

CITY OF CLARKSTON

CLARKSTON CITY COUNCIL MEETING

ITEM NO: F2

HEARING TYPE:  
Council Meeting

BUSINESS AGENDA / MINUTES

ACTION TYPE:  
Resolution

MEETING DATE: April 7, 2015

SUBJECT: Resolution to Commit to Local Matching Funds - Surface Transportation Program Tip Solicitation

DEPARTMENT: Administration

PUBLIC HEARING:  YES  NO

ATTACHMENT: X  YES  NO  
Pages: 1

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PURPOSE:

To approve the attached resolution to commit to local matching funds – Surface Transportation Program TIP Solicitation

NEED/ IMPACT:

The Atlanta Regional Commission (ARC) is currently accepting applications for federal funding to projects under the Surface Transportation Program – Urban (STP-Urban) and Transportation Alternatives Program (TAP) for fiscal years 2016 through 2019. The focus areas for the solicitation are: (1) new infrastructure projects that are consistent with the LCI program; (2) existing federally funded TIP projects requiring additional federal funds; (3) transportation planning or project feasibility studies; and (4) new infrastructure projects or initiatives that support PLAN 2040 Objectives and the Decision-Making Framework. All project proposals recommended for funding will be incorporated into a subsequent TIP amendment, to be adopted later in 2015. ARC will announce the awards in May of 2015.

**Background**

In the course of developing the Streetscape Concept Design for the GDOT, staff and design consultant encountered a number of unforeseeable conditions that will result in the conceptual cost estimate for the **“Construction Phase”** of the project to exceed the existing construction budget of \$4,800,000. In addition, during the course of project concept development, staff saw an opportunity to incorporate project tasks from the LCI 10 Year Update to the streetscape project increasing the likelihood of receiving additional federal funding. The following details the specifics that require council approval:

- I. During Concept Plan and Report development, the following project scope elements were encountered resulting in the increased likelihood of the Construction budget being exceeded during the bidding phase:

- (a) Cost for Norman Rd dam is anticipated to cost 2x to 3x the cost originally budgeted for in the Construction Phase. Subsurface investigations indicated the cost for rehabilitation to not be cost effective and removal the best alternative. This was considered a possibility in the early planning stages several years ago. Consequently, the goal at that time was to pave the Norman Road over the dam, replace sidewalks with new sidewalks – essentially limiting impact to the dam and allowing the structure to remain intact.

The design firm identified a project alternative that will cost more than new sidewalks placed on the dam but less than dam removal while providing for a far superior pedestrian environment. The use of a pedestrian bridge that would run parallel and west of the road while providing a significant footprint cover over the unsightly downstream dam overflow channel. The pedestrian bridge would commence on the SW corner of the dam and terminate in Milam Park near the park entrance.

There is an additional cost associated with the “design and construction” of the pedestrian bridge.

- (b) To address stormwater runoff while providing environmental mitigation, the team formulated a plan to incorporate a stormwater bioswale at the corner of Market and North Indian Creek. The cost to incorporate environmental components into a stormwater management system will result in additional construction costs as compared to a typical “unsightly” detention pond.
- (c) Reclaiming the detention pond at the corner of North Indian Creek and East Ponce as a pocket park was considered in the early planning stages and was incorporated in the design contract for conceptual cost considerations. There is an opportunity to convert this parcel of land into usable property but in doing so, a jurisdictional intermittent stream will be impacted. This will require a Corp of Engineers 404 permit if greater than 100 feet of stream is impacted – which is the case. In addition, where state waters are impacted through fill placement, piping, etc. mitigation will be required. This is essentially the purchase of credits from a mitigation bank in the State of Georgia to offset the impacts to waters of the US.

A underground detention pond would be used with soil placed on top allowing for this corner piece of property to be used as a pocket park or any other use proposed by the city. This property is also owned by the county. The city will need to negotiate with the county on quit claiming the property to the city or receive permission from the county to perform the improvements.

There is an additional “environmental impact, design and construction” cost associated with this work.

- (d) The traffic study performed as part of the GDOT Concept Report recommended that an eastbound right-turn lane be constructed on East Ponce de Leon at North Indian Creek. Due to topography changes, a retaining wall will be required with this right turn lane. The bus stop will be relocated either east or west of the current location based on MARTA’s review.

Staff is recommending to MARTA that a bus turnout be built on East Ponce east of the NIC intersection.

There is an additional “construction” cost associated with this work.

- (e) To increase traffic capacity under the NIC CSX Underpass (for future changes to lane configuration) and to provide for enhanced pedestrian safety, staff is recommending that the sidewalk on the west side of NIC, under CSX Overpass, be removed and the sidewalk on the east side be relocated to behind the bridge pier. This will result in the concrete embankment to be reconstructed including a new retaining wall.

There is an additional “construction cost” associated with this scope change.

- (f) Modified the project scope to replace Church St (from Market St to Norman) with the following;

- Market Street from Church to Rowland
- Rowland from Market St to Norman

This scope change reflects the recommendations in the ARC 10 Year Update and provides a greater Bicycle and Pedestrian Connectivity from the government offices and future PATH Trail to Clarkston Town Center. These two road segments will include sidewalks and Pedestrian – scale lights including a median separated bike lane on Market St and a 10 foot wide sidewalk crossing CSX terminating at East Ponce de Leon. Landscaping is also proposed on Market Street.

There is an additional “construction cost” associated with this scope change.

- II. There remains one significant additional cost that is currently unknown until which time subsurface investigations occur prior to construction. This unknown is associated with underground storage tanks (UST’s). It is believed that the 20% contingency in the construction estimate should be sufficient to handle most of the costs associated with UST’s encountered within the project work zone. Based on environmental screening, also included in the GDOT Concept Report, there appears to exist a number of UST’s and former dry cleaning operations that may have resulted in soil contamination within city right-of-way within the project limits.

**RECOMMENDATIONS:**

The additional “Construction” costs associated with scope changes in I. above is anticipated to be in the range of \$1,400,000 to \$1,600,000. Project cost estimates with a final federal funding request and supporting technical documents are being prepared for the grant application that is due to the ARC on April 6<sup>th</sup>. Based on this range of additional construction costs, the required 20% local match would equate to a range of \$280,000 to \$320,000. If the application is approved for funding, the dollar amount may be different than the request. **Total additional federal construction funding, if an award is made, could be in the range of \$1,100,000 to \$1,300,000.**

Staff recommends that Council approve the attached Resolution and authorize submittal of a grant application that includes the referenced project scope changes and associated request of total

additional federal funds in the approximate range of \$1,100,000 to \$1,300,000. If approved, the city will ask that additional federal funding for the **construction phase** be incorporated into the ARC TIP for Fiscal Year 17 (June 30<sup>th</sup> 2016 to July 1<sup>st</sup> 2017).

**Alternative Recommendation**

If ARC denies the city's request for additional funding or if less funding is approved than the requested amount, staff will bring back to council recommendations for "scaling-back" or removing the proposed scope additions.