FY 2014 Budget - Intersection Improvement Funding 2015 2017 **Mount Vernon at Vermack Chamblee Dunwoody at Spalding Mount Vernon at Tilly Mill** FY 2014: \$120,000 for Design and Engineering FY 2014: \$150,000 for Right of Way FY 2014: \$25,000 for Concept Phase 1.35 M 1.28 M 1.28 M 2014 2015 2016 2014 2013 2013 2014 281 K 150 K 25 K \$31,000 \$100,000 \$150,000 \$125,000 / \$150,00 2% *Construction estimate will be refined as part of the concept/design phases 2016 Tilly Mill at Mount Vernon Place 2014 **Intelligent Traffic System** FY 2014: \$25,000 for Concept Phase Signals in Dunwoody Village 1.2 M 2014 2016 2017 FY 2014: \$85,000 for Construction (adding to the existing ITS) 100% 2014 2018 2015 2014 **Chamblee Dunwoody \$25,000** \$100,000 from Cambridge to Valley View *Construction estimate will be refined as part of the concept/design phases FY 2014: \$800,000 for Construction 2015 Tilly Mill at North Peachtree 0.85 M 2013 2012 2012 FY 2014: \$800,000 for towards 2015 Construction (additional \$975K needed for construction) \$25,000 2020 \$75,000 \$100,000 2020 2019 **Chamblee Dunwoody** Chamblee Dunwoody at Peeler from Cotillion to Old Springhouse including Chamblee Dunwoody at Vermack FY 2014: \$50,000 for Concept Phase FY 2014: \$150,000 to match ARC Grants totalling \$840,000 2.75 M 6.2 M 2016 2017 2014 **Future Construction Projects** Tilly Mill at North Peachtree 2015 Mt. Vernon at Vermack 2016 Chamblee Dunwoody at Spalding **2014 Construction Projects** 0.99 M Mt. Vernon at Tilly Mill 2017 ✓ Chamblee Dunwoody (Cambridge to Valley View) 2018 Tilly Mill at Mt. Vernon Place ✓ Intelligent Traffic System - Dunwoody Village Chamblee Dunwoody at Peeler *Construction estimate will be refined as part of the concept/design phases ✓ Dunwoody Village Parkway (previously funded)

Progress to Date

Since 2009, including the 2013 investments, the City has spent more than \$6,500,000 paving the city's estimated 306 total lane miles of roads in Dunwoody. Dunwoody has paved more than 50 lane miles of roads,



fixed 1,100 potholes on City streets and laid or repaired more than 4 miles of City sidewalks all within the 13.2 total square miles of the City's boundaries. This has been accomplished in a relatively short timeframe with no tax increases and no need to borrow money.

In 2014, the City will continue its commitment to maintain and improve its roads by investing over \$1,800,000 in paving which is more than 28 percent of the city's entire 2014 capital budget. Streets for 2014 paving will be determined based on the final budget allocation, 5 year paving plan, and the 2013 laser truck analysis.

Paving Prioritization

Roads to be repaved were selected based on the results of the 2009 Citywide Pavement Evaluation which provided a numerical condition rating between 0-100 for all of the roads in the city. The analysis



was completed using a special truck equipped with lasers for crack detection, video and computer equipment as well as an accelerometer to measure overall roughness and fluctuations in road and street levels. Later this year the city will be updating the 2009 assessment with a new citywide pavement survey, assisting in future road and street repair prioritizations.

The road pavement condition ratings are used as part of a "worst-first" paving prioritization process. The "worst-first" process employs a council-backed policy which gathers the most highly-trafficked main roads and streets and allocates 70 percent of annual paving budget funds to address the worst-ranked roads within this group. The remaining 30 percent of the annual paving budget is assigned by priority to the worst ranked roads within a separate neighborhood and small-streets grouping.

Completed Paving and 5 year Paving Plan

