

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**
District One Preconstruction

PROJECT CONCEPT REPORT
Project Number: CSSTP-0008-00(906)
County: Gwinnett
P. I. Number: 0008906
Federal Route Number: N/A
State Route Number: N/A

South Hill Street Pedestrian Improvements
Main Street to SR 13 (Buford Highway)
See Location Sketch on Page 2

Submitted for approval:

DATE 8/20/10 Kevin Skinner, POND & Co.
Design Consultant Name and Firm Name (if applicable)
DATE 8-20-10 Byrn Kueh
Local Government (if applicable)

DATE _____
Design Phase Office Head (if applicable)

DATE 12/21/2010 Bobby Hilliard (MHB) *on file
Office Head (Program Manager's Office)

DATE 12/21/2010 Robert Hughes (MHB) *on file
Project Manager

Recommended for approval:

DATE 12/1/2010 Genetha Rice-Singleton (MHB) *on file
Program Control Administrator

DATE 12-15-10 Glenn Bowman (MHB) *on file
State Environmental Administrator

DATE 11-29-10 Kathy Zahal (MHB) *on file
State Traffic Engineer

DATE 11-29-10 Don Wiseman (MHB) *on file
Project Review Engineer

DATE 11-29-10 Lee Uphins/Jeff Baker (MHB) *on file
State Utilities Engineer

DATE 12-15-10 Todd McDuffie (MHB) *on file
District Engineer/District Utilities Engineer

DATE _____ N/A (MHB)
State Bridge Design Engineer (if applicable)

DATE _____
State Transportation Financial Management Administrator

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Program (RTP) and/or the State Transportation Improvement Program (STIP)

DATE 12/2/10 Angela J. Alexander
State Transportation Planning Administrator

State Transportation Planning Administrator

Project Location Map



City of Buford
Gwinnett County

* See RC Info printouts attached
Not to scale

Need and Purpose:

South Hill St. connects two newly revitalized areas in downtown Buford. Streetfront shopping and restaurants are abundant along the urban park on Main St. and pedestrian activity is already heavy in the area. Pedestrian and streetscaping improvements have been made along Main St. immediately to the east of the proposed improvements. An elementary school, gymnasium, city hall, as well as the Buford Community Center (currently under construction) are located at the southern end.

Hill St. has become a prominent access corridor. Presently, pedestrian circulation is limited to small segments of the northern and southern end of the corridor. The proposed sidewalk improvements would create a strong linkage to the new urban park being constructed at the northern end on Main St.

The City has acquired a significant amount of land to the west of South Hill St. that serves recreation purposes. The development of this property as environmental public open space would strengthen the corridor and encourage secondary pedestrian connections to Hill St. Two sideroads, School Drive and Peevy Street currently intersect opposite sides of South Hill Street in close proximity. A minor shift of School Drive would create a four point intersection and would reduce confusion and simplify the turning movements.

Description of the proposed project:

This Livable Centers Initiative (LCI) project is paid for with L230 funds project is located entirely within Gwinnett County, in Land District 67, Congressional District 7, and Land Lots 295 & 268. After the completion of design, contract documents would include a mowing/maintenance agreement, irrigation line indemnity clause, and lighting agreement.

This project includes the entire length of South Hill Street, beginning at East Main Street (CS 113803, mile post 0.91) and continuing to Buford Highway (US23/13, mile post 21.03). The improvements include pedestrian upgrades, sidewalks, benches, landscaped buffers, pedestrian crossings, and minimal raised medians along both sides of the 0.73 mile corridor. Improving pedestrian facilities along South Hill St. in downtown Buford would facilitate connectivity among the historic retail and commercial uses along Main St., the emerging community center at Buford Highway as well as Buford’s historic neighborhoods.

The project would create new sidewalks of brick or concrete, street trees, raised curbs, pedestrian crossings, pocket parks, pedestrian lighting, landscaped medians, a mid-block crossing, ADA-accessible handicap ramps, an intersection realignment and drainage improvements. A separate project would bury existing overhead utilities with local funds to enhance the corridor’s aesthetics while removing pedestrian impediments. The end result would be increased pedestrian accessibility, improved aesthetics, and the restoration of the street’s historic streetscape. The South Hill St. Pedestrian Facility would provide a connection between the Buford Village project, the new City Hall, existing historic neighborhoods, and Buford’s historic Main St.. It would also connect to the Gwinnett County Transit bus, which runs along both Main St. (at the project’s northern terminus) and Buford Highway (at its southern terminus).

Is the project located in a PM 2.5 Non-attainment area? Yes No

The project as described in this concept report is consistent in the scope and description to the

Atlanta Regional Commission's transportation plan and the State Implementation Plan for the attainment of clean air quality in Georgia and is in compliance with both state and federal air quality standards.

Is this project located in an Ozone Non-attainment area? Yes No

PDP Classification: Major Minor

Federal Oversight: Full Oversight , Exempt , State Funded , or Other

Functional Classification: Urban Collector Street (Type A)

U. S. Route Number(s): N/A **State Route Number(s):** N/A

Traffic (AADT):

Base Year: (2012) 5,340

Design Year: (2032) 6,520

Accident Data:

South Hill St. – Buford, Georgia				
	2005	2006	2007	2008*
Crashes	10	10	9	3
Injuries	3	2	0	0

* Unofficial number

Existing design features:

- Typical Section: South Hill St. has an urban border area with 11 to 12 foot lanes, 1 lane in each direction consisting either of 4 to 8 inch header curb, 24" curb & gutter, or rural shoulders with small ditches. Some sidewalks exist in the area, on one or both sides of the roadway. Sidewalks material ranges from brick pavers to concrete and varies in width from 5' to 10'. No continuous pathway of sidewalk exists to travel from one end of South Hill St. located at East Main St. to the other end located at Buford Highway. The surrounding properties are commercial and residential with large driveways with limited control of access to the adjoining roads. The existing drainage structures do not meet GDOT minimum standards.
- Posted speed 30 mph Minimum radius for curve: 250 (South Hill St.)
- Maximum super-elevation rate for curve: 4.0%
- Maximum grade: 9% (South Hill St.)
- Width of right-of-way: Varies (40-70) ft.
- Major structures: NONE
- Major interchanges or intersections along the project: N/A
- Existing length of roadway segment. 0.73 miles

Proposed Design Features:

- Proposed typical section(s): Please see attachments for proposed typical sections of South Hill St.. Below is a detailed description of these sections.

South Hill St.:

1. Existing pavement width with proposed 6 inch header curb, varied width landscape/lighting strip, and minimum 5 foot concrete/brick sidewalks. Upgraded inlets and pipe to meet GDOT standards.

2. Pavement widening with raised landscaped medians, varied from 0' to 12', 4' bike lanes, 6 inch header curb, and varied width concrete/brick sidewalks (5' minimum). Upgraded inlets and pipe to meet GDOT standards.

- Proposed Design Speed Mainline 30 mph (South Hill St.)
- Proposed Maximum grade Mainline 9% Maximum grade allowable 9%
- Proposed Maximum grade Side Street 8% Maximum grade allowable 9%
- Proposed Maximum grade driveway: residential 25% commercial 11%
- Proposed Minimum radius of curve 2100 ft
- Minimum radius allowable 154 ft
- Maximum allowable superelevation rate 4 %
- Proposed maximum superelevation rate 4 %
- Right-of-Way
 - Width Varies (40-70) ft.
 - Easements: Temporary (), Permanent (), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (), Other ().
 - Number of parcels: 39 Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0
- Structures:
 - Bridges- NONE
 - Retaining walls –Concrete retaining walls of less than 4' height with brick façade
- Major intersections and interchanges – NONE
- Transportation Management Plan Anticipated: Yes () No ()
- Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	()	()	(<input checked="" type="checkbox"/>)
LANE WIDTH:	()	()	(<input checked="" type="checkbox"/>)
SHOULDER WIDTH:	()	()	(<input checked="" type="checkbox"/>)
VERTICAL GRADES:	()	()	(<input checked="" type="checkbox"/>)
CROSS SLOPES:	()	()	(<input checked="" type="checkbox"/>)
STOPPING SIGHT DISTANCE:	()	()	(<input checked="" type="checkbox"/>)
SUPERELEVATION RATES:	()	()	(<input checked="" type="checkbox"/>)
VERTICAL ALIGNMENT:	()	()	(<input checked="" type="checkbox"/>)
SPEED DESIGN:	()	()	(<input checked="" type="checkbox"/>)
VERTICAL CLEARANCE:	()	()	(<input checked="" type="checkbox"/>)
BRIDGE WIDTH:	()	()	(<input checked="" type="checkbox"/>)
BRIDGE STRUCTURAL CAPACITY:	()	()	(<input checked="" type="checkbox"/>)
LATERAL OFFSET TO OBSTRUCTION:	()	()	(<input checked="" type="checkbox"/>)
- Design Variances: A design variance is required for 12' median.
- Environmental concerns: NRHP eligible resources are along the corridor. Coordination with the SHPO has taken place prior to the Categorical Exclusion being approved.
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (), No (),
 - Categorical Exclusion (),
 - Environmental Assessment/Finding of No Significant Impact (FONSI): N/A , or
 - Environmental Impact Statement (EIS): N/A.

- Utility involvements: Utility burials, upgrades and relocations are being performed as part of a separate City contract prior to this project. Coordination between projects has taken place. All utility work is being completed prior to this project; this project requires no utility relocation costs.
- VE Study Required Yes() No(X)
- Benefit/Cost Ratio: N/A This project does not impact delay.

Project Cost Estimate and Funding Responsibilities:

	PE	ROW	UTILITY	CONSTRUCTION		MITIGATION
By Whom	Local	Local	Locals	Local	Fed	N/A
\$ Amount	\$88,000	\$190,000	\$0	\$426,000	\$1,703,000	\$0

- **CST Cost includes: Construction, Engineering and Inspection, Fuel Cost Adjustment, and Asphalt Cement Cost Adjustment:*

Project responsibilities:

- Design-City of Buford/Consultant
- Right-of-Way Acquisition-City of Buford
- Relocation of Utilities-Utility Owners (separate contract)
- Letting to contract-City of Buford
- Supervision of construction- City of Buford
- Providing material pits- City of Buford/Contractor
- Providing detours- City of Buford/Contractor
- Environmental Studies/Documents/Permits: City of Buford/Consultant
- Environmental Mitigation: Not Applicable

Coordination

- Initial Concept Meeting date 6/18/08 – see attachment
- Concept meeting date and brief summary- 8/19/08
 A follow up meeting was held to coordinate sequencing of construction, determine estimated right of way and construction easements, as well as ways to minimize historical impacts.
- P A R meetings, dates and results-N/A
- FEMA, USCG, and/or TVA- N/A
- Public involvement- N/A
- Local government comments-TBD
- Other projects in the area-South Hill St. utility burial and upgrades. Locally funded. To be constructed prior to this LCI project.
- Railroads- N/A

Scheduling – Responsible Parties’ Estimate

- Time to complete the environmental process: Begin: June 2008 End: Aug2010*
- Time to complete preliminary construction plans: Begin: Jan 2010 End: Feb2011
- Time to complete right-of-way plans: Begin: July 2010 End: Feb2011
- Time to complete the Section 404 Permit: Begin: June 2008 End: Aug2010*
- Time to complete final construction plans: Begin: Feb 2011 End: May2011
- Time to complete to purchase right-of-way: Begin: Mar2011 End: July2011
- List other major items that will affect the project schedule: None

*Environmental Document (PCE) approved Aug 11, 2010

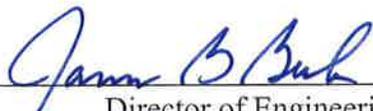
Other alternates considered: No build

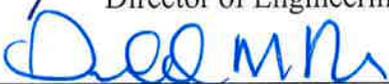
Comments: None

Attachments:

1. Cost Estimate
 - a. Construction
 - b. Right-of-Way
2. Typical sections
3. Kick off meeting minutes
4. Concept team meeting minutes
5. RC info printouts

Exempt projects

Concur: 
Director of Engineering

Approve: 
Chief Engineer

Date: 3/3/2011

STATE HIGHWAY AGENCY

DATE : 08/18/2010

PAGE : 1

JOB ESTIMATE REPORT

JOB NUMBER : 008052
DESCRIPTION: SOUTH HILL

SPEC YEAR:

ITEMS FOR JOB 008052

LINE	ITEM	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	402-3101	TN	REC AC 9.5 MM SP,TPI, BL 1 INCL BM & HL	200.000	70.64	14129.93
0010	402-3121	TN	RECYL AC 25MM SP,GP1/2,BM&HL	484.000	62.00	30008.00
0015	402-3190	TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	150.000	67.65	10147.66
0020	413-1000	GL	BITUM TACK COAT	100.000	2.80	280.76
0025	310-5060	SY	GR AGGR BS CRS 6IN INCL MATL	200.000	17.41	3482.22
0030	310-5120	SY	GR AGGR BS CRS 12IN INCL MATL	600.000	18.81	11286.00
0035	210-0100	LS	GRADING COMPLETE - CUT AND FILL	1.000	160000.00	160000.00
0040	150-1000	LS	TRAFFIC CONTROL - TRAFFIC	1.000	50000.00	50000.00
0045	437-1300	LF	ST GRANITE CURB,5" X 16",TP A	1164.000	33.00	38412.00
0050	441-0018	SY	DRIVEWAY CONCRETE, 8 IN TK	800.000	36.92	29536.54
0055	441-4030	SY	CONC VALLEY GUTTER, 8 IN	900.000	31.24	28119.05
0060	441-7011	EA	CURB CUT WHEELCHAIR RAMP,TP A	29.000	700.00	20300.00
0065	446-1100	LF	PVMT REF FAB STRIPS, TP2,18 INCH WIDTH	500.000	5.71	2856.19
0070	500-3107	CY	CL A CONC, RET WALL	220.000	521.64	114760.80
0075	550-1180	LF	STM DR PIPE 18",H 1-10	2633.000	32.50	85572.50
0080	550-1240	LF	STM DR PIPE 24",H 1-10	60.000	39.30	2358.50
0085	550-1300	LF	STM DR PIPE 30",H 1-10	15.000	56.21	843.20
0090	550-3330	EA	SAFETY END SECTION 30",STD,4:1	1.000	1097.28	1097.28
0095	634-1200	EA	RIGHT OF WAY MARKERS	5.000	114.73	573.67
0100	668-2100	EA	DROP INLET, GP 1	33.000	1411.26	46571.80
0105	668-5000	EA	JUNCTION BOX	4.000	1490.98	5963.94
0110	163-0232	AC	TEMPORARY GRASSING	4.000	209.96	839.88
0115	163-0240	TN	MULCH	30.000	182.34	5470.37
0120	163-0300	EA	CONSTRUCTION EXIT	1.000	1190.93	1190.93
0125	163-0550	EA	CONS & REM INLET SEDIMENT TRAP	32.000	201.17	6437.44
0130	165-0010	LF	MAINT OF TEMP SILT FENCE, TP A	2000.000	0.52	1049.86
0135	165-0101	EA	MAINT OF CONST EXIT	1.000	522.07	522.07
0140	165-0105	EA	MAINT OF INLET SEDIMENT TRAP	16.000	52.35	837.73
0145	167-1000	EA	WATER QUALITY MONITORING AND SAMPLING	2.000	244.27	488.55
0150	167-1500	MO	WATER QUALITY INSPECTIONS	18.000	415.97	7487.54
0155	171-0010	LF	TEMPORARY SILT FENCE, TYPE A	4000.000	1.80	7229.48
0160	700-6910	AC	PERMANENT GRASSING	2.000	481.40	962.80
0165	700-7000	TN	AGRICULTURAL LIME	5.000	48.18	240.91
0170	700-7010	GL	LIQUID LIME	5.000	20.22	101.15
0175	700-8000	TN	FERTILIZER MIXED GRADE	2.000	404.20	808.41
0180	700-8100	LB	FERTILIZER NITROGEN CONTENT	80.000	2.14	171.80
0185	710-9000	SY	PERM SOIL REINFORCING MAT	300.000	3.45	1036.84
0190	636-1033	SF	HWY SIGNS, TP1MAT,REFL SH TP 9	200.000	19.11	3823.47
0195	636-1020	SF	HWY SGN,TP1MAT,REFL SH TP3	300.000	13.10	3932.21
0200	636-2070	LF	GALV STEEL POSTS, TP 7	435.000	7.34	3195.80

0205	652-0094	EA	PVMT MARKING, SYMBOL, TP 4	7.000	46.77	327.43
0210	652-0110	EA	PAVEMENT MARKING, ARROW, TP 1	7.000	39.21	274.51
0215	652-0120	EA	PAVEMENT MARKING, ARROW, TP 2	10.000	39.75	397.60
0220	652-6301	GLF	SKIP TRAF STRIPE, 6 IN, WHITE	450.000	0.14	63.61
0225	652-6501	GLF	SKIP TRAF STRIPE, 5 IN, WHITE	350.000	0.05	17.50
0230	653-1502	LF	THERMO SOLID TRAF ST, 5 IN YEL	7500.000	0.34	2585.63
0235	653-1704	LF	THERM SOLID TRAF STRIPE,24",WH	220.000	3.80	837.98
0240	653-1804	LF	THERM SOLID TRAF STRIPE, 8",WH	3500.000	1.75	6130.50
0245	653-6004	SY	THERM TRAF STRIPING, WHITE	16.000	3.24	51.96
0250	653-6006	SY	THERM TRAF STRIPING, YELLOW	200.000	2.97	595.95
0259	009-3500	LS	MISC LANDSCAPE ITEMS	1.000	184635.00	184635.00
0264	437-1571	LF	ST GRANITE CURB,5" X 17",TP A	7335.000	33.00	242055.00
0269	437-2571	LF	CI GRANITE CURB,5" X 17",TP A	967.000	36.20	35005.40
0274	441-0104	SY	CONC SIDEWALK, 4 IN	7824.000	23.50	183864.00
0279	441-5002	LF	CONC HEADER CURB, 6", TP 2	14733.000	6.50	95764.50
0284	441-7011	EA	CURB CUT WHEELCHAIR RAMP,TP A	29.000	1379.00	39991.00
0289	754-0000	LS	OUTDOOR FURNITURE	1.000	50000.00	50000.00
0294	608-1000	CY	BRICK MASONRY	1700.000	36.50	62050.00
0299	900-0039	SF	BRICK PAVERS	43965.000	8.50	373702.50

ITEM TOTAL	1980477.35
INFLATED ITEM TOTAL (YEARLY ESCALATION)	1980477.35

TOTALS FOR JOB 008052

ESTIMATED COST:	1980477.35
ENGINEERING & INSPECTION (5.0%):	99023.87
ESTIMATED TOTAL:	2079501.22

P.I. Number 0008906

County Gwinnett

Project Number CSSTP-0008-00(906)

Special Provision, Section 109-Measurement and Payment
FUEL PRICE ADJUSTMENT (*ENGLISH 125% MAX*)

ENTER FPL DIESEL	2.886
ENTER FPM DIESEL	6.494

ENTER FPL UNLEADED	2.625
ENTER FPM UNLEADED	5.90625

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

INCREASE ADJUSTMENT
125.00%

INCREASE ADJUSTMENT
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)	3000.000	0.29	870.00	0.15	450.00	
Excavations paid as specified by Sections 206 (CUBIC YARD)		0.29		0.15		
GAB paid as specified by the ton under Section 310 (TON)	520.000	0.29	150.80	0.24	124.80	
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)	850.000	2.90	2465.00	0.71	603.50	
Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)		2.90		0.71		
PCC Pavement paid as specified by the square yard under Section 430 (SY)		0.25		0.20		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211				8.00		1.50		
Class __Concrete (CY) Section 500				8.00		1.50		
Class __Concrete (CY) Section 500				8.00		1.50		
Class __Concrete (CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Concrete Handrail (LF) Section 500				8.00		1.50		
Concrete Barrier (LF) Section 500				8.00		1.50		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
--------------	----------	------------	---------	---------------	----------------	-----------------	------------------	---------

Stru Steel <u>Plan Quantity</u> (LB) Section 501				8.00		1.50		
Stru Steel <u>Plan Quantity</u> (LB) Section 501				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
Stru Reinf <u>Plan Quantity</u> (LB) Section 511				8.00		1.50		
Stru Reinf <u>Plan Quantity</u> (LB) Section 511				8.00		1.50		
Bar Reinf Steel (LB) Section 511				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Pile Encasement,____(LF) Section 547				8.00		1.50		
Pile Encasement,____(LF) Section 547				8.00		1.50		

SUM QF DIESEL=	3485.80	SUM QF UNLEADED=	1178.30
-----------------------	----------------	-------------------------	----------------

DIESEL PRICE ADJUSTMENT(\$)	\$11,569.02
UNLEADED PRICE ADJUSTMENT(\$)	\$3,556.99

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC. SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

ENTER APL

ENTER APM

125.00%	INCREASE ADJUSTMENT
----------------	----------------------------

Use this side for Asphalt Emulsion Only		
L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)
TMT =		<input style="width: 100px;" type="text"/>
REMARKS:		

Use this side for Asphalt Cement Only		
L.I.N.	TYPE	TACK (GALLONS)
413-1000	PG 58-22	5957
TMT =		<input style="width: 100px;" type="text" value="25.5859"/>
REMARKS:		

MONTHLY PRICE ADJUSTMENT(\$)	\$11,145.22
-------------------------------------	--------------------

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (*ENGLISH 125% MAX*)

DIESEL PRICE ADJUSTMENT(\$) \$11,569.02

UNLEADED PRICE ADJUSTMENT(\$) \$3,556.99

ASPHALT CEMENT PRICE ADJUSTMENT (*BITUMINOUS TACK COAT 125% MAX*) \$239.15

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT *125% MAX* \$23,218.56

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(*Surface Treatment 125% MAX*) \$11,145.22

REMARKS:

TOTAL ADJUSTMENTS	\$49,728.95
--------------------------	--------------------

Preliminary Right of Way Cost Estimate

Date: August 26, 2010
Project: South Hill St. Pedestrian Facility
Existing/Required R/W: Required
Project Termini: South Hill Street from Main Street to Buford Hwy (SR 13)

Project Description: Pedestrian and Streetscape Improvements

LAND:

Estimated Required ROW

Commercial/Office	0 s.f. @ NA	<u>\$0</u>
Industrial	0 s.f. @ NA	<u>\$0</u>
Residential	150 s.f. @ 8.00	<u>\$1,200</u>
Agricultural	0 s.f. @ NA	<u>\$0</u>

Estimated Easements for construction and maintenance:

Commercial/Office	10,000 s.f. @ \$5.00	<u>\$50,000</u>
Industrial	0 s.f. @ NA	<u>\$0</u>
Residential	6,000 s.f. @ \$4.00	<u>\$24,000</u>
Agricultural	0 s.f. @ NA	<u>\$0</u>

TOTAL \$75,200

Improvements

Commercial/Office	<u>\$0</u>
Residential	<u>\$0</u>

TOTAL \$0

Relocation (Including Consequential Displacements)

Commercial (0 Displaced x \$25,000/parcel):	<u>\$0</u>
Residential (0 Displaced x \$40,000/parcel):	<u>\$0</u>

TOTAL \$0

Damages:

Proximity	<u>\$0</u>
Consequential	<u>\$0</u>
Cost to Cure	<u>\$0</u>

TOTAL \$0

SUB-TOTAL:

Net Cost	<u>\$75,200</u>
Scheduling Contingency 55%	<u>\$41,360</u>
Admin/Court Cost 60%	<u>\$69,936</u>
TOTAL	<u>\$186,496</u>

TOTAL COST (ROUNDED)

\$190,000



Preparer's Signature

Reviewed/Approved

Prepared by: Pond & Co.

Note: R/W Maps and individual parcel areas are preliminary.

Note: Accuracy of the estimate is the sole responsibility of the preparer

Note: The Market Appreciation (40%) is not included in this estimate.



Pond & Company, Inc.

Architects
Engineers
Planners

3500 Parkway Lane
Suite 600
Norcross, GA 30092

P 678.336.7740
F 678.336.7744
www.pondco.com

MEETING MINUTES

Project : South Hill Street Pedestrian Improvements

Pond Project No. : 1080116

Meeting : Kick-off Meeting

Meeting Location : Buford City Hall

Meeting Date : 6/16/08

Minutes prepared by : Kevin Skinner

Copies: File

Attendees:

Name	Company/Dept./Branch	email
Kevin Skinner	Pond & Company	skinnerk@pondco.com
Ron Osterloh	Pond & Company	osterloh@pondco.com
Ryan Jenkins	TSW	rjenkins@tunspan.com
Brandon Sutton	TSW	bsutton@tunspan.com
Jamie Brenton	Keck & Wood	jbrenton@keckwood.com
Ken Brown	Leading Edge Surveying	kbrown@leadingedgels.com
Todd Hill	GTHill	gthill.planners@comcast.net
Bryan Kerlin	City of Buford	BKerlin@cityofbuford.com
Stacey Rollin	City of Buford	SRolin@cityofbuford.com

PURPOSE OF MEETING:

On June 16, 2008 an Kick off meeting was held at the Buford City Hall training room. The meeting began at approximately 9:00 am and the above were in attendance.

After introductions, Ron Osterloh gave the overview of the project and presented some aerial maps. The construction is 2 parts; one is pedestrian improvements on each side of the road (hardscaping, landscaping, drainage improvements, lighting, on-street parking), the other is utility upgrades and adjustments, including the burial of overhead lines.

TSW and Pond are doing the pedestrian improvements. Keck & Wood, along with the City, is doing the utility adjustments, including sewer, water, power, and others. GTHill is doing the environmental. Leading Edge is doing the surveying.

The final product will be 2 completely separate sets of documents. The LCI funding can only go toward the pedestrian project.

The environmental expectations are that this project will require a Categorical Exclusion (CE). There is lots of history along this corridor. Marble curb exists on both sides of the road.



Pond & Company, Inc.

Architects
Engineers
Planners

3500 Parkway Lane
Suite 600
Norcross, GA 30092

P 678.336.7740
F 678.336.7744
www.pondco.com

Only minimal property acquisition is expected, since the majority of work is to be done within existing right of way. Several walls are expected in order to minimize right of way.

Water and gas are expected to be located in the street.

The meeting was concluded at approximately 9:45 am.

END OF MEETING MINUTES

ADDITIONAL COMMENTS:



Pond & Company, Inc.

Architects
Engineers
Planners

3500 Parkway Lane
Suite 600
Norcross, GA 30092

P 678.336.7740
F 678.336.7744
www.pondco.com

MEETING MINUTES

Project : PI 0008906 - South Hill Street Pedestrian Improvements

Pond Project No. : 1080116

Meeting : Concept Team Meeting

Meeting Location : GDOT Planning Office

Meeting Date : 10/22/09

Minutes prepared by : Kevin Skinner

Copies: File
M. Haley Flemming

Attendees:

Name	Company/Dept./Branch	email	
Kevin Skinner	Pond & Company	skinnerk@pondco.com	678 336 7740
Ron Osterloh	Pond & Company	osterloh@pondco.com	678 336 7740
Brandon Sutton	TSW	bsutton@tunspan.com	404 873 6730
Bryan Kerlin	City of Buford	BKerlin@cityofbuford.com	770 945 6761
Davie Biagi	GDOT-Maintenance	dbiagi@dot.ga.gov	404 631 1399
Robert Hughes	GDOT-Program Delivery	rhughes@dot.ga.gov	404 631 1799
Ted Crabtree	GDOT-Engineering Services	tcrabtree@dot.ga.gov	
Rob Lewis	HNTB	rtlewis@hntb.com	404 556 2981

PURPOSE OF MEETING:

On October 22, 2009 a concept team meeting was held at the GDOT Planning Office. The meeting began at approximately 1:45 pm and the above were in attendance.

After introductions, Ron Osterloh gave the overview of the project and reviewed critical parts of the draft Concept Report.

Rob asked for statewide crash data to be added to the report.

Ron described that the intent is to stay within existing right of way, and use retaining walls so that right of way is kept to a minimum. The City plans to acquire mostly temporary easements, although some permanent easements may be necessary. Robert stressed the importance of following the GDOT procedures and only buying R/W after the R/W plans are approved. The funding could be lost if procedures are not followed.

Ron described a related project along the same corridor which will be upgrading utilities and burying overhead wires. The utility project is entirely locally funded. Extensive coordination has already occurred with this other project, which will likely begin early next year.

Submittal of the request for design variances should be a priority. Regarding horizontal clearance, it was stated that a design exception is required only if obstructions closer than 1.5' from face of curb. In our case, this does not apply and

should be listed as NO in the design exception list. However, a GDOT design variance is required since a clear width of 8' from face of curb is not being met.

Davie noted the less than ideal 4' landscape strip for street trees and has concerns over the root structure of proposed trees. Even with the use of root-guiding systems, she feels the trees may die prematurely and/or buckle the sidewalk. She also noted that trees within the median would not provide adequate safety clearance, and suggested instead using low plant material in the medians. The City is aware of the risks of having to come back at their own expense and replace trees and/or sidewalk, but has heard from the citizens that trees are important and significantly contribute to the aesthetic appeal of the road. The City feels that the abundant trees are an integral improvement to the corridor and is willing to fully indemnify GDOT in writing, as they have done on other roads. The road is a City Street. The City is aware of GDOT's concerns and will be required to get a variance if they intend to pursue the design as currently shown.

Notching the sidewalk only at tree locations was mentioned, but would reduce the proposed sidewalk to less than 5' width.

Ted commented that sight triangles must be drawn to ensure safe sight distance. Ron responded that one or two trees may need to be moved back, but Pond will coordinate with TSW to ensure sight distance is met.

A note labeling "Historic District" should be added to the plans as well as the sawtooth line patterning.

It was also noted that no sole sourcing of amenities can be specified. This is commonly attempted for light poles. If federal funds are to be used for amenities, 2 alternates "or approved equal" must be specified. A letter of finding of public interest is possible to obtain if sole sourcing is absolutely required, but this can take 2 months and required FHWA sign off.

Ron reviewed the schedule and estimated that R/W acquisition would begin in early 2010 and construction authorization by the end of 2010.

Davie to provide TSW with electronic version of special provision 702.

END OF MEETING MINUTES

ADDITIONAL COMMENTS:

Per Davie Biagi 10/29/09:

The irrigation system cannot be a drip system, but if the designer follows our GDOT guidelines, then it can be covered with federal funds. They must use pop-up heads.

Our guidelines require the City complete an Indemnity Agreement, use tracer wires, locate controllers outside the right of way, lock all valve boxes, provide an emergency cut-off valve, and provide an as-built drawing to the Department.

We typically do not allow sprinkler heads to be placed close to the road to avoid damage by errant car and wind spray on to the road. That would require a drought-tolerant plant mix be used in the landscape strip next to the road.



Pond & Company, Inc.

Architects
Engineers
Planners

3500 Parkway Lane
Suite 600
Norcross, GA 30092

P 678.336.7740
F 678.336.7744
www.pondco.com

Per Robert Mahoney 10/23/09:

1. Commercial driveways, if applicable, cannot have a higher per cent grade than 10%. I would list the driveway grade proposed as 10 max on Commercial and 28% max on residential.
2. Need to be cognizant of clear zone on the lighting and landscaping being proposed on these streets. You need to meet minimum clearzone since you are using federal funding.
3. The L&D report is showing incorrect email addresses. Also since this is an LCI project you should list your Office Head on the plan retrieval section since Planning is responsible for LCI projects.

RC * Web* INFO

Requested Information for Gwinnett County

Route Type 1

Route Number 001300

Route Type	Route Number	City Code	Begin Measure	End Measure	Description	Intersect Road 1	Intersect Road 2
1	001300	1270	20.07	20.14			
1	001300	1270	20.14	20.17	CST 116203 R		HUNTINGTON PL
1	001300	1270	20.17	20.19			
1	001300	1270	20.19	20.25			
1	001300	1270	20.25	20.30	CSX 117803LCR1942R	S LEE ST	
1	001300	1270	20.30	20.34	#		
1	001300	1270	20.34	20.36	#		
1	001300	1270	20.36	20.37	#		
1	001300	1270	20.37	20.39	#		
1	001300	1270	20.39	20.44	#		
1	001300	1270	20.44	20.49	CST 108503 L #	CHURCH ST	
1	001300	1270	20.49	20.51	#		
1	001300	1270	20.51	20.56	#		
1	001300	1270	20.56	20.58	#		
1	001300	1270	20.58	20.60	#		
1	001300	1270	20.60	20.62	#		
1	001300	1270	20.62	20.73	#		
1	001300	1270	20.73	20.75	#		
1	001300	1270	20.75	20.77	#		
1	001300	1270	20.77	20.79	#		
1	001300	1270	20.79	20.84	CST 108403 L #	GARNETT ST	
1	001300	1270	20.84	20.85	#		
1	001300	1270	20.85	20.93	CST 102203 L #	HARRIS ST	
1	001300	1270	20.93	20.99	MP 021 #		
1	001300	1270	20.99	21	#		
1	001300	1270	21	21.03	#		
1	001300	1270	21.03	21.07	CSX 102303LCR0134R	S HILL ST	HAMILTON MILL RD
1	001300	1270	21.07	21.12			
1	001300	1270	21.12	21.14			
1	001300	1270	21.14	21.18			

RC * Web* INFO

Requested Information for Gwinnett County

Route Type **3**

Route Number **113803**

Route Type	Route Number	City Code	Begin Measure	End Measure	Description	Intersect Road 1	Intersect Road 2
3	113803	1270	0.15	0.17	CST 101603 R		ELLIOTT ST
3	113803	1270	0.17	0.33	CSY 108603 R		W MORENO ST
3	113803	1270	0.33	0.41	CST 117803 R		S LEE ST
3	113803	1270	0.41	0.50	CRX 196000LCS1069R	LITTLE MILL RD	CHURCH ST
3	113803	1270	0.50	0.52	CST 105903 R		S ALEXANDER ST
3	113803	1270	0.52	0.54			
3	113803	1270	0.54	0.56			
3	113803	1270	0.56	0.58	CST 104703 L	SELMA ST	
3	113803	1270	0.58	0.61	CST 101203 R		SCOTT ST
3	113803	1270	0.61	0.71	CST 108403 R		GARNETT ST
3	113803	1270	0.71	0.91	CST 102203 R		HARRIS ST
3	113803	1270	0.91	1.02	CST 102303 R		S HILL ST
3	113803	1270	1.02	1.05	CSY 108603 R		WILSON AVE
3	113803	1270	1.05	1.27	CSY 104203 L	WILSON AVE	
3	113803	1270	1.27	1.37	CRX 008600LCS1118R	SHADBURN FERRY RD	WILEY DR
3	113803	1270	1.37	1.5	CST 101103 R		BONA RD
3	113803	1270	1.5	1.56			
3	113803	1270	1.56	1.6	CST 100103 R		SHADBURN ST
3	113803	1270	1.6	1.67			
3	113803	1270	1.67	1.74	CST 100003 R		ROBERTS ST
3	113803	1270	1.74	1.74	CR 008500 END AT	WATERWORKS RD	