

MEMO

Project: St. Marys Gateway Project – T&H J# 24894

Date: 8-18-14

Re: Preliminary Concepts Narrative

To: Mr. Bobby Marr. Public Works Director

From: Ryan Thompson / Charles Ezelle

Bobby,

Please find below our narrative descriptions of the St. Marys Gateway Project concept as depicted in the attached exhibits (2 boards, 30"x42")

Introduction and Project Description

The objective of this study is to identify a cohesive design concept for a Gateway feature to be located within the study areas described below. The intent of this Gateway feature is to improve the aesthetic of the St. Marys Road corridor, encourage visitation to the City and dovetail with the previously produced way-finding signage plan to direct visitors to downtown St. Marys. The project area for the St. Marys Road Gateway Enhancement Project is generally encompassed by two distinct areas: the area adjacent to St. Marys Road to the east of its intersection with Interstate 95 (Exit #1), and the area adjacent to the intersection of St. Marys Road and SR 40. For the purposes of this study, these areas are referred to as Study Area 1 and Study Area 2, respectively, as illustrated in the attached Exhibit #1.

One of the most important factors in determining the aesthetic style of the Gateway concept is to determine what aspects of the City's character the Gateway should reflect. To this end, Thomas and Hutton solicited comments from the residents of St. Marys through an initial public meeting and public input questionnaires (responses summarized in the attached memorandum).

Based on these responses and input from city staff, Thomas and Hutton developed the following design concept, described below and in the attached corresponding exhibits.

Concept Narrative

Study Area 1

As "Study Area 1" is the primary Gateway to St. Marys from I-95 and the Georgia visitor's center, the concept is primarily focused on this area. The landscaping style and the style of the signage and other design elements are replicated at an appropriately smaller scale in "Study Area 2".

We recommend that the main gateway feature be located on the northeast corner of the intersection of St. Marys Road and Haddock Road. This is the largest area of right-of-way

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located outside the DOT clear zone. This location also provides high visibility to motorists leaving the visitors center before getting back onto I-95. As shown in the concept plan exhibits, we recommend that this highly visible corner be marked with a major focal point to get the attention of motorists leaving the visitors center or the adjacent convenience stores. That focal point will be connected to a monument sign located to the east, leading to St. Marys.

When asked what iconic symbol or landmark in St. Marys that people are particularly proud of or identify with, many residents responded that they identified with the waterfront and specifically the waterfront park. The aesthetic of the waterfront park drives the "look and feel" of the concept. The intent of this concept is that the style of the park would be directly tied to the style of the Gateway. This stylistic tie would create a cohesive connection between these two prominent public landmark features.

To create this cohesiveness, this concept adapts the design of certain elements in the park for use in the Gateway. Specifically, the gateway sign is directly inspired by the design of the park entry trellis and waterfront swing trellises. Tabby walls, with a brick cap and brick piers (also modelled after those in the waterfront park) lead to the monument sign.

Another aspect of St. Marys character that was commonly commented on in the questionnaire and by city staff is its naval history and connection to the submarine base. The design concept highlights this aspect of St. Marys character and history by featuring a large Navy anchor as the gateway's focal point. The anchor stands on a concrete pad behind the tabby wall and is flanked by three flagpoles (optional) and palm trees. These vertical elements catch the driver's attention from a distance. The curved wall surrounding the anchor then leads further down St. Marys road to the monument sign described above. We also recommend that the graphic design of the sign panel incorporate the anchor theme. This anchor logo will then be replicated at the way-finding signage and at the signs at "Study Area 2".

Median Plantings

In order to visually connect the Gateway in Study Area 1 to the ramp onto SR40 in Study Area 2, and to visually enhance St. Marys Road, it is important that the median along this route be planted. Because the entirety of the median lies within the DOT clear zone, trees must be limited to those smaller than 4" caliper at maturity. We recommend that the median be planted with groupings (+/- 300 feet long) of ornamental grasses Crape Myrtles alternating with lengths of preserved existing roadside grassing (+/- 500 feet long). Crape Myrtles in the median are spaced approximately 35' on center (o.c.) within the 300 foot planting areas and staggered on each side of the median. This planting scheme terminates at the location of the proposed Type '2' sign to the immediate west of the St. Marys Road bridge over the rail road. Although smaller in scale and more modest in detail, this sign is similar in style to the main gateway sign and will be framed by moderate ornamental shrub plantings and shade trees will be planted along the median in this area (where protected by guardrails). The sign marks the exit ramp to the right leading to SR 40 and downtown St. Marys. No automatic irrigation system is planned for the median planting. During the first growing season after installation, manual watering is critical (using gator bags on the trees and a water truck to water the remainder of the beds.)

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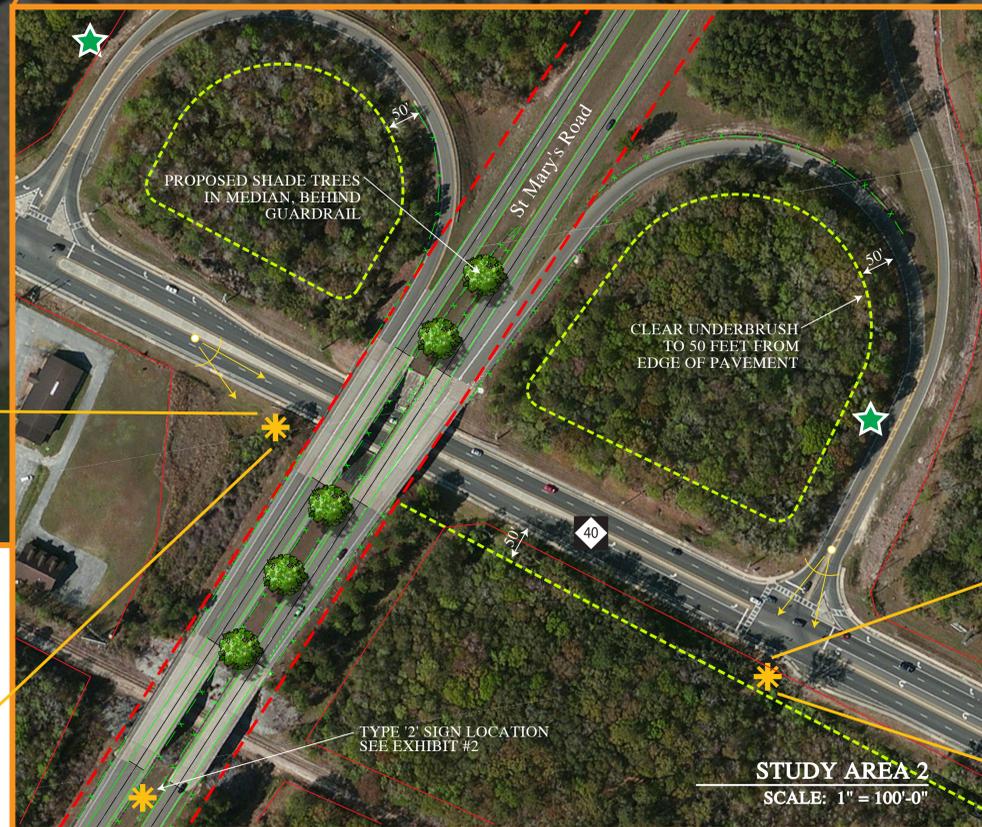
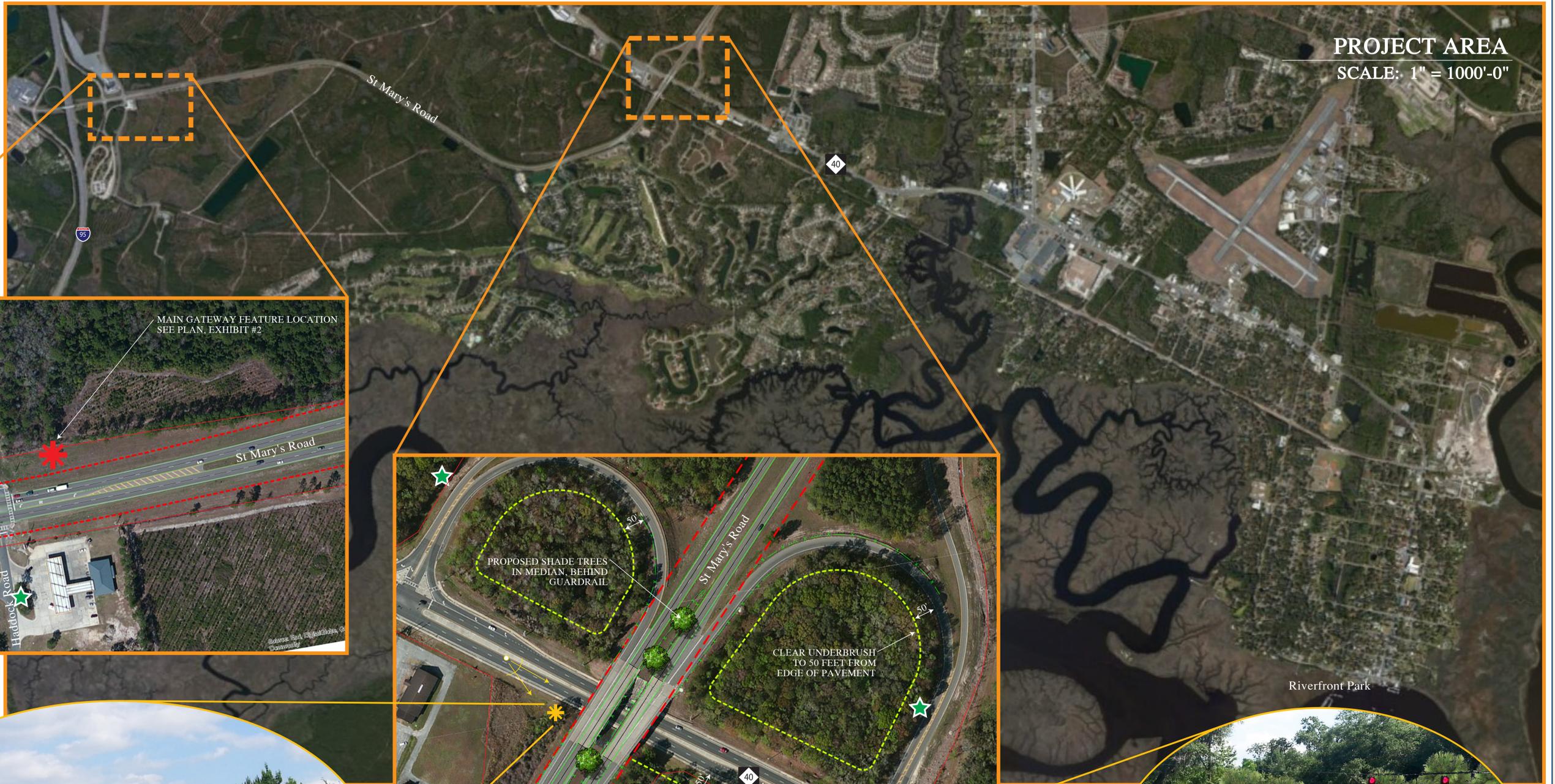
Study Area 2

We recommend that another Type '1' sign be placed at the terminus of the exit ramp from St. Marys Road onto SR 40. This location, however, will only have the trellis sign and adjacent landscaping (no adjacent curvilinear walls, flags or anchor). The tabby wall portion of the sign may hold directional signage pointing motorists toward downtown St. Marys and waterfront park, Cumberland Island and Kings Bay Base. The existing woodlands adjacent to the exit ramps from St. Marys Road onto SR 40 be cleared of underbrush in the 50' immediately adjacent to the ramps. Motorists travelling north on SR 40 will see a Type '2' sign and adjacent landscaping on the embankment of the St. Marys Road Bridge welcoming them to St. Marys and indicating the direction toward St. Marys proper.

RPT

PROJECT AREA

SCALE: 1" = 1000'-0"



ST. MARYS ROAD GATEWAY ENHANCEMENT PROJECT

DESIGN CONCEPT

August, 2014

EXHIBIT '1'



Interstate



U.S. Highway



State Highway



Guardrail location



DOT Clear Zone



Existing ROW



Primary Gateway Feature Location



Secondary Gateway Feature Location



Proposed Wayfinding Signage Location



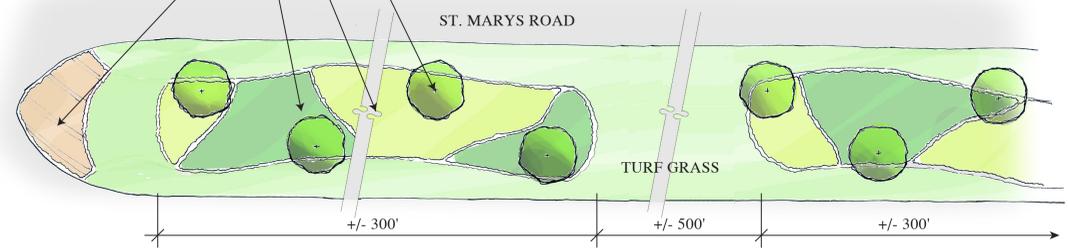
THOMAS & HUTTON

50 park of commerce way • po box 2727
savannah, ga 31402-2727 • 912.234.5300
www.thomasandhutton.com

This map illustrates a general plan of the development which is for discussion purposes only, does not limit or bind the owner/developer, and is subject to change and revision without prior written notice to the holder. Dimensions, boundaries and position locations are for illustrative purposes only and are subject to an accurate survey and property description.

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CRAPE MYRTLES, 35' O.C., STAGGERED, (TYP.)
 DRIFTS OF FAKAHATCHEE GRASS, (TYP.)
 DRIFTS OF MISCANTHUS GRASS, (TYP.)
 MUHLY GRASS AT MEDIAN ENDS



TYPICAL MEDIAN PLANTING: ST. MARYS ROAD
 SCALE: 1" = 20'-0"



RIVERFRONT PARK: SWING TRELLIS



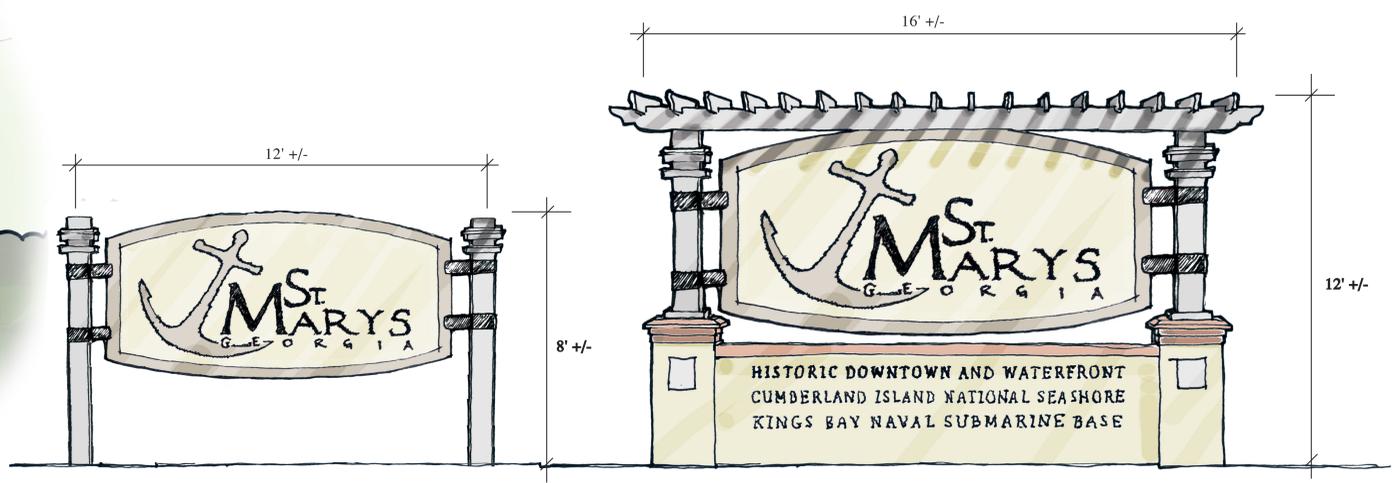
PERSPECTIVE VIEW
 SCALE: N/A



STUDY AREA '1': MAIN GATEWAY FEATURE
 SCALE: 1" = 20'-0"



RIVERFRONT PARK: TABBY WALLS, BRICK PIERS, TRELLIS



TYPE '2' SIGN
 SCALE: 1/2"=1'-0"

TYPE '1' SIGN:
 SCALE: 1/2"=1'-0"



ST. MARYS ROAD GATEWAY ENHANCEMENT PROJECT

August, 2014

DESIGN CONCEPT

EXHIBIT '2'

THOMAS & HUTTON
 50 park of commerce way • po box 2727
 savannah, ga 31402-2727 • 912.234.5300
 www.thomasandhutton.com

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Study Area 1					
Item	Description	Quantity	Units	Unit Price	Total
1	Anchor at focal point (Possible Donation ?)	1	EA	TBD	
2	Trellis Sign (Type '1' Sign)	1	EA	\$13,500.00	\$13,500.00
3	Tabby Wall with Brick Piers and Cap (north St. Mary's Rd.)	115	LF	\$200.00	\$23,000.00
4	Tabby Wall with Brick Piers and Cap (south St. Mary's Rd.)	115	LF	\$200.00	\$23,000.00
5	Flagpoles	3	EA	\$5,000.00	\$15,000.00
6	Landscaping (north St. Mary's Rd.)	1	LS	\$25,000.00	\$25,000.00
7	Landscaping (south St. Mary's Rd.)	1	LS	\$25,000.00	\$25,000.00
8	Signage Lighting / Anchor Lighting	1	LS	\$8,000.00	\$8,000.00
9	Irrigation / Well (north and south St. Mary's Rd.)	1	LS	\$35,000.00	\$35,000.00
Study Area 1 - TOTAL					\$167,500.00

Median Plantings (Alternating 300 LF Planting Beds / 500 LF Grassed Median)					
Item	Description	Quantity	Units	Unit Price	Total
1	Crape Myrtle (35' o.c.)	150	EA	\$225.00	\$33,750.00
2	Fakahatchee Grass (5' o.c.)	2,875	EA	\$18.00	\$51,750.00
3	Maiden Grass (5' o.c.)	2,875	EA	\$18.00	\$51,750.00
4	Muhly Grass (3' o.c.)	1,000	EA	\$10.00	\$10,000.00
5	Manual Irrigation, First Growing Season (Gator Bags / Water Truck)	1	LS	\$12,000.00	\$12,000.00
Median Planting - TOTAL					\$159,250.00

Study Area 2					
Item	Description	Quantity	Units	Unit Price	Total
1	Type '2' Sign at St. Mary's Rd / SR 40 Intersection	1	EA	\$8,500.00	\$8,500.00
2	Directional Trellis Sign (Type '1' Sign) at end SR 40 Ramp	1	EA	\$13,500.00	\$13,500.00
3	Type '2' Sign at SR 40 Bridge Embankment	1	EA	\$8,500.00	\$8,500.00
4	Landscaping @ Signs	1	LS	\$37,500.00	\$37,500.00
5	Signage Lighting	1	LS	\$8,000.00	\$8,000.00
Study Area 2 - TOTAL					\$76,000.00

SUB TOTAL	\$402,750.00
10% CONTINGENCY - TOTAL	\$40,275.00
TOTAL	\$443,025.00
DESIGN FEES	\$35,442.00
TOTAL	\$478,467.00

NOTES:

1. This conceptual opinion of probable cost is based on the concept plans dated 8-13-14.
2. Pinestraw mulch is considered to be included in the cost of the associated plantings.

Since Landscape Architect has no control over the cost of labor, materials, equipment or services furnished by others, or over the Contractor's methods of determining prices, or over competitive bidding or market conditions, his opinions of probable project cost and construction cost provided herein are to be made on the basis of his experience and qualifications and represent his best judgment as an experienced and qualified professional, familiar with the construction industry; but Landscape Architect cannot and does not guarantee that