

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

PROJECT CONCEPT REPORT
Project Number: CSSTP-0008-00(982)
County: Cobb
P. I. Number: 0008962
Federal Route Number: N/A
State Route Number: N/A

Senator Russell Avenue, Phase II
Acworth, Georgia
See Location Sketch on Page 2

Submitted for approval:

DATE 7/29/10

DATE 7/29/10

DATE _____

DATE 8/23/2010

DATE 8/23/2010

Recommendation for approval:

DATE 9/2/2010

DATE 8/30/2010

DATE 9/24/2010

DATE 8/23/2010

DATE 8/23/2010

DATE _____

DATE _____

DATE 9/10/2010

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 8/25/2010

Angela J. Alvarez
State Transportation Planning Administrator

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*Recommendation on file

[Signature] POND & COMPANY
Design Consultant Name and Firm Name
[Signature]
Local Government

Design Phase Office Head (if applicable)

Bobby Hilliard
Office Head (Project Manager's Office)

Robert Hughes
Project Manager

* Genetha Rice-Singleton / MCE
Program Control Administrator

* Glenn Bowman / MCE
State Environment Administrator

* Kathy Zahul / MCE
State Traffic Engineer

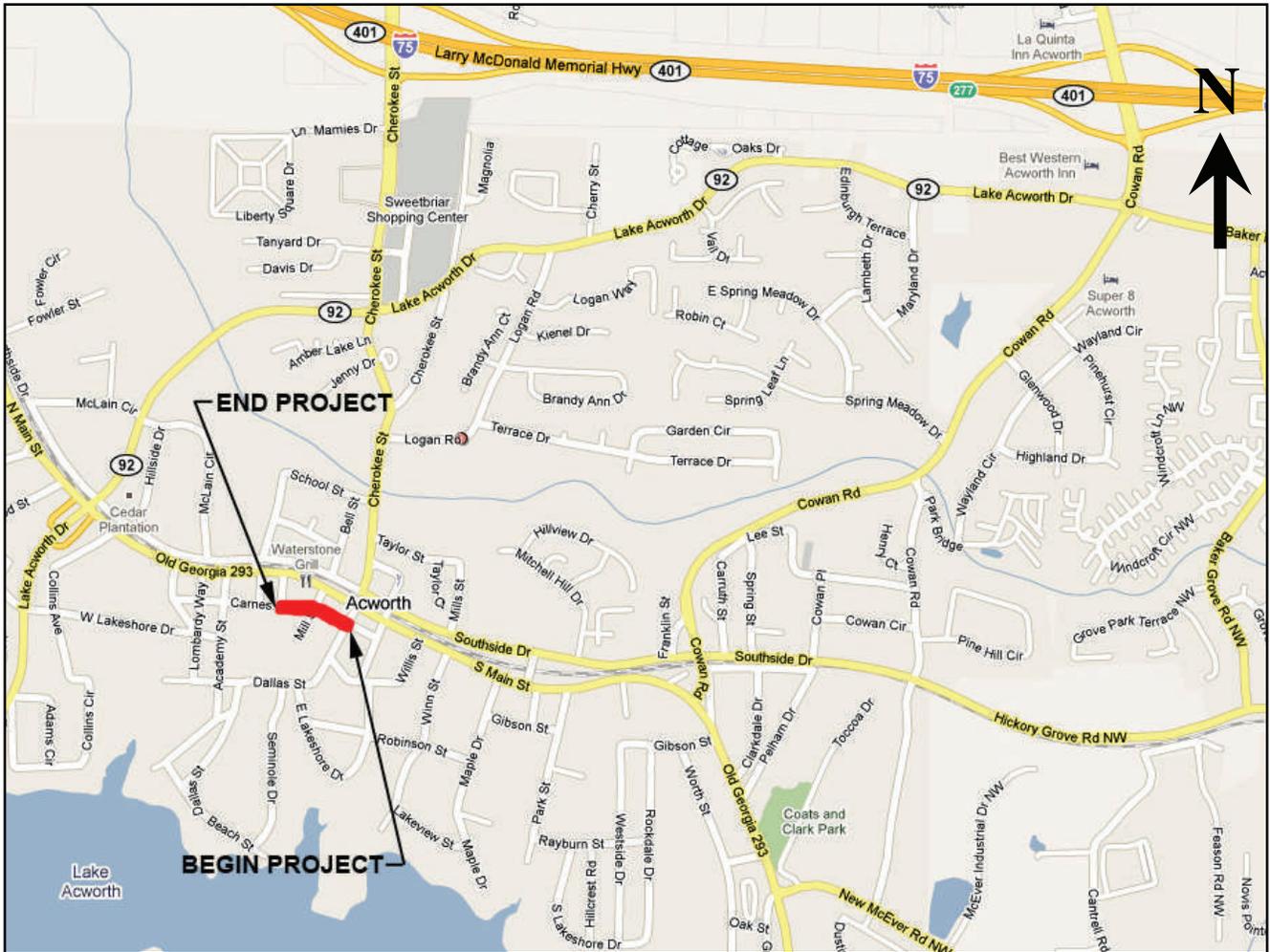
* Ron Wishon / MCE
Project Review Engineer

for * Lee Upkins / MCE
State Utilities Engineer

District Engineer / District Utilities Engineer

State Bridge Design Engineer (if applicable)

for * Windy Bickers / MCE
State Transportation Financial Management Administrator



Project Location Map

Not to scale

Need and Purpose:

The purpose of this project is to develop a livable center within the City of Acworth by providing a pedestrian friendly environment in the downtown district. The proposed project will improve and promote pedestrian access in and around the downtown area, improve traffic flow, increase parking opportunities to allow citizens to park and walk through the downtown district, and improve lighting and lighting opportunities to expand the use of the downtown area. The need for this project is to provide a continuation of the Phase I project, along Senator Russell Avenue, which is similar in scope and details (*Downtown Acworth Pedestrian Improvements, Phase I* – PI No. 0006262). In addition to expanding the pedestrian improvements along Senator Russell Avenue, the proposed improvements would provide pedestrian connection to South Main Street and the store fronts, within the downtown district. The City of Acworth needs this LCI project in order to continue developing a pedestrian friendly environment for persons in the downtown district. The City's Downtown District has seen a recent revitalization and growth of small businesses and restaurants and consequently this area is in need of traffic improvements and pedestrian upgrades. The proposed project will provide these traffic and pedestrian improvements as well as traffic calming, including reduction of travel lane width, access management and improved pavement.

Description of the proposed project:

The proposed LCI project will consist of sidewalks, parking, pavement markings, crosswalks, pedestrian lighting and moderate landscaping along Senator Russell Avenue from Dallas Street to Morningside Drive and Mill Street from Senator Russell Avenue to South Main Street. The improvements include two 11 foot travel lanes, 90 degree on-street parking along the North side of the Senator Russell Avenue, the closure of Mill Street to provide a pedestrian corridor, and sidewalk/pedestrian improvements including crosswalks and ADA ramps, as needed. The widened area will allow for the introduction of an "amenity" area for tree planting, street furnishing and pedestrian lighting. The sidewalks at the intersection of Dallas Street and Senator Russell Avenue will be upgraded to include ADA compliant wheel chair ramps and the existing improved curb and gutter and sidewalk in front of the Acworth City Hall facility will be retained. The proposed sidewalk improvements along the North side of Senator Russell Avenue will commence approximately 200 feet west of the Dallas Street intersection to avoid impacts to the adjacent historic resource. A crosswalk and ADA compliant pathway will be installed to direct all pedestrians to utilize the existing sidewalk along the Acworth City Hall property. The project also includes storm drainage improvements consisting of additional drop inlets along the improved roadway as well as replacing substandard inlets along the existing storm drainage system. These drainage improvements as well as potential minor retaining walls are a result of necessary grade changes along Senator Russell Avenue. Access management features included in the project consist of the inclusion of curb and gutter, on street parking, and sidewalk. Also, Mills Street will be closed to vehicular traffic. The proposed improvements are an extension of the previously approved LCI project along Senator Russell Avenue (Senator Russell Square). The total project length, including Mill Street, is just under two tenths of a mile in length.

This project is a continuation of the Phase I, Downtown Acworth Pedestrian Improvements which consisted of similar pedestrian parking and minor roadway improvements along Senator Russell Avenue from Lemon Street to Dallas Street. The Phase 1 project included sidewalk and streetscapes as well as perpendicular parking and on off street parking lot. These improvements are included in the block immediately east of the proposed, Phase 2, LCI project described above.

The project is located entirely within Cobb County, in Land District 20, Congressional District 11, and Land Lot 32.

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

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

The proposed project is generally a pedestrian and streetscape improvement project. 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.

PDP Classification: Major Minor (X)

Federal Oversight: Full Oversight (), Exempt (X), State Funded (), or Other ()

Functional Classification: Senator Russell Avenue and Mills Street (Urban Local Streets)

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

State Route Number(s): N/A

Traffic (AADT):

Senator Russell Ave	Current Year (2010)	455	Design Year (2030)	805
-				
Mills Street -	Current Year (2010)	50	Design Year (2030)	0 (road closed)

Accident Data:

Senator Russell Avenue – Acworth, Georgia				
	2005	2006	2007	2008*
Crashes	1	0	0	1
Injuries	0	0	0	0

* Unofficial number

Existing design features:

- Typical Section: The existing roadway typical section on Senator Russell Avenue consists of two 12 to 13 foot travel lanes (total width varies from 24 to 26 feet) with varied urban shoulder sections. The shoulder sections includes access drives to the rear of adjacent buildings, urban shoulders with 24 inch curb and gutter, landscaping and sidewalks, and parking of varied pavement materials including grassed, gravel and asphalt. Sidewalk material ranges from brick pavers to concrete and varies in width from less than 5' to 8'. No continuous pathway of sidewalk exists along the north side of Senator Russell Avenue from Dallas Street to Morningside Drive. The existing drainage structures are inadequate, damaged, and do not meet GDOT minimum standards.
- Posted speed 25 mph
- Maximum super-elevation rate for curve: 4.0%
- Maximum grade: 9% (Senator Russell Avenue)
- Width of right-of-way: 40 feet (Senator Russell Avenue)
 30 feet (Mills Street)
- Major structures: NONE
- Major interchanges or intersections along the project: N/A
- Existing length of roadway segment. 800 feet (Senator Russell Avenue)
 200 feet (Mills Street)

Proposed Design Features:

- Proposed typical section(s): The proposed typical section will consist of the two 11 foot travel lanes with an improved urban shoulder and on-street 90 degree parking at certain locations. The improved shoulder typically includes 24 inch curb and gutter, a two foot stamped concrete buffer and a sidewalk that varies from 5 feet in width to 12 feet. Proposed landscape and lighting will be placed beyond the sidewalk in the proposed shoulder (see attached typical section of Senator Russell Avenue).
- Changes to Design Speed or Functional Classification: Mills Street will be closed to vehicular traffic from South Main Street to Senator Russell Avenue.
- Access Management: Access to the existing areas behind the commercial building on the north side of Senator Russell Avenue will be controlled with the inclusion of defined on street parking, curb and gutter, sidewalk and defined “loading zones”. Also Mills Street will be closed to vehicular traffic, which will eliminate the current access issues at the intersection of Mills Street and Senator Russell Avenue.
- Proposed Design Speed Mainline 25 mph (Senator Russell Avenue)
- Proposed Maximum grade Mainline 8 %
- Maximum grade allowable 9 %
- Proposed Maximum grade Side Street n/a %
- Maximum grade allowable n/a %
- Proposed Maximum grade driveway 14 %
- Proposed Minimum radius of curve 500 ft
- Minimum radius allowable 154 ft
- Maximum allowable superelevation rate 4 %
- Proposed maximum superelevation rate 4 %
- Right-of-Way
 - Varies from 45’ to 57’ (Senator Russell Avenue)
 - Easements: Temporary (), Permanent (), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (), Other ().
 - Number of parcels: 13 Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0
- Structures:
 - Bridges- NONE
 - Retaining walls – NONE
- Major intersections and interchanges – NONE
- Traffic control during construction: With the exception of minor closures to allow for pavement overlays, traffic and parcel access will be maintained at all times during construction, along Senator Russell Avenue. Mills Street will be closed to traffic as a result of the project.

- Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	()	()	(X)
LANE WIDTH:	()	()	(X)
SHOULDER WIDTH:	()	()	(X)
VERTICAL GRADES:	()	()	(X)
CROSS SLOPES:	()	()	(X)
STOPPING SIGHT DISTANCE:	()	()	(X)
SUPERELEVATION RATES:	()	()	(X)
VERTICAL ALIGNMENT:	()	()	(X)
SPEED DESIGN:	()	()	(X)
VERTICAL CLEARANCE:	()	()	(X)
BRIDGE WIDTH:	()	()	(X)
BRIDGE STRUCTURAL CAPACITY:	()	()	(X)
LATERAL OFFSET TO OBSTRUCTION:	()	()	(X)

- Design Variances: NONE
- Environmental concerns: This project is located in Historic Central Business District. The project concept has been developed to avoid impact to the contributing structures defined in the Historic District. No adverse impacts are anticipated as noted in the Ecology Assessment dated March 30, 2009
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (), No (X),
 - Categorical Exclusion (X),
 - Environmental Assessment/Finding of No Significant Impact (FONSI): N/A , or
 - Environmental Impact Statement (EIS): N/A.
- Utility involvements: Water service lines will be replaced during construction to avoid repair on newly installed improvements. Gas and sewer will also be replaced and or upgraded. Power will remain overhead, but pole relocation(s) and drops may be improved. Acworth Power is a City entity making improvements and coordination less tenuous. The City of Acworth is prepared to incur the cost of all utility impacts/displacements.

VE Study Required Yes() No(X)

Project Cost Estimate and Funding Responsibilities:

	PE	ROW		UTILITY	CST		MITIGATION
By Whom	Local	Local	Federal	Local	Local	Federal	Local
\$ Amount	\$130,000	-	\$300,000	\$120,000	\$284,000	\$880,000	\$0

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

Project Activities Responsibilities:

Design: City of Acworth/Consultant

Right-of-Way Acquisition: City of Acworth

Right-of-Way funding (real property): GDOT/ARC and City of Acworth

Relocation of Utilities: City of Acworth

Letting to contract: City of Acworth

Supervision of construction: City of Acworth

Providing material pits: Contractor

Providing detours: Contractor

Environmental Studies/Documents/Permits: City of Acworth/Consultant

Environmental Mitigation: Not Applicable

Coordination

- Concept Meeting date 4/15/10 – see attachment
- P A R meetings, dates and results-N/A
- FEMA, USCG, and/or TVA- N/A
- Public involvement – Public Involvement Meetings/Open House are not required for this project (See attached Concept Team Meeting minutes from 4/15/10)
- Local government comments-TBD
- Other projects in the area – Downtown Acworth Pedestrian Improvements (Senator Russell Avenue), Phase I, currently under construction. This LCI project will serve as an extension of the constructed project.
- Other coordination includes a Project Team Meeting on 6/30/10 to discuss potential impacts to contributing Historic Resources, see attachment for meeting minutes.
- Railroads- N/A

Scheduling – Responsible Parties’ Estimate

- Time to complete Environmental process: Begin: 8/09 End: 11/10
- Time to complete Preliminary construction plans: Begin: 8/09 End: 11/10
- Time to complete Right of Way plans: Begin: 11/10 End: 12/10
- Time to complete the section 404 Permit: Begin: N/A End: N/A
- Time to complete Final construction plans: Begin: 1/11 End: 3/11
- Time to complete to purchase Right of Way: Begin: 12/10 End: 5/11
- List other major items that will affect the project schedule: None

Other alternates considered: No build

Comments: None

Attachments:

1. Cost Estimates:
 - a. Construction including E&I,
 - b. Fuel Price Adjustments,
 - c. Right-of-Way, and
 - d. Utilities.
2. Typical sections
3. Concept Plan Layout
4. Concept Team meeting minutes – 4/15/2010
5. Project Meeting minutes – 6/30/2010

Concur: _____


Director of Engineering

Approve: _____


Chief Engineer

Date: 11-9-10

DATE: Jul 06, 2010					
Project No. CSSTP-0008-00(962)					
P.I. Number: 0008962					
Description: Senator Russell Avenue					
CONSTRUCTION COST ESTIMATE					
Item No.	ITEMS:	Unit	Qty	Price	Cost
<u>ROADWAY ITEMS</u>					
150-1000	TRAFFIC CONTROL - CSSTP-0008-00(962)	LS	1	\$45,000.00	\$45,000.00
210-0100	GRADING COMPLETE -	LS	1	\$320,000.00	\$320,000.00
310-5060	GR AGGR BASE CRS, 6 INCH, INCL MATL	SY	270	\$14.20	\$3,834.00
310-5100	GR AGGR BASE CRS, 10 INCH, INCL MATL	SY	1457	\$16.44	\$23,953.08
402-3121	RECYC 1.5" ASPH CONC 25 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL	TN	712	\$90.00	\$64,080.00
402-3190	RECYC 1.5" ASPH CONC 19 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL	TN	237	\$90.00	\$21,330.00
402-3910	RECYC 1.5" ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL	TN	178	\$90.00	\$16,020.00
413-1000	BITUM TACK COAT	GL	282	\$2.59	\$730.38
432-5010	MILL ASPH CONC PVMT, VARIABLE DEPTH	SY	200	\$4.15	\$830.00
441-0104	CONC SIDEWALK, 4 IN	SY	880	\$43.72	\$38,473.60
441-0018	DRIVEWAY CONCRETE, 8 IN TK	SY	270	\$43.97	\$11,871.90
441-6012	CONC CURB & GUTTER, 8 IN X 24 IN, TP 2	LF	900	\$25.50	\$22,950.00
446-1100	PVMT REINF FABRIC STRIPS, TP 2, 18 INCH WIDTH	LF	250	\$4.57	\$1,142.50
550-1180	STORM DRAIN PIPE, 18 IN, H 1-10	LF	400	\$43.67	\$17,468.00
634-1200	RIGHT OF WAY MARKERS	EA	12	\$107.62	\$1,291.44
643-8300	ORNAMENTAL FENCE	LF	100	\$52.00	\$5,200.00
647-2120	PULL BOX, PB-2	EA	2	\$450.00	\$900.00
668-2100	DROP INLET, GP 1	EA	6	\$2,142.32	\$12,853.92
668-5000	JUNCTION BOX	EA	4	\$2,040.87	\$8,163.48
681-1150	PEDESTRIAN LIGHTING	EA	28	\$5,672.00	\$158,816.00
682-6120	CONDUIT, RIGID, 2 IN	LF	1400	\$11.94	\$16,716.00
702-0001	MISC. LANDSCAPING	LS	1	\$70,000.00	\$70,000.00
754-4000	WASTE RECEPTACLE UNIT	EA	12	\$890.00	\$10,680.00
754-5000	BENCH	EA	8	\$1,750.00	\$14,000.00
900-0039	BRICK PAVERS	SF	2700	\$9.50	\$25,650.00
<u>EROSION CONTROL - PERMANENT</u>					
700-6910	PERMANENT GRASSING	AC	1	\$1,500.00	\$1,500.00
700-7000	AGRICULTURAL LIME	TN	2	\$62.55	\$125.10
700-7010	LIQUID LIME	GL	3	\$22.07	\$66.21
700-8000	FERTILIZER MIXED GRADE	TN	1	\$464.62	\$464.62
700-8100	FERTILIZER NITROGEN CONTENT	LB	28	\$2.79	\$78.12
<u>EROSION CONTROL - TEMPORARY</u>					
163-0232	TEMPORARY GRASSING	AC	1	\$750.00	\$750.00
163-0240	MULCH	TN	3	\$330.00	\$990.00
163-0550	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	EA	6	\$275.00	\$1,650.00
165-0030	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	LF	400	\$2.00	\$800.00
165-0105	MAINTENANCE OF INLET SEDIMENT TRAP	EA	6	\$175.00	\$1,050.00
167-1000	WATER QUALITY MONITORING AND SAMPLING	EA	2	\$675.00	\$1,350.00
167-1500	WATER QUALITY INSPECTIONS	MO	4	\$950.00	\$3,800.00
171-0030	TEMPORARY SILT FENCE, TYPE C	LF	800	\$4.50	\$3,600.00
716-2000	EROSION CONTROL MATS, SLOPES	SY	200	\$1.22	\$244.00

Item No.	ITEMS:	Unit	Qty	Price	Cost
	SIGNING AND MARKING				
636-1028	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 3	SF	80	\$22.25	\$1,780.00
636-1034	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	SF	14	\$22.25	\$311.50
653-0095	THERMOPLASTIC PVMT MARKING, HANDICAP SYMBOL	EA	1	\$107.97	\$107.97
653-0120	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	EA	2	\$110.00	\$220.00
653-1501	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	LF	2100	\$0.90	\$1,890.00
653-1502	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	LF	1400	\$0.90	\$1,260.00
653-1704	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	LF	96	\$4.48	\$430.08
653-1804	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	LF	450	\$1.86	\$837.00
653-3501	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	GLF	350	\$0.44	\$154.00
653-6004	THERMOPLASTIC TRAF STRIPING, WHITE	SY	22	\$3.12	\$68.64
653-6006	THERMOPLASTIC TRAF STRIPING, YELLOW	SY	499	\$3.10	\$1,546.90
	UTILITIES				
	RELOCATED UTILITIES	LS	1	\$120,000.00	\$120,000.00
				ROADWAY SUBTOTAL =	\$911,954.30
				EROSION CONTROL - PERMANENT SUBTOTAL =	\$2,234.05
				EROSION CONTROL - TEMPORARY SUBTOTAL =	\$14,234.00
				SIGNING & MARKING SUBTOTAL =	\$8,606.09
				UTILITIES SUBTOTAL =	\$120,000.00
				FUEL PRICE ADJUSTMENT =	\$51,433.41
				SUBTOTAL =	\$1,108,461.85
				E&I RATE 5.0%	\$55,423.09
				SUBTOTAL =	\$1,163,884.94
				RIGHT OF WAY	\$300,000.00

P.I. Number 1090175

County Cobb

Project Number CSSTP-0008-00(962)

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

ENTER FPL DIESEL	2.89
ENTER FPM DIESEL	6.503

ENTER FPL UNLEADED	2.602
ENTER FPM UNLEADED	5.8545

<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)	2700.000	0.29	783.00	0.15	405.00	
Excavations paid as specified by Sections 206 (CUBIC YARD)		0.29		0.15		
GAB paid as specified by the ton under Section 310 (TON)	800.000	0.29	232.00	0.24	192.00	
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)	1127.000	2.90	3268.30	0.71	800.17	
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=				4283.30	SUM QF UNLEADED=		1397.17	
DIESEL PRICE ADJUSTMENT(\$)					\$14,235.55			
UNLEADED PRICE ADJUSTMENT(\$)					\$4,180.75			

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
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Use this side for Asphalt Emulsion Only

L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)
TMT = <input style="width: 100px;" type="text"/>		
REMARKS: <input style="width: 90%; height: 20px;" type="text"/>		

Use this side for Asphalt Cement Only

L.I.N.	TYPE	TACK (GALLONS)
413-1000	PG 58-22	
TMT = <input style="width: 100px;" type="text"/>		
REMARKS: <input style="width: 90%; height: 20px;" type="text"/>		

MONTHLY PRICE ADJUSTMENT(\$)	
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ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (*ENGLISH 125% MAX*)

DIESEL PRICE ADJUSTMENT(\$) \$14,235.55

UNLEADED PRICE ADJUSTMENT(\$) \$4,180.75

ASPHALT CEMENT PRICE ADJUSTMENT (*BITUMINOUS TACK COAT 125% MAX*) \$694.75

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT *125% MAX* \$32,322.36

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

REMARKS:

TOTAL ADJUSTMENTS

\$51,433.41

Department of Transportation

State of Georgia

Interdepartmental Correspondence

FILE R/W Cost Estimate **OFFICE** Atlanta
DATE October 29, 2010

FROM Phil Copeland, Right of Way Administrator
LaShone Alexander, Right of Way Cost Estimator

TO Robert Hughes, Project Manager

SUBJECT **Preliminary Right of Way Cost Estimate**
Project: Senator Russell Avenue, Phase II Cobb County
P.I. No.: 0008962
Description: Pedestrian and Streetscape Improvements

As per your request, attached is a copy of the approved Preliminary Right of Way Cost Estimates on the above referenced projects.

If you have any questions, please contact LaShone Alexander at One Georgia Center 600 West Parkway Street, NW Atlanta, GA 30308, Right of Way Office at (478) 553-1569 or (478) 232-4045.

PC: LA
Attachments
c: File

Preliminary Right of Way Cost Estimate

Date: July 14, 2010
Project: Senator Russell Avenue, Phase II
Existing/Required R/W: Required
Project Termini: Senator Russell Avenue (f.k.a. Carnes St) from Dallas Street to Morningside Drive located entirely in the City of Acworth, Cobb County
Project Description: Pedestrian and Streetscape Improvements

LAND:

Estimated Required ROW

Commercial/Office	8,450 s.f. @ 12.00	<u>\$101,400</u>
Industrial	0 s.f. @ NA	<u>\$0</u>
Residential	0 s.f. @ 8.00	<u>\$0</u>
Agricultural	0 s.f. @ NA	<u>\$0</u>

Estimated Easements for construction and maintenance:

Commercial/Office	3,200 s.f. @ \$6.00	<u>\$19,200</u>
Industrial	0 s.f. @ NA	<u>\$0</u>
Residential	0 s.f. @ NA	<u>\$0</u>
Agricultural	0 s.f. @ NA	<u>\$0</u>

TOTAL \$120,600

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

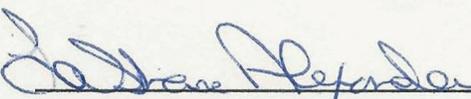
SUB-TOTAL:

Net Cost	<u>\$120,600</u>
Scheduling Contingency 55%	<u>\$66,330</u>
Admin/Court Cost 60%	<u>\$112,158</u>
TOTAL	<u>\$299,088</u>

TOTAL COST (ROUNDED) **\$300,000**



 Preparer's Signature



 Reviewed/Approved

Prepared by: Andres Restrepo, P.E.
 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.

Preliminary Right of Way Cost Estimate

Date: July 14, 2010
Project: Senator Russell Avenue , Phase II
Existing/Required R/W: Required
Project Termini: Senator Russell Avenue (f.k.a. Carnes St) from Dallas Street to Morningside Drive
 located entirely in the City of Acworth, Cobb County
Project Description: Pedestrian and Streetscape Improvements

LAND:

Estimated Required ROW

Commercial/Office	8,450 s.f. @ 12.00	\$101,400
Industrial	0 s.f. @ NA	\$0
Residential	0 s.f. @ NA	\$0
Agricultural	0 s.f. @ NA	\$0

Estimated Easements for construction and maintenance:

Commercial/Office	3,200 s.f. @ \$6.00	\$19,200
Industrial	0 s.f. @ NA	\$0
Residential	0 s.f. @ NA	\$0
Agricultural	0 s.f. @ NA	\$0

TOTAL \$120,600

Improvements

Commercial/Office		\$0
Residential		\$0

TOTAL \$0

Relocation (Including Consequential Displacements)

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

TOTAL \$0

Damages:

Proximity		\$0
Consequential		\$0
Cost to Cure		\$0

TOTAL \$0

SUB-TOTAL:

Net Cost	\$120,600
Scheduling Contingency 55%	\$66,330
Admin/Court Cost 60%	\$112,158
TOTAL	\$299,088

TOTAL COST (ROUNDED) **\$300,000**

Prepared by:

Note: R/W Maps and individual parcel areas are extremely preliminary. Parcels, the taking and remainders are not identified. This may be a conceptual alignment or a corridor line only. Market data and impact analysis will be very limited.

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

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

CORRESPONDENCE

FILE: CSSTP-0008-00(962) DATE: July 14, 2010
P. I. Number: 0008962

FROM Ron Osterloh, P.E.
Project Manager

TO Brandon Douglas
City of Acworth

SUBJECT PRELIMINARY UTILITY COST (ESTIMATE)

As requested by the City of Acworth, we are furnishing you with a Preliminary Utility Cost estimates for each utility potentially located within the project limits.

FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE
Georgia Power	Power Pole	6x\$9,200=\$55,200
AT&T of Georgia	Telephone Pole	4x\$9,200=\$36,800
Cobb Water and Sewer	Fire Hydrant	2x\$2,700=\$5,400
Cobb Water and Sewer	Water Valves	14x\$900=\$12,600
Cobb Water and Sewer	Water Main	\$63ft x 100=\$6,300
Cobb Water and Sewer	Sewer Main	\$85ft x 100=\$8,500
Totals	\$32,800	\$92,000
30% Utilities Contingency:		\$27,600
Total Reimbursement Cost:		\$119,600

The above referenced project is and LCI funded project and the City is responsible for all reimbursable utility costs associated with this project.

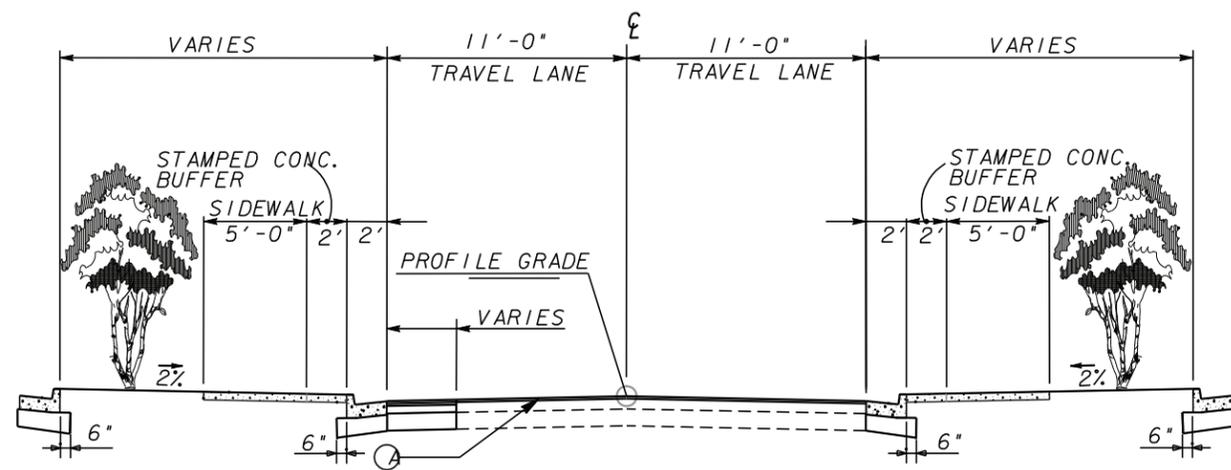
The total reimbursable cost for the project is approximately \$120,000

If you have any Questions, please contact Ron Osterloh at 678-336-7740.

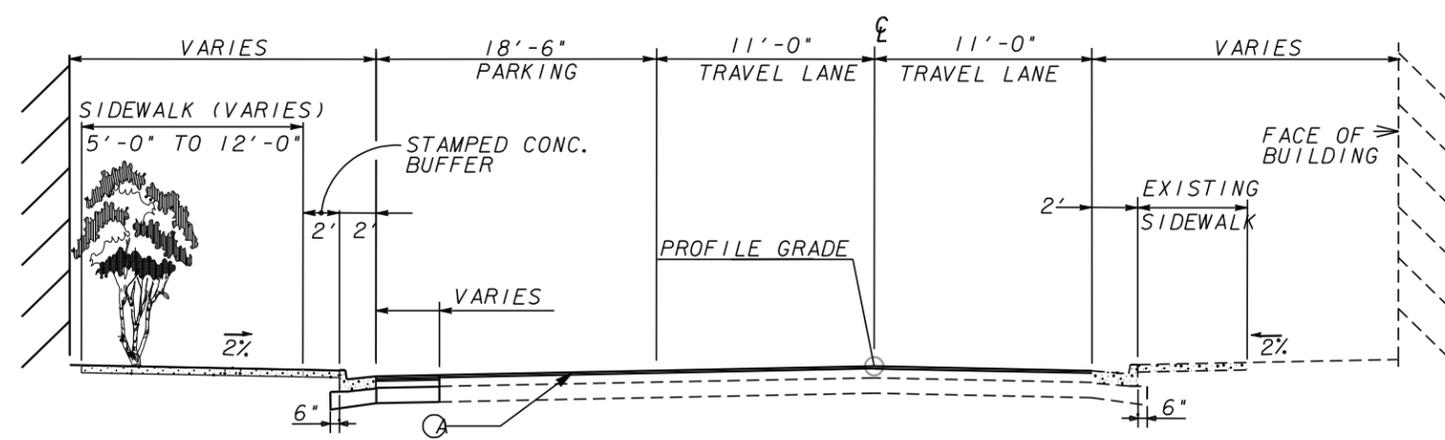
Sincerely,



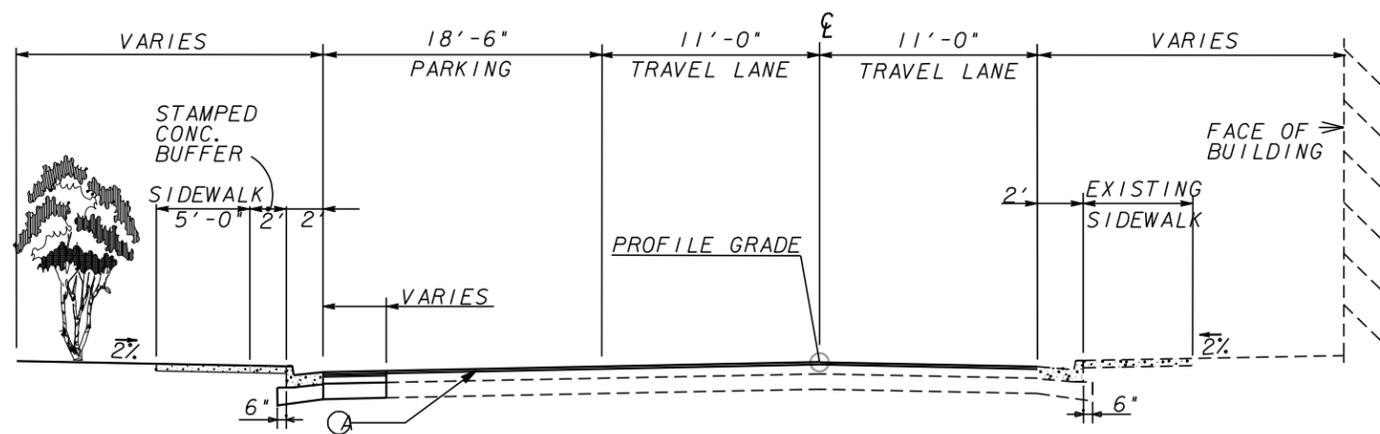
Ronald W. Osterloh, P.E.
Principal/Director of Transportation



TS-01
SENATOR RUSSELL AVENUE
STA. 100+00 TO STA. 103+00

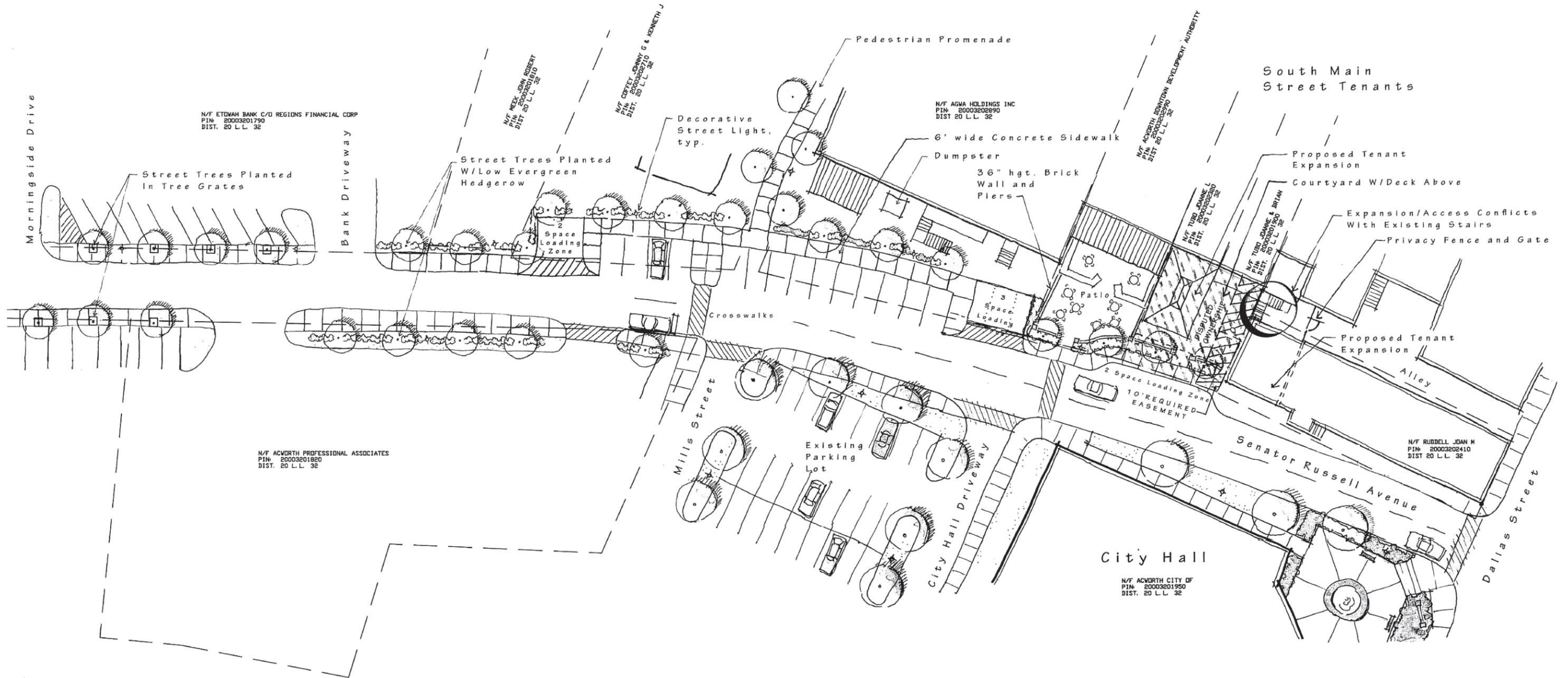


TS-03
SENATOR RUSSELL AVENUE
STA. 104+50 TO STA. 107+00



TS-02
SENATOR RUSSELL AVENUE
STA. 103+00 TO STA. 104+50

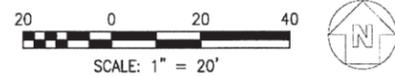
REVISION DATES			STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION	
			OFFICE:	
			TYPICAL SECTIONS	
			SENATOR RUSSELL AVENUE PHASE II	
			DRAWING No. 5-01	



Streetscape Concept 1C : With Tenant Expansion and Additional Parking

Senator Russell Avenue at Dallas and Mills Street

Prepared by: Pond & Company
JULY 12, 2010



LEGEND

-  EXPANSION / IMPROVEMENT CONFLICTS
-  DISPUTED OWNERSHIP
-  PROPERTY LINE



Pond & Company, Inc.

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Engineers
Planners

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Norcross, GA 30092

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MEETING MINUTES

Project : Senator Russell Avenue, Phase II

Project No. : CSSTP-0008-00(962)

Meeting : Concept Team Meeting

Meeting Location : GDOT, Atlanta

Meeting Date : April 15, 2010

Minutes prepared by : Tim Fredlund

Prepared on : April 22, 2010

Copies: File

Attendees

ATTENDEES:

Name	Company / Dept / Branch	Email
Robert Hughes	GDOT-OPD	rhughes@dot.ga.gov
Tim Fredlund	Pond & Company	fredlundt@pondco.com
Rob Lebeau	ARC	rlebeau@atlantaregional.com
Jonathan Cox	GDOT/OES	jocox@dot.ga.gov
Bryant Bilal	CCWS/CCDOT	babibal@slking.com
Todd Hill	GTHP	thill@gthillplanners.com
Amy Goodwin	ARC	agoodwin@atlantaregional.com
Joe Palladi	ARC	jpalladi@atlantaregional.com
Brandon Douglas	City of Acworth	bdouglas@acworth.org
Brian Bulthuis	City of Acworth	Bbulthuis@acworth.org
Mark Hipp	City of Acworth	mhipp@acworth.org
Lewis Brooker	GDOT/Util	lbrooker@dot.ga.gov
Jason Gaines	Cobb Co. DOT	Jason.gaines@cobbcounty.org
Mac Cranford	GDOT Preconst.	mcranford@dot.ga.gov
Andres Restrepo	Pond & Company	restrepoa@pondco.com

PURPOSE OF MEETING:

A concept team meeting for the LCI Senator Russell Avenue, Phase II was held at the GDOT Atlanta office on April 15th, 2010. The meeting began at 10:00 am and was attended by those listed above. The following items were discussed:

Pond & Company is under contract with the City of Acworth to provide engineering design. Acworth is responsible for utility relocations, R/W, and engineering design.

Robert Hughes gave an overview of the project and presented a concept report. The project is located in Cobb County along Senator Russell Avenue, within the City of Acworth. The proposed improvements along Senator Russell Avenue are from Dallas Street to Morningside Drive, including Mill Street from Senator Russell Avenue to South Main Street. The total project length, including Mill Street, is under two tenths of a mile.



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The purpose of this project is to develop a livable center within the City of Acworth by providing pedestrian friendly environment for the persons in the downtown district. The proposed project will improve and promote pedestrian access in and around the downtown area, improve traffic safety, increase parking opportunities to allow citizens to park and walk through the downtown district, and improve lighting and lighting opportunities to expand the use of the downtown area.

The proposed LCI project will consist of sidewalks, parking, pavement markings, crosswalks, pedestrian lighting and moderate landscaping along Senator Russell Avenue from Dallas Street to Morningside Drive and Mill Street from Senator Russell Avenue to South Main Street. The improvements include two 11 foot travel lanes, 90 degree on-street parking along the North side of the Senator Russell Avenue, the closure of Mill Street to provide a pedestrian corridor, and sidewalk/pedestrian improvements including crosswalks and ADA ramps, as needed.

Robert Hughes expressed that the Concept Cover sheet needs to be replaced by new Concept Cover based on PDP procedures.

Robert Hughes expressed there may be a necessity for a design variance, because the project proposes 11 foot lanes instead of 12 foot lanes. Andres will evaluate new GDOT requirements and will request a design variance if needed.

It was requested that the designer ensure the design will be safe for bicycle and no drop inlets will be installed in the travel lane.

It was suggested to add a crosswalk at the intersection with Morningside Drive.

Joe Palladi requested adding pedestrian accident data to Concept Report if available.

Amy suggested to include white paint for Crosswalks throughout the project. City verified that that is their approach for emphasizing the decorative crosswalk elements.

A line for Environmental Items will be included under Project Responsibilities section. It was also requested to include other projects in the area, under the Coordination section.

Under the scheduling section, Pond will add a bullet for Preliminary Plans, will change time of right of way completion for two months and will delete SHPO information.

There was discussion about the status of the existing building shown to be removed as part of the construction of proposed improvements. The building is located at the corner of Senator Russell Avenue and Dallas Street. Further determination will be required to determine if the existing building is contributing to the historical district.

It was stated that City of Acworth will be in charge of Utility relocation.

Lewis Brooker from GDOT/Utility specified that he will need a Letter of Certification from any Utility Company involved in the project.

It was specified that a Public Information Open House will not be required for this kind of project.



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Joe Palladi expressed that initial R/W plans will include R/W and Permanent Easement Only.

Joe Palladi expressed that General notes will include a note specifying two items or an equivalent item when pedestrian lights are listed in a project.

In the case that the City of Acworth decides to install the pedestrian lights themselves, it will need a waiver letter from district utility office.

As part of the project, Amy Goodwin from ARC is proposing to place trees in front of the sidewalk instead of behind, as it is proposed. This will be further reviewed with the City and determined prior to final submittal.

A cost estimate was prepared for the project, totaling \$0.65M.

The meeting was concluded at approximately 11:20 am.

END OF MEETING MINUTES



Meeting Summary

Today's Date: July 12, 2010
GDOT Project ID #: 0008962
Project Name: Downtown Acworth Pedestrian Improvements Ph 2
(Sen. Russell/Carnes Street fm Dallas to Morningside Dr)
Meeting Date: June 30, 2010
Meeting Location: GDOT, Office of Program Delivery Conf. Room
Meeting Attendees:

Name	Agency/Company	E-mail
Robert Hughes	GDOT, Office of Program Delivery	rhughes@dot.ga.gov
Jonathan Cox	GDOT, Office of Envir. Services	Jocox@dot.ga.gov
Todd Hill	GTHP	Gthill.planners@comcast.net
Brandon Douglas	City of Acworth	bdouglas@acworth.org
Ron Osterloh	Pond & Co.	osterloh@pondco.com
Melanie Nable	GDOT, Office of Envir. Services	mnable@dot.ga.gov
Brad Ehrman	GDOT, Design Policy	Behrman@dot.ga.gov
Amy Goodwin	ARC, LCI/Land Use	agoodwin@atlantaregional.com
Sandy Lawrence	GDOT, Office of Envir. Services	slawrence@dot.ga.gov

Meeting Purpose:

To discuss the design options and environmental process for dealing with a property that the City initially wanted to remove in order to fit sidewalks and on-street parking, but has since been determined to be a contributing historic resource located within the Acworth Downtown Historic District which was listed on the National Register of Historic Places in 2006.

Background:

The LCI project consists of new sidewalks, 90-degree angle on-street parking, a pedestrian promenade, landscaping and other pedestrian amenities along Senator Russell St from Morningside Drive to Dallas Street. The project limits fall within a historic district, and the building located at the corner of Sen. Russell and Dallas Streets is identified as a contributing resource to the historic district. The planned parking and sidewalks for this area, due to constrained right-of-way would require removing the building. The physical destruction of this building would constitute an adverse effect to the Acworth Historic District. This would trigger the 4(f) environmental process which FHWA is highly unlikely to approve for a streetscape project. Hence the project sponsor is considering options including altering the design to avoid the property, or re-evaluating the National Register nomination to revise contributing versus non-contributing resources.

Meeting Notes:

Various design and procedural options were discussed to move the project forward:

- **Revise National Register Nomination:**

The possibility of changing the status of the building to a non-contributing resource located within the National Register listed historic district was discussed as a way to avoid an adverse effect to the district. GDOT advised that the City cannot arbitrarily change the eligibility of a structure in order to demolish it and that DCA and FHWA would not likely approve. The Sponsor stated that there have been many changes to the building that were probably not “historic”. GDOT/Ms. Lawrence explained if those changes had been made after the evaluation of the property and the historic district were approved, then they may have a case in updating the National Register nomination form and possibly changing the status to non-contributing. But since the building in its current form, including later additions and modifications, was evaluated and found to be contributing to the historic district when listed in 2006, then there is not a justifiable reason to take it out. She added that the building, while it may not be as architecturally significant as others in the district, contributes to the context and cohesiveness of the district.

The Sponsor asked about the NEPA process for removing the building. GDOT responded that it would be the 4(f) process which is a finding of adverse effects and would require mitigation. The approval process would take year or more, but FHWA is not likely to approve a 4(f) for a sidewalk project.

Amy Goodwin/ARC added that ARC may not approve it either because historic preservation is a key component to promoting “livable centers”. At the very least ARC would want to make sure the public was involved in the decision through public meetings. Ms. Goodwin also noted that if the building was torn down, then the street would front the backs of buildings, service entrances, possibly dumpsters, etc, which may be detrimental to a streetscape project.

- **Change Project Termini:**

The sponsor distributed a new concept plan showing revised project termini – originally was Sen. Russell from Morningside Dr to Dallas Street, new plans showed sidewalks on Sen. Russell from Morningside to the alley across the street from City Hall (just west of Dallas Street). In the revised plans, the sidewalk ends at the alley and the Sponsor proposed adding a “sidewalk ends” sign. ARC requested that they add a crosswalk at the location where the sidewalk ends, and install an in-street crosswalk sign (R1-6a in the MUTCD) if needed. GDOT stated that there is no logical termini issue by ending the sidewalk at alley, however it still needs to comply with ADA. The designer will need to document the decision not the install sidewalks on both sides of the street, and should still provide curb ramps at the corners of Sen. Russell and Dallas Streets.

- **Other Design Considerations:**

- Convert Sen. Russell to One-Way Traffic:

By utilizing pavement area from one of the travel lanes, this option would allow the sidewalks to continue to Dallas Street and not impact the building/historic resource. This option was ruled out because of the need to maximize access to businesses and City Hall along Sen. Russell Street.

- Close Sen. Russell to Vehicular Traffic:

Convert Sen. Russell from Dallas Street to Mills Street (or Morningside Dr) to a pedestrian plaza thereby providing space for walking, biking, outdoor seating, etc. The street could remain open to delivery trucks and emergency vehicles. This option was ruled out due to the desire to maintain vehicular access to businesses and City Hall along Sen. Russell Street, and the Sponsor felt this need was addressed through the planned pedestrian plaza on Mills Street.

- Widen Road to the South:

The last alternative discussed was to widen the road to the south by about 4 feet, encroaching into the City Hall pedestrian walkway and plaza area. This would allow for sidewalks on both sides of the street, two 11' travel lanes, and no impacts on the subject building. This option was not chosen because by moving the intersection slightly to the south, it would exacerbate the offset intersection at Sen. Russell and Dallas and also impact a historic structure on the other side of the street.

Conclusion:

The sponsor will revise the concept moving the current project terminus at Dallas Street to the alley about 100' to the west of Dallas Street, update the cost estimates and resubmit the Concept Report to ARC. No TIP modifications are necessary since the project description in the TIP is staying the same.