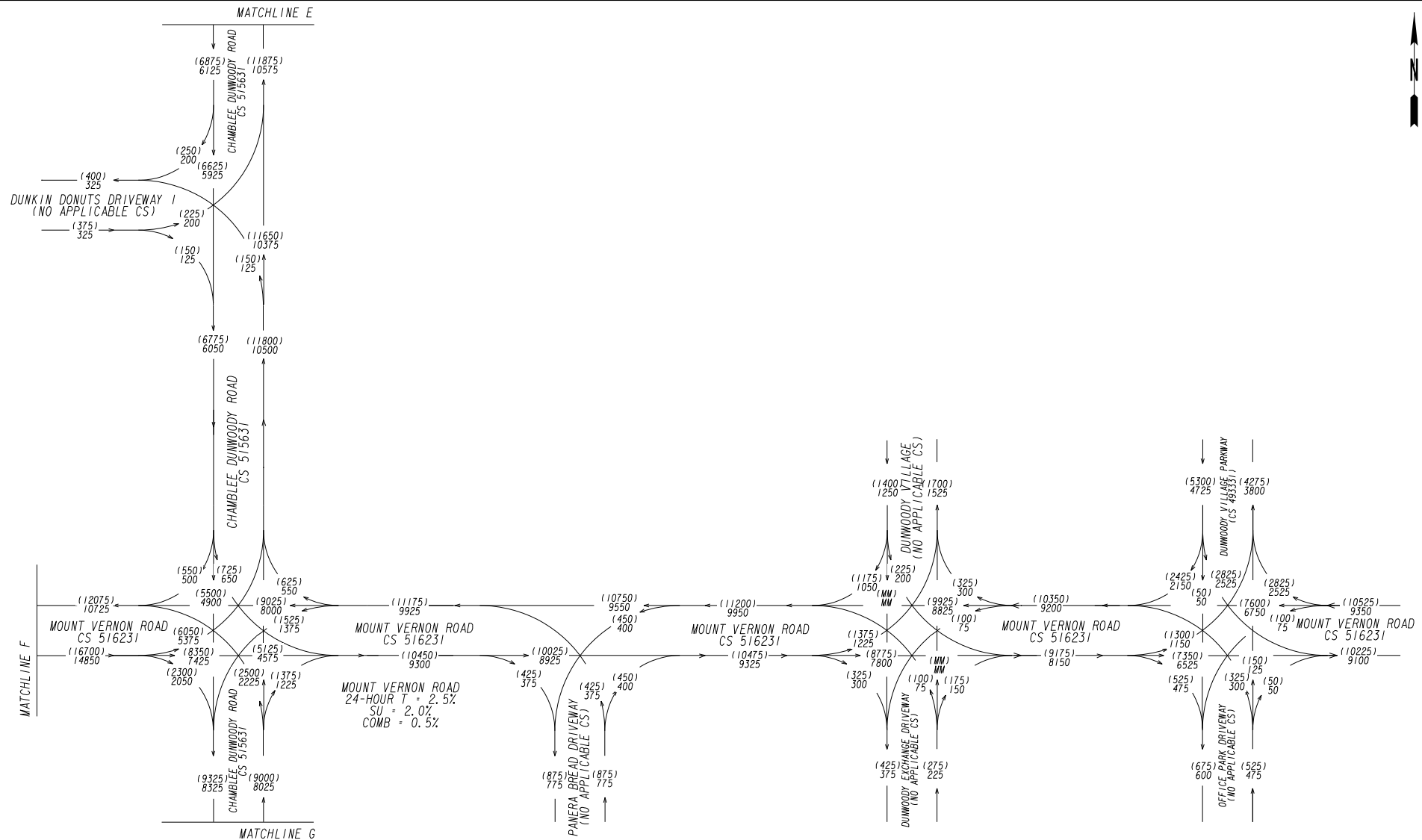
AAADT
(2046) 2026

BUILD =
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PI*: 0015069
DEKALB COUNTY

CHAMBLEE DUNWOODY RD FM
WOMACK RD TO ROBERTS DR
STUDY - PH V

REVISION DATES		TRAFFIC DIAGRAM	
		OFFICE OF PLANNING	
CHECKED:	Stefan Joseph	DATE:	5/14/2018
BACKCHECKED:	James Anderson	DATE:	5/15/2018
CORRECTED:	Stefan Joseph	DATE:	5/15/2018
VERIFIED:	James Anderson	DATE:	5/15/2018
			DRAWING No.
			10-27



AECOM
 ONE MIDTOWN PLAZA
 1360 PEACHTREE STREET NE, SUITE #500
 ATLANTA, GEORGIA 30309
 TEL: (404) 965-9600 FAX: (404) 965-9605

AADT
(2046) 2026

BUILD =
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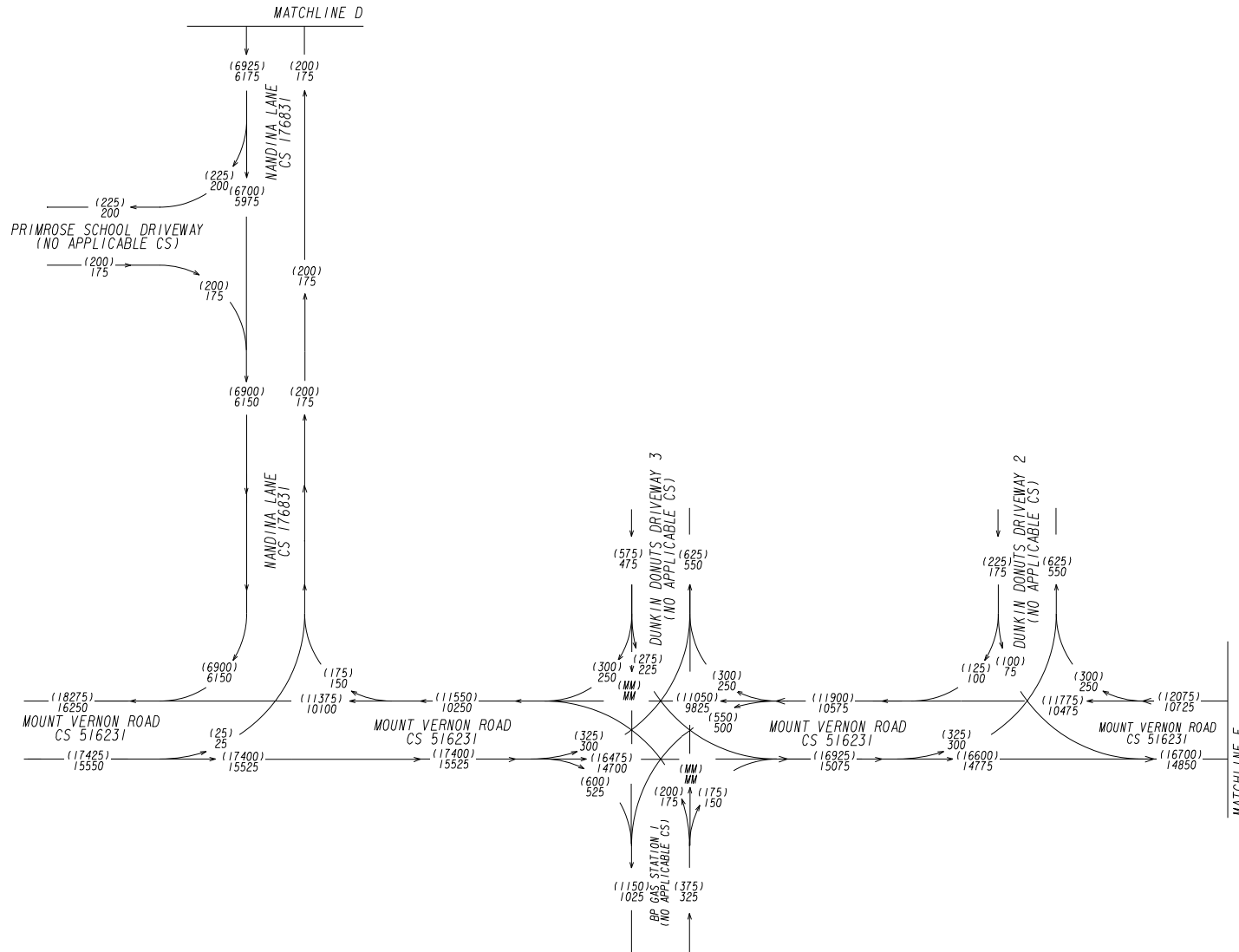
PI*: 0015069
 DEKALB COUNTY
 CHAMBLEE DUNWOODY RD FM
 WOVACK RD TO ROBERTS DR
 STUDY - PH V

REVISION DATES

NO.	DATE	DESCRIPTION

TRAFFIC DIAGRAM

OFFICE OF PLANNING			
CHECKED:	Stefan Joseph	DATE:	5/14/2018
BACKCHECKED:	James Anderson	DATE:	5/15/2018
CORRECTED:	Stefan Joseph	DATE:	5/15/2018
VERIFIED:	James Anderson	DATE:	5/15/2018
DRAWING NO.			10-28



AECOM
ONE MIDTOWN PLAZA
1360 PEACHTREE STREET NE, SUITE #500
ATLANTA, GEORGIA 30309
TEL: (404) 965-9600 FAX: (404) 965-9605

AAADT
(2046) 2026

BUILD =
NO BUILD

PI*: 0015069
DEKALB COUNTY

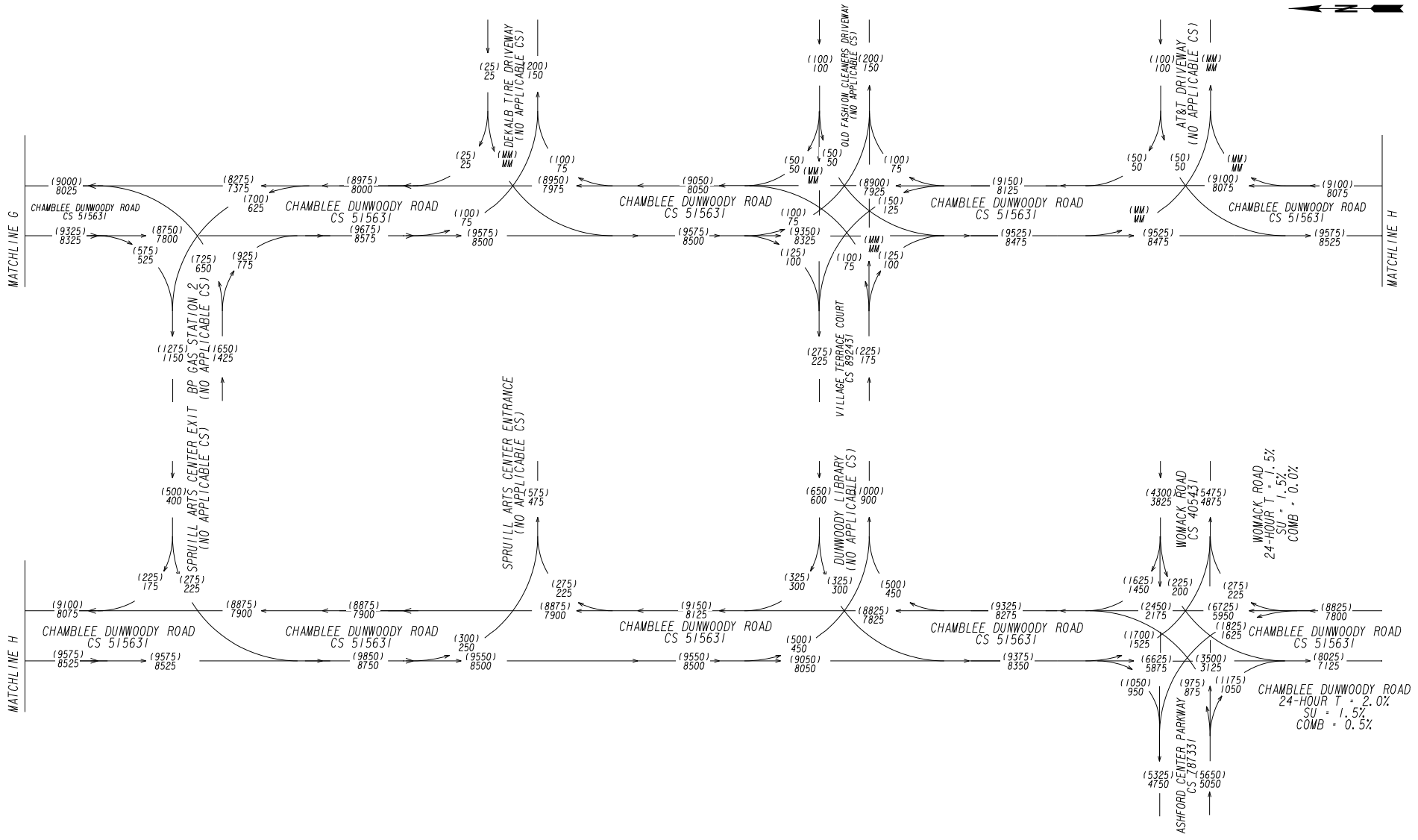
CHAMBLEE DUNWOODY RD FM
WONACK RD TO ROBERTS DR
STUDY - PH V

REVISION DATES

NO.	DATE	DESCRIPTION

TRAFFIC DIAGRAM

OFFICE OF PLANNING			
CHECKED:	Stefan Joseph	DATE:	5/14/2018
BACKCHECKED:	James Anderson	DATE:	5/15/2018
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VERIFIED:	James Anderson	DATE:	5/15/2018
DRAWING NO.			10-29



AECOM
ONE MIDTOWN PLAZA
1360 PEACHTREE STREET NE, SUITE #500
ATLANTA, GEORGIA 30309
TEL: (404) 965-9600 FAX: (404) 965-9605

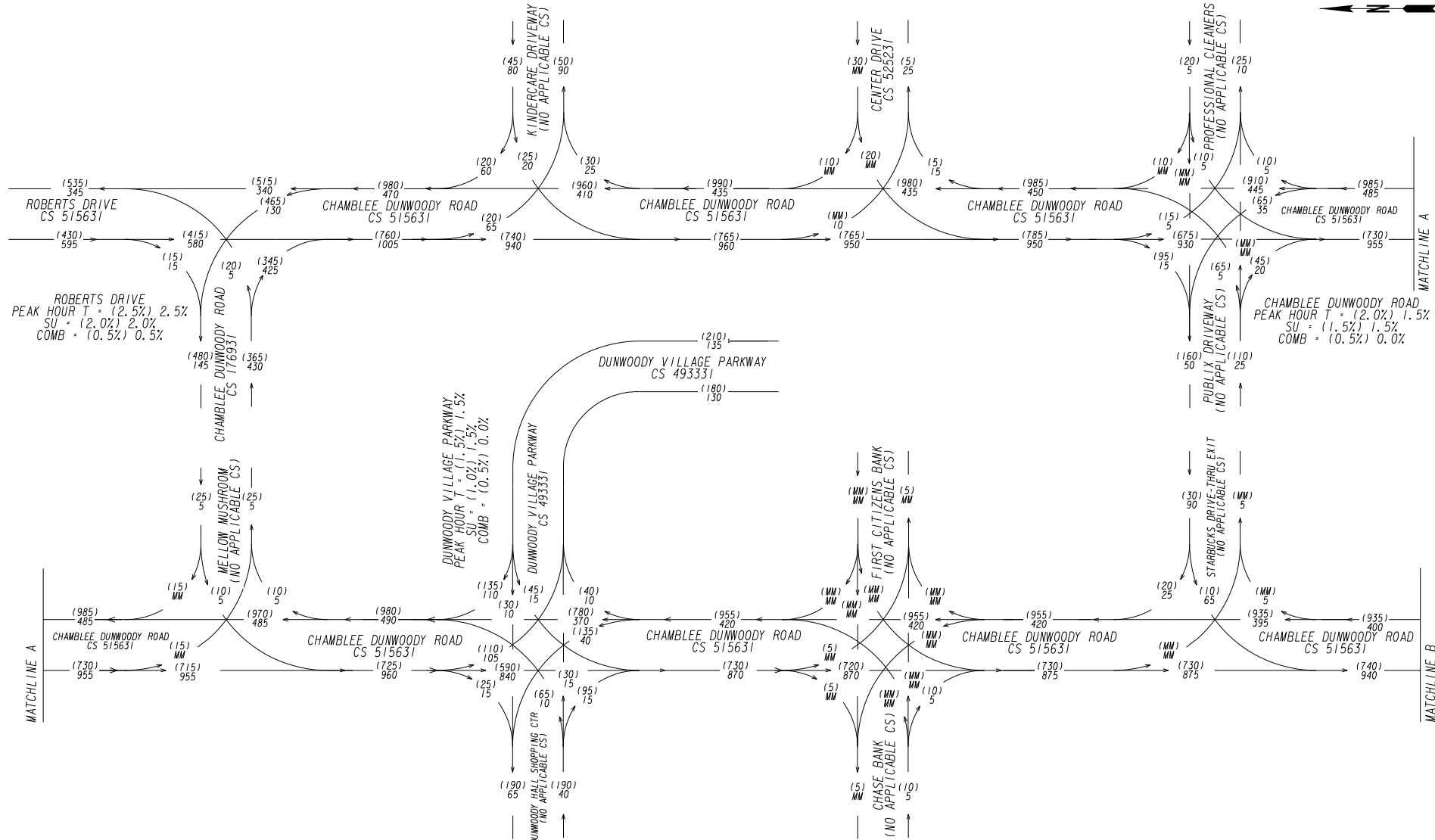
AAADT
(2046) 2026

BUILD =
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PI*: 0015069
DEKALB COUNTY

CHAMBLEE DUNWOODY RD FM
WOMACK RD TO ROBERTS DR
STUDY - PH V

REVISION DATES		TRAFFIC DIAGRAM	
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BACKCHECKED:	James Anderson	DATE:	5/15/2018
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VERIFIED:	James Anderson	DATE:	5/15/2018
			DRAWING No.
			10-30



AECOM
ONE MIDTOWN PLAZA
1360 PEACHTREE STREET NE, SUITE #500
ATLANTA, GEORGIA 30309
TEL: (404) 965-9600 FAX: (404) 965-9605

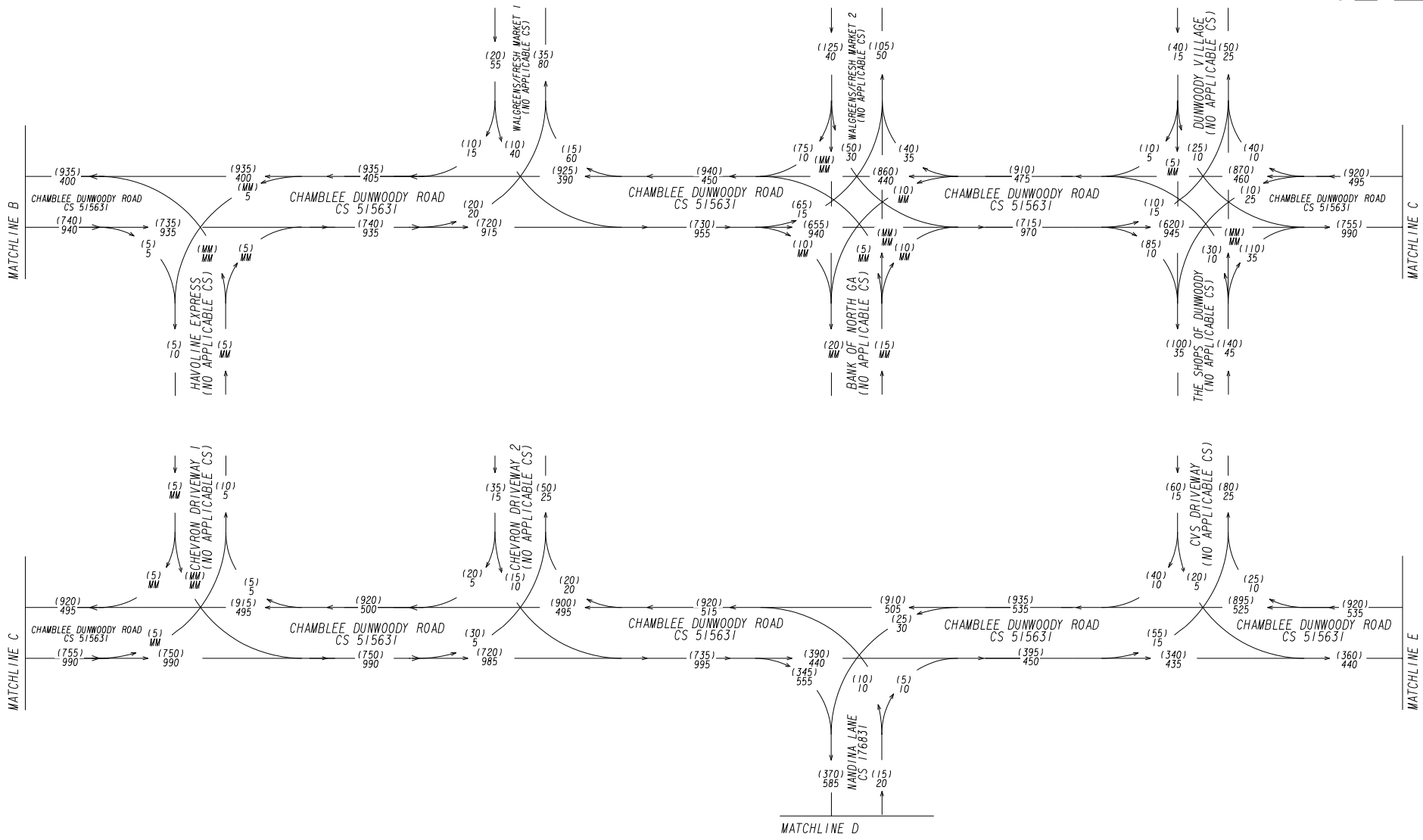
2026 DHV
(PM) AM

BUILD =
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PI*: 0015069
DEKALB COUNTY

CHAMBLEE DUNWOODY RD FM
WOMACK RD TO ROBERTS DR
STUDY - PH V

REVISION DATES		TRAFFIC DIAGRAM	
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CORRECTED:	Stefan Joseph	DATE:	5/15/2018
VERIFIED:	James Anderson	DATE:	5/15/2018
			DRAWING No.
			10-31



AECOM
ONE MIDTOWN PLAZA
1360 PEACHTREE STREET NE, SUITE #500
ATLANTA, GEORGIA 30309
TEL: (404) 965-9600 FAX: (404) 965-9605

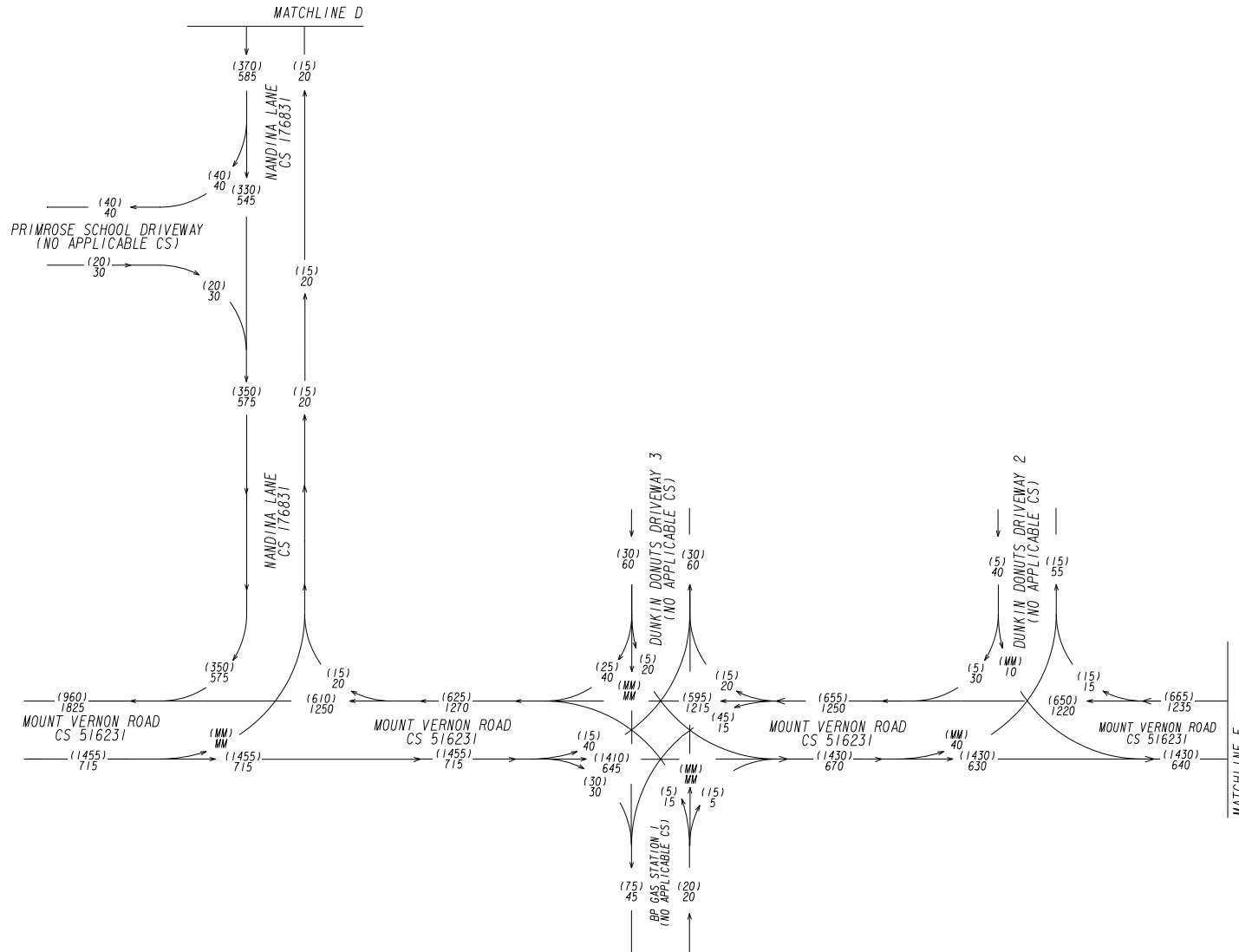
2026 DHV
(PM) AM

BUILD =
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PI*: 0015069
DEKALB COUNTY

CHAMBLEE DUNWOODY RD FM
WOMACK RD TO ROBERTS DR
STUDY - PH V

REVISION DATES		TRAFFIC DIAGRAM	
		OFFICE OF PLANNING	
CHECKED:	Stefan Joseph	DATE:	5/14/2018
BACKCHECKED:	James Anderson	DATE:	5/15/2018
CORRECTED:	Stefan Joseph	DATE:	5/15/2018
VERIFIED:	James Anderson	DATE:	5/15/2018
			DRAWING No.
			10-32



AECOM
ONE MIDTOWN PLAZA
1360 PEACHTREE STREET NE, SUITE #500
ATLANTA, GEORGIA 30309
TEL: (404) 965-9600 FAX: (404) 965-9605

2026 DHV
(PM) AM

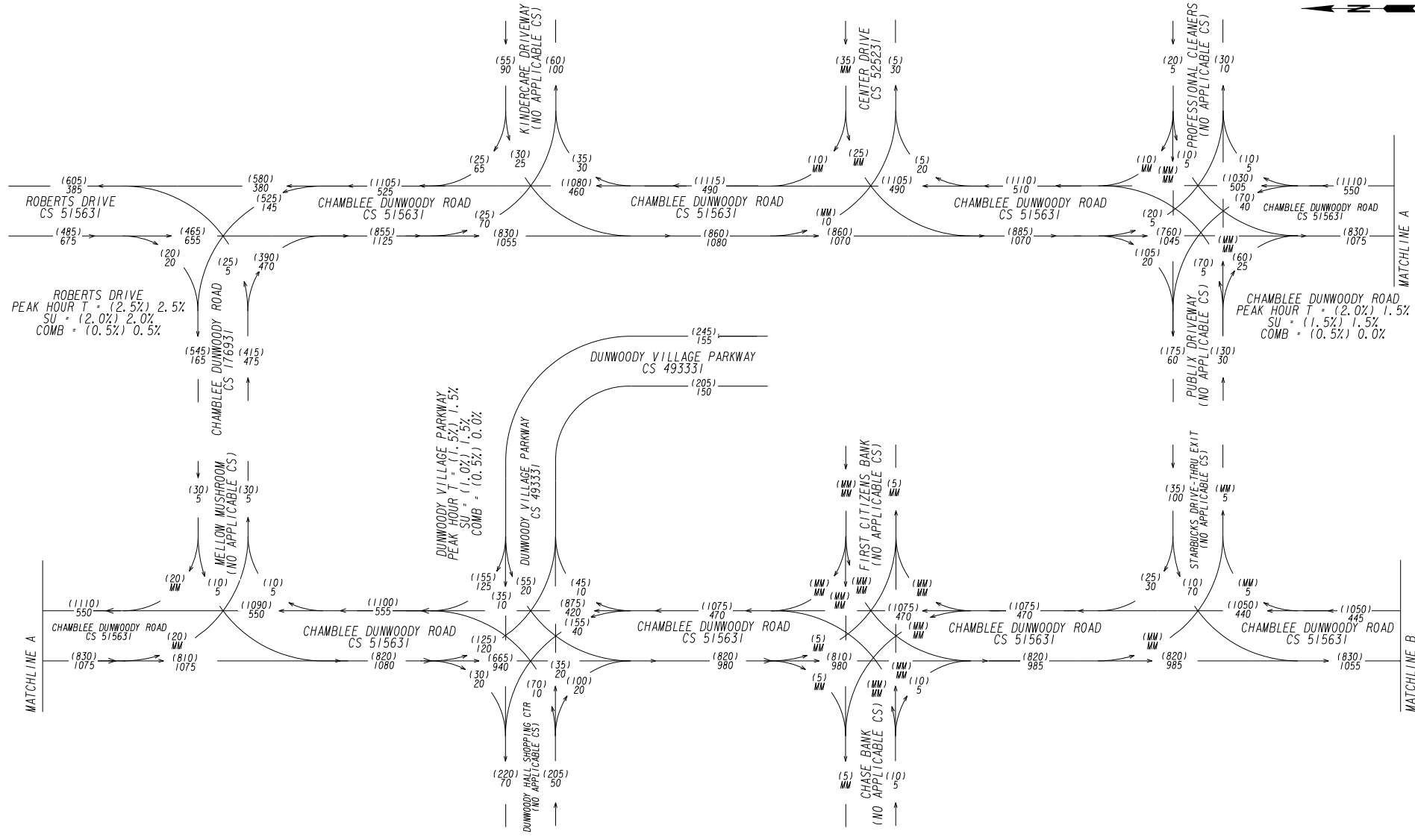
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PI*: 0015069
DEKALB COUNTY

CHAMBLEE DUNWOODY RD FM
WOMACK RD TO ROBERTS DR
STUDY - PH V

REVISION DATES			TRAFFIC DIAGRAM	
			OFFICE OF PLANNING	
CHECKED:	Stefan Joseph	DATE:	5/14/2018	DRAWING NO.
BACKCHECKED:	James Anderson	DATE:	5/15/2018	
CORRECTED:	Stefan Joseph	DATE:	5/15/2018	
VERIFIED:	James Anderson	DATE:	5/15/2018	

10-34



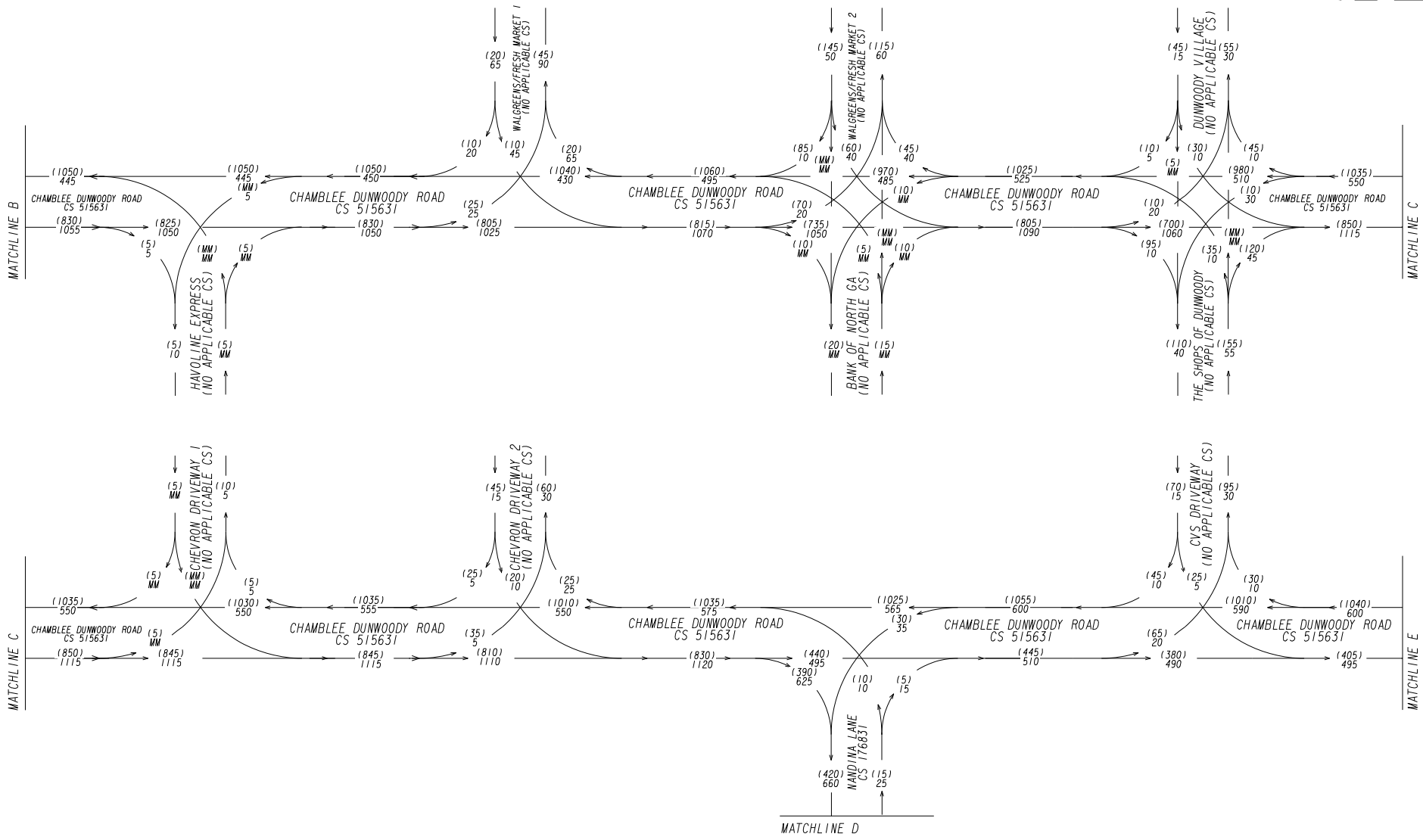
AECOM
ONE MIDTOWN PLAZA
1360 PEACHTREE STREET NE, SUITE #500
ATLANTA, GEORGIA 30309
TEL: (404) 965-9600 FAX: (404) 965-9605

2046 DHV
(PM) AM

BUILD =
NO BUILD

PI*: 0015069
DEKALB COUNTY
CHAMBLEE DUNWOODY RD FM
WOMACK RD TO ROBERTS DR
STUDY - PH V

REVISION DATES		TRAFFIC DIAGRAM	
		OFFICE OF PLANNING	
CHECKED:	Stefan Joseph	DATE:	5/14/2018
BACKCHECKED:	James Anderson	DATE:	5/15/2018
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VERIFIED:	James Anderson	DATE:	5/15/2018
			DRAWING No.
			10-36



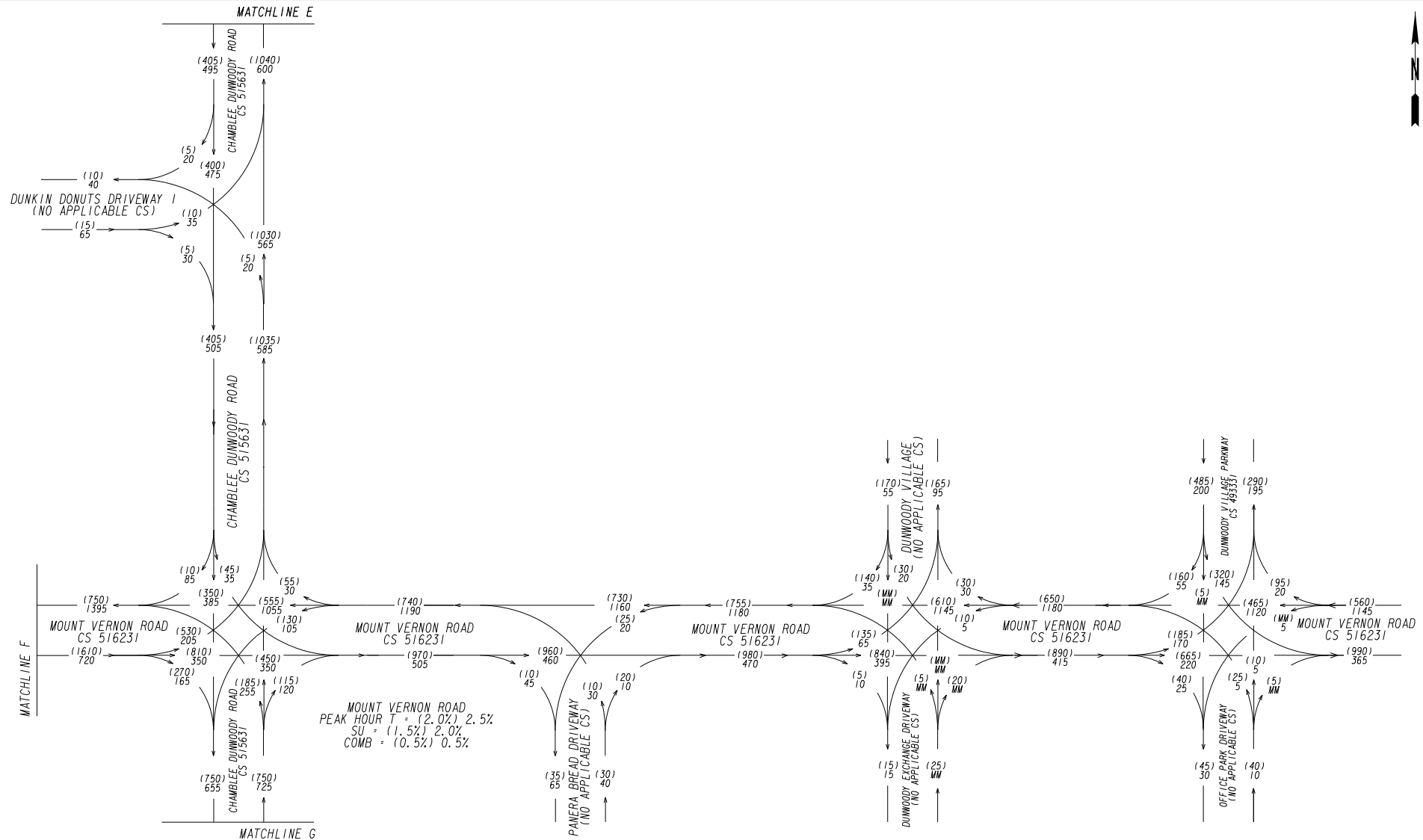
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 ONE MDTOWN PLAZA
 1360 PEACHTREE STREET NE, SUITE #500
 ATLANTA, GEORGIA 30309
 TEL: (404) 965-9600 FAX: (404) 965-9605

2046 DHV
 (PM) AM

BUILD =
 NO BUILD

PI*: 0015069
 DEKALB COUNTY
 CHAMBLEE DUNWOODY RD FM
 WOHACK RD TO ROBERTS DR
 STUDY - PH V

REVISION DATES		TRAFFIC DIAGRAM	
		OFFICE OF PLANNING	
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BACKCHECKED:	James Anderson	DATE:	5/15/2018
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VERIFIED:	James Anderson	DATE:	5/15/2018
			DRAWING No.
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AECOM
ONE MIDTOWN PLAZA
1360 PEACHTREE STREET NE, SUITE #500
ATLANTA, GEORGIA 30309
TEL: (404) 965-9600 FAX: (404) 965-9605

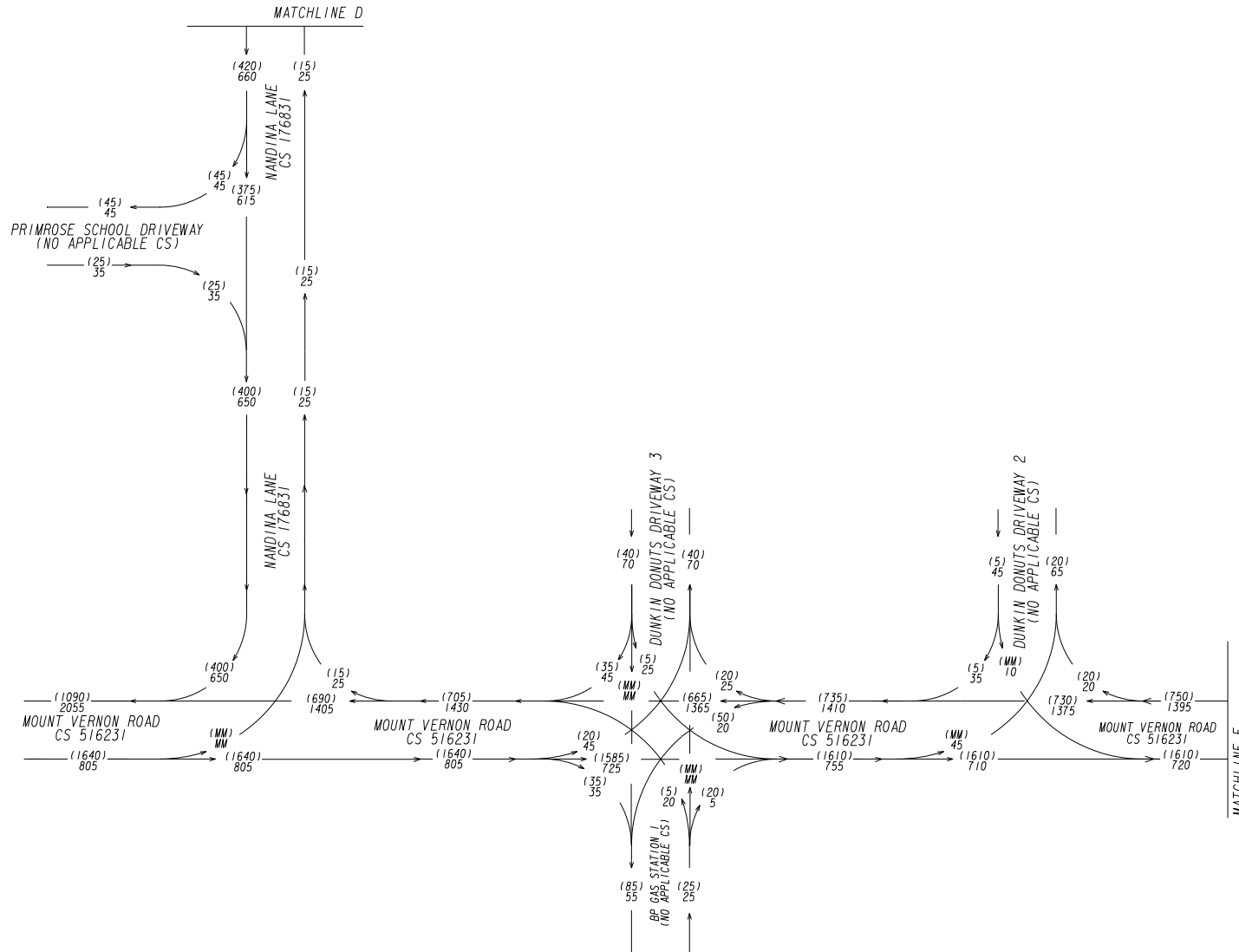
2046 DHV
(PM) AM

BUILD =
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PI*: 0015069
DEKALB COUNTY

CHAMBLEE DUNWOODY RD FM
WOMACK RD TO ROBERTS DR
STUDY - PH V

REVISION DATES		TRAFFIC DIAGRAM	
		OFFICE OF PLANNING	
CHECKED:	Stefan Joseph	DATE:	5/14/2018
BACKCHECKED:	James Anderson	DATE:	5/15/2018
CORRECTED:	Stefan Joseph	DATE:	5/15/2018
VERIFIED:	James Anderson	DATE:	5/15/2018
			DRAWING NO.
			10-38



AECOM
ONE MIDTOWN PLAZA
1360 PEACHTREE STREET NE, SUITE #500
ATLANTA, GEORGIA 30309
TEL: (404) 965-9600 FAX: (404) 965-9605

2046 DHV
(PM) AM

BUILD =
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PI*: 0015069
DEKALB COUNTY

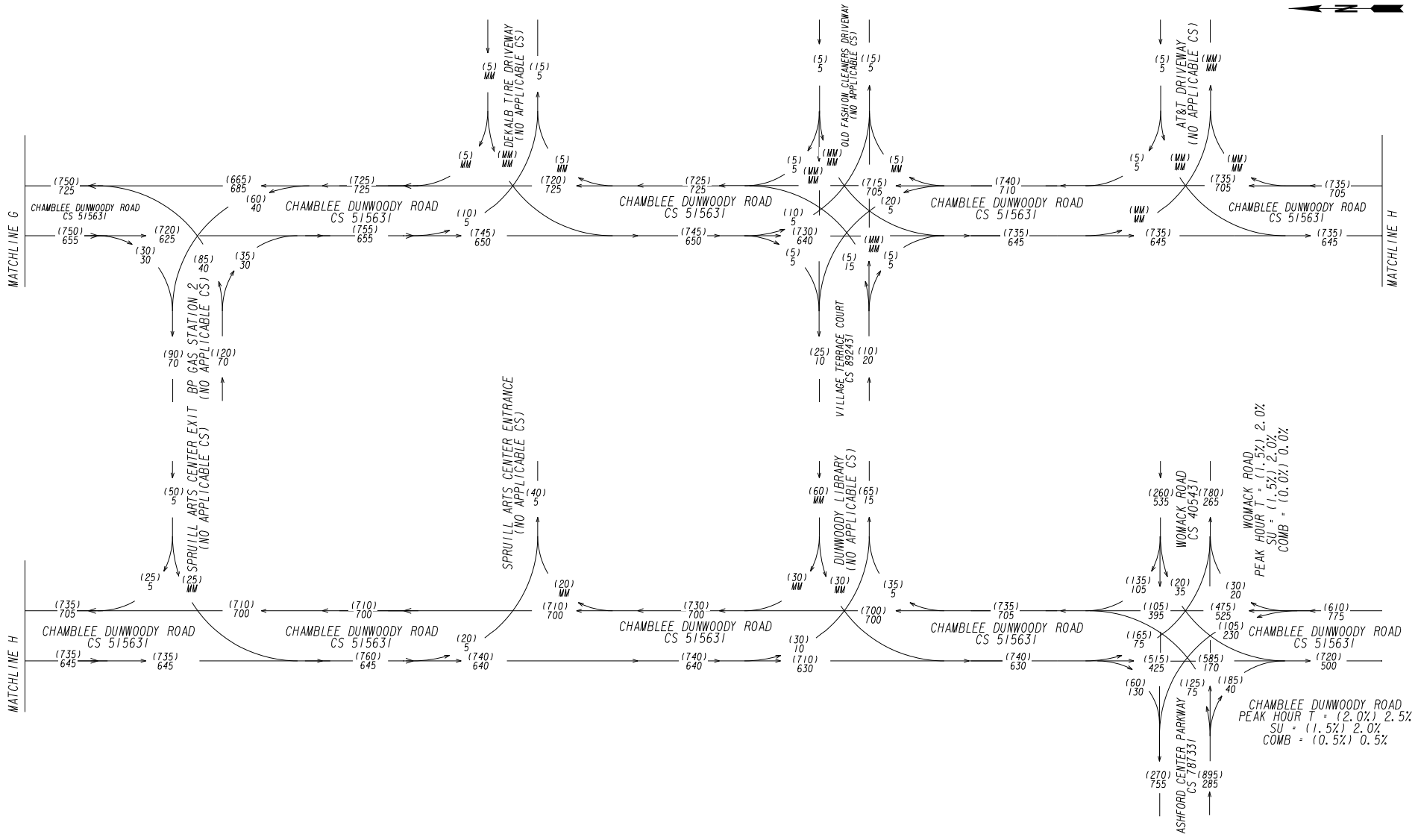
CHAMBLEE DUNWOODY RD FM
WOMACK RD TO ROBERTS DR
STUDY - PH V

REVISION DATES

NO.	DATE	DESCRIPTION

TRAFFIC DIAGRAM

OFFICE OF PLANNING			
CHECKED:	Stefan Joseph	DATE:	5/14/2018
BACKCHECKED:	James Anderson	DATE:	5/15/2018
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VERIFIED:	James Anderson	DATE:	5/15/2018
DRAWING NO.			10-39



AECOM
ONE MIDTOWN PLAZA
1360 PEACHTREE STREET NE, SUITE #500
ATLANTA, GEORGIA 30309
TEL: (404) 965-9600 FAX: (404) 965-9605

2046 DHV
(PM) AM

BUILD =
NO BUILD

PI*: 0015069
DEKALB COUNTY
CHAMBLEE DUNWOODY RD FM
WOMACK RD TO ROBERTS DR
STUDY - PH V

REVISION DATES	

TRAFFIC DIAGRAM			
OFFICE OF PLANNING			
CHECKED:	Stefan Joseph	DATE:	5/14/2018
BACKCHECKED:	James Anderson	DATE:	5/15/2018
CORRECTED:	Stefan Joseph	DATE:	5/15/2018
VERIFIED:	James Anderson	DATE:	5/15/2018
DRAWING NO.			10-40

Attachment 6 - Capacity Analysis Summary

Table 6. AM Peak Hour Capacity Analysis by Intersection: 2018 Existing Year, 2024 Opening Year and 2044 Design Year

Intersection	Control	Direction	2018 Existing		2024 Opening Year				2044 Design Year			
			No-Build	Build	No-Build	Build	No-Build	Build	No-Build	Build		
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Chamblee Dunwoody Road at Roberts Drive (Roundabout in Build Scenario*)	Signal	All Approaches	A	2.7	A	2.7	B	13.3	A	3.0	C	16.6
Chamblee Dunwoody Road at KinderCare Driveway	TWSC	WB	C	15.4	C	15.9	B	10.8	C	18.6	B	11.3
Chamblee Dunwoody Road at Center Drive	TWSC	WB	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
Chamblee Dunwoody Road at Publix Driveway	TWSC	EB	C	24.8	F	56.0	C	21.1	D	32.1	D	25.4
Chamblee Dunwoody Road at Professional Driveway	TWSC	WB	F	50.8	D	26.4	B	10.3	F	80.5	B	10.5
Chamblee Dunwoody Road at Mellow Mushroom	TWSC	WB	C	19.0	C	19.7	B	10.3	C	22.0	B	10.6
Chamblee Dunwoody Road at Dunwoody Village Parkway / Dunwoody Hall	Signal	All Approaches	B	16.4	B	17.0	B	18.8	B	19.0	C	23.1
Chamblee Dunwoody Road at Chase Bank	TWSC	EB	C	15.9	C	16.4	C	18.9	C	18.3	C	21.8
Chamblee Dunwoody Road at First Citizens Bank	TWSC	WB	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
Chamblee Dunwoody Road at Starbucks Drive-Thru Exit	TWSC	WB	C	18.8	C	19.4	B	10.5	C	23.4	B	11.0
Chamblee Dunwoody Road at Havoline Express	TWSC	EB	A	0.0	A	0.0	A	0.0	A	0.0	C	21.9
Chamblee Dunwoody Road at Walgreens 1	TWSC	WB	C	19.3	C	19.9	B	10.4	C	24.2	B	10.7
Chamblee Dunwoody Road at Bank of North Georgia	TWSC	EB	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
Chamblee Dunwoody Road at Walgreens 2	TWSC	WB	E	43.0	F	50.6	B	10.3	F	89.9	B	10.6
Chamblee Dunwoody Road at The Shops of Dunwoody / Dunwoody Village (Roundabout in Build Scenario*)	Signal	All Approaches	A	4.6	A	4.7	B	18.8	A	5.6	C	27.5
Chamblee Dunwoody Road at Chevron 1	TWSC	WB	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
Chamblee Dunwoody Road at Chevron 2	TWSC	WB	C	17.4	C	17.9	B	10.3	C	20.1	B	10.7
Chamblee Dunwoody Road at Nandina Lane	TWSC	EB	C	16.1	C	16.5	C	15.0	C	18.3	C	16.5
Chamblee Dunwoody Road at CVS Driveway	TWSC	WB	B	13.7	B	14.0	B	10.4	C	15.5	B	10.7
Chamblee Dunwoody Road at Dunkin Donuts 1	TWSC	EB	C	17.5	C	18.2	B	12.0	C	21.5	B	12.8

Intersection	Control	Direction	2018 Existing		2024 Opening Year				2044 Design Year			
			No-Build		No-Build		Build		No-Build		Build	
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Chamblee Dunwoody Road at Mount Vernon Road	Signal	All Approaches	D	47.2	D	49.5	D	53.4	E	71.6	E	65.6
Chamblee Dunwoody Road at BP Gas Station 2	TWSC	EB	C	17.1	C	17.6	C	20.4	C	20.8	D	25.2
Chamblee Dunwoody Road at DeKalb Tire Driveway	TWSC	WB	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
Chamblee Dunwoody Road at Ashworth Subdivision Driveway	TWSC	EB	C	18.7	C	19.4	C	19.4	C	22.6	C	22.6
Chamblee Dunwoody Road at Old Fashion Cleaners Driveway	TWSC	WB	B	10.4	B	10.5	B	10.5	B	10.9	B	10.9
Chamblee Dunwoody Road at AT&T Driveway	TWSC	WB	B	10.4	B	10.5	B	10.5	B	10.9	B	10.9
Chamblee Dunwoody Road at Spruill Arts Center Exit	TWSC	WB	B	10.4	B	10.5	B	10.5	B	10.9	B	10.9
Chamblee Dunwoody Road at Spruill Arts Center Entrance**	TWSC	WB	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Chamblee Dunwoody Road at Dunwoody Library	TWSC	WB	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
Chamblee Dunwoody Road at Womack Road/Ashford Center Parkway	Signal	All Approaches	D	43.0	D	44.7	D	47.3	D	54.4	D	51.3

Source: 2010 Highway Capacity Manual, AECOM Analysis, unless marked by † indicating use of 2000 Highway Capacity Manual methodology or * indicating use of HCM 6th Edition methodology for Roundabouts **Spruill Arts Center Entrance is enter only

Table 7. PM Peak Hour Capacity Analysis by Intersection: 2018 Existing Year, 2024 Opening Year and 2044 Design Year

Intersection	Control	Direction	2018 Existing		2024 Opening Year				2044 Design Year			
			No-Build		No-Build		Build		No-Build		Build	
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Chamblee Dunwoody Road at Roberts Drive (No-Build†; Roundabout in Build Scenario*)	Signal	All Approaches	C	26.0	C	27.4	B	13.0	C	30.9	C	21.2
Chamblee Dunwoody Road at KinderCare Driveway	TWSC	WB	C	23.6	C	24.8	B	14.1	D	31.4	C	15.6
Chamblee Dunwoody Road at Center Drive	TWSC	WB	A	0.0	C	22.9	B	13.5	D	27.9	C	19.3
Chamblee Dunwoody Road at Publix Driveway	TWSC	EB	F	>300	F	>300	D	32.3	F	>300	D	25.7
Chamblee Dunwoody Road at Professional Driveway	TWSC	WB	F	70.3	F	82.7	B	13.3	F	149.5	B	14.4
Chamblee Dunwoody Road at Mellow Mushroom	TWSC	WB	C	20.7	C	21.7	B	13.4	D	25.2	B	14.5
Chamblee Dunwoody Road at Dunwoody Village Parkway/Dunwoody Hall	Signal	All Approaches	C	23.3	C	23.7	C	27.0	C	26.6	D	37.5
Chamblee Dunwoody Road at Chase Bank	TWSC	EB	B	14.0	B	14.3	C	15.4	C	15.6	C	17.3
Chamblee Dunwoody Road at First Citizens Bank	TWSC	WB	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
Chamblee Dunwoody Road at Starbucks Drive-Thru Exit	TWSC	WB	C	19.7	C	20.5	B	13.0	C	23.8	B	14.0
Chamblee Dunwoody Road at Havoline Express	TWSC	EB	B	14.0	B	14.4	C	15.5	C	15.7	C	17.1
Chamblee Dunwoody Road at Walgreens 1	TWSC	WB	C	20.2	C	21.0	B	12.9	C	24.3	B	13.8
Chamblee Dunwoody Road at Bank of North Georgia	TWSC	EB	E	42.5	E	48.4	C	15.7	F	79.5	C	17.5
Chamblee Dunwoody Road at Walgreens 2	TWSC	WB	F	204.8	F	245.5	C	15.2	F	>300	C	17.4
Chamblee Dunwoody Road at The Shops of Dunwoody/Dunwoody Village (Roundabout in Build Scenario*)	Signal	All Approaches	A	9.4	A	9.5	C	24.3	B	10.2	C	22.9
Chamblee Dunwoody Road at Chevron 1	TWSC	WB	C	16.7	C	17.2	B	12.4	C	19.4	B	13.2
Chamblee Dunwoody Road at Chevron 2	TWSC	WB	C	20.6	C	21.4	B	13.0	D	25.0	B	14.1
Chamblee Dunwoody Road at Nandina Lane	TWSC	EB	C	18.3	C	18.8	B	13.7	C	21.2	B	14.2
Chamblee Dunwoody Road at CVS Driveway	TWSC	WB	C	23.4	D	25.3	B	11.2	E	38.0	C	15.1
Chamblee Dunwoody Road at Dunkin Donuts 1	TWSC	EB	C	22.2	C	23.2	B	11.5	D	28.4	B	12.0

Intersection	Control	Direction	2018 Existing		2024 Opening Year				2044 Design Year			
			No-Build		No-Build		Build		No-Build		Build	
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Chamblee Dunwoody Road at Mount Vernon Road	Signal	All Approaches	E	55.8	E	59.5	E	58.4	E	72.2	E	65.6
Chamblee Dunwoody Road at BP Gas Station 2	TWSC	EB	C	24.5	D	26.9	E	35.6	E	38.1	C	21.8
Chamblee Dunwoody Road at DeKalb Tire Driveway	TWSC	WB	B	10.5	B	10.6	B	10.6	B	11.0	B	11.9
Chamblee Dunwoody Road at Ashworth Subdivision Driveway	TWSC	EB	C	18.7	C	19.6	C	19.6	C	23.0	B	12.0
Chamblee Dunwoody Road at Old Fashion Cleaners Driveway	TWSC	WB	B	10.5	B	10.6	B	10.6	B	11.0	B	11.9
Chamblee Dunwoody Road at AT&T Driveway	TWSC	WB	B	10.5	B	10.6	B	10.6	B	11.0	B	11.9
Chamblee Dunwoody Road at Spruill Arts Center Exit	TWSC	WB	C	16.4	C	17.1	C	17.1	C	20.2	B	12.2
Chamblee Dunwoody Road at Spruill Arts Center Entrance**	TWSC	WB	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Chamblee Dunwoody Road at Dunwoody Library	TWSC	WB	C	16.7	C	17.3	C	17.6	C	20.5	C	18.5
Chamblee Dunwoody Road at Womack Road/Ashford Center Parkway	Signal	All Approaches	F	83.5	F	92.3	D	47.7	F	119.4	E	69.9

Source: 2010 Highway Capacity Manual, AECOM Analysis, unless marked by † indicating use of 2000 Highway Capacity Manual methodology, or * indicating use of HCM 6th Edition methodology for Roundabouts **Spruill Arts Center Entrance is enter only

LOS Comparison Tables

Chamblee Dunwoody Road at Mount Vernon Road - Signal													
Time of Day	Direction	Lane group	2018		2024				2044				
			Existing		No Build		Build		No Build		Build		
			Queues (ft)	Approach Delay (secs)	Queues (ft)	Approach Delay (secs)	Queues (ft)	Approach Delay (secs)	Queues (ft)	Approach Delay (secs)	Queues (ft)	Approach Delay (secs)	
AM	NB	NBL	191	28.2	211	29.6	297	43.2	358	43.1	280	33.0	
		NBT	313		324		393		375		344		
		NBR	10		14		393		22		41		
	WB	WBL	84	55.8	88	60.1	100	51.6	95	97.4	100	81.7	
		WBT	606		639		648		772		721		
		WBR	606		639		648		772		721		
	SB	SBL	25	49.7	25	52.0	107	55.5	27	64.0	86	49.5	
		SBT	474		521		575		635		549		
		SBR	0		521		575		635		549		
	EB	EBL	203	40.1	209	40.7	161	51.9	263	44.1	171	53.6	
		EBT	200		208		250		239		251		
		EBR	200		208		250		239		251		
Configuration			Signal		Signal		Signal		Signal		Signal		
V/C Ratio			0.90		0.93		0.84		1.10		1.05		
Overall Delay (secs)			44.6		47.0		50.5		66.4		58.4		
Overall LOS			D		D		D		E		E		

Chamblee Dunwoody Road at Mount Vernon Road - Signal													
Time of Day	Direction	Lane group	2018		2024				2044				
			Existing		No Build		Build		No Build		Build		
			Queues (ft)	Approach Delay (secs)	Queues (ft)	Approach Delay (secs)	Queues (ft)	Approach Delay (secs)	Queues (ft)	Approach Delay (secs)	Queues (ft)	Approach Delay (secs)	
PM	NB	NBL	179	40.6	185	41.4	122	38.5	207	45.0	207	47.5	
		NBT	518		542		388		628		628		
		NBR	518		542		388		43		43		
	WB	WBL	115	63.2	120	66.7	124	53.3	150	90.9	158	57.7	
		WBT	433		455		391		553		451		
		WBR	433		455		391		553		451		
	SB	SBL	61	67.0	62	67.7	174	52.7	62	68.3	234	67.1	
		SBT	473		492		442		541		541		
		SBR	0		492		442		541		541		
	EB	EBL	545	48.0	594	51.2	342	61.2	839	63.9	377	62.0	
		EBT	557		587		598		717		708		
		EBR	557		587		598		717		708		
Configuration			Signal		Signal		Signal		Signal		Signal		
V/C Ratio			0.88		0.94		0.85		0.99		0.86		
Overall Delay (secs)			52.0		54.5		53.6		66.3		58.9		
Overall LOS			D		D		D		E		E		

Chamblee Dunwoody Road at Roberts Drive - Roundabout													
Time of Day	Direction	Movement	2018		2024				2044				
			Existing		No Build		Build		No Build		Build		
			Queues (ft)	Approach Delay (secs)	Queues (ft)	Approach Delay (secs)	Queues (ft)	Approach Delay (secs)	Queues (ft)	Approach Delay (secs)	Queues (ft)	Approach Delay (secs)	
AM	NB	NBL	55	4.8	63	5.7	99	6.6	77	8.8	120	7.3	
		NBT	144		163		99		203		120		
	SB	SBT	426	11.3	482	13.1	131	10.5	626	19.8	173	13.1	
		SBR	426		482		131		626		173		
	EB	EBL	17	27.6	17	32.1	261	21.0	16	44.5	536	44.4	
		EBR	163		193		261		304		536		
	Configuration			Signal		Signal		Roundabout		Signal		Roundabout	
	V/C Ratio			0.87		0.89		0.78		0.94		0.94	
Overall Delay (secs)			13.2		15.3		12.3		22.2		20.2		
Overall LOS			B		B		B		C		C		

Chamblee Dunwoody Road at Roberts Drive - Roundabout													
Time of Day	Direction	Movement	2018		2024				2044				
			Existing		No Build		Build		No Build		Build		
			Queues (ft)	Approach Delay (secs)	Queues (ft)	Approach Delay (secs)	Queues (ft)	Approach Delay (secs)	Queues (ft)	Approach Delay (secs)	Queues (ft)	Approach Delay (secs)	
PM	NB	NBL	190	4.2	217	4.6	457	17.3	338	7.1	987	28.0	
		NBT	216		250		457		386		987		
	SB	SBT	457	22.7	485	23.5	138	12.1	582	26.6	286	20.7	
		SBR	457		485		138		582		286		
	EB	EBL	54	26.2	54	25.9	94	10.2	62	26.0	163	13.7	
		EBR	47		47		94		42		163		
	Configuration			Signal		Signal		Roundabout		Signal		Roundabout	
	V/C Ratio			0.84		0.85		0.82		0.86		0.84	
Overall Delay (secs)			14.0		14.3		14.6		16.4		23.3		
Overall LOS			B		B		B		B		C		

Chamblee Dunwoody Road at Mount Vernon Road - Displaced Left Turn													
Time of Day	Direction	Lane group	2018		2024				2044				
			Existing		No Build		Build		No Build		Build		
			Queues (ft)	Approach Delay (secs)	Queues (ft)	Approach Delay (secs)	Queues (ft)	Approach Delay (secs)	Queues (ft)	Approach Delay (secs)	Queues (ft)	Approach Delay (secs)	
AM	NB	NBL	191	28.2	211	29.6	-	-	358	43.1	185	46.9	
		NBT	313		324		-		375		309		
		NBR	10		14		-		22		37		
	WB	WBL	84	55.8	88	60.1	-	-	95	97.4	111	95.7	
		WBT	606		639		-		772		589		
		WBR	606		639		-		772		589		
	SB	SBL	25	49.7	25	52.0	-	-	27	64.0	11	95.7	
		SBT	474		521		-		635		415		
		SBR	0		521		-		635		415		
	EB	EBL	203	40.1	209	40.7	-	-	263	44.1	-	101.3	
		EBT	200		208		-		239		320		
		EBR	200		208		-		239		320		
Configuration			Signal		Signal		DLT- Signal		Signal		DLT- Signal		
V/C Ratio			0.90		0.93		-		1.10		0.86		
Overall Delay (secs)			44.6		47.0		-		66.4		76.9		
Overall LOS			D		D		-		E		E		

Chamblee Dunwoody Road at Mount Vernon Road - Displaced Left Turn													
Time of Day	Direction	Lane group	2018		2024				2044				
			Existing		No Build		Build		No Build		Build		
			Queues (ft)	Approach Delay (secs)	Queues (ft)	Approach Delay (secs)	Queues (ft)	Approach Delay (secs)	Queues (ft)	Approach Delay (secs)	Queues (ft)	Approach Delay (secs)	
PM	NB	NBL	179	40.6	185	41.4	-	-	207	45.0	205	43.3	
		NBT	518		542		-		628		600		
		NBR	518		542		-		43		69		
	WB	WBL	115	63.2	120	66.7	-	-	150	90.9	160	31.3	
		WBT	433		455		-		553		292		
		WBR	433		455		-		553		292		
	SB	SBL	61	67.0	62	67.7	-	-	62	68.3	11	40.0	
		SBT	473		492		-		541		267		
		SBR	0		492		-		541		267		
	EB	EBL	545	48.0	594	51.2	-	-	839	63.9	-	58.0	
		EBT	557		587		-		717		717		
		EBR	557		587		-		717		717		
Configuration			Signal		Signal		DLT- Signal		Signal		DLT- Signal		
V/C Ratio			0.88		0.94		-		0.99		0.80		
Overall Delay (secs)			52.0		54.5		-		66.3		45.0		
Overall LOS			D		D		-		E		D		

Chamblee Dunwoody Road at Mount Vernon Road - Roundabout													
		2018		2024				2044					
Time of Day	Direction	Lane group	Existing		No Build		Build		No Build		Build		
			Queues (ft)	Approach Delay (secs)	Queues (ft)	Approach Delay (secs)	Queues (ft)	Approach Delay (secs)	Queues (ft)	Approach Delay (secs)	Queues (ft)	Approach Delay (secs)	
AM	NB	NBL	191	28.2	211	29.6	31	7.9	358	43.1	37	9.1	
		NBT	313		324		53		375		78		
		NBR	10		14		53		22		78		
	WB	WBL	84	55.8	88	60.1	138	13.9	95	97.4	210	19.7	
		WBT	606		639		145		772		226		
		WBR	606		639		146		772		226		
	SB	SBL	25	49.7	25	52.0	92	22.7	27	64.0	145	59.5	
		SBT	474		521		92		635		145		
		SBR	0		521		285		635		918		
	EB	EBL	203	40.1	209	40.7	55	7.9	263	44.1	69	9.4	
		EBT	200		208		57		239		72		
		EBR	200		208		57		239		72		
Configuration		Signal		Signal		Roundabout		Signal		Roundabout			
V/C Ratio		0.90		0.93		0.84		1.10		1.08			
Overall Delay (secs)		44.6		47.0		14.4		66.4		28.1			
Overall LOS		D		D		B		E		D			

Chamblee Dunwoody Road at Mount Vernon Road - Roundabout													
		2018		2024				2044					
Time of Day	Direction	Lane group	Existing		No Build		Build		No Build		Build		
			Queues (ft)	Approach Delay (secs)	Queues (ft)	Approach Delay (secs)	Queues (ft)	Approach Delay (secs)	Queues (ft)	Approach Delay (secs)	Queues (ft)	Approach Delay (secs)	
PM	NB	NBL	179	40.6	185	41.4	50	28.3	207	45.0	75	79.3	
		NBT	518		542		259		628		826		
		NBR	518		542		259		43		826		
	WB	WBL	115	63.2	120	66.7	89	14.6	150	90.9	125	19.9	
		WBT	433		455		96		553		137		
		WBR	433		455		96		553		137		
	SB	SBL	61	67.0	62	67.7	53	8.3	62	68.3	74	9.8	
		SBT	473		492		53		541		74		
		SBR	0		492		46		541		63		
	EB	EBL	545	48.0	594	51.2	290	15.5	839	63.9	653	34.8	
		EBT	557		587		308		717		696		
		EBR	557		587		308		717		696		
Configuration		Signal		Signal		Roundabout		Signal		Roundabout			
V/C Ratio		0.88		0.94		0.84		0.99		1.10			
Overall Delay (secs)		52.0		54.5		16.3		66.3		14.7			
Overall LOS		D		D		B		E		B			

Attachment 7 - OSOW Record for Intersections

CHAMBLEE DUNWOODY RD @ WOMACK ROAD

<u>Permit Number</u>	<u>Height</u>	<u>Width</u>	<u>Length</u>	<u>GVW</u>	<u>Permit Type</u>	<u>Load Description</u>	<u>Company</u>	<u>Start Date</u>	<u>End Date</u>
P1997291	173	144	780	26000	Single Trip	Fiberglass Pool	LEISURE POOLS USA TRADING INC	8/27/2015	9/8/2015
P2205551	174	168	1020	Legal	Single Trip Manufactured Home	Manufactured Home	THRIFT MOBILE HOME SERVICE	10/13/2015	10/23/2015
Q1749321	174	144	900	140000	Single Trip	350 excavator	Neff Rental LLC - Doraville	6/14/2016	6/24/2016
Q2293241	168	114	900	135000	Single Trip	milling machine	THE MILLER GROUP INC	10/7/2016	10/18/2016
Q2293251	168	114	900	148000	Single Trip	milling machine	THE MILLER GROUP INC	10/7/2016	10/18/2016
Q2371271	168	114	900	148000	Single Trip	Milling Machine	THE MILLER GROUP INC	10/25/2016	11/4/2016
Q2381001	168	114	900	145000	Single Trip	milling machine	THE MILLER GROUP INC	10/27/2016	11/7/2016
Q2388461	168	114	900	140000	Single Trip	Milling Machine	THE MILLER GROUP INC	10/28/2016	11/8/2016
R1434911	168	114	900	135000	Single Trip	milling machine	THE MILLER GROUP INC	3/31/2017	4/11/2017
R1435271	168	114	900	145000	Single Trip	milling machine	THE MILLER GROUP INC	4/1/2017	4/12/2017
R1439561	168	114	900	135000	Single Trip	milling machine	THE MILLER GROUP INC	4/3/2017	4/13/2017
S1760731	174	144	900	130000	Single Trip	Kobelco SK300 Excavator	UNITED RENTALS NORTH AMERICA INC	6/5/2018	6/14/2018
S2202881	174	144	900	125000	Single Trip	mill	BLOUNT CONSTRUCTION COMPANY INC	8/31/2018	9/10/2018
S2271411	174	144	900	135000	Single Trip	shuttle buggy	BLOUNT CONSTRUCTION COMPANY INC	9/17/2018	9/26/2018
S2355431	174	144	1200	148000	Single Trip	SHUTTLE BUGGY	ENTREKIN INC	10/1/2018	10/10/2018
T1370501	174	144	900	125000	Single Trip	mill	BLOUNT CONSTRUCTION COMPANY INC	3/13/2019	3/22/2019
T1464791	174	144	900	125000	Single Trip	mill	BLOUNT CONSTRUCTION COMPANY INC	3/29/2019	4/7/2019
T1473261	174	144	900	125000	Single Trip	mill	BLOUNT CONSTRUCTION COMPANY INC	4/1/2019	4/10/2019
T1836171	174	144	900	135000	Single Trip	mixer	BLOUNT CONSTRUCTION COMPANY INC	6/10/2019	6/19/2019
T2208231	174	144	900	125000	Single Trip	mill	BLOUNT CONSTRUCTION COMPANY INC	8/20/2019	8/29/2019
U1484511	174	144	900	135000	Single Trip	mixer	BLOUNT CONSTRUCTION COMPANY INC	4/8/2020	4/17/2020
U1591951	174	144	900	125000	Single Trip	mill	BLOUNT CONSTRUCTION COMPANY INC	4/30/2020	5/9/2020
V2692701	168	144	900	132000	Single Trip	Excavator	HEAVY IRON TRANSPORT INC	11/22/2021	12/2/2021

CHAMBLEE DUNWOODY RD @ MOUNT VERNON RD

Length	GVW	Permit Type	Load Description	Company	Start Date	End Date
900	80000	Single Trip	SWITCH	BENNETT MOTOR EXPRESS LLC	5/1/2015	5/12/2015
780	26000	Single Trip	Fiberglass Pool	LEISURE POOLS USA TRADING INC	8/27/2015	9/8/2015
1020	Legal	Single Trip Manufactured Home	Manufactured Home	THRIFT MOBILE HOME SERVICE	10/13/2015	10/23/2015
1080	135000	Single Trip	SHUTTLE BUGGY	BALDWIN PAVING COMPANY	4/11/2016	4/21/2016
1080	135000	Single Trip	SHUTTLE BUGGY	BALDWIN PAVING COMPANY	4/19/2016	4/29/2016
900	140000	Single Trip	350 excavator	Neff Rental LLC - Doraville	6/14/2016	6/24/2016
900	140000	Single Trip	Self Propelled Crane	ALL CRANE RENTAL OF GEORGIA INC	8/9/2016	8/19/2016
900	140000	Single Trip	Self Propelled Crane	ALL CRANE RENTAL OF GEORGIA INC	8/9/2016	8/19/2016
936	140000	Single Trip	WIRTGEN W220 MILLING MACHINE	C AND H PAVING INC	8/13/2016	8/24/2016
936	140000	Single Trip	WIRTGEN W220 MILLING MACHINE	C AND H PAVING INC	8/24/2016	9/3/2016
936	148000	Single Trip	WIRTGEN W220 MILLING MACHINE	C AND H PAVING INC	9/26/2016	10/6/2016
936	148000	Single Trip	WIRTGEN W220 MILLING MACHINE	C AND H PAVING INC	9/28/2016	10/8/2016
900	135000	Single Trip	milling machine	THE MILLER GROUP INC	10/7/2016	10/18/2016
900	148000	Single Trip	milling machine	THE MILLER GROUP INC	10/7/2016	10/18/2016
900	110000	Single Trip	Milling machine	NORTHWEST GEORGIA PAVING INC	10/14/2016	10/25/2016
900	148000	Single Trip	MILLING MACHINE	THE MILLER GROUP INC	10/20/2016	10/31/2016
900	148000	Single Trip	Milling Machine	THE MILLER GROUP INC	10/25/2016	11/4/2016
1008	148000	Single Trip	ROCK DRILL	GRAVES ENVIRONMENTAL & GEOTECHNICAL SERVICES INC	2/9/2017	2/20/2017
900	135000	Single Trip	milling machine	THE MILLER GROUP INC	3/31/2017	4/11/2017
900	145300	Single Trip	390 Komatsu Excavator	DOUBLE P GRADING INC	5/17/2017	5/27/2017
900	146500	Single Trip	D8 Dozer	DOUBLE P GRADING INC	6/2/2017	6/13/2017
900	133000	Single Trip	621G Scraper Caterpillar	DOUBLE P GRADING INC	6/2/2017	6/13/2017
900	145300	Single Trip	390 Komatsu Excavator	DOUBLE P GRADING INC	7/18/2017	7/28/2017
900	145300	Single Trip	390 Komatsu Excavator	DOUBLE P GRADING INC	7/24/2017	8/3/2017
900	145300	Single Trip	390 Komatsu Excavator	DOUBLE P GRADING INC	8/23/2017	9/1/2017
900	149000	Single Trip	SELF PROPELLED CRANE	HEATON ERECTING INC	9/5/2017	9/14/2017
900	149000	Single Trip	SELF PROPELLED CRANE	HEATON ERECTING INC	9/5/2017	9/14/2017
900	125000	Single Trip	mill	BLOUNT CONSTRUCTION COMPANY INC	5/10/2018	5/19/2018
900	130000	Single Trip	Kobelco SK300 Excavator	UNITED RENTALS NORTH AMERICA INC	6/5/2018	6/14/2018
900	125000	Single Trip	mill	BLOUNT CONSTRUCTION COMPANY INC	8/27/2018	9/6/2018
900	125000	Single Trip	mill	BLOUNT CONSTRUCTION COMPANY INC	8/28/2018	9/7/2018
900	125000	Single Trip	mill	BLOUNT CONSTRUCTION COMPANY INC	8/31/2018	9/10/2018
888	125000	Single Trip	mill	BLOUNT CONSTRUCTION COMPANY INC	9/7/2018	9/16/2018
900	125000	Single Trip	mill	BLOUNT CONSTRUCTION COMPANY INC	9/12/2018	9/21/2018
900	135000	Single Trip	shuttle buggy	BLOUNT CONSTRUCTION COMPANY INC	9/17/2018	9/26/2018
900	148000	Single Trip	Mixer	LAMAR EWING TRUCKING INC	9/18/2018	9/27/2018
912	140000	Single Trip	EXCAVATOR	STRIKE OPERATING COMPANY LLC	9/19/2018	9/28/2018
912	105000	Single Trip	DUMP TRUCK	STRIKE OPERATING COMPANY LLC	9/26/2018	10/5/2018
912	105000	Single Trip	DUMP TRUCK	STRIKE OPERATING COMPANY LLC	9/27/2018	10/6/2018
636	15000	Single Trip	truss	SCP TRUCKING LLC	1/31/2019	2/9/2019
900	125000	Single Trip	mill	BLOUNT CONSTRUCTION COMPANY INC	4/1/2019	4/10/2019

CHAMBLEE DUNWOODY RD @ MOUNT VERNON RD

900	150000	Single Trip	self propelled crane	PHOENIX CRANE SERVICE INC	4/30/2019	5/9/2019
900	150000	Single Trip	self propelled crane	PHOENIX CRANE SERVICE INC	4/30/2019	5/9/2019
900	135000	Single Trip	mixer	BLOUNT CONSTRUCTION COMPANY INC	6/10/2019	6/19/2019
900	135000	Single Trip	mixer	BLOUNT CONSTRUCTION COMPANY INC	6/11/2019	6/20/2019
900	148000	Single Trip	self propelled crane	MAXIM CRANE WORKS LP	7/29/2019	8/7/2019
900	148000	Single Trip	self propelled crane	MAXIM CRANE WORKS LP	7/30/2019	8/8/2019
900	125000	Single Trip	mill	BLOUNT CONSTRUCTION COMPANY INC	8/20/2019	8/29/2019
900	142000	Single Trip	Excavator	COLTON EQUIPMENT TRANSPORT LLC	10/7/2019	10/16/2019
900	135000	Single Trip	John Deere 350G Excavator	SYNERGY RENTS LLC	10/22/2019	10/31/2019
900	125000	Single Trip	MILLING MACHINE	C W MATTHEWS CONTRACTING COMPANY INC	11/19/2019	11/29/2019
900	150000	Single Trip	self propelled crane	PHOENIX CRANE SERVICE INC	1/20/2020	1/29/2020
900	150000	Single Trip	self propelled crane	PHOENIX CRANE SERVICE INC	1/20/2020	1/29/2020
900	150000	Single Trip	SELF PROPELLED CRANE	PHOENIX CRANE SERVICE INC	3/2/2020	3/11/2020
900	150000	Single Trip	SELF PROPELLED CRANE	PHOENIX CRANE SERVICE INC	3/2/2020	3/11/2020
900	135000	Single Trip	mixer	BLOUNT CONSTRUCTION COMPANY INC	4/8/2020	4/17/2020
900	125000	Single Trip	mill	BLOUNT CONSTRUCTION COMPANY INC	4/14/2020	4/23/2020
900	125000	Single Trip	mill	BLOUNT CONSTRUCTION COMPANY INC	4/14/2020	4/23/2020
900	125000	Single Trip	mill	BLOUNT CONSTRUCTION COMPANY INC	4/15/2020	4/24/2020
900	150000	Single Trip	349 Caterpillar	THE DICKERSON GROUP INC	4/29/2020	5/8/2020
900	125000	Single Trip	mill	BLOUNT CONSTRUCTION COMPANY INC	4/30/2020	5/9/2020
900	125000	Single Trip	Milling Machine	C W MATTHEWS CONTRACTING COMPANY INC	5/5/2020	5/14/2020
900	148000	Single Trip	CRANE	G P'S ENTERPRISES INC	6/24/2020	7/3/2020
780	32000	Single Trip	FIBERGLASS POOL	LATHAM POOL PRODUCTS INC	1/13/2021	1/22/2021
900	150000	Single Trip	Self Propelled Crane	PHOENIX CRANE SERVICE INC	3/22/2021	3/31/2021
900	150000	Single Trip	Self Propelled Crane	PHOENIX CRANE SERVICE INC	3/24/2021	4/2/2021
900	150000	Single Trip	SELF PROPELLED CRANE	PHOENIX CRANE SERVICE INC	5/13/2021	5/22/2021
900	125000	Single Trip	mill	BLOUNT CONSTRUCTION COMPANY INC	6/4/2021	6/13/2021
720	100000	Single Trip	Self propelled crane	DOZIER CRANE & RIGGING LLC	6/27/2021	7/7/2021
900	147000	Single Trip	Self Propelled Crane	PHOENIX CRANE SERVICE INC	9/3/2021	9/13/2021
900	147000	Single Trip	Self Propelled Crane	PHOENIX CRANE SERVICE INC	9/3/2021	9/13/2021
924	131000	Single Trip	Loader John Deere 644K	HELLAS CONSTRUCTION INC	9/15/2021	9/24/2021
1284	110000	Single Trip	Empty oversized trailer	MAMMOET USA SOUTH INC	10/4/2021	10/13/2021
1212	110000	Single Trip	Empty oversized trailer	MAMMOET USA SOUTH INC	10/8/2021	10/17/2021
900	150000	Single Trip	Self propelled crane	PHOENIX CRANE SERVICE INC	11/3/2021	11/12/2021
900	150000	Single Trip	Self propelled crane	PHOENIX CRANE SERVICE INC	11/3/2021	11/12/2021
900	132000	Single Trip	Excavator	HEAVY IRON TRANSPORT INC	11/22/2021	12/2/2021
900	148000	Single Trip	Self Propelled Crane	MAXIM CRANE WORKS LP	11/30/2021	12/9/2021
900	147000	Single Trip	Self Propelled Crane	PHOENIX CRANE SERVICE INC	12/20/2021	12/30/2021
900	148000	Single Trip	Self Propelled Crane	MAXIM CRANE WORKS LP	12/21/2021	12/31/2021
900	147000	Single Trip	Self propelled crane	PHOENIX CRANE SERVICE INC	12/23/2021	1/1/2022
900	147000	Single Trip	Self Propelled Crane	PHOENIX CRANE SERVICE INC	6/10/2022	6/19/2022
900	147000	Single Trip	Self Propelled Crane	PHOENIX CRANE SERVICE INC	6/13/2022	6/22/2022
900	125000	Single Trip	mill	BLOUNT CONSTRUCTION COMPANY INC	7/6/2022	7/15/2022
900	125000	Single Trip	mill	BLOUNT CONSTRUCTION COMPANY INC	8/16/2022	8/25/2022

CHAMBLEE DUNWOODY RD @ MOUNT VERNON RD

900	125000	Single Trip	EXCAVATOR	CHANCEY'S WRECKER SERVICE INC	9/26/2022	10/5/2022
984	145000	Single Trip	Screen Plant	V-C TRUCKING LLC	9/27/2022	10/6/2022
900	148000	Single Trip	Self Propelled Crane	MAXIM CRANE WORKS LP	12/12/2022	12/21/2022
900	148000	Single Trip	Self Propelled Crane	MAXIM CRANE WORKS LP	12/12/2022	12/21/2022
600	84748	Single Trip	S/P Crane	RIVER SAND INC	1/23/2023	2/1/2023
864	149999	Single Trip	SELF PROPELLED CRANE	TOMAHAWK CRANE AND RIGGING LLC	3/13/2023	3/22/2023
864	149999	Single Trip	SELF PROPELLED CRANE	TOMAHAWK CRANE AND RIGGING LLC	3/15/2023	3/24/2023

CHAMBLEE DUNWOODY RD @ ROBERTS DR

<u>Permit Number</u>	<u>Height</u>	<u>Width</u>	<u>Length</u>	<u>GVW</u>	<u>Permit Type</u>	<u>Load Description</u>	<u>Company</u>	<u>Start Date</u>	<u>End Date</u>
S1760731	174	144	900	130000	Single Trip	Kobelco SK300 Excavator	UNITED RENTALS NORTH AMERICA INC	6/5/2018	6/14/2018
S1863031	168	144	888	144000	Single Trip	HM400	F S SCARBROUGH LLC	6/22/2018	7/1/2018
S1968511	168	144	888	144000	Single Trip	HM400	F S SCARBROUGH LLC	7/16/2018	7/25/2018
S2200001	174	144	900	147000	Single Trip	Excavator	MWS AUTO SERVICES INC	8/30/2018	9/9/2018
S2202881	174	144	900	125000	Single Trip	mill	BLOUNT CONSTRUCTION COMPANY INC	8/31/2018	9/10/2018
S2233911	174	144	888	125000	Single Trip	mill	BLOUNT CONSTRUCTION COMPANY INC	9/7/2018	9/16/2018
T1152491	96	120	636	15000	Single Trip	truss	SCP TRUCKING LLC	1/31/2019	2/9/2019
T2682581	174	144	900	125000	Single Trip	MILLING MACHINE	C W MATTHEWS CONTRACTING COMPANY INC	11/19/2019	11/29/2019
U1484511	174	144	900	135000	Single Trip	mixer	BLOUNT CONSTRUCTION COMPANY INC	4/8/2020	4/17/2020
U1517011	174	144	900	125000	Single Trip	mill	BLOUNT CONSTRUCTION COMPANY INC	4/14/2020	4/23/2020
U1520311	174	144	900	125000	Single Trip	mill	BLOUNT CONSTRUCTION COMPANY INC	4/14/2020	4/23/2020
U1522761	174	144	900	125000	Single Trip	mill	BLOUNT CONSTRUCTION COMPANY INC	4/15/2020	4/24/2020
U1525121	174	144	900	125000	Single Trip	mill	BLOUNT CONSTRUCTION COMPANY INC	4/15/2020	4/24/2020
U1527841	174	144	900	125000	Single Trip	mill	BLOUNT CONSTRUCTION COMPANY INC	4/16/2020	4/25/2020
U1591951	174	144	900	125000	Single Trip	mill	BLOUNT CONSTRUCTION COMPANY INC	4/30/2020	5/9/2020
U1614381	174	144	900	125000	Single Trip	Milling Machine	C W MATTHEWS CONTRACTING COMPANY INC	5/5/2020	5/14/2020
U1654481	176	144	900	125000	Single Trip	Milling Machine	C W MATTHEWS CONTRACTING COMPANY INC	5/11/2020	5/20/2020
U1897501	185	168	900	148000	Single Trip	CRANE	G P'S ENTERPRISES INC	6/24/2020	7/3/2020
V2692701	168	144	900	132000	Single Trip	Excavator	HEAVY IRON TRANSPORT INC	11/22/2021	12/2/2021
V2764311	168	144	900	132000	Single Trip	Excavator	HEAVY IRON TRANSPORT INC	12/7/2021	12/16/2021
W1072141	168	144	900	132000	Single Trip	Excavator	HEAVY IRON TRANSPORT INC	1/14/2022	1/23/2022

**Attachment 8 - Conforming Plan's Network
Schematics Showing Thru Lanes**

Short Title
CHAMBLEE DUNWOODY CORRIDOR IMPROVEMENTS FROM WOMACK ROAD TO ROBERTS DRIVE

GDOT Project No.
N/A

Federal ID No.
N/A

Status
Programmed

Service Type
Last Mile Connectivity / Bicycle Facility

Sponsor
City of Dunwoody

Jurisdiction
DeKalb County

Analysis Level
Exempt from Air Quality Analysis (40 CFR 93)



Existing Thru Lane **LCI** **Network Year**

Planned Thru Lane **Flex** **Corridor Length** miles

Detailed Description and Justification

Swap out fields:
Planned Thru Lane = 2/3
Corridor Length = 0.7

The project will create a complete, multi-modal corridor along Chamblee Dunwoody Road as recommended in the Dunwoody Village LCI plan. The improvements will provide better access to transit by providing wider, ADA- compliant sidewalks, and a cycle track on both sides of the roadway between Womack Road and Roberts Drive. Energy-efficient lighting, street trees, bus shelters and landscaping will also be added. Minor operational improvements will be made to the roadway including closing several driveways and adding a landscaped median where the existing center turn lane is not needed.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation		2023	\$500,000	\$250,000	\$0,000	\$0,000	\$250,000
ROW	Local Jurisdiction/Municipality Funds		2025	\$1,000,000	\$0,000	\$0,000	\$0,000	\$1,000,000
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation		2026	\$7,500,000	\$6,000,000	\$0,000	\$0,000	\$1,500,000
				\$9,000,000	\$6,250,000	\$0,000	\$0,000	\$2,750,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

Attachment 9 - Minutes of Concept Meeting

Meeting Minutes

Subject: Kickoff Meeting / Initial Concept Team Meeting

Date: 10:30 October 27, 2017

Location: City of Dunwoody Public Works Conference Room

Attendees:	Mindy Sanders	CoD, Project Manager
	Peter Emmanuel	GDOT, OPD
	Oluchukwu Anyaebosi	GDOT, OPD Project Manager
	Will Sheehan	AECOM, Project Manager
	Jeff Wood	AECOM, Traffic Lead
	Laura Dawood	AECOM, Environmental Lead
	Mickey O'Brien	AECOM, Urban Design Lead

Meeting Minutes:

The purpose of the meeting was to kick-off the project and discuss start-up activities. This meeting will also serve as the Initial Concept Team Meeting (ICTM). A Googleearth-type interactive map was used as a visual aid. The sign-in sheet is attached at the end of this document and a summary of the key points of the meeting is included below.

- **Scoping Phase:**
 - This is a true Scoping Phase. There is no construction funding tied to the project yet or any future activities scheduled beyond the Concept.
 - The goal is an approved Concept Report (CR).
 - A robust CR will be developed; this will give the City flexibility to carve out multiple projects to match available funding sources.
- **Public Involvement:**
 - An extensive public involvement campaign will be undertaken using a model from a current project AECOM is working on with the City along this same roadway and just to the south.
 - A "menu" of possible improvements will be presented to the citizens to decide upon.
 - Additional schedule time beyond the typical GDOT Concept duration will be needed to complete these PI efforts.
- **Environmental:**
 - A Categorical Exclusion (CE) is anticipated; however, it could be a PCE depending on final impacts.
 - The screenings required for the CR will be desktop screenings and not field surveys due to budget limitations.
 - There are a number of ranch homes south of Manget Way. These should be beyond the project limits but would have to be considered for history if the design were extended.
 - Minimal (if any) ecology resources are anticipated.
 - History is expected to be the most resource-heavy special study area.
 - One of Dunwoody's most historic sites is within the project limits. The Cheek-Spruill House is an old farmhouse located at the NE corner of the Mt. Vernon Rd. intersection. Minor impacts to this site are not unlikely; however, the team will endeavor to avoid impacts to any contributing features.

- Early coordination letters for the agencies will be sent out during this Concept/Scoping Phase.

Design:

- There are 5 existing signalized intersections on the project. The spacing appears to meet minimum requirements.
- The planned improvements are mostly bike and ped-related although low impact intersection improvements will be proposed where the opportunity exists.
- The three-legged Roberts Dr. intersection may be a good candidate for a roundabout although roundabouts have not been well received in Dunwoody on previous projects.
- Womack Rd. may also be a roundabout candidate but not as much as Roberts.
- CoD noted that a SB LTL may already be needed on Womack Rd. and the City may pursue that through a separate project.
- The Department's new Intersection Control Evaluation (ICE) will need to be done on this project.
- Since GDOT will not own or operate this roadway, a project-level MS4 exclusion applies. The City has its own stormwater requirements which will need to be followed.
- The design efforts for this Scoping Phase will be completed on GIS. The survey will occur in later phases due to budget limitations.
- Although the Phase I ESA will not be completed until Preliminary Phase, the CR should list all potential sites of UST's.
- Traffic counts will likely occur after the holidays since the traffic count map needs to be approved and GDOT no longer allows counts after Thanksgiving.

Utilities:

- SUE QL-D will be completed during this Concept/Scoping Phase so the designers will have up-front knowledge of existing utility locations.

Schedule:

- AECOM will further review the GDOT baseline schedule and provide comments on starting dates, durations, and activities. GDOT will provide excel version of schedule to AECOM.
- AECOM is not currently scoped for the Phase I ESA in this first Concept/Scoping Phase. That activity was planned for Preliminary since the City has budget limitations for this first phase.

Right of Way:

- Overall the project improvements are intended to be low impact so right of way and easement takes should not be significant.
- The only exception to the above statement is the Nandina Lane triangle. The City would consider total takes for the two businesses located here.

Contracting:

- GDOT needs a copy of the executed agreement between City and AECOM.
- The contract between the City and AECOM is lump sum. Lump sum invoices (without the staff breakdown of charges) will be submitted monthly. Twice a year, GDOT will request the invoice documentation with full time sheets, staff charges, etc.

Potential Risks:

- Historic farmhouse
- Extensive public involvement to drive the proposed improvements

Action Items:

1. GDOT to provide spreadsheet schedule export to City/AECOM.
2. City/AECOM to review schedule and provide comments to GDOT.
3. City to send copy of executed AECOM agreement to GDOT.
4. AECOM to submit traffic count map to GDOT.

Attachment 10 - Minutes of Concept Team Meeting

Meeting Minutes

Subject: Concept Team Meeting

Date: 10:00 am – 11:00 am, December 16th, 2022

Location: Microsoft Teams

Attendees:	Timothy McDowell	GDOT – Project Manager
	Oladimeji Onabanjo	GDOT – Traffic Ops
	Cynthia Burney	GDOT – DPM
	Raymond Chandler	GDOT/SAM – D7 Utilities
	Shun Pringle	GDOT – D7 Utility
	Olusola Adekonojo	GDOT – OPD
	Megan Wilson	GDOT – D7 District Traffic Engineer
	Elliott Robertson	GDOT - NEPA
	Mike Satterfield	GDOT/SAM – D7 Utility Office
	Ashley Willoughby	GDOT - OPD
	Michaela Mohr	GDOT - NEPA
	Joshua Higgins	GDOT – D7 Preconstruction
	Michael Smith	CoD – Public Works Director
	Ishri Sankar	CoD – Project Manager
	Will Sheehan	AECOM – Project Manager
	Amman Kebede	AECOM – Roadway Lead
	Mickey O’Brien	AECOM – Bike/Ped Lead
	Saurabh Shukla	AECOM – Traffic Lead
	Aaron Caldwell	AECOM – Environmental Lead
	Jessica Vargas	AECOM – Environmental

Meeting Notes:

A summary of the key points of the Concept Team Meeting is included below.

- The GDOT PM opened the meeting and presented the agenda before turning it over to AECOM who presented the standard concept PowerPoint presentation, which is available to review on GDOT’s ProjectWise in the project CTM folder.
- This project will be a local let through the City of Dunwoody. It is located entirely on local city right of way.
- Design Variances/Exceptions will not be required on the project since it meets the requirements of GDOT’s 9-28-2017 memo Design Variances for “Off System” Projects.
 - Project is off of the state route system, so GDOT does not own, operate, or maintain the right of way.

Chamblee Dunwoody Rd Multi-Modal Improvement
From Womack Rd to Roberts Dr

PI No. 0015069
DeKalb County

- None of the engineering work is being conducted by GDOT employees or on behalf of GDOT.
- o Funding:
 - The project currently only has Scoping (SCP) funds programmed (FY 2017).
 - ARC just awarded federal LCI funding to the project and it is currently being programmed into the TIP – \$500K PE & \$7.5M CST (for FY2026). Dunwoody will advance the project to the engineering phase once the PE is programmed.
- o Utilities:
 - Dunwoody will handle Utility Coordination efforts since the project is a local let.
 - There is interest in burying aerial utilities since Dunwoody would like to transform the corridor into more of a downtown “Main St.” type feel. Early coordination with aerial owners on this matter has already begun and is focusing on the relocation costs which have already been included in the Concept Report (CR).
- o Intersection Control Evaluation (ICE):
 - ICE was not previously conducted for this project because there was no federal or state funding (PE, ROW, UTL, or CST) previously programmed and there was a chance that some of the intersections would be broken out and advanced locally.
 - Even if the intersection control is to remain a stop-and-go signal, GDOT Traffic Ops clarified that ICE is required if turn lane modifications are proposed.
 - Now that PE is being programmed with federal funding and Traffic Ops has clarified that signal modifications require ICE, it will be conducted during this SCP Phase and included in the CR.
- o Project Phasing: A priority for Dunwoody is evaluating phasing options to deliver the full corridor improvements in pieces and give funding flexibility to the city. These phasing options will be addressed in the CR.
 - The southern terminus of the project is the signalized intersection of Chamblee Dunwoody Rd. and Womack Rd. Improvements to this intersection were studied as part of this Scoping Phase and that project has already been broken out and advanced locally. It is currently under construction and nearly complete.
 - There is a chance that the roundabout at Roberts Dr. can be phased out and be constructed with local funding. If this happens, ICE would not be needed for the roundabout.
 - Options to divide the corridor segment into two or three phases are being evaluated and will be included in the CR.
- o Draft CR Review: Only one office, GDOT Traffic Ops, provided comments prior to the CTM.



**Chamblee Dunwoody Rd Multi-Modal Improvement
From Womack Rd to Roberts Dr**

PI No. 0015069
DeKalb County



One Midtown Plaza
1360 Peachtree St NE
Suite 500
Atlanta, Ga 30309
www.aecom.com

- CR Submittal: The CR will be submitted on 1/20/2023. Dunwoody has a City Council meeting scheduled earlier in January and would like to leave enough time to modify the report per any meeting resolutions.

Action Items:

- GDOT and Dunwoody to finish programming PE funds.
- Remaining GDOT Offices to provide comments on the Draft CR.
- AECOM to submit CR on 1/20/2023

ATTACHMENTS:

AECOM's Responses to Concept Report Comments
GDOT CTM Transmittal Letter
CTM Agenda

From: Abbey, Colin <RAbbey@dot.ga.gov>

Sent: Friday, December 9, 2022 2:33 PM

To: McDowell, Timothy D <TMcDowell@dot.ga.gov>

Cc: Knezevich, Ronald <RKnezevich@dot.ga.gov>; Nesbitt, Laura <LaNesbitt@dot.ga.gov>; Raid Team <RaidTeam@dot.ga.gov>; RoundAbouts <RoundAbouts@dot.ga.gov>; Onabanjo, Oladimeji <oonabanjo@dot.ga.gov>

Subject: RE: 0015069 Concept Team Meeting

Hello,

Please see below for some comments on the draft CR in preparation for the upcoming CTM. Please let me know if there are any questions or concerns.

Page 1: Recommend revising the project description from “The proposed project, CHAMBLEE DUNWOODY ROAD FROM WOMACK ROAD TO ROBERTS DRIVE STUDY – PH V, will provide multimodal complete street improvements to Chamblee Dunwoody Road in DeKalb County, Georgia that are sensitive to the desired pedestrian-friendly context of the surrounding Dunwoody Village. Bike and pedestrian facilities added within the project limits.” To something along the lines of “The proposed project will provide context-sensitive multimodal complete street improvements on Chamblee Dunwoody Road from Womack Road to Roberts Drive, including bicycle and pedestrian facilities.” Clarify why the project description is a “study.”

AECOM Response: Project Description will be revised to match what is suggested.

Page 2: Location or vicinity map information from Google should include the appropriate source/credit information.

AECOM Response: Source/credit will be shown for the location/vicinity map.

Page 4:

- Verify if traffic needs to be updated as it is around 4.5 years old.
AECOM Response: Traffic will need to be updated as analysis was done back in 2018. Traffic will be updated during the upcoming preliminary phase.
- Complete the entire complete streets warrant section. See sections 9.4.1-9.4.3 in the GDOT DPM. Multiple Pedestrian, Bicycle, and Transit standards and/or guidelines appear to be met for this project. (Note MARTA Bus route 150 runs through the project limits.)
AECOM Response: Street warrant section will be updated to include transit.

Page 5:

- Recommend revising the description of proposed project as follows.
 - “...one 12’-14’ *vehicular* lane in each direction...”
AECOM Response: Concur. Sentence will be updated.
 - “...a 5’ *one-way* cycle track, and 8’ sidewalk on each side of the roadway.”
AECOM Response: Concur. Sentence will be updated.
 - Please identify the locations where dual turn lanes are provided – it does not appear that there are any existing dual turn lanes in the project limits. If dual turn lanes are PROPOSED but not existing, revise the wording to remove the word “present”.
AECOM Response: There are no existing dual left turn lanes. Wording will be updated.

- “A signal is proposed at the intersection of Chamblee Dunwoody Road and Mt. Vernon Road, whereas and a roundabout is proposed at the intersection of...”

AECOM Response: Concur. Sentence will be updated.

Page 7:

- Mark #9 median usage as undetermined or yes, and verify with DP&S if a variance is needed for the less than 20’ median width proposed per the Design Features Table on page 6.
AECOM Response: Per design memo titled “Design Variance for Off-System Projects” Dated on September 28, 2017, Design Variance is not needed for a roadway that is not a state route or a route of the National Highway System. Chamblee Dunwoody Road and all intersecting side roads are not state routes. All are owned and maintained by the City of Dunwoody.
- Per the footnote below the variance table, mark #4 intersection skew angle as yes or undetermined.
- **AECOM Response:** Per design memo titled “Design Variance for Off-System Projects” Dated on September 28, 2017, Design Variance is not needed for a roadway that is not a state route or a route of the National Highway System. Chamblee Dunwoody Road and all intersecting side roads are not state routes. All are owned and maintained by the City of Dunwoody.
- Remove the note that “The project is not on GDOT’s Right of Way. GDOT Standard [sic] will not apply.” Verify with DP&S and OPD what standards will apply for this project as it appears to be proceeding through the GDOT PDP process with GDOT funding proposed per the funding responsibilities table on page 13.
AECOM Response: Note will be modified slightly to say Design Variances and Exceptions will not be required on this project since it is on a local right of way in accordance with design memo titled “ Design Variance for Off-System Projects” Dated on September 28, 2017.

Page 8:

- For both the ICE row, and the roundabout concept validation row, please verify with DP&S and OPD if these are required or not, as the project appears to be proceeding through the GDOT PDP process with GDOT funding proposed per the funding responsibilities table on page 13. Per GDOT Policy 4A-5 “An ICE is required...where one or both of the following conditions are met: The intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; The intersection will be designed or constructed using State or Federal funding.” Further, the GDOT DPM chapter 8.2.3 states: “If a roundabout alternative is recommended as the preferred intersection control, validation of the layout should take place. The validation of the most favorable roundabout location and configuration will normally require the development and comparison of multiple roundabout layouts. A roundabout layout validation will be included as an attachment to the concept report for stand-alone intersection improvement projects. Otherwise, roundabout layout validation will occur no later than the completion of Stage 2 of ICE.” Please submit the roundabout validation to roundabouts@dot.ga.gov.
AECOM Response: ICE was not previously conducted because the project did not have federal or state funding programmed. Only SCP funds were programmed and Dunwoody had not decided how the improvements would be delivered. One of the main goals of this scoping study was not just to determine the overall corridor improvements, but to determine an appropriate phasing plan to give Dunwoody financial flexibility in delivering the projects. For example, the intersection at Womack Dr. was studied as part of this scoping phase and that project has already been broken out and advanced thru construction locally. Now that Dunwoody has been granted federal funds and it is being programmed into the TIP, the ICE and roundabout validation will be conducted.

- Note that a lighting agreement and lighting will be required.

AECOM Response: No lighting agreement will be required since the project is on local right of way and GDOT has no responsibility to own, operate, or maintain the lighting.

Page 13: Please clarify why programmed costs are all marked as “N/A.” Please clarify why the PE costs are “N/A.”

AECOM Response: The project currently only has scoping funds programmed. ARC just awarded federal LCI funding to this project and it is currently being programmed into the TIP. Table will be updated once PE is programmed.

Page 14: Recommend revising the wording/verbiage of Category 3, Alternative 1 to reflect the proposed changes recommended on Page 5: “...a 5’ one-way cycle track, and 8’ sidewalk on each side of the roadway.”

AECOM Response: Concur. Sentence will be updated.

Page 15: Please clarify why the estimated total cost for the preferred alternative is ~4.5 million dollars different than the total estimated cost shown on page 13.

Page 18 Preferred alternative layout:

AECOM Response: Noted. The \$28.6 Million is the correct estimate and the \$33 Million is likely a typo. We will verify and make the update.

- How are cyclists supposed to make left turns at intersections? At the large/major and/or signalized intersections, recommend the installation of bike boxes or protected intersection design.

AECOM Response: Bike boxes will be evaluated in accordance with local Dunwoody standards and preferences.

- At the proposed single lane RAB, was any consideration given to utilizing bicycle ramps and a multi-use path around the RAB rather than the cycle-track design? Consider shifting the currently-proposed crossings slightly closer to the circulatory roadway to provide a larger refuge area in the splitter island and reduce the distance that cyclists and pedestrians have to travel “out of the way” to negotiate the RAB. Consider adding RRFBs on the mainline crossings.

AECOM Response: Multi-use path was considered; however, a separate cycle track is the preferred option to stay consistent with the rest of the project and allow continuity of facility usage. Will consider shifting the crossings closer to the circulatory roadway and adding RRFB’s during the Preliminary Design. These are design items do not affect the concept footprint or cost.

- Consider a larger offset and/or barrier between the vehicular travel lane(S) and the one-way cycletrack. A reduced separation could be provided between the cycle track and sidewalk and the additional width be applied to the buffer between the cycletrack and vehicular travel lanes. Further, per the below comment, 2’ could be removed from the vehicular travel lanes (14’ -> 12’) and utilized for an enhanced buffer width.

AECOM Response: Larger offsets will result in increased property impacts on an already-tight urban corridor. The buffer meets minimum requirements and will remain as-is. The wider 14’ lanes are needed because they are in areas with one-way operation and curbs on each side.

- Consider limiting vehicular lane width to no more than 12’.

AECOM Response: 14’ lanes will be utilized for areas where curbs are proposed on both sides of the travel lane. This will give some extra room for other vehicles to maneuver incase a vehicle is stopped in the middle of the road. Per AASHTO, the max desirable lane width is 14’.

- The south leg of the signalized intersection with Mt Vernon should show the 10/30 skip revised to either mini skip or trap lane markings, and the arrows should be revised to include type 1 words.
AECOM Response: Concur. Roundabout striping will be confirmed during preliminary design.
- Minor TWSC driveways and side streets may not need the proposed green crossing markings.
AECOM Response: Striping will be confirmed during preliminary design.
- To reduce asphalt cost, and reduce the likelihood of drivers parking on the barrier and cycletrack, was consideration given to recessing the cycletrack in a manner similar to what is sketched below?



AECOM Response: The combination of a raised and protected cycle track with appropriate striping, signage, and green paint at conflict points and at bike boxes is used in urban contexts throughout the country. Additionally, the raised cycle track eliminates the need for a secondary or expanded storm drainage system which would be required if the cycle track is recessed. Furthermore, Dunwoody specifically wants a configuration as shown and it's their right of way.

- Verify intersection sight distance is adequate for all drives and side roads from a stop bar behind any sidewalk/crosswalk and cycletracks so that exiting drivers do not need to pull up and block the crosswalk or cycletrack in order to obtain visibility left and/or right.
AECOM Response: Noted. Intersection sight distance will be verified during the Preliminary Design phase.
- Address the disposition of the residential drives on the west / southwest side of the roundabout: some of these appear to be drawn as right-out-ONLY, others are within the splitter island, and some have no proposed driveway/access shown in the concept drawing at all. How is access to be addressed to these drives?
AECOM Response: Noted. Driveways near the roundabout will be updated to be RIRO and driveway access for the houses will be shifted as further out as possible from the roundabout/splitter island.
- Shave/fillet the truck apron in the NW quadrant so it's not as sharp/hard of a point – verify the SBRT movement in the current layout is acceptable for the design vehicle.

AECOM Response: During the Preliminary Design phase, the turning movement will be evaluated and truck apron will be shaved if turning movement for the applicable design vehicle does not work.

- Recommend softening the radii for the bicycle crossings at the radii – run AutoTurn to verify bicycles can turn within the proposed area(s). What is the intersection control to be for drivers vs cyclists? Who has the ROW at crossings?

AECOM Response: Radii will be revised per AutoTurn. The intent is for pedestrians to get the ROW at crossings over cyclists and drivers then cyclists get the ROW at crossing over drivers. RRFB will be utilized at the crossing.

- Coordinate with the RAID Group for assistance “right-sizing” the proposed roundabout. Based on the design and check vehicles, could go to a compact ~100’ ICD and minimize impacts to utilities and ROW.

AECOM Response: Coordination with RAID will be initiated and compact roundabout will be considered during Preliminary Design phase if needed to limit utility and property impacts.

Appendices/attachments:

- Provide volumes, crash data, & capacity analysis for all intersections / ICE-eligible intersections.
AECOM Response: These items were already included since they are standard attachments but will be confirmed.

- Provide further justification on why the hybrid roundabout at Mt Vernon was not chosen as the preferred alt.

AECOM Response: Additional justification will be provided. The roundabout was excluded due to significant property impacts including two commercial displacements and potential 4f impacts.

Please let me know if there are any further questions.

Thanks,

Colin Abbey, E.I.T.


Project Review Concept Supervisor



Office of Traffic Operations
935 United Avenue SE
Atlanta, GA, 30316
Office: (404) 635-2462
Cell: (770) 687-5536

FILE: P.I. 0015069, DeKalb County
CHAMBLEE DUNWOODY RD FM WOMACK RD TO ROBERTS DR

DATE: 11/28/2022

FROM: Kimberly W. Nesbitt, State Program Delivery Administrator  for

TO: See Distribution Below

SUBJECT: Concept Team Meeting Notification

In accordance with the Plan Development Process, A Concept Team Meeting for the above referenced project has been scheduled for 10 am on 12/16/2022 on Microsoft Teams. A representative from your office is invited to attend and participate in this meeting.

The purpose of the meeting will be to discuss the need and purpose, logical termini, potential environmental and utility impacts, review alternatives, and to determine the anticipated public involvement.

By copy of this letter, and in accordance with the PDP, we request the District Engineer notify local and state officials; Office of Planning to notify the appropriate MPO, RDC, and/or GRTA representative; Office of Utilities to notify utility company representatives, and the Office of Environmental Services to notify appropriate federal & non-federal resource agencies of the meeting and request their attendance.

Project materials for your review can be found at the following path on ProjectWise:

[PW: 0015069\PE\Program Delivery\PM Diary\Team Meetings\CTM 12162022.](#)

If you have any questions concerning the project prior to the meeting, please contact the Project Manager, Timothy McDowell at (470) 568 – 0336.

KWN: CCP: TDM initials

Attachments

cc: Hiral Patel, Director of Engineering
Albert V. Shelby, III, Director of Program Delivery
Bobby Hilliard, State Program Control Administrator
R. Christopher Rudd, State Design Policy & Support Engineer
Attn: Dave Peters, Conceptual Design Group Manager
Andy Casey, State Roadway Design Engineer

P.I. No. 0015069
Concept Team Meeting Notification
CTM 12/16/2022/10 am
Location: Microsoft Teams
Page 2 of 2

Matt Markham, State Transportation Planning Administrator
Nicholas Fields, State Utilities Engineer
OFMConceptReports@dot.state.ga.us
Erik Rohde, State Project Review Engineer
Eric Duff, State Environmental Administrator
GRTA via SRTAEngineering@srta.ga.gov
John Hancock, State Construction Engineer
Andy Doyle, State Maintenance Engineer
Engsvcsconcepts@dot.ga.gov
Paul DeNard, District 7 Engineer
Barry Murray, District 7 Construction Manager
Attn: Lee Upkins, Construction Project Manager
Landon Perry, District 7 Preconstruction Engineer
Attn: Joseph Cavins, District Design Engineer
Megan Wilson, District 7 Traffic Engineer
Shun Pringle, District 7 Utilities Manager
Jean Hee Barrett, Atlanta Regional Commission
via email: jbarrett@atlantaregional.org
Marquitrice Mangham, Atlanta Regional Commission
via email: MMangham@atlantaregional.org
Darryl VanMeter, State Innovative Delivery Administrator
Patrick Allen, State Materials Engineer
Alan Davis, State Traffic Engineer
Attn: Colin Abbey
Benny Walden, State Location Bureau Chief
Timothy McDowell, Project Manager

Preconstruction Status Report

PI NUMBER: **0015069** **CHAMBLEE DUNWOODY RD FM WOMACK RD TO ROBERTS DR STUDY -**

PH V		SPONSOR: Dunwoody		MEASURE: E	BASELINE LET DT:	MGMT LET DT:	PRINT DATE: 11/29/22
COUNTY: DeKalb	MPO: Atlanta TMA	DESIGN FIRM: AECOM	SCHED LET DT:	DESIGN FIRM: AECOM	MGMT ROW DT:	PAGE: 1	
LENGTH(MI): 0.68	TIP#: DK-439	PRIORITY CD:	LIGHTING TYP: None	ENV DOC TYPE: NEPA	WHO LETS?: Not a Let Project	LET WITH: 0	
PROJ NO:	MODEL YR:	DOT DIST: 7	CONG. DIST: 006	ENV CONSULTANT: AECOM			
PROJ MGR: McDowell, Timothy Darris	TYPE WORK: Special Studies	COMPLETE STREETS:	SUFF:				
AOHD INITIALS: KESD	CONCEPT: MULT-USE TRAIL						
OFFICE: Program Delivery	PROG TYPE: Planning						
CONSULTANT: Local Design, Reimbursed by GDOT funds							

BASE START	BASE FINISH	TASKS	START DATE	FINISH DATE	ACTUAL START	ACTUAL FINISH	%
3/16/20	1/29/21	Concept Development Summary	3/16/20	1/29/21			0
4/28/20	7/22/20	Environmental Resource Identification Summary (Scoping Phase)	4/28/20	7/22/20			0
11/18/20	11/18/20	PM Submit Concept Report	11/18/20	11/18/20			0
1/29/21	1/29/21	Management Concept Approval Complete	1/29/21	1/29/21			0

Phase	Approved	Proposed	Lump Yr	Program	Cost	Fund	Status	Date Auth
SCP	2017	2017			\$250,000.00	M230	AUTHORIZED	

COST EST AMTS		STIP AMOUNTS	
SCP	\$250,000.00	Activity SCP	Cost \$250,000.00
			Fund M230

Project Manager

Scope:
 ~Multi-use Trail
 ~Concept Report Draft submitted 09/21/22. Concept Team Meeting anticipated for December 2022.

Schedule:
 ~Not on BL for Concept Team Meeting 26 months behind - delay due to locals incorporating 2 roundabouts to concept report preferred alternative.
 ~Escalation Memo: Missed CR submitted OPD

Next Milestone:
 ~CTM -
 ~PIOH Design Phase

Risk:
 None

Budget:
 ~95% invoiced
 ~WFTK charging # 0015838-PE

TDM 11/07/22

Bridge : NO BRIDGE REQUIRED
Design : Ishri Sankar, PE Capital Projects Manager City of Dunwoody 678.382.6700
 ishri.sankar@dunwoodyga.gov
 Sheehan, William william.sheehan@aecom.com 678-808-8800
EIS : Not a Let Project [PCE] Not approved Allen/Caldwell 30MAR21
Planning : Existing year 2018. Traffic completed for (2024/2044) & (2026/2046) on 06/11/2018.
Programming : PROGRAMMED AT THE REQUEST OF ARC#1 9-2016
Utility : BJ 08/29/2017

Pre Parcel CT Under Review Released	15	Total Parcel in ROW System: Options Pending: Condemnations – Pend:	Cond Field: Relocations: Acquired:	Acquired by: Acquisition MGR: ROW Cert Date:	N/R	DEEDS CT:
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OPD PROJECT MANAGER
CONCEPT TEAM MEETING PRESENTATION & AGENDA
PI Number 0015069, DeKalb County
Chamblee Dunwoody Rd Womack Rd to Roberts Dr Study

Date: December 16, 2022

Location: Chamblee Dunwoody Rd

- 1. WELCOME – *Project Manager***
 - 2. INTRODUCTION OF EACH ATTENDEE – *Initiated by Project Manager***
 - 3. PROJECT IDENTIFICATION – *Project Manager***
 - 4. PROJECT SCHEDULE – *Project Manager***
 - 5. POWERPOINT PRESENTATION – *Design Phase Leader***
- ✓ **PROJECT LOCATION MAP**
 - ✓ **PROJECT JUSTIFICATION/STATEMENT**
 - Discuss any programs/networks and how project was originated?
 - Are specific plans or studies that are relevant to the project cited?
 - ✓ **EXISTING CONDITIONS**
 - Intersections/interchanges
 - Existing typical sections
 - Existing structures
 - Existing utilities/railroads
 - Existing right of way
 - Existing environmental resources
 - Major stakeholders
 - Other projects in area
 - ✓ **TRAFFIC PROJECTIONS**
 - Discuss intersection control/operations, crash history
 - ✓ **CONTEXT SENSITIVE SOLUTIONS**
 - Design to discuss issues of concern.
 - ✓ **ALTERNATIVES DISCUSSION**
 - Make sure this is a robust discussion of all alternatives considered and the report matches the preferred. Make sure report is consistent throughout and the preferred matches the project justification.

- ✓ **PROPOSED PROJECT DESCRIPTION – PREFERRED ALTERNATIVE**
 - Explain why it was chosen and how it meets the need identified in the PJS.
- ✓ **FUNCTIONAL CLASSIFICATION**
- ✓ **DESIGN CRITERIA**
 - Discuss lighting, drainage, water quality, special landscaping and pavement design.
- ✓ **DESIGN VARIANCES/EXCEPTIONS**
- ✓ **MAJOR STRUCTURES**
- ✓ **UTILITY INVOLVEMENTS/RAILROADS**
- ✓ **RIGHT OF WAY**
- ✓ **PUBLIC AND STAKEHOLDER INVOLVEMENT**
- ✓ **ENVIRONMENTAL DATA**
- ✓ **PROJECT BUDGETARY CONSTRAINTS AND FUNDING RESPONSIBILITIES**
- ✓ **OPEN FLOOR FOR QUESTIONS ABOUT PRESENTATION**
- 6. PLANNING**
 - **PJS**
 - PM & DPL: Does the PJS clearly define the need? Does it define the objective of the project?
 - PM & DPL: Is the report free of content not relevant to project justification such as demographics, census info, possible solutions, etc.?
 - PM & DPL: Are the originating office/s and author/s identified?
 - **Traffic Projections**
 - PM: Make sure traffic data and projections have been approved

7. BRIDGE DESIGN

8. CONSTRUCTABILITY REVIEW (including bridge construction, and work zone safety & mobility requirements)

9. DETOURS

- DPL: Are detours available and appropriate? Do they result in schedule or cost savings?
- DPL: Have the detours been reviewed and approved by the local government and the district?

10. STATE OR DISTRICT RIGHT OF WAY

- PM: Are there parcels that require additional coordination (federal parcels, parcels requiring legislative action, truck stops with specialized circulation patterns, other commercial businesses, etc.)?
- PM: Are there any significant parcels that would have extensive cost-to-cures if impacted

11. ENVIRONMENTAL

- **HISTORY**
- **ECOLOGY**
- **AIR/NOISE**
- **ARCHAEOLOGY**
- **COMMUNITY RESOURCES**
- **ENVIRONMENTAL JUSTICE**
- **PUBLIC INVOLVEMENT**
 - PM: Public engagement must occur, therefore, what is the appropriate type of public engagement and level of effort? Is there a public involvement plan?
 - PM: Is virtual involvement or targeted involvement appropriate?
 - PM: Are there transit agencies like MARTA that require special consideration?
 - PM: Are there other special stakeholders that need special consideration?

- **PERMITS**
- **UNDERGROUND STORAGE TANKS**
- **HAZARDOUS WASTES**

12. UTILITIES

- DPL: Are there pipelines or other specialized utilities (railroad) that require additional efforts for coordination or avoidance?
- **ELECTRICAL**
- **TELEPHONE/COMMUNICATIONS**
- **WATER/SEWERGAS**
- **CABLEOTHERS**

13. LOCAL GOVERNMENT AGREEMENTS

- PM: Are Mowing and Maintenance Agreements (this includes roundabout projects), Lighting, Project Framework Agreements, MOAs or MOUs needed?

14. OFFICE OF DESIGN POLICY COMMENTS

15. OFFICE OF ENGINEERING SERVICES COMMENTS

16. OFFICE OF INTERMODAL COMMENTS

17. STATE OR DISTRICT MAINTENANCE COMMENTS

- **Are there any known maintenance issues on the project (cross drains that could affect staging)?**

18. OFFICE OF MATERIALS AND TESTING COMMENTS

19. OFFICE OF PROGRAM DELIVERY COMMENTS

- PM: Who will pay for specialty or proprietary items?
- PM: Is this project capped or design-to-budget?

20. OFFICE OF ROADWAY DESIGN COMMENTS

- DPL: Does preferred alternate being described include length, termini?

21. STATE OR DISTRICT TRAFFIC OPERATIONS COMMENTS

- PM: (For Safety Program Only) Has the B/C ratio been run with the latest costs for the preferred?
- PM: Are there any known intersection control preferences that should be considered?

22. DISTRICT COMMENTS

23. ADDITIONAL COMMENTS & CONCERNS FROM ATTENDEES

- ❖ Comments given before or during this meeting will be responded to in the published meeting minutes.
- ❖ Disclaimer – Please refer to the approved concept report for the final, documented design decisions.

**Attachment 11 - Minutes of any Meeting That Shows
Support or Objection to The Concept**



Built to deliver a better world

CDR Multi-modal Improvements (Womack to Roberts)

City of Dunwoody

PI No: 0015069, DeKalb County

AECOM
One Midtown Plaza
1360 Peachtree Rd. NE
Suite 500
Atlanta, GA 30309
www.aecom.com

404.965.9600 tel
404.965.9605 fax

Meeting Minutes

Subject: Monthly Status Meeting

Date: 2:00 June 12, 2018

Location: City of Dunwoody Public Works Conference Room

Attendees:	Michael Smith	CoD, Public Works Director
	Ishri Sankar	CoD, Project Manager
	Will Sheehan	AECOM, Project Manager
	Laura Dawood	AECOM, NEPA Lead
	Eric Rickert	AECOM, Design Lead
	Jonathan DiGioia	AECOM, Design

Meeting Minutes:

The purpose of the meeting was to discuss elements of the alternatives analysis. This somewhat brief discussion was piggy-backed onto our Georgetown Gateway meeting. A summary of the key points of the meeting is included below.

- The City wants to evaluate a new roadway parallel and to the west of CDR.
 - This road would utilize parts of the commercial driveway south of Dunwoody Village Pkwy. intersection.
 - The church on the south end could cause complications for tying into Mt. Vernon at a reasonable distance from the CDR intersection.
 - There are residences on the north side that would likely need to be displaced.
 - The skewed intersection at Roberts presents an opportunity for a fourth leg, if a roundabout is considered.
 - The roadway as envisioned would help to establish a grid network.
- The City does not want to evaluate a four lane flush section along CDR north of Mt. Vernon; this was an option discussed at previous meeting.
- The City would like to look at a three lane section (1 NB, 1 SB, 1 TWLTL).
- If dual lefts are added to EB Mt. Vernon, then two NB receiving lanes would be needed along CDR for some distance.
- There are already four lanes along CDR south of Mt. Vernon.
- The City mentioned evaluation of a roundabout at Dunwoody Village; this would be in addition to ones that were already discussed at Womack, Mt. Vernon (2-lane), and Roberts.
- The City does not see a multi-use trail as a desirable option because of the number of driveways.
- The City is interested in hearing creative ideas for the Mount Vernon intersection.
- The City's long-range plan already proposes converting Nandina Ln to one-way SB; but City is also interested in other ideas such as jug-handle design.

- Some historic resources that *may* exist on the corridor include:
 - Railroad section house (now music store)
 - Railroad tracks remaining from historic Roswell-Chamblee line (may require ground-penetrating radar)

Action Items:

1. None.

Meeting Minutes

Subject: Concept Discussion

Date: 2:45 PM September 4, 2018

Location: City of Dunwoody Public Works Conference Room

Attendees:

Michael Smith	CoD, Public Works Director
Ishri Sankar	CoD, Project Manager
Will Sheehan	AECOM, Project Manager
Eric Rickert	AECOM, Design Lead
Jeff Wood	AECOM, Traffic Lead
Mickey O'Brien	AECOM, Landscape Lead
Jonathan DiGioia	AECOM, Design

Meeting Minutes:

The purpose of the meeting was to discuss corridor and intersection alternatives that AECOM has developed to date. A summary of the key points of the meeting is included below.

- The alternatives AECOM has developed to date are summarized in two corridor roll plots, four 36"x24" intersection plots, and one typical section drawing, all of which are dated 9/4/2018 and attached to these meeting minutes. AECOM presented these to the City of Dunwoody staff during the meeting for discussion.
- Traffic Analysis
 - At this time, only a high level traffic analysis has been done. Once there is concurrence from the City on which alternatives are promising, then a formal traffic analysis will be undertaken.
- Corridor configuration – One-way pair
 - Assumed 35 mph design speed
 - Frees up space for multi-modal along existing Chamblee Dunwoody Road
 - Approximately 3 business displacements in addition to other right-of-way (ROW) impacts
 - Opportunities for creating new parks
 - The second SB lane could peel off at Nandina Lane reducing the typical section width and right of way impacts to the triangle businesses.
- Mount Vernon Road intersection – "Barbell" roundabouts
 - Avoids impacts to Dunwoody Farm House and gas station on diagonally opposite corner
 - Results in total takes for the Duncan Donuts and veterinary clinic in the triangle as well as the property in the SW quadrant that is currently being redeveloped.
 - Potential learning curve concern for driver population with few conventional roundabouts in area
 - Level of service has not been analyzed yet for the barbell configuration. The GDOT roundabout tool was used to analyze the intersection as a conventional dual lane roundabout, and it showed failing LOS.

- Corridor configuration – Three lanes with raised median
 - Two northbound lanes and one southbound lane between Mount Vernon Road and Roberts Drive handle traffic at a desirable level of service while allowing the addition of dual eastbound left-turns at the intersection of Chamblee Dunwoody Road and Mount Vernon Road.
 - Landscaping opportunities in raised median
 - The raised median is excluded in areas where left turn lanes are proposed. Strong RIRO treatments will be evaluated at any driveways in these sections.
 - Can explore multiple ways to attempt to preserve large trees along corridor
 - Michael Smith said the City needs to have an arborist assess the health of the trees before attempting to preserve them.
 - AECOM noted that the sidewalk/path could potentially be moved behind the row of oak trees on the east side; this would impact the row of perpendicular parking spaces in the Publix parking lot. Some spaces could be put back as parallel spaces. There is ample parking in this lot. The City did not appear to be overly concerned with the parking impacts.
 - Michael Smith said this alternative appears to best balance the need for multi-modal connectivity with the need to minimize right-of-way impacts.
 - The layout shows a dedicated northbound right turn lane at Mt. Vernon Road; however, this lane could be reassigned as a through/right to begin the second northbound through lane prior to the intersection resulting in less delay.
 - Michael Smith asked AECOM to move the roundabout at The Shops of Dunwoody entrance further away from The Shops of Dunwoody.
 - Michael Smith said to keep in mind that the overlay district requires 8' sidewalks on both sides (6' sidewalks may be acceptable if sharing the shoulder with a cycle track).

- Womack Road intersection – Roundabout
 - Did not handle vehicular traffic at a desired level of service due to heavy mainline movement not giving gaps for side street movements
 - Grade and access issues with library parking lot

- Womack Road intersection – Conventional signalized intersection
 - Handles vehicular traffic with an adequate level of service
 - Opportunity to add a westbound left-turn lane on Womack Road
 - Michael Smith said there are existing sight distance issues caused by shoulder grades which. For that reason, there is an existing right-turn-on-red (RTOR) restriction for the westbound approach. Michael would like to address this issue by grading the shoulder and asked AECOM to measure existing sight distances there, including visibility of pedestrians to westbound drivers on Womack Road.
 - The City asked that AECOM evaluate the need for a WB right turn lane as well.

- Roberts Drive intersection – Roundabout
 - Michael Smith said that any intersection design here needs to avoid impacting the brick wall in the northwest corner.
 - Rather than including a channelized southbound right-turn lane to accommodate trucks, there should be a truck blister on that corner. This movement is very light – peak is only 15 veh/hr.
 - The driveway for the house on the corner in SW quadrant would need to tie directly into the roundabout.

- Roberts Drive intersection – Florida Tee
 - Based on AECOM’s analysis, this configuration reduces delay marginally for the northbound through movement but does not substantially benefit any of the other movements. There are also pedestrian concerns with this configuration.
 - Michael Smith said this is not his preferred configuration.

- Options for bicycle accommodation along the corridor
 - One-way cycle tracks are Dunwoody’s preferred method of bicycle accommodation on streets with numerous driveway conflicts.
 - Cycle track is currently being constructed on Hammond Drive adjacent to the sidewalk. AECOM will obtain this typical section for reference.
 - Raised cycle tracks are preferred if possible.
 - If separation for cycle tracks is too small, using a barrier/railing separation may be acceptable.
 - Cycle tracks would require a larger overall footprint than that shown on AECOM’s current layouts with the shared-use path.
 - Dunwoody’s master plan includes a 12’ shared-use path (or similar level of accommodation) for the area.
 - Michael Smith is going to meet with the City of Dunwoody Department of Community Development about possible future changes to the Dunwoody Village shopping center.

- Public involvement plan
 - Two public meetings and two stakeholder meetings will be held – or at least that is the tentative plan.
 - The two stakeholder meetings would be with The Shops of Dunwoody and Dunwoody Village shopping centers.
 - Public Meeting #1
 - Listening meeting
 - Bring blank aerial maps with property lines and existing labels to first meeting
 - Lead with questions like: What are the traffic issues? What does the master plan say for this area? What kinds of bicycle and pedestrian facilities are preferred?
 - Can bring sample images of cycle tracks or other elements to explain what they are
 - Preferably by end of October
 - Public Meeting #2 (GDOT PIOH)
 - Get public input on alternatives developed based on input from Meeting #1
 - Preferably before the end of the year
 - The City will confirm the timeframes and tentative plan discussed above.

- Possible project phasing:
 1. Womack Road intersection
 2. Roberts Drive intersection
 3. Chamblee Dunwoody Road from Mount Vernon Road to Roberts Drive
 4. Chamblee Dunwoody Road from Womack Road to Mount Vernon Road

Action Items:

1. AECOM adjust the 3-lane corridor alternative (with raised median) to move the roundabout further from The Shops of Dunwoody if possible.
2. AECOM adjust Roberts Drive roundabout to omit the channelized southbound right-turn lane and replace it with a truck blister.

3. AECOM measure existing sight distances for WB right-turns at Womack Road, as well as pedestrian visibility to WB drivers
4. AECOM keep overlay in mind (8' sidewalks on both sides) when developing typical sections
5. AECOM to proceed with formal traffic analysis.
6. City to confirm PI timeframe and plan.

Meeting Minutes

Subject: Kickoff Meeting for the Conventional Mt. Vernon RAB

Date: 1:30 February 5th, 2020

Location: Hiwassee Conference Room

Attendees:	Will Sheehan	AECOM, Project Manager
	Mickey O'Brien	AECOM, Urban Design
	Dwayne Teddar	AECOM, Traffic
	Lindsey Dunnahoo	AECOM, Roadway
	James Anderson	AECOM, Traffic

Meeting Minutes:

Dunwoody has asked AECOM to develop a new concept showing a conventional roundabout at the intersection with Mt. Vernon Rd. and bike facilities along Chamblee Dunwoody Rd. (CDR). The purpose of the meeting was to coordinate SME resources and delivery. A summary of the key points of the meeting is included below.

Roundabout:

- The roundabout can take the gas station in the SW quadrant as well as NW (Dunkin Donuts) & SE quadrants. The NE quadrant (Dunwoody Farmhouse) is historic and will need to show avoidance/minimization.
- The vet clinic behind the Dunkin Donuts is potentially historic. Will confirm status with the NEPA Team.
- The previous traffic analysis, using the roundabout analysis tool spreadsheet from GDOT, showed a failing LOS for the roundabout.
- AECOM Traffic is going to dust off the old analysis and upgrade it to a Sidra analysis. The goal is to have this done by Monday 2/10 COB.
- The previous traffic analysis modeled a dual lane roundabout. The "dumbbell" RAB layout viewed at the meeting is actually two independent RAB's and would function differently than what was analyzed.
- Will follow up with the City at completion of the traffic analysis to inform them of the results and confirm next steps.
- AECOM Traffic will provide AECOM Roadway with the initial roundabout sizing and laneage requirements. A 180' diameter was discussed as a likely outer diameter if a WB-67 needs accommodating; this should be a maximum size.
- Bypass lanes may be needed. Traffic will inform on that. Nandina Lane could potentially be converted to a bypass lane.
- There is a heavy EB-to-NB left from Mt. Vernon to CDR. It may be beneficial to add two receiving lanes along CDR for a short distance then merge them back; AECOM Traffic will inform on this.

Bike Facilities:

- The bike facilities should be either a buffered bike lane or multi-use trail. Examples of each from previous Dunwoody studies were discussed.
 - Previous Dunwoody studies located at...
[\atlanta.us.ie.ursatlanta.com\Projects\TRN\CITY_DUNWOODY\60543362_ChmDunVil\400-Technical\471-Previous plans and studies](http://atlanta.us.ie.ursatlanta.com/Projects/TRN/CITY_DUNWOODY/60543362_ChmDunVil/400-Technical/471-Previous%20plans%20and%20studies)
-

- The team agreed that a multi-use trail was a better option than the buffered bike path for the following reasons. The trail should be 12' wide with a 6' grass strip. Reduction of the grass strip to 5' in tight areas is a possibility.
 - The multi-use trail is more consistent with other multi-modal improvements along CDR.
 - The multi-use trail result in less property impacts.
- North of Mt. Vernon, the trail should be on the right side of CDR based on destinations to the north (neighborhood pool & tennis, Chattahoochee Center). South of Mt. Vernon, the right side is currently the leading option as it minimizes roadway crossings.
- The row of oak trees on the right side north of Mt. Vernon is off limits for impacts. The multi-use trail may need to go behind them and take the first row of parking from the large shopping center.
- Consolidation of driveways may be necessary. The team looked at a few specific areas south of Mt. Vernon on the right side. If these present a challenge, the trail could possibly go on the left side in this area.
- Eliminating existing decel lanes is a possibility. The team looked at three specific areas north of Mt. Vernon on the left side where the decel lanes could very likely be eliminated.
- The existing bike lanes along CDR can be eliminated; this could make additional width available and allow curb lines to move.

Action Items:

1. AECOM Traffic to complete the Sidra analysis by 2/10.
2. Follow up with City after traffic study complete.
3. Will to confirm environmental resources with NEPA Team.

Meeting Minutes

Subject: Concept Discussion with City of Dunwoody

Date: 11:30 July 31, 2020

Location: Virtual, Microsoft Teams

Attendees:	Ishri Sankar	CoD, Project Manager
	Michael Smith	CoD, Public Works Director
	Michael Starling	CoD, Economic Development Director
	Richard McLeod	CoD, Community Development Director
	Will Sheehan	AECOM, Project Manager
	Mickey O'Brien	AECOM, Urban Design Lead
	Corey Klawunder	AECOM, Urban Design

Meeting Minutes:

The purpose of this meeting was to update the City of Dunwoody regarding the cycle track concept along Chamblee Dunwoody Road.

- **Nandina Lane Property Triangle:**

- Taking the Dunkin Donuts and the Veterinary parcels are a possibility. In this case, Nandina Lane would be removed.
- Village Master Plan envisions Nandina Lane being removed.
- Taking these parcels would allow for wider section along CDR without impacting Farmhouse. Could possibly add in second northbound turn lane. Some discussion about moving potential roundabout onto the triangle and whether that would ameliorate impacts.
- Politically, would be easier to take the Dunkin Donuts rather than impacting Farmhouse.
- Some discussion about mixed use or residential development on parcel.
- The properties hatched in yellow on the west side of Nandina Lane are also for sale.

- **Zoning Ordinance (if approved by Council):**

- 12' sidewalks are required by ordinance. City has flexibility in implementation, can build 6' sidewalk and then have any developments build the other 6' adjacent.
- Buildings will be pulled directly up to the street.
- As an aside, citywide ordinance has been passed allowing people to ride bikes on the sidewalks.
- Requires utilities be undergrounded, but this will not be a possibility due to cost. Tree placement could be limited by overhead utilities.
- Once sidewalk is built 30% into the dripline of a tree, that tree is considered destroyed by the City.

- **Curb cuts/Turn Lanes/Parking Reallocation:**

- Dekalb Tire parcel on east side of CDR south of MVR driveways are potentially redundant.
- The right turn lanes for the properties on either side of the Old Railroad Section House can be used for the preferred section.
- There is support for reducing curb cuts in general where appropriate.

- **Trees to avoid:**

- Two oaks at the Farmhouse on the northeastern corner of the intersection of CDR with MVR.

- Trees along Townhome cluster on the west side of CDR north of Womack. Could possibly realign CDR to get width.
- Row of oaks along Fresh Market parking lot. Sidewalk could peel off to the east and take parking, or go west between the trees and the street.
- **Design of Cycle Track:**
 - There was interest in moving the cycle track to the level of the sidewalk and moving the landscaped buffer in between the cycle track and the road. This would be in keeping with what they are proposing along Ashford Dunwoody Road.
 - Moving to 10' lanes is a possibility and may even be desirable. Would help slow traffic, which was mentioned as a concern. However, gutter spread may become an issue. 10' lanes with a 1' offset to header curb were used on the Gateway project.
 - Officials responded positively regarding adding medians wherever TWLTL is not required.
 - Impacts to the Railroad Section House property are likely due to the narrow right of way there.
 - City stated they were fine with moving the right turn lanes on either side of the Railroad House
 - Sidewalk north of the intersection of CDR with Roberts should tie in with the existing sidewalk that was not present in the aerial imagery.
- **Possible changes to concept:**
 - The 3 final concepts should be variations of single lane north of MVR, dual lane north of MVR, and a roundabout at MVR. The cycle track shall be included as will various components listed below.
 - Utilizing space from Nandina Lane triangular properties
 - Second northbound lane using Nandina lane triangle
 - Pulling sidewalk in front of the Regency/Fresh Market parking lot in between the row of trees and the roadway. See if impacts row of trees are permissible.
 - Roundabout at Roberts Drive with single lane northbound lane (depending on efficacy of roundabout already studied)
 - Typical section, landscaped buffer in between roadway and cycle track. Similar to proposed Ashford Dunwoody Road cross section.
 - Explore the possibility of raised medians where two-way left-turn lanes are not necessary

Action Items:

1. City of Dunwoody to review exhibits and provide guidance.

Attachments:

1. Email discussion chain with Ishri Sankar.
2. Preferred Typical Section
3. Constrained Typical Section
4. Concept Layout – Dual Left-Turn and Cycle Track
5. Concept Layout – Roundabout at Roberts Road
6. Concept Layout – Roundabout at intersection of CDR with MVR

Disclaimer:

These notes were taken from shorthand notes and from memory and do not contain or are intended to state direct quotes and may contain discrepancies. Therefore, the notes are intended to give an overview only of discussion topics provided during the meeting related to the referenced project.

CDR meeting notes (2020-10-29)

- Change layout filenames to say Alt or Alternative rather than Concept, so it matches write-up.
- Delete one tree at Farmhouse.
- Re-open driveway at Xpress Lube and one Mellow Mushroom entrance.
- How do we convey that the Fresh Market trees go but that there is an opportunity for future plantings. Perhaps a note.
- Eliminate the Alt3 that doesn't show the roundabout at Roberts.
- Need to make a nod in the document that driveway closures were selected only when it was clear that there is another way to make the restricted left turn
- Need to add note to layout that indicates that we will try to minimize impacts but may not be able to once we get survey.
- Starbucks driveway probably can't be closed
- Include the piece about how technically for LOS two-lanes are needed in both directions

Meeting Minutes

Subject: Alternatives Discussion in advance of CTM and PI meetings

Date: 3:00 PM November 17, 2020

Location: Microsoft Teams (Virtual)

Attendees: Michael Smith	CoD, Public Works Director
Ishri Sankar	CoD, Project Manager
Will Sheehan	AECOM, Project Manager
Mickey O'Brien	AECOM, Urban Design Lead
Corey Klawunder	AECOM, Urban Design

Meeting Minutes:

The purpose of the meeting was to discuss the current state of the alternatives for the Chamblee Dunwoody Village cycle track project. The goal was to narrow down the alternatives in advance of the concept team meeting and the public involvement phase.

- **Raised vs. Road-grade Cycle Track:**

- Intent of "lowered" cycle track was to encourage separation between peds and bikers.
- Raised cycle track is desired to ease maintenance needs in terms of drainage, repaving, etc. Other elements can be utilized to encourage separation.
- New guidance forthcoming on cycle tracks, may be able to retain the narrow 3' buffer even with raised cycle track. Decatur used 2' buffer on Commerce Dr. project.
- Header curbs are desired. In regard to drainage, the Dunwoody Village Project is not nearly as flat as the Chamblee Dunwoody Gateway project. Gutter spread is not expected to be a concern.
- City wants to keep landscape buffer zone.
- See City of Decatur Commerce Drive cycle track project and State Farm Office off Hammond Dr. for examples.

- **Dunwoody Library Property:**

- Shown as potentially historic, may not qualify due to modifications to building. AECOM to discuss internally with historians to verify. Former Dunwoody Elementary School with brick façade now stucco.
- Current driveway configuration is undesirable. Recommend closing southernmost driveway and expanding remaining driveways along CDR to be full access.
- Complaints have been received about unsafe conditions resulting from southernmost driveway, specifically when vehicles make left turns out of it. Consider eliminating or making right in right out.
- Potential driveway addition to property along Womack is expected.
- The eligibility of the AT&T switching station next to the library will also be confirmed with the historians, although impacts are not likely due to wider available right of way.

- **Railroad Section House:**

- AECOM's initial evaluation of the structure concluded that this property is not eligible as a historic resource.
 - City would like to explore the narrowing of the existing entrance drive in and outs.
 - The concepts are currently not impacting the existing steps – impacts are reasonable.
-

- **Roadway Configuration:**
 - Dropping second northbound receiving lane on CDR is undesirable. To truly benefit traffic, the northbound receiving lanes should continue through to Roberts if included.
 - City would like to show the 2nd NB receiving lane being lane trapped, although it is not their preference.
 - For sections with median, lane widths less than 14' are desirable. AECOM to consider potential for narrowing lane widths between median and curb. Mountable center medians will be studied.
 - Access into and out of daycare needs to be maintained with TWLTL as drawn.
 - Roundabout at Roberts is undesirable due to property impacts and similarity in LOS of existing signal. Signal has issues with AM southbound movement – AECOM will study the LOS for the peak AM southbound movement through the intersection with Roberts Road comparing the single-lane roundabout with the existing signal.
 - Median between Shops of Dunwoody entrance and Dunwoody Village Parkway on alternative 1 should be landscaped instead of hardscaped. Low level landscaping, such as ornamental grass, should be considered over hardscape in narrow medians.
 - Wherever possible, trees in front of Fresh Market should be avoided. Impacts to these trees will precipitate pushback from the public. All Alternative 1's should avoid these trees.
 - Consider narrowing footprint just north of intersection with MVR to avoid total take for DD.
- **Other Driveway Closures:**
 - Chevron driveway closure is acceptable
 - Mellow Mushroom closure is acceptable
 - Two-way access to daycare property needs to be maintained.
- **Final Alternatives:**
 - Alternative 1 without improvements at MVR and with trees saved in front of Fresh Market. Include inset for the following MVR intersection improvements:
 - 2nd LT lane from CDR NB to MVR WB,
 - 2nd LT lane from CDR NB to MVR WB and 2nd LT lane from MVR EB to CDR NB with two receiving lanes
 - Alternative 2B without the roundabout at Roberts.
 - Separate display, zoom in or inset for each roundabout. Not recommended just to illustrate that such options were studied and that property impacts are a concern.
 - AECOM to make it clear that impacts to either Dunkin Donuts or Farmhouse are expected.
- **Schedule:**
 - City would like to hold the PIOH first then the Concept Report meeting with GDOT.
 - GDOT has assigned a project manager who wants to hold monthly project calls.
 - City anticipates holding the PIOH shortly after the first of the new year.
- **Action Items:**
 - AECOM to finalize alternatives layouts as described above
 - AECOM to investigate LOS for southbound AM peak movement at Roberts Road to determine whether single-lane roundabout improves LOS over existing signal
 - AECOM to further clarify why northbound movement for Roberts roundabout showed such long queues in the analysis
 - AECOM to investigate whether Library will qualify as historic
 - AECOM to discuss/brainstorm potential methods for engaging the public
 - City of Dunwoody to review alternatives and provide any final comments.

Meeting Minutes

Subject: Traffic Discussion to Determine Alternatives for MVR @ CDR

Date: 2:00 PM July 22, 2021

Location: Microsoft Teams (Virtual)

Attendees:

Ishri Sankar	CoD, Project Manager
Michael Smith	CoD, Public Works Director
Eli Veith	Veith Traffic Services, Traffic Engineer
Will Sheehan	AECOM, Project Manager
James Anderson	AECOM, Traffic Engineer
Corey Klawunder	AECOM, Urban Designer

Meeting Minutes:

The purpose of the meeting was to discuss traffic and roadway configurations for the intersection of Chamblee Dunwoody Road and Mount Vernon Road.

- **MVR @ CDR Intersection and Nandina Triangle:**
 - City has received ped complaints about cars making right turn off Nandina, looking over their shoulders, and not seeing the ped try to cross.
 - The SB right turn lane is a heavy movement and will need a dedicated lane one way or the other, consideration of keeping Nandina Lane instead.
 - Transmission line in Dunkin Donuts parking lot to avoid.
 - A SB left-turn lane to EB MVR was suggested but attendees then agreed it wasn't needed.
 - Adding a dedicated right-turn lane along Dunwoody Village Pkwy to NB CDR was mentioned but then determined not appropriate for this project. It could serve as an alternate route if queue for EB MVR left to NB CDR is too long. Additionally, potential parking impacts to Mellow Mushroom.
 - **Changes to Concept Layouts:**
 - The insets showing dual left turns from EB MVR to NB CDR will be removed from the Alternative 1 display. The operational benefit is minimal and there are drawbacks including the downstream merge.
 - Develop an option to avoid Dunkin Donuts by utilizing fully constrained typical as a sub alternative for Alternative 1.
 - Depending on results of traffic analysis of Nandina Lane, may change alternative to include open Nandina Lane.
 - Alternative 2 will be modified to show a SB right turn lane since Nandina is shown being closed.
 - **Action Items:**
 - AECOM to send Dunwoody the no-build queues and synchro files
 - Dunwoody/Eli to evaluate a CFI configuration across the Dunkin Donuts
 - AECOM to evaluate retaining Nandina Lane or adding a dedicated SB right turn lane. The SB right turn lane is a heavy movement and will need a dedicated lane one way or the other.
 - AECOM to implement the changes to concept layouts outlined above.
-

Meeting Minutes

Subject: Traffic Alternatives Discussion for MVR @ CDR

Date: 10:00 AM August 24, 2021

Location: Microsoft Teams (Virtual)

Attendees:

Ishri Sankar	CoD, Project Manager
Michael Smith	CoD, Public Works Director
Eli Veith	Veith Traffic Services, Traffic Engineer
Will Sheehan	AECOM, Project Manager
James Anderson	AECOM, Traffic Engineer
Corey Klawunder	AECOM, Urban Designer

Meeting Minutes:

The purpose of the meeting was to discuss the memo and layouts of traffic and roadway configurations for the intersection of Chamblee Dunwoody Road and Mount Vernon Road that was sent to the City last month.

- **Traffic Alternatives**

- It is desirable to keep Nandina Lane open to completely remove right turners from the intersection of CDR @ MVR. Bring Nandina Lane into MVR at 90 degree angle and install protected signal to ensure comfortable pedestrian interactions.
- Continuous flow intersection looks promising, but is ultimately not desirable because it would commercialize the area, not in keeping with desired character of the Village.
- Greater than expected growth due to potential mixed-use developments should not be an issue because such developments would be coupled with gridded street system as per the village master plan.
- Improvements on GA 400 may alleviate some congestion on CDR.

- **Changes to the Layouts**

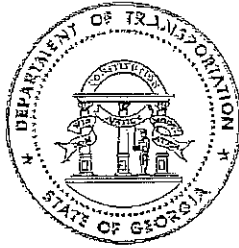
- Ensure that driveways to Dunkin Donuts and Veterinarian clinic in Nandina Triangle are open
- Close the southern vet driveway, look at interparcel access
- Add the shoulder improvements to the north side of MVR along the Nandina Triangle
- Bring Nandina Lane into MVR at a right angle. Avoid transmission line at corner of DD parcel.

- **Action Items:**

- AECOM to make changes to the layouts discussed above
 - City to decide whether to show to the public alternative 3 with the additional NB thru lane
-

Attachment 12 - Project Framework Agreement (PFA)

Russell R. McMurtry, P.E., Commissioner



GEORGIA DEPARTMENT OF TRANSPORTATION

One Georgia Center, 600 West Peachtree Street, NW
Atlanta, Georgia 30308
Telephone: (404) 631-1000

October 14, 2016

The Honorable Denis Shortal
Mayor, City of Dunwoody
41 Perimeter Center East, Suite 250
Dunwoody, GA 30346

Dear Mayor Shortal:

I am returning for your files an executed agreement between the Georgia Department of Transportation and the City of Dunwoody for the following project:

DeKalb County, PI# 0015069

We look forward to working with you on the successful completion of the joint project.
Should you have any questions, please contact the Project Manager Oluchukwu Anyaebosi at (404) 631-1540.

Sincerely,

A handwritten signature in black ink, appearing to read "Angela Robinson", with a long horizontal flourish extending to the right.

Angela Robinson,
Financial Management Administrator

AR:kp

Enclosure

c: Bob Rogers
Kathy Zahul – District 7 Engineer
Scott Lee – District 7 Planning & Programming Engineer
Nicholas Fields – District 7 Utilities Engineer
Patrick Allen – State Utilities Engineer

**AGREEMENT
BETWEEN
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
AND
CITY OF DUNWOODY
FOR
TRANSPORTATION FACILITY IMPROVEMENTS**

This Framework Agreement is made and entered into this 5th day of October, 2016, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and the City of DUNWOODY, acting by and through its Mayor and City Council, hereinafter called the "LOCAL GOVERNMENT".

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to improve the transportation facility described in Attachment "A", attached and incorporated herein by reference and hereinafter referred to as the "PROJECT"; and

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to participate in certain activities, as applicable, including the funding of certain portions of the PROJECT and the DEPARTMENT has relied upon such representations; and

WHEREAS, the DEPARTMENT has expressed a willingness to participate in certain activities of the PROJECT as set forth in this Agreement; and

WHEREAS, the DEPARTMENT has provided an estimated cost to the LOCAL GOVERNMENT for its participation in certain activities of the PROJECT; and

WHEREAS, the Constitution authorizes intergovernmental agreements whereby state and local entities may contract with one another "for joint services, for the provision of services, or for the joint or separate use of facilities or equipment; but such contracts must deal with activities, services or facilities which the parties are authorized by law to undertake or provide." Ga. Constitution Article IX, §III, ¶I(a).

NOW THEREFORE, in consideration of the mutual promises made and of the benefits to flow from one to the other, the DEPARTMENT and the LOCAL GOVERNMENT hereby agree each with the other as follows:

1. The LOCAL GOVERNMENT has applied for and received "Qualification Certification" to administer federal-aid projects. The GDOT Local Administered Project (LAP) Certification Committee has reviewed, confirmed and approved the certification for the LOCAL GOVERNMENT to develop federal project(s) within the scope of its certification using the DEPARTMENT'S Local Administered Project Manual procedures. The LOCAL GOVERNMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design) activities,

hereinafter referred to as "PE", all reimbursable utility relocations, all non-reimbursable utilities owned by the LOCAL GOVERNMENT, railroad costs, right of way acquisitions and construction, as specified in Attachment "A", affixed hereto and incorporated herein by reference. In addition, the May 8, 2014 memorandum titled PE Oversight Funding Structure for Non-GDOT Sponsored Projects outlines conditions when the LOCAL GOVERNMENT will be requested to fund the PE oversight activities at 100%, and when the Department will fund PE oversight with federal-aid funds and is enclosed as Attachment "C" and incorporated herein by reference. Expenditures incurred by the LOCAL GOVERNMENT prior to the execution of this AGREEMENT or subsequent funding agreements shall not be considered for reimbursement by the DEPARTMENT. PE expenditures incurred by the LOCAL GOVERNMENT after execution of this AGREEMENT shall be reimbursed by the DEPARTMENT once a written notice to proceed is given by the DEPARTMENT.

2. The DEPARTMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the PE, right of way acquisitions, reimbursable utility relocations, railroad costs, or construction (specified in Attachment "A") affixed hereto and incorporated herein by reference, as it adheres to memorandum dated May 8, 2014 (specified in Attachment "C").

3. The DEPARTMENT shall provide a PE Oversight Estimate to the LOCAL GOVERNMENT, if appropriate, appended as Attachment "D" and incorporated by reference as if fully set out herein. The LOCAL GOVERNMENT will be responsible for

providing payment, which represents 100% of the DEPARTMENT's PE Oversight Estimate at the time of the Project Framework Agreement execution.

If at any time the PE Oversight funds are depleted within \$5,000 of the remaining PE Oversight balance and project activities and tasks are still outstanding, the LOCAL GOVERNMENT shall, upon request, make additional payment to the DEPARTMENT. The payment shall be determined by prorating the percentage complete and using the same estimate methodology as provided in Attachment "D". If there is an unused balance after completion of all tasks and phases of the project, then pending a final audit, the remainder will be refunded to the sponsor.

4. It is understood and agreed by the DEPARTMENT and the LOCAL GOVERNMENT that the funding portion as identified in Attachment "A" of this Agreement only applies to the PE. The Right of Way, Utility and Construction funding estimate levels as specified in Attachment "A" are provided herein for planning purposes and do not constitute a funding commitment for right of way, utility and construction. The DEPARTMENT will prepare LOCAL GOVERNMENT Specific Activity Agreements for funding applicable to other activities when appropriate.

Further, the LOCAL GOVERNMENT shall be responsible for repayment of any expended federal funds if the PROJECT does not proceed forward to completion due to a lack of available funding in future PROJECT phases, changes in local priorities or

cancellation of the PROJECT by the LOCAL GOVERNMENT without concurrence by the DEPARTMENT.

5. In accordance with Georgia Code 32-2-2, the LOCAL GOVERNMENT shall be responsible for all costs for the continual maintenance and operations of any and all sidewalks and the grass strip between the curb and sidewalk within the PROJECT limits. The LOCAL GOVERNMENT shall also be responsible for the continual maintenance and operation of all lighting systems installed to illuminate any roundabouts constructed as part of this PROJECT. Furthermore, the LOCAL GOVERNMENT shall also be responsible for the maintaining of all landscaping installed as part of any roundabout constructed as part of this PROJECT.

6. Both the LOCAL GOVERNMENT and the DEPARTMENT hereby acknowledge that Time is of the Essence. It is agreed that both parties shall adhere to the schedule of activities currently established in the approved Transportation Improvement Program/State Transportation Improvement Program, hereinafter referred to as "TIP/STIP". Furthermore, all parties shall adhere to the detailed project schedule as approved by the DEPARTMENT, attached as Attachment "B" and incorporated herein by reference. In the completion of respective commitments contained herein, if a change in the schedule is needed, the LOCAL GOVERNMENT shall notify the DEPARTMENT in writing of the proposed schedule change and the DEPARTMENT

shall acknowledge the change through written response letter; provided that the DEPARTMENT shall have final authority for approving any change.

If, for any reason, the LOCAL GOVERNMENT does not produce acceptable deliverables in accordance with the approved schedule, the DEPARTMENT reserves the right to delay the PROJECT's implementation until funds can be re-identified for right of way, utility, or construction phases, as applicable.

7. The LOCAL GOVERNMENT shall certify that the regulations for "CERTIFICATION OF COMPLIANCES WITH FEDERAL PROCUREMENT REQUIREMENTS, STATE AUDIT REQUIREMENTS, and FEDERAL AUDIT REQUIREMENTS" are understood and will comply in full with said provisions.

Note: If FEDERAL-AID HIGHWAY PROGRAM (FAHP) funds are not participating in an engineering and design related services contract, the contracting agency may procure the services in accordance with its own established policies and procedures which reflect applicable State and local laws. However, the costs of consultant service contracts that utilize only State or local funding which were not procured, negotiated, or administered in accordance with applicable Federal laws and regulations would not be eligible to apply toward the non-Federal share of costs for subsequent phases (e.g., construction) of a FAHP funded project.

8. The LOCAL GOVERNMENT shall accomplish the PE activities for the PROJECT. The PE activities shall be accomplished in accordance with the DEPARTMENT's Plan Development Process hereinafter referred to as "PDP", the applicable guidelines of the American Association of State Highway and Transportation Officials, hereinafter referred to as "AASHTO", the DEPARTMENT's Standard Specifications Construction of Transportation Systems, and all applicable design guidelines and policies of the DEPARTMENT to produce a cost effective PROJECT. Failure to follow the PDP and all applicable guidelines and policies will jeopardize the use of Federal Funds in some or all categories outlined in this agreement, and it shall be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. The LOCAL GOVERNMENT's responsibility for PE activities shall include, but is not limited to the following items:

a. Prepare the PROJECT Concept Report and Design Data Book in accordance with the format used by the DEPARTMENT. The concept for the PROJECT shall be developed to accommodate the future traffic volumes as generated by the LOCAL GOVERNMENT as provided for in paragraph 8b and approved by the DEPARTMENT. The concept report shall be approved by the DEPARTMENT prior to the LOCAL GOVERNMENT beginning further development of the PROJECT plans. It is recognized by the parties that the approved concept

may be updated or modified by the LOCAL GOVERNMENT as required by the DEPARTMENT and re-approved by the DEPARTMENT during the course of PE due to updated guidelines, public input, environmental requirements, Value Engineering recommendations, Public Interest Determination (PID) for utilities, utility/railroad conflicts, or right of way considerations.

b. Prepare a Traffic Study for the PROJECT that includes Average Daily Traffic, hereinafter referred to as "ADT", volumes for the base year (year the PROJECT is expected to be open to traffic) and design year (base year plus 20 years) along with Design Hour Volumes, hereinafter referred to as "DHV", for the design year. DHV includes morning (AM) and evening (PM) peaks and other significant peak times. The Study shall show all through and turning movement volumes at intersections for the ADT and DHV volumes and shall indicate the percentage of trucks on the facility. The Study shall also include signal warrant evaluations for any additional proposed signals on the PROJECT.

c. Prepare environmental studies, documentation reports and complete Environmental Document for the PROJECT along with all environmental re-evaluations required that show the PROJECT is in compliance with the provisions of the National Environmental Policy Act or the Georgia Environmental Policy Act as per the DEPARTMENT's Environmental Procedures Manual, as appropriate to the PROJECT funding. This shall include any and all archaeological, historical, ecological, air, noise, community involvement, environmental justice, flood plains, underground storage tanks, and hazardous waste site studies required. The

completed Environmental Document approval shall occur prior to Right of Way funding authorization. A re-evaluation is required for any design change as described in Chapter 7 of the Environmental Procedures Manual. In addition, a re-evaluation document approval shall occur prior to any Federal funding authorizations if the latest approved document is more than six months old. The LOCAL GOVERNMENT shall submit to the DEPARTMENT all studies, documents and reports for review and approval by the DEPARTMENT, the FHWA and other environmental resource agencies. The LOCAL GOVERNMENT shall provide Environmental staff to attend all PROJECT related meetings where Environmental issues are discussed. Meetings include, but are not limited to, concept, field plan reviews and value engineering studies.

d. Prepare all PROJECT public hearing and public information displays and conduct all required public hearings and public information meetings with appropriate staff in accordance with DEPARTMENT practice.

e. Perform all surveys, mapping, soil investigations and pavement evaluations needed for design of the PROJECT as per the appropriate DEPARTMENT Manual.

f. Perform all work required to obtain all applicable PROJECT permits, including, but not limited to, Cemetery, TVA and US Army Corps of Engineers permits, Stream Buffer Variances and Federal Emergency Management Agency (FEMA) approvals. The LOCAL GOVERNMENT shall provide all mitigation required for the project, including but not limited to permit related mitigation. All mitigation costs are considered PE costs. PROJECT permits and non-construction

related mitigation must be obtained and completed three months prior to the scheduled let date. These efforts shall be coordinated with the DEPARTMENT.

g. Prepare the stormwater drainage design for the PROJECT and any required hydraulic studies for FEMA Floodways within the PROJECT limits. Acquire of all necessary permits associated with the Hydrology Study or drainage design.

h. Prepare utility relocation plans for the PROJECT following the DEPARTMENT's policies and procedures for identification, coordination and conflict resolution of existing and proposed utility facilities on the PROJECT. These policies and procedures, in part, require the Local Government to submit all requests for existing, proposed, and relocated facilities to each utility owner within the project area. Copies of all such correspondence, including executed agreements for reimbursable utility/railroad relocations, shall be forwarded to the DEPARTMENT's Project Manager and the District Utilities Engineer and require that any conflicts with the PROJECT be resolved by the LOCAL GOVERNMENT. If it is determined that the PROJECT is located on an on-system route or is a DEPARTMENT LET PROJECT, the LOCAL GOVERNMENT and the District Utilities Engineer shall ensure that permit applications are approved for each utility company in conflict with the project. If it is determined through the DEPARTMENT's Project Manager and State Utilities Office during the concept or design phases the need to utilize Overhead/Subsurface Utility Engineering, hereinafter referred to as "SUE", to obtain the existing utilities, the LOCAL GOVERNMENT shall be responsible for acquiring those services. SUE costs are considered PE costs.

i. Prepare, in English units, Preliminary Construction plans, Right of Way plans and Final Construction plans that include the appropriate sections listed in the Plan Presentation Guide, hereinafter referred to as "PPG", for all phases of the PDP. All drafting and design work performed on the project shall be done utilizing Microstation V8i and InRoads software respectively using the DEPARTMENT's Electronic Data Guidelines. The LOCAL GOVERNMENT shall further be responsible for making all revisions to the final right of way plans and construction plans, as deemed necessary by the DEPARTMENT, for whatever reason, as needed to acquire the right of way and construct the PROJECT.

j. Prepare PROJECT cost estimates for construction, Right of Way and Utility/railroad relocation at the following project stages: Concept, Preliminary Field Plan Review, Right of Way plan approval (Right of Way cost only), Final Field Plan Review and Final Plan submission using the applicable method approved by the DEPARTMENT. The cost estimates shall also be updated annually if the noted project stages occur at a longer frequency. Failure of the LOCAL GOVERNMENT to provide timely and accurate cost estimates may delay the PROJECT's implementation until additional funds can be identified for right of way or construction, as applicable.

k. Provide certification, by a Georgia Registered Professional Engineer, that the Design and Construction plans have been prepared under the guidance of the professional engineer and are in accordance with AASHTO and DEPARTMENT Design Policies.

l. Provide certification, by a Level II Certified Design Professional that the Erosion Control Plans have been prepared under the guidance of the certified professional in accordance with the current Georgia National Pollutant Discharge Elimination System.

m. Provide a written certification that all appropriate staff (employees and consultants) involved in the PROJECT have attended or are scheduled to attend the Department's PDP Training Course. The written certification shall be received by the Department no later than the first day of February of every calendar year until all phases have been completed.

9. The Primary Consultant firm or subconsultants hired by the LOCAL GOVERNMENT to provide services on the PROJECT shall be prequalified with the DEPARTMENT in the appropriate area-classes. The DEPARTMENT shall, on request, furnish the LOCAL GOVERNMENT with a list of prequalified consultant firms in the appropriate area-classes. The LOCAL GOVERNMENT shall comply with all applicable state and federal regulations for the procurement of engineering and design related services in accordance with 23 C.F.R. Part 172 which mandates selection in accordance with the Brooks Architect-Engineers Act of 1972, better known as the Brooks Act, for any consultant hired to perform work on the PROJECT.

10. The DEPARTMENT shall review and has approval authority for all aspects of the PROJECT provided however this review and approval does not relieve the LOCAL GOVERNMENT of its responsibilities under the terms of this agreement. The

DEPARTMENT will work with the FHWA to obtain all needed approvals as deemed necessary with information furnished by the LOCAL GOVERNMENT.

11. The LOCAL GOVERNMENT shall be responsible for the design of all bridge(s) and preparation of any required hydraulic and hydrological studies within the limits of this PROJECT in accordance with the DEPARTMENT's policies and guidelines. The LOCAL GOVERNMENT shall perform all necessary survey efforts in order to complete the hydraulic and hydrological studies and the design of the bridge(s). The final bridge plans shall be incorporated into this PROJECT as a part of this Agreement.

12. The LOCAL GOVERNMENT unless otherwise noted in Attachment "A" shall be responsible for funding all LOCAL GOVERNMENT owned utility relocations and all other reimbursable utility/railroad costs. The utility costs shall include but are not limited to PE, easement acquisition, and construction activities necessary for the utility/railroad to accommodate the PROJECT. The terms for any such reimbursable relocations shall be laid out in an agreement that is supported by plans, specifications, and itemized costs of the work agreed upon and shall be executed prior to certification by the DEPARTMENT. The LOCAL GOVERNMENT shall certify via written letter to the DEPARTMENT's Project Manager and District Utilities Engineer that all Utility owners' existing and proposed facilities are shown on the plans with no conflicts three months prior to advertising the PROJECT for bids and that any required agreements for reimbursable utility/railroad costs have been fully executed. Further, this certification letter shall state that the LOCAL GOVERNMENT understands that it is responsible for

the costs of any additional reimbursable utility/railroad conflicts that arise during construction.

13. The DEPARTMENT will be responsible for all railroad coordination on DEPARTMENT Let and/or State Route (On-System) projects; the LOCAL GOVERNMENT shall address concerns, comments, and requirements to the satisfaction of the Railroad and the DEPARTMENT. If the LOCAL GOVERNMENT is shown to LET the construction in Attachment "A" on off-system routes, the LOCAL GOVERNMENT shall be responsible for all railroad coordination and addressing concerns, comments, and requirements to the satisfaction of the Railroad and the DEPARTMENT for PROJECT.

14. The LOCAL GOVERNMENT shall be responsible for acquiring a Value Engineering Consultant for the DEPARTMENT to conduct a Value Engineering Study if the total estimated PROJECT cost is \$50 million or more. The Value Engineering Study cost is considered a PE cost. The LOCAL GOVERNMENT shall provide project related design data and plans to be evaluated in the study along with appropriate staff to present and answer questions about the PROJECT to the study team. The LOCAL GOVERNMENT shall provide responses to the study recommendations indicating whether they will be implemented or not. If not, a valid response for not implementing shall be provided. Total project costs include PE, right of way, and construction, reimbursable utility/railroad costs.

15. The LOCAL GOVERNMENT, unless shown otherwise on Attachment "A", shall acquire the Right of way in accordance with the law and the rules and regulations of the FHWA including, but not limited to, Title 23, United States Code; 23 CFR 710, et. Seq., and 49 CFR Part 24 and the rules and regulations of the DEPARTMENT. Upon the DEPARTMENT's approval of the PROJECT right of way plans, verification that the approved environmental document is valid and current, a written notice to proceed will be provided by the DEPARTMENT for the LOCAL GOVERNMENT to stake the right of way and proceed with all pre-acquisition right of way activities. The LOCAL GOVERNMENT shall not proceed to property negotiation and acquisition whether or not the right of way funding is Federal, State or Local, until the right of way agreement named "Contract for the Acquisition of Right of Way" prepared by the DEPARTMENT's Office of Right of Way is executed between the LOCAL GOVERNMENT and the DEPARTMENT. Failure of the LOCAL GOVERNMENT to adhere to the provisions and requirements specified in the acquisition contract may result in the loss of Federal funding for the PROJECT and it will be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. Right of way costs eligible for reimbursement include land and improvement costs, property damage values, relocation assistance expenses and contracted property management costs. Non reimbursable right of way costs include administrative expenses such as appraisal, consultant, attorney fees and any in-house property management or staff expenses. The LOCAL GOVERNMENT shall certify that all required right of way is obtained and cleared of obstructions, including underground storage tanks, three months prior to advertising the PROJECT for bids.

16. The DEPARTMENT unless otherwise shown in Attachment "A" shall be responsible for Letting the PROJECT to construction, solely responsible for executing any agreements with all applicable utility/railroad companies and securing and awarding the construction contract for the PROJECT when the following items have been completed and submitted by the LOCAL GOVERNMENT:

- a. Submittal of acceptable PROJECT PE activity deliverables noted in this Agreement.
- b. Certification that all needed rights of way have been obtained and cleared of obstructions.
- c. Certification that the environmental document is current and all needed permits and mitigation for the PROJECT have been obtained.
- d. Certification that all Utility/Railroad facilities, existing and proposed, within the PROJECT limits are shown, any conflicts have been resolved and reimbursable agreements, if applicable, are executed.

If the LOCAL GOVERNMENT is shown to LET the construction in Attachment "A", the LOCAL GOVERNMENT shall provide the above deliverables and certifications and shall follow the requirements stated in Chapters 10, 11, 12 and 13 of the DEPARTMENT's Local Administered Project Manual. The LOCAL GOVERNMENT shall be responsible for providing qualified construction oversight with their personnel or by employing a Consultant firm prequalified in Area Class 8.01 to perform construction

oversight. The LOCAL GOVERNMENT shall be responsible for employing a GDOT prequalified consultant in area classes 6.04a and 6.04b for all materials testing on the PROJECT, with the exception of field concrete testing. All materials testing, including field concrete testing shall be performed by GDOT certified technicians who are certified for the specific testing they are performing on the PROJECT. The testing firm(s) and the individual technicians must be submitted for approval prior to Construction.

17. The LOCAL GOVERNMENT shall provide a review and recommendation by the engineer of record concerning all shop drawings prior to the DEPARTMENT review and approval. The DEPARTMENT shall have final authority concerning all shop drawings.

18. The LOCAL GOVERNMENT agrees that all reports, plans, drawings, studies, specifications, estimates, maps, computations, computer files and printouts, and any other data prepared under the terms of this Agreement shall become the property of the DEPARTMENT if the PROJECT is being let by the DEPARTMENT. This data shall be organized, indexed, bound, and delivered to the DEPARTMENT no later than the advertisement of the PROJECT for letting. The DEPARTMENT shall have the right to use this material without restriction or limitation and without compensation to the LOCAL GOVERNMENT.

19. The LOCAL GOVERNMENT shall be responsible for the professional quality, technical accuracy, and the coordination of all reports, designs, drawings,

specifications, and other services furnished by or on behalf of the LOCAL GOVERNMENT pursuant to this Agreement. The LOCAL GOVERNMENT shall correct or revise, or cause to be corrected or revised, any errors or deficiencies in the reports, designs, drawings, specifications, and other services furnished for this PROJECT. Failure by the LOCAL GOVERNMENT to address the errors, omissions or deficiencies within 30 days of notification shall cause the LOCAL GOVERNMENT to assume all responsibility for construction delays and supplemental agreements caused by the errors and deficiencies. All revisions shall be coordinated with the DEPARTMENT prior to issuance. The LOCAL GOVERNMENT shall also be responsible for any claim, damage, loss or expense, to the extent allowed by law that is attributable to errors, omissions, or negligent acts related to the designs, drawings, specifications, and other services furnished by or on behalf of the LOCAL GOVERNMENT pursuant to this Agreement.

20. The DEPARTMENT shall be furnished with a copy of all contracts and agreements between the LOCAL GOVERNMENT and any other agency or contractor associated with construction activities. The DEPARTMENT's Project Manager shall be the primary point of contact unless otherwise specified.

21. The LOCAL GOVERNMENT shall provide the DEPARTMENT with a detailed project schedule that reflects milestones, deliverables with durations for all pertinent activities to develop critical path elements. An electronic project schedule shall be submitted to the Project Manager after execution of this agreement.

22. The LOCAL GOVERNMENT certifies its compliance with Title VI of the Civil Rights Act of 1964 and agrees to the provisions of Attachment F to this contract, which is hereby incorporated by reference as if fully set out herein.

23. The Parties acknowledge that the following Attachments to this Agreement are hereby incorporated into and made a part of this Agreement as though expressly written herein:

- Attachment A – Funding Sources and Distribution
- Attachment B – Project Timeline
- Attachment C – May 8, 2014 Memorandum entitled “PE Oversight Funding Structure for Non-DOT Sponsored Projects”
- Attachment D – GDOT Oversight Estimate for Locally Administered Project
- Attachment E – Georgia Security and Immigration Compliance Act Affidavit
- Attachment F – Title VI Certification and Acknowledgement Form
- Attachment G – Federal-Aid Highway Program (FAHP) Funding Participation Designation Form

This Agreement is made and entered into in FULTON COUNTY, GEORGIA, and shall be governed and construed under the laws of the State of Georgia.

The covenants herein contained shall, except as otherwise provided, accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.

IN WITNESS WHEREOF, the DEPARTMENT and the LOCAL GOVERNMENT have caused these presents to be executed under seal by their duly authorized representatives.

DEPARTMENT OF
TRANSPORTATION

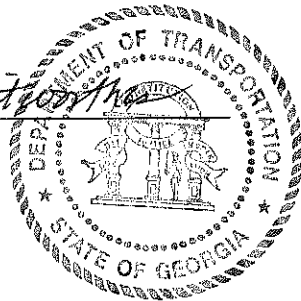
CITY OF DUNWOODY

BY: [Signature]
Commissioner

BY: [Signature]
Denis Shortal
Mayor

ATTEST:

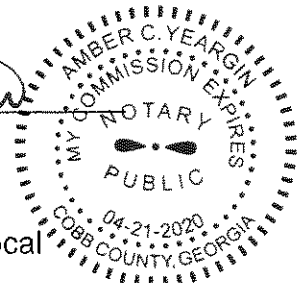
[Signature]
Treasurer



Signed, sealed and delivered this 29
day of July, 2016, in the
presence of:

[Signature]
Witness

[Signature]
Notary Public



This Agreement approved by Local
Government, the 25th day of
July, 2016

Attest

[Signature]
Name and Title

FEIN: 26-3687535

Attachment "A" Funding Sources and Distribution

Project 0015069 Sponsor: City of Dunwoody County: DeKalb

Attach "Project Manager" Project Charging Form for Approval

Preliminary	Preliminary Engineering (Design) - Phase I					**GDOT Oversight for PE (Phase I) ²				Grand Total - Preliminary Engineering (Phase I) ²	
	Percentage	PE Amount	*Maximum PE Participation Amount (\$)	Participant	PE Activity Sponsor	Percentage	Amount	Participant	Percentage	Amount	
1	80%	\$200,000.00	\$200,000.00	Federal	Local	0	\$0.00	Federal	80%	\$200,000.00	
2	0	\$0.00	\$0.00	State		0	\$0.00	State	0%	\$0.00	
3	20%	\$50,000.00	N/A	Local		0	\$0.00	Local	20%	\$50,000.00	
4	0	\$0.00	N/A	Other		0	\$0.00	Other	0%	\$0.00	
Total	100%	\$250,000.00				0%	\$0.00		100%	\$250,000.00	

Right-of-Way Phase II	Right of Way - Phase II					Acquisition By:	Acquisition Funds By:
	Percentage	ROW Amount	*Maximum ROW Participation Amount (\$)	Participant	Acquisition By:		
1	0	\$0.00	\$0.00	Federal	Local	LOCAL GOVERNMENT	
2	0	\$0.00	\$0.00	State			
3	100%	\$0.00	N/A	Local			
4	0	\$0.00	N/A	Other			
Total	100%	\$0.00					

Construction Oversight Phases V & VI	(GDOT Oversight for Phase III CST)	
	Testing (Phase V) Funding By:	Inspection (Phase VI) Funding By:
	LOCAL	LOCAL
100%	100%	

Construction Phase III	Construction - Phase III					Letting By:
	Percentage	CST Amount	*Maximum CST Participation Amount (\$)	Participant	Letting By:	
1	0	\$0.00	\$0.00	Federal	Local	
2	0	\$0.00	\$0.00	State		
3	100%	\$0.00	N/A	Local		
4	0	\$0.00	N/A	Other		
Total	100%	\$0.00				

Utility Phase IV	Utility Relocation				Railroad			
	Percentage	Utility Amount	*Maximum Utility Participation Amount (\$)	Participant	Percentage	Railroad Amount	*Maximum RR Participation Amount (\$)	Participant
1	0	\$0.00	\$0.00	Federal	0	\$0.00	\$0.00	Federal
2	0	\$0.00	\$0.00	State	0	\$0.00	\$0.00	State
3	100%	\$0.00	N/A	Local	100%	\$0.00	N/A	Local
4	0	\$0.00	N/A	Other	0	\$0.00	N/A	Other
Total	100%	\$0.00			100%	\$0.00		

Summary of All Phases I through VI	Grand Total - Phases I through IV				Participant	<p>The funding portion identified in Attachment "A" only applies to PE. The Right of Way, Construction and Utilities funding estimates are provided for planning purposes and do not constitute a funding commitment for Right of Way, Construction or Utilities.</p> <p>* The maximum allowable GDOT participating amounts are shown above. The Local Government will only be reimbursed the percentage of the accrued invoiced amounts up to but not to exceed the maximum amount indicated.</p> <p>**The GDOT Oversight check shall be remitted to the District Planning and Programming Engineer along with the signed Project Framework Agreement (PFA).</p> <p>³GDOT Oversight for PE (Phase I) is detailed in Attachment "D". Note: Separate GDOT P.O.s will be established for each funding phase.</p>
	Percentage	Total Amount (PE, ROW, CST & UTL)	*Maximum Participation Amount (\$)	Participant		
1	80%	\$200,000.00	\$200,000.00	Federal		
2	0	\$0.00	\$0.00	State		
3	20%	\$50,000.00	N/A	Local		
4	0	\$0.00	N/A	Other		
Total	100%	\$250,000.00	\$200,000.00			

Revised: 11/2014

ATTACHMENT "B" Project Timeline

PI # 0015069-City of Dunwoody

Proposed Project Timeline

Environmental Phase					
Concept Phase					
Preliminary Plan Phase					
Right of Way Phase					
Deadlines for Responsible Parties	Execute Agreement	Month/Year (Approve Concept)	Month/Year (Approve Env. Document)	Month/Year (Authorize Right of Way funds)	Month/Year (Authorize Const. funds)
		12/2017	NA	NA	NA

Annual Reporting Requirements

The Local Government shall provide a written status report to the Department's Project Manager with the actual phase completion date(s) and the percent complete/proposed completion date of incomplete phases. The written status report shall be received by the Department no later than the first day of February of every calendar year until all phases have been completed.

ATTACHMENT "C"

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTER-DEPARTMENT CORRESPONDENCE

FROM: Bobby Hilliard, P.E., Program Control Administrator DATE: May 8, 2014

TO: Toby Carr, Director of Planning
Russell R. McMurry, P.E., Chief Engineer

SUBJECT: Preliminary Engineering (PE) Oversight Funding Structure for Non-GDOT Sponsored Projects (Guidance for MPO's, TMA's, Project Managers and Project Delivery Staff)

Note: This memo supersedes the previous PE Oversight Memo, dated September 17, 2010.

PE Oversight Funding - Programming Guidance for a Non-GDOT Sponsored Project

This policy provides guidance during the planning and programming of a project to specify responsibility for funding PE Oversight to cover estimated resource activities and expenses for the Department prior to the execution of a Project Framework Agreement (PFA).

The Department has established the attached "Oversight Funding Responsibility Matrix for Locally Sponsored Projects" which details the conditions under which the Department will fund PE oversight with federal-aid funds and when the Department will request that the local government/project sponsor fund the Department's expenses associated with PE oversight. State funding participation for oversight is at the discretion and approval of the GDOT Chief Engineer and GDOT Director of Planning.

It is the responsibility of the GDOT Project Manager to utilize the GDOT Oversight Estimate for Consultant & LAP Projects Microsoft Excel™ Tool to estimate the PE oversight cost. The GDOT Project Manager will subsequently coordinate with the Office of Financial Management to establish an appropriate amount of federally funded PE oversight. Concurrently, the GDOT Project Manager will coordinate with the District Planning and Programming Engineer to engage the local government for processing the Project Framework Agreement (PFA) and to secure locally sourced PE oversight funds if appropriate. Please note that the STIP/TIP amendment process must be followed for adding oversight funds to a project.

PE Oversight funds will be used to administer the project and fund staff man-hours along with any other associated expenses incurred by any GDOT employee working on the project. The process detailed applies equally to both on-system and off-system routes on the National Highway System.

Upon approval, this process will be distributed to all GDOT Project Managers and incorporated into future Project Framework Agreements (PFA's) along with a copy of the PE Oversight Estimate.

Approved: Bill R. Murray 5/14/14
Chief Engineer Date

Approved: John Carr 5/21/14
Director of Planning Date

Attachment

"Oversight Funding Responsibility Matrix for locally Sponsored Projects"

- (1) If a project does not have a subsequent phase programmed in the currently approved TIP/STIP+2, oversight funding (for all remaining phases of PE, ROW, CST & UTL) will be the responsibility of the local government regardless of PE fund source.
- (2) If a project does have a subsequent project phase programmed in the currently approved TIP/STIP+2, see phase oversight funding responsibility breakdown in the table below.

Oversight Responsibility - Next Phase of Project is <i>Included</i> in the Approved TIP/STIP+2									
Project Fund Source	NHPP(M001)	STP<Z00k (M231)	STP-Urban (M230)	STP<Sk (M23Z)	STP-Fiex (MZ40)	TAP(M301)	CMAQ(M400)	Earmark	local
Oversight Fund Source	Federal (MOO1)/State or Local ¹	Federal (M231)/State or Local ²	Federal/State	Federal (M23Z)/State or Local ²	Federal(M240)/State	Federal (M301)/Local or 100%local	Federal/State ³	Earmark/Local or 100% Local	Local

¹ State match for oversight will be used if project is on state route system, local match for oversight will be requested if off state route system.

² State match for oversight is at the discretion of the GDOT Director of Planning & GDOT Chief Engineer

³ Oversight funds for M230 and CMAQ projects will be drawn from a specific M230 funded project programmed in the currently approved STIP.

ATTACHMENT "D"

GDOT Oversight Estimate for Locally Administered Project

PI Number	<input type="text" value="0015069"/>	Project Number	<input type="text"/>
County	<input type="text" value="DeKalb"/>	Project Length	<input type="text" value="0.68"/> Miles
Project Manager	<input type="text" value="Oluchukwu Anyaebosi"/>	Project Cost	<input type="text" value="\$250,000.00"/>
Project Type	<input type="text" value="Planning Study"/>		
Project Description	<input type="text" value="Chamblee Dunwoody from Womack to Roberts Drive"/>		

Expected Life of Project **Years**

Project Phase	Oversight Hours	Oversight Cost
1. Project Initiation	0	\$0.00
2. Concept Development	0	\$0.00
3. Database Preparation*	0	\$0.00
4. Preliminary Design	0	\$0.00
5. Environmental	0	\$0.00
6. Final Design	0	\$0.00
7. Travel Expenses	0	\$0.00
Total Oversight Estimate	0	\$0.00
Percentage of Project Cost	0.0%	

Revised: 11/2014

ATTACHMENT "E"
GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT AFFIDAVIT

Name of Contracting Entity:

Contract No. and Name:

City of Dunwoody
PI 0015069

Chamblee Dunwoody Rd From Womack Rd to Roberts Pt

By executing this affidavit, the undersigned person or entity verifies its compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, firm, or entity which is contracting with the Georgia Department of Transportation has registered with, is authorized to participate in, and is participating in the federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91.

The undersigned person or entity further agrees that it will continue to use the federal work authorization program throughout the contract period, and it will contract for the physical performance of services in satisfaction of such contract only with subcontractors who present an affidavit to the undersigned with the information required by O.C.G.A. § 13-10-91(b).

The undersigned person or entity further agrees to maintain records of such compliance and provide a copy of each such verification to the Georgia Department of Transportation within five (5) business days after any subcontractor is retained to perform such service.

224297
E-Verify / Company Identification Number

[Signature]
Signature of Authorized Officer or Agent

6/23/09
Date of Authorization

Denis L. Shortel
Printed Name of Authorized Officer or Agent

Mayor
Title of Authorized Officer or Agent

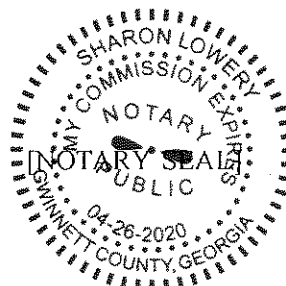
8/8/16
Date

SUBSCRIBED AND SWORN
BEFORE ME ON THIS THE 8th

DAY OF August, 201

Sharon Lowery
Notary Public

My Commission Expires: 4-26-2020



ATTACHMENT "F"
TITLE VI INTRODUCTION

As a sub-recipient of federal funds from Georgia Department of Transportation, all municipalities are required to comply with Title VI of the Civil Rights Act of 1964 which provides that:

"No person in the United States shall on the grounds of race, color, or national origin, be excluded from participation in, or be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal assistance under This title or carried out under this title."

Additionally, the Civil Rights Restoration Act of 1987, expanded the definition of the terms "programs and activities" to include all programs or activities of federal recipients, subrecipients, and contractors, whether or not such programs and activities are federally assisted.

The provisions of Title VI apply to all contractors, subcontractors, consultants and suppliers. And is a condition for receiving federal funds. All sub recipients must sign Title VI assurances that they will not discriminate as stated in Title VI of the Civil Rights Act of 1964.

In the event that the sub recipient distributes federal aid funds to second tier entity, the subrecipient shall include Title VI language in all written documents and will monitor for compliance. If, these assurances are not signed, the City or County government may be subjected to the loss of federal assistance.

All sub recipients that receive federal assistance must also include Federal Highways Administrations 1273 in their contracts. The FHWA 1273 sets out guidance for ensuring non discrimination and encouraging minority participation and outreach.

Enclosed you will find Title VI acknowledgment form and the Title VI assurances. The Title VI acknowledgment form and Title VI assurances must be signed by your local government official if it has not been signed.

ATTACHMENT "F"
TITLE VI ACKNOWLEDGEMENT FORM

The undersigned assures that no person shall on the grounds of race, color, national origin or sex as provided by Title VI of the Civil Rights Act of 1964, and the Civil Rights Restoration Act of 1987 be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any City or County sponsored program or activity. The undersigned assures that every effort will be made to ensure non discrimination in all of its programs or activities, whether those programs are federally funded or not.

Assurance of compliance therefore falls under the proper authority of the City Council or the County Board of Commissioners. The Title VI Coordinator or Liaison is authorized to ensure compliance with provisions of this policy and with the Law, including the requirements of 23 Code of Federal Regulations (CFR) 200 and 49 CFR 21.

Denis L. Shortal, Mayor
 Official Name and Title

8/8/16
 Date

Citations:

Title VI of the Civil Rights Act of 1964; 42 USC 2000d to 2000d-4; 42 USC 4601 to 4655; 23 USC 109(h); 23 USC 324; DOT Order 1050.2; EO 12250; EO 12898; 28CFR 50.3

Other Nondiscrimination Authorities Expanded the range and scope of Title VI coverage and applicability

The 1970 Uniform Act (42 USC 4601)
 Section 504 of the 1973 Rehabilitation Act (29 USC 790) The 1973
 Federal-aid Highway Act (23 USC 324)
 The 1975 Age Discrimination Act (42 USC 6101) Implementing
 Regulations (49 CFR 21 & 23 CFR 200) Executive Order 12898 on
 Environmental Justice (EJ) Executive Order 13166 on Limited English
 Proficiency (LEP)

ATTACHMENT F**NOTICE TO SPONSOR
COMPLIANCE WITH TITLE VI OF THE CIVIL RIGHTS ACT OF 1964**

During the performance of this contract, the SPONSOR, for itself, its assignees, and successors in interest (hereinafter referred to as the "SPONSOR"), agree as follows:

1. Compliance with Regulations

The SPONSER shall comply with the Regulations relative to nondiscrimination in federally-assisted programs of the Department of Transportation (hereinafter referred to as DOT), Title 49, Code of Federal Regulations, part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

2. Nondiscrimination

The SPONSER, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, sex, or national origin in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The SPONSOR shall not participate either directly or indirectly in discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

3. Solicitations for Subcontracts, Including Procurement of Materials and Equipment

In all solicitations either by competitive bidding or negotiations made by the SPONSOR for work to be performed under a subcontract, including procurement of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the SPONSOR of the SPONSOR's obligations under this contract and the Regulations relative to nondiscrimination on the ground of race, color, sex, or national origin.

4. Information and Reports

The SPONSOR shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information and its facilities as may be determined by the State Department of Transportation or the Federal Highway Administration to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information required of a sponsor is in the exclusive possession of another who fails or refuses to furnish this information, the Sponsor shall so certify to the State Department of Transportation, or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

5. Sanctions for Noncompliance

In the event of the SPONSOR's noncompliance with the nondiscrimination provisions of this contract, the State Department of Transportation shall impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

- a. Withholding of payments to the SPONSOR under the contract until the SPONSOR complies; and/or
- b. Cancellation, termination, or suspension of the contract, in whole or in part.

6. Incorporation of Provisions

The SPONSOR shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurement of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto.

The SPONSOR shall take such action with respect to any subcontractor or procurement as the State Department of Transportation or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that in the event a Sponsor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the Sponsor may request the State to enter into such litigation to protect the interests of the state and, in addition, the Sponsor may request the United States to enter into such litigation to protect the interests of the United States.

ATTACHMENT "G"

FEDERAL-AID HIGHWAY PROGRAM (FAHP) FUNDING PARTICIPATION DESIGNATION FORM

For

Competitive Negotiation/Qualifications Based Selection Procurement for Engineering and Design Related Services Contract

Name of LOCAL AGENCY: City of Dunwoody

Please check and sign only one option below:

OPTION A: [X]

If there is FAHP funding participating in an engineering and design related services contract, THEN the Federal competitive negotiation/qualifications based selection (Brooks Act) procurement procedures is still applicable and must be conducted in accordance with the guidelines established in 23 C.F.R. Part 172.

Signature: [Handwritten Signature] Date: 8 Aug 2016

OPTION B: []

If FAHP funds are not participating in an engineering and design related services contract, the contracting agency may procure the services in accordance with its own established policies and procedures which reflect applicable State and local laws. However, the costs of consultant service contracts that utilize only State or local funding which were not procured, negotiated, or administered in accordance with applicable Federal laws and regulations would not be eligible to apply toward the non-Federal share of costs for subsequent phases (e.g., construction) of a FAHP funded project.

Signature _____ Date _____