
MEMORANDUM

To: Mayor and City Council

From: Michael Smith, Public Works Director

Date: 9/12/2011

Subject: **Discussion of Contract for Sidewalk Construction-Happy Hollow and Valley View**

ITEM DESCRIPTION

Approval of a sidewalk construction contract for \$166,370 with Cotangent Technical Services funded from the 2011 Capital Project budget.

BACKGROUND

The City budgeted \$350,000 in the 2011 capital budget for sidewalk construction. At its March 14, 2011 work session Council directed staff to move forward with design for sidewalks at the following locations:

Street	From	To	Length (ft.)
Happy Hollow Road Northbound	Peeler Rd	Windwood Ct	3,580
Mount Vernon Road Eastbound	Hidden Branches Dr	Ashford Dunwoody	2,300
Valley View Rd	Ashford Dunwoody	Ashford Club Dr	1,500

HAPPY HOLLOW AND VALLEY VIEW DESIGN AND CONSTRUCTION

Preliminary design plans for the Happy Hollow and Valley View segments were presented at a public information meeting in July. Based on the input provided at the public meeting, a complete set of bid documents was prepared for these segments and a bid for construction was advertised in August. Bids were received from 14 contractors on September 1, 2011. A low bid of \$166,370 was submitted by Cotangent Technical Services, Inc. A tabulation of all the bids is included as Attachment A.

MOUNT VERNON CONCEPTUAL DESIGN

Conceptual design has been completed for Mount Vernon Road west of Ashford Dunwoody with the objective of evaluating the safest and most cost effective alternative for accommodating pedestrians as well as cyclists. The City's transportation plan recommends a center turn lane, bicycle facilities (lanes or side path) and sidewalks on both sides of Mount Vernon Road. Currently there is only sidewalk on the north side of Mount Vernon between Ashford Dunwoody and Ridgeview Road.

The concept study considered three alternatives:

1. Construct a five foot wide sidewalk with a two foot buffer on the south side of Mount Vernon Road from Ridgeview Road to Ashford Dunwoody Road.

Estimated Cost: \$135,000

This would provide full connectivity for pedestrians between the city limit and Ashford Dunwoody Road. It would also serve the Dunwoody Station neighborhood on the south side of Mount Vernon and eliminate the need for the difficult mid-block crosswalk on Mount Vernon west of Dunwoody Station.

2. In addition to the sidewalk in alternative one, remove existing granite curb, widen pavement two feet and install new concrete curb and gutter.

Estimated Cost: \$220,000

The pavement widening would accommodate on-street bike lanes in conjunction with repaving Mount Vernon Road. Pedestrians would be accommodated as in Alternative 1.

3. Construct a ten foot wide multi-use path, separated from the road, that would accommodate cyclists and pedestrians.

Estimated Cost: \$300,000

This alternative fully accommodates pedestrians while also providing cycling accommodations that may appeal to leisure cyclists that are not comfortable riding on the street. However, this option presents challenges for cyclists transitioning back to on-street cycling at either end of the project and at side street crossings in between. This option also would occupy a larger footprint of the right of way resulting in more land disturbance and tree removal.

The center turn lanes recommended in the transportation plan were not considered in any of the alternatives. The two lane section on this segment of Mount Vernon contains no residential driveways and only four curb cuts. With so few places to turn, the center turn lane would not provide as great an operational or safety benefit west of Ashford Dunwoody as it would on other segments of Mount Vernon and thus has been considered a low priority.

Staff recommends Alternative 2 for the Mount Vernon sidewalk segment. This alternative economically provides full accommodation for pedestrians and cyclists, eliminates a difficult mid-block crosswalk and minimizes land disturbance.

FUNDING

Funding is available in the 2011 capital sidewalk budget line item for the Happy Hollow and Valley View sidewalk segments. There is not enough sidewalk funding to also construct the Mount Vernon segment based on the estimated cost for Alternative 2. The sidewalk could be completed with the available funding if the bike lanes were constructed as a separate project. However, it is staff's opinion that combining the projects would be more cost effective and result in a better finished product. The \$85,000 cost difference between Alternatives 1 and 2 is the cost for widening the road for bike lanes. Since the bike lanes and new curb would be a road improvement and the entire road will need to be repaved in conjunction with the widening, this portion of the cost could come from the capital paving budget as was done with the widening on Roberts and Peeler Roads. The current 5-year paving plan has this segment of Mount Vernon programmed for paving in 2013. The paving

could be moved up to 2012 by reprioritizing several other arterial segments currently programmed for 2012 without increasing the projected 2012 paving costs.

RECOMMENDED ACTION

Staff respectfully requests that Council: (1) award a contract to Cotangent Technical Services, Inc. for construction of the Happy Hollow and Valley View sidewalks; (2) authorize staff to provide funding for the contracts; and (3) authorize the City Manager to execute the necessary documents following satisfactory review by legal counsel.

For the Mount Vernon segment, staff recommends proceeding with design of Alternative 2 for construction in 2012.

ATTACHMENT "A"															
ITB 11-33 Happy Hollow and Valley View Sidewalk Construction															
		Cotangent Technical Services, LLC	Summit Construction and Development, LLC	Curb-Tech, Inc	Southeast Grading and Hauling	Tople Construction and Engineering, Inc.	Tri Scapes, Inc	SD and C, Inc	Precision 2000, Inc.	Glosson Enterprises, LLC	Butch Thompson Enterprises, Inc	Curb Specialists, Inc	Baldwin Paving Co. Inc	Blount Construction Co., Inc.	Johnson Landscap es, Inc*
Design and Installation of a Key Card Access System at NDCAC, per specifications.	Lump Sum	\$ 106,364.07	\$ 116,734.27	\$ 125,845.00	\$ 134,784.11	\$ 146,500.00	\$ 134,880.00	\$ 158,901.15	\$ 156,900.00	\$ 183,000.00	\$ 174,171.49	\$ 175,825.00	\$ 181,406.27	\$ 188,000.00	
Design and Installation of Video Monitoring at NDCAC, per specifications.	Lump Sum	\$ 60,005.00	\$ 75,522.64	\$ 70,125.00	\$ 74,332.62	\$ 64,500.00	\$ 90,075.00	\$ 73,881.90	\$ 86,500.00	\$ 71,000.00	\$ 83,694.01	\$ 83,170.00	\$ 88,369.29	\$ 96,000.00	
	TOTAL LUMP SUM	\$ 166,369.07	\$ 192,256.91	\$ 195,970.00	\$ 209,116.73	\$ 211,000.00	\$ 224,955.00	\$ 232,783.05	\$ 243,400.00	\$ 254,000.00	\$ 257,865.50	\$ 258,995.00	\$ 269,775.56	\$ 284,000.00	
Additional ADA Curb Ramp Retrofits, as needed	Each	\$ 1,250.00	\$ 550.00	\$ 500.00	\$ 1,500.00	\$ 1,500.00	\$ 750.00	\$ 1,200.00	\$ 500.00	\$ 500.00	\$ 1,361.03	\$ 450.00	\$ 500.00	\$ 1,000.00	
Additional Driveway Replacement, as needed	SF	\$ 35.00	\$ 4.75	\$ 5.00	\$ 8.00	\$ 6.25	\$ 7.50	\$ 5.00	\$ 5.25	\$ 4.00	\$ 5.92	\$ 4.00	\$ 3.50	\$ 7.00	

*Non-responsive, did not use revised bid tab



Dunwoody*
*Smart people – Smart city
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Proposed Sidewalk
Happy Hollow Road
July 20, 2011

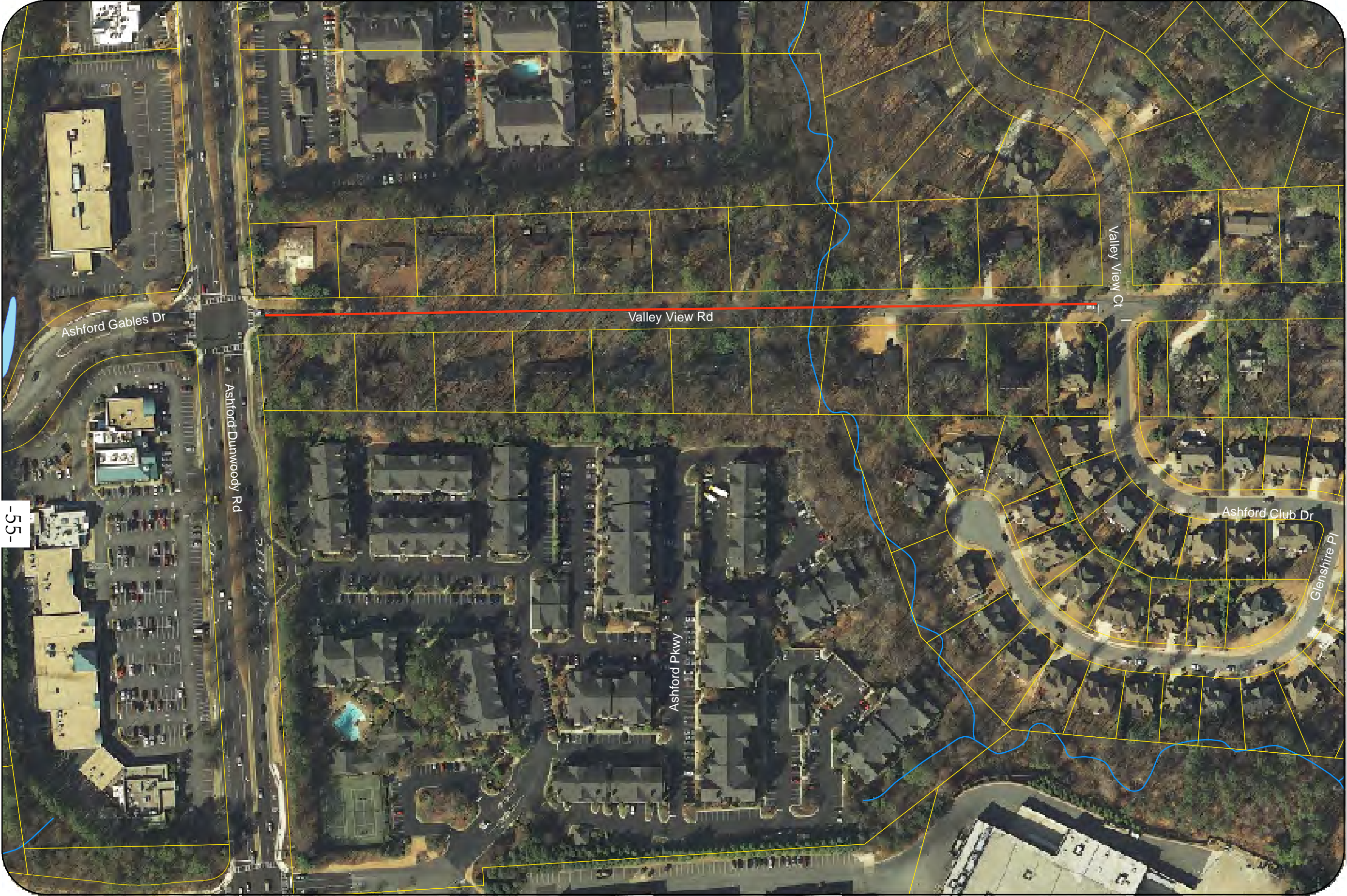
Legend
Parcels
Approx. Sidewalk Location

North arrow and scale bar (0, 130, 260 Feet)

Inset map showing the location of the project area within the City of Dunwoody.

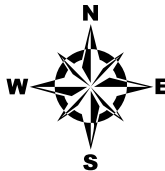
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A-1

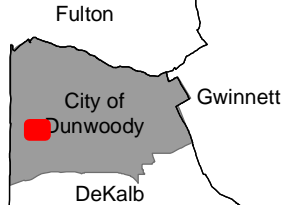


Legend

- Proposed Sidewalk Seg.
- Parcels
- Stream
- Lakes



0 75 150 Feet



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