

5-YEAR ACTION PLAN

The 5-Year Action Plan is a tool from the Atlanta Regional Commission to outline and track improvement projects and efforts defined by the Master Plan. The chart on this and the next page outlines each recommended transportation project and includes an estimate of cost, timing, and potential funding sources for each initiative. The Action Plan also lists other recommended initiatives as required by Atlanta Regional Commission.

Construction costs are preliminary estimates from early 2011 and should be used for budgetary purposes only. Construction costs can vary based on project design and the time at which projects are designed and/or constructed. More detailed cost estimates should be generated as implementation of individual projects is pursued.

Engineering costs vary from 10-20% of the projected construction cost based on the size and complexity of each project. Right of way (ROW) costs are estimated based on the potential value of the area affected based on the Framework Plan. The project years included in the table are based on a reasonable timeframe for implementing each initiative if progress were to begin immediately.

#	Project Name	Type of Improvement	Description
1	Dunwoody Village Parkway Multi-Modal Improvements (Note: Project has received TE funds and is currently underway)	"Roadway / Multimodal Roadway / Operations & Safety Transit / Facilities Capital Last Mile Connectivity / Joint Bike-Ped Facilities"	From Mount Vernon Road to Chamblee Dunwoody Road (2,300 ft); reconfigure facility to become a two-lane roadway with on-street bike lanes; sidewalks; landscaped buffers; pedestrian crossing improvements; limited segment of on-street parking; landscaped median to remain; lighting; sheltered bus stops
2	Chamblee Dunwoody Road Multi-Modal Improvements	"Roadway / Multimodal Roadway / Operations & Safety Transit / Facilities Capital Last Mile Connectivity / Joint Bike-Ped Facilities"	From Mount Vernon Road to Roberts Drive (2,700 ft); multi-use path to one side with narrower sidewalk on opposite side; landscaped buffer; access management plan; pedestrian crossing improvements; lighting; mast arms; sheltered bus stops; additional right-of-way
3	Mount Vernon Road at Chamblee Dunwoody Road Intersection Improvements and Reconfiguration of Nandina Lane Intersections to be Right-In-Right-Out	Roadway / Operations & Safety	Geometric reconfiguration of both Nandina Lane intersections to become right-in right-out to eliminate left-turn conflicts; possible eventual removal of Nandina Lane in conjunction with improvements to the main intersections; decorative mast arms; traffic impact study; additional turn lanes; additional right-of-way required (for turn lanes)
4	Mount Vernon Road Multi-Modal Improvements	"Roadway / Multimodal Roadway / Operations & Safety Transit / Facilities Capital Last Mile Connectivity / Joint Bike-Ped Facilities"	From Ashford Dunwoody Road to Wickford Way (3,500 ft); multi-use path to one side with narrower sidewalk on opposite side; landscaped buffers; access management plan; partial landscaped median; pedestrian crossing improvements; lighting; landscaping; sheltered bus stops
5	Chamblee Dunwoody Road Multi-Modal Improvements	"Roadway / Multimodal Roadway / Operations & Safety Last Mile Connectivity / Joint Bike-Ped Facilities"	From Mount Vernon Road to Ashford Center Parkway (1,300 ft); Multi-use path to one side with narrower sidewalk on opposite side; potential landscaped median; landscaped buffer; access management plan; pedestrian crossing improvements; lighting
6	Neighborhood Trails: Residential Bicycle / Pedestrian Connections to surrounding Neighborhoods:	"Roadway / Multimodal Roadway / Operations & Safety Last Mile Connectivity / Joint Bike-Ped Facilities"	"Connection to the W from The Branches to adjacent retail - 2 places Connection to the NW from Wynterhall to adjacent retail Connection to the NE from Meadowcreek to adjacent retail Connection to the E from Vernon North to adjacent retail (Approx. 800 ft each); projects to include multi-use path; lighting; public involvement needed; some small bridge structures; (should allow 24 hour non-gated availability if funded with LCI funds - other funding sources will allow usage restrictions)"



#	Project Name	Type of Improvement	Description
7	Enhanced Bicycle / Pedestrian Connections through Existing / Proposed Commercial Developments -paths to become public streets (project occurs west of Chamblee Dunwoody Road)	"Roadway / Multimodal Roadway / Operations & Safety Last Mile Connectivity / Joint Bike-Ped Facilities"	From Chamblee Dunwoody Road through Dunwoody Hall and the Shops at Dunwoody back to Chamblee Dunwoody Road (1,500 ft); sidewalks; landscaped buffer; bike sharrows/signage; parking lot reconfiguration for better-defined routes and fewer access points; lighting
8	Optimization / Coordination of Traffic Signals and ITS Improvements	Roadway / Operations & Safety	At intersections in and around the LCI study area; ITS equipment; signal timing study and coordination plan
9	Womack Road Multi-Modal Improvements	"Roadway / Multimodal Roadway / Operations & Safety Last Mile Connectivity / Joint Bike-Ped Facilities"	From Ashford Center North to Wickenby Court (2,000 ft); Pedestrian crossing improvements using existing median as refuge; lighting; restriping to include bike lanes or wide outside lane with sharrows; median extension where feasible
10	Dunwoody Village Internal Multi-Modal Streets - Phase I ^a	"Roadway / Multimodal Roadway / Operations & Safety Last Mile Connectivity / Joint Bike-Ped Facilities"	Initial retrofitted streets as part of major redevelopment (exact alignment and orientations to be determined in partnership with private developer) (Assumed 1,250 ft N/S and 1,700 ft E/W); sidewalks on both sides; on-street parking; landscaped buffer; lighting; two-lane roads; bikes in mixed traffic; safe pedestrian crossing locations
11	Dunwoody Village Internal Multi-Modal Streets - Phase II ^a	"Roadway / Multimodal Roadway / Operations & Safety Last Mile Connectivity / Joint Bike-Ped Facilities"	Longer-term completion of grid network as part of phased redevelopment (exact alignment and orientations to be determined in partnership with private developer) (Assumed 1,000 ft N/S and 1,000 ft E/W); sidewalks on both sides; on-street parking; landscaped buffer; lighting; two-lane roads; bikes in mixed traffic; safe pedestrian crossing locations

Notes:

Projects have been developed as part of a planning-level analysis. Some desired components - such as landscaped medians - may need to be included as longer-term phased components as determined during corridor-specific design processes.

Many related/integrated projects are displayed in groupings for the purposes of this study. These projects may need to be further broken into smaller groupings or segments as determined through the process of implementation.

^a Internal roadways may be done in partnership with a private developer.

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Project Name	Engineering Year	Engineering Costs	ROW Year	ROW Costs ^{a, b}	Construction Year	Construction Costs	Total Project Costs	Responsible Party	Funding Source	Local Source	Match Amount
1. Dunwoody Village Parkway Multi-Modal Improvements	2011	\$150,000	2012	\$250,000	2013	\$2,000,000	\$2,400,000	City of Dunwoody	City of Dunwoody, LCI, Federal Funds	City of Dunwoody	\$480,000
2. Chamblee Dunwoody Road Multi-Modal Improvements	2012	\$400,000	2014	\$1,200,000 ^b	2015	\$3,000,000	\$4,600,000	City of Dunwoody	City of Dunwoody, LCI, Federal Funds	City of Dunwoody	\$920,000
3. Mount Vernon Road at Chamblee Dunwoody Road Intersection Improvements and Reconfiguration of Nandina Lane Intersections	2013	\$200,000	2014	\$200,000	2015	\$2,000,000	\$2,400,000	City of Dunwoody	City of Dunwoody, LCI, Federal Funds	City of Dunwoody	\$480,000
4. Mount Vernon Road Multi-Modal Improvements	2014	\$500,000	2015	\$500,000 ^b	2016	\$4,000,000	\$5,000,000	City of Dunwoody	City of Dunwoody, LCI, Federal Funds	City of Dunwoody	\$1,000,000
5. Chamblee Dunwoody Road Multi-Modal Improvements	2015	\$300,000	2016	\$600,000 ^b	2017	\$2,000,000	\$2,900,000	City of Dunwoody	City of Dunwoody, LCI, Federal Funds	City of Dunwoody	\$580,000
6. Neighborhood Trails	2015	\$350,000	2016	\$1,000,000 ^b	2017	\$1,500,000	\$2,850,000	City of Dunwoody	City of Dunwoody, LCI, Federal Funds	City of Dunwoody	\$570,000
7. Enhanced Bicycle / Pedestrian Connections through Existing / Proposed Commercial Developments	2013	\$60,000	2014	\$600,000 ^b	2015	\$500,000	\$1,160,000	Private Development, City of Dunwoody	Private Development, City of Dunwoody, LCI, Federal Funds	Private Development, City of Dunwoody	\$232,000
8. Optimization / Coordination of Traffic Signals and ITS Improvements	2012	\$50,000	NA	\$0	2013	\$400,000	\$450,000	City of Dunwoody	City of Dunwoody, LCI, Federal Funds	City of Dunwoody	\$90,000
9. Womack Road Multi-Modal Improvements	2016	\$60,000	NA	\$0	2017	\$500,000	\$560,000	City of Dunwoody	City of Dunwoody, LCI, Federal Funds	City of Dunwoody	\$112,000
10. Dunwoody Village Internal Multi-Modal Streets - Phase I ^c	2014	\$350,000	2015	\$0	2016	\$3,500,000 ^c	\$3,850,000	Private Development, City of Dunwoody	Private Development, City of Dunwoody	Private Development, City of Dunwoody	\$770,000
11. Dunwoody Village Internal Multi-Modal Streets - Phase II ^c	2014	\$250,000	2015	\$0	2016	\$2,500,000 ^c	\$275,000	Private Development, City of Dunwoody	Private Development, City of Dunwoody	Private Development, City of Dunwoody	\$55,000
Total		\$3,390,000		\$3,450,000		\$21,900,000	\$36,165,000				\$7,233,000

Notes:

- ^a Right-of-way estimates are based on ARC's costing tool as well as comparisons with other projects in similar areas. Some right-of-way costs may be reduced or eliminated if property is acquired by easement or through negotiations with property owners/developers.
- ^b Some elements requiring right-of-way - such as sidewalks and bike lanes - can be accomplished through easements in lieu of direct right-of-way acquisition.
- ^d Vehicular capacity increases must occur on roadways classified as minor collectors or higher to be eligible for LCI or GDOT funding. Roadways can be reclassified through GDOT to become eligible for funding.

Housing Projects/Initiatives

	Description/Action	Cost	Year	Responsible Party	Funding Source
1	Update Dunwoody Village Zoning with new stand alone Dunwoody Village Mixed Use District	\$40,000	2012	City of Dunwoody	General Funds
2	Update attached single family zoning category	\$10,000	2012	City of Dunwoody	General Funds
3	Develop senior (age 55 and up) housing strategy and incentives	\$10,000	2012	City of Dunwoody	General Funds

Budget for item 1 assumes the process is concurrent with other zoning updates. \$50,000 estimated for a stand-alone process

Other Local Initiatives

	Description/Action	Cost	Year	Responsible Party	Funding Source
1	Develop façade and landscape incentive program for local businesses	\$25,000	2012	City of Dunwoody	General Funds
2	Dunwoody Village Central Open Space	\$3,000,000	2012	City of Dunwoody	Bond Funds
3	Chamblee Dunwoody Access Management Study	\$35,000	2012	City of Dunwoody	General Funds
4	Dunwoody Municipal Complex Site Study (City Hall and/or Library)	\$20,000	2013	City of Dunwoody	General Funds
5	Dunwoody Farmhouse Open Space improvements	\$100,000	2013	City of Dunwoody	Bond Funds
6	Chamblee Dunwoody at Womack Open Space	\$250,000	2014	City of Dunwoody	Bond Funds
7	Municipal Complex Open Space	\$1,000,000	2016	City of Dunwoody	Capital Improvements

Initiatives 2 and 7 include property acquisition costs