

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**OFFICE OF DESIGN POLICY & SUPPORT  
INTERDEPARTMENTAL CORRESPONDENCE**

**FILE** P.I. #0010101 **OFFICE** Design Policy & Support  
GDOT District 3 - Thomaston  
Muscogee County **DATE** June 11, 2012  
14<sup>th</sup> Street Pedestrian Bridge - Phase II  
**FROM** *Kim Pulljoe*  
*for* Brent Story, State Design Policy Engineer  
**TO** SEE DISTRIBUTION  
**SUBJECT** **APPROVED CONCEPT REPORT**

Attached is the approved Concept Report for the above subject project.

Attachment

**DISTRIBUTION:**

Genetha Rice-Singleton, Program Control Administrator  
Bobby Hilliard, State Program Delivery Engineer  
Cindy VanDyke, State Transportation Planning Administrator  
Angela Robinson, Financial Management Administrator  
Glenn Bowman, State Environmental Administrator  
Ben Rabun, State Bridge Engineer  
Kathy Zahul, State Traffic Engineer  
Georgene Geary, State Materials & Research Engineer  
Lisa Myers, State Project Review Engineer  
Jeff Baker, State Utilities Engineer  
Ken Thompson, Statewide Location Bureau Chief  
David Millen, District Engineer  
Bill Rountree, District Preconstruction Engineer  
Kerry Gore, District Utilities Engineer  
Ryan Fernandez, Project Manager  
BOARD MEMBER - 2nd Congressional District

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

PROJECT CONCEPT REPORT

County: Muscogee  
P. I. Number: 0010101  
Federal Route Number: N/A  
State Route Number: N/A

Riverwalk – 14<sup>th</sup> Street Bridge Phase 2 Plaza

Submitted for approval: (Submit to "Concept Reports" in Outlook)

DATE 3/16/2012

Neil Clark, Hecht Burdshaw Architects, Inc.

Design Consultant Name and Firm Name (if applicable)

DATE 3/16/2012

R. Jones, Columbus Consolidated Government

Local Government (if applicable)

DATE 3/19/12

[Signature]  
Design Phase Office Head (if applicable)

DATE 3/19/2012

[Signature]  
Office Head (Project Manager's Office)

DATE 3/19/2012

[Signature]  
Project Manager

Recommendation for approval:

DATE 3/29/2012

\* Genetha Rice-Singleton / KLP  
Program Control Administrator

DATE 3/30/2012

\* Glenn Bowman / KLP  
State Environmental Administrator

DATE 3/30/2012

\* Kathy Zahul / KLP  
State Traffic Engineer

DATE 3/27/2012

\* Lisa Myer / KLP  
Project Review Engineer

DATE 3/27/2012

\* Patrick Allen / KLP  
State Utilities Engineer

DATE 3/27/2012

\* Kerry Gore / KLP  
District Engineer / District Utilities Engineer

DATE 5/17/2012

\* Ben Rabun / KLP  
State Bridge Design Engineer

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 Plan (RTP) and/or the State Transportation Improvement Program (STIP).

DATE 4-2-12

\* Recommendation on file  
[Signature]  
State Transportation Planning Administrator

Project Concept Report page 2  
P. I. Number: 0010101  
County: **Muscogee**

Include a project location sketch or map sufficient to locate the project and its beginning and ending points.

**See Attached Sheet 04/21/12 Site Plan**

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**Need and Purpose:** *Connect existing 14<sup>th</sup> Street Pedestrian Bridge to the existing Riverwalk system and 14<sup>th</sup> Street.*

**Description of the proposed project:** The Riverwalk- 14<sup>th</sup> Street Bridge Phase 2 Plaza project will consist of a new Plaza at the base of the 14<sup>th</sup> Street Bridge, and a new streetscape project for 14<sup>th</sup> Street connecting the Bridge Plaza to Broadway. The new streetscape project will be constructed in accordance with the current Americans with Disabilities Act requirements. The project will have amenities such as area lighting, benches, trash receptacles, and landscaping appropriate to the area and consistent with standards used on other adjacent projects. Total length of the proposed streetscape to be constructed in the Riverwalk 14<sup>th</sup> Street Bridge Phase 2 Plaza project is approximately 525 feet. The project is intended to connect the existing Riverwalk to the north, a Riverwalk project under construction to the south, and the 14<sup>th</sup> Street Bridge currently being renovated for pedestrian and bicycle traffic. From this project site, the Riverwalk proceeds south for approximately 11 miles to the Fort Benning National Infantry Museum and north for approximately 5 miles to the Lake Oliver Marina.

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

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

PDP Classification: Major \_\_\_\_\_ Minor X

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

Functional Classification: Local Road

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

Traffic (AADT):

Open Year: (20XX) X Design Year: (20YY) X

Existing design features:

- Typical Section: The existing section consists of 14th Street, a two lane road leading up to the 14th Street bridge. The bridge has been closed to traffic and is being converted to a pedestrian and bicycle access only bridge as part of CSSTP 0009-00(401). The 14th Street bridge will become part of Columbus's Riverwalk system. The existing 14th street is two lanes with a concrete curb on both sides. There is an existing 5 foot sidewalk on both sides of the street.  
Posted speed 30 mph Minimum radius for curve: N/A
- Maximum super-elevation rate for curve: N/A
- Maximum grade: N/A %
- Width of right-of-way: 99+- ft.
- Major structures: The approach section of the 14<sup>th</sup> Street bridge is within the 14<sup>th</sup> Street Bridge Plaza project. The approach section is not part of the historic arched bridge structure currently being renovated as part of CSSTP 0009-00(401). The approach section will be demolished and replaced with a concrete earth filled structure, creating a new approach to the 14<sup>th</sup> Street Bridge. Handicap access to the riverwalk is provided in the existing riverwalk adjacent (north) of this project.
- Major interchanges or intersections along the project. N/A
- Existing length of roadway segment. For new location projects, the existing length of roadway is zero (0). 522 ft.

**Proposed Design Features:**

- Proposed typical section(s): **Typical section through 14th Street will include a four lane road leading to a turnaround at the approach to the existing 14th Street Bridge. The road will have lane widths of 12'-6", granite curbs, a 10' + green space separating the road from a 7'-6" wide concrete sidewalk on each side. Lighting will be provided by the City of Columbus through an agreement with Georgia Power.**
- Proposed Design Speed Mainline 30 mph
- Proposed Maximum grade Mainline N/A %
- Maximum grade allowable N/A %
- Proposed Maximum grade Side Street N/A %
- Maximum grade allowable N/A %
- Proposed Maximum grade driveway N/A %
- Proposed Minimum radius of curve 23 ft
- Minimum radius allowable N/A ft
- Maximum allowable superelevation rate N/A
- Proposed maximum superelevation rate N/A
- Right-of-Way \_\_\_\_\_
  - Width 99 ft. +-
  - Easements: Temporary ( ) Permanent ( ) Utility ( ) Other ( ). N/A
  - Type of access control: Full ( ) Partial ( ) By Permit ( ) Other ( ). N/A
  - Number of parcels: N/A Number of displacements: N/A
    - Business: \_\_\_\_\_
    - Residences: \_\_\_\_\_
    - Mobile homes: \_\_\_\_\_
    - Other: \_\_\_\_\_
- Structures:
  - Bridges N/A
  - ✕ Retaining walls

Major intersections, interchanges, median openings and signal/intersection control locations.. N/A
- For ITS projects identify physical limits of field device location, location of any control centers and/or brief explanation of new features. N/A
- Transportation Management Plan Anticipated: Yes ( ) No ( **X** )
- Design Exceptions to controlling criteria anticipated: N/A

<u>YES</u>	<u>NO</u>	<u>UNDETERMINED</u>
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1. DESIGN SPEED:	( )	( )	( )
2. LANE WIDTH:	( )	( )	( )
3. SHOULDER WIDTH:	( )	( )	( )
4. BRIDGE WIDTH:	( )	( )	( )
5. HORIZONTAL ALIGNMENT:	( )	( )	( )
6. SUPERELEVATION:	( )	( )	( )
7. VERTICAL ALIGNMENT:	( )	( )	( )
8. GRADE:	( )	( )	( )
9. STOPPING SIGHT DISTANCE:	( )	( )	( )



- Providing Detours Contractor
- Environmental Studies/Documents/Permits: Architect/Engineer
- Environmental Mitigation: City of Columbus (if required)

#### Coordination

- Initial Concept Meeting date and brief summary. N/A
- Concept Meeting date and brief summary. 1 April 2010, see minutes attached
- P A R meetings, dates and results. N/A
- FEMA, USCG, and/or TVA. N/A
- Public involvement. N/A
- Local government comments. N/A
- Other projects in the area.: GDOT Project Number: TEE-0008-00(184) Riverwalk-13<sup>th</sup> to 14<sup>th</sup> Streets (GDOT Approval Process), GDOT Project Number: CSTP 0009-00(401) 14<sup>th</sup> Street Bridge (under construction), Various sections of Columbus Riverwalk (completed)
- Railroads. N/A
- Peer Review documentation N/A
- Other coordination to date. N/A

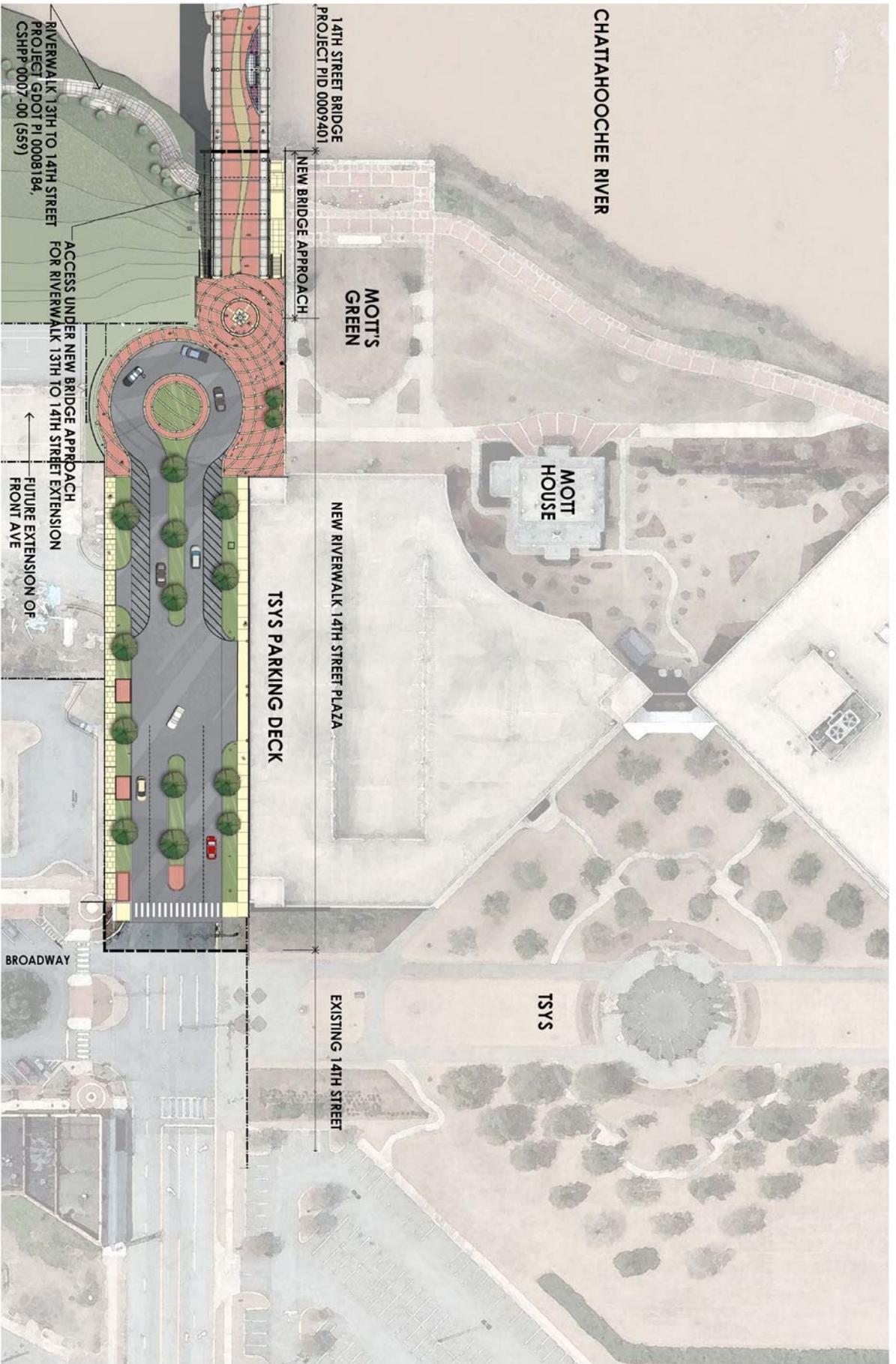
*build*   
**Other alternates considered: No bid alternate. Does not meet need and purpose of providing pedestrian and bicycle access only.**

#### Comments:

#### Attachments:

1. Location Layout
2. Typical Sections
3. Detailed Cost Estimates
  - a. Construction including Engineering & Inspection
  - b. Completed price adjustment form
4. Concept Meeting Minutes
5. PFA
6. Lighting email





CHATTAHOOCHEE RIVER

14TH STREET BRIDGE  
PROJECT PID 0009401

MOTT'S  
GREEN

MOTT  
HOUSE

NEW RIVERWALK 14TH STREET PLAZA

TSYS PARKING DECK

TSYS

EXISTING 14TH STREET

RIVERWALK 13TH TO 14TH STREET  
PROJECT GDOT PI 0008184,  
CSHP 0007-00 (559)

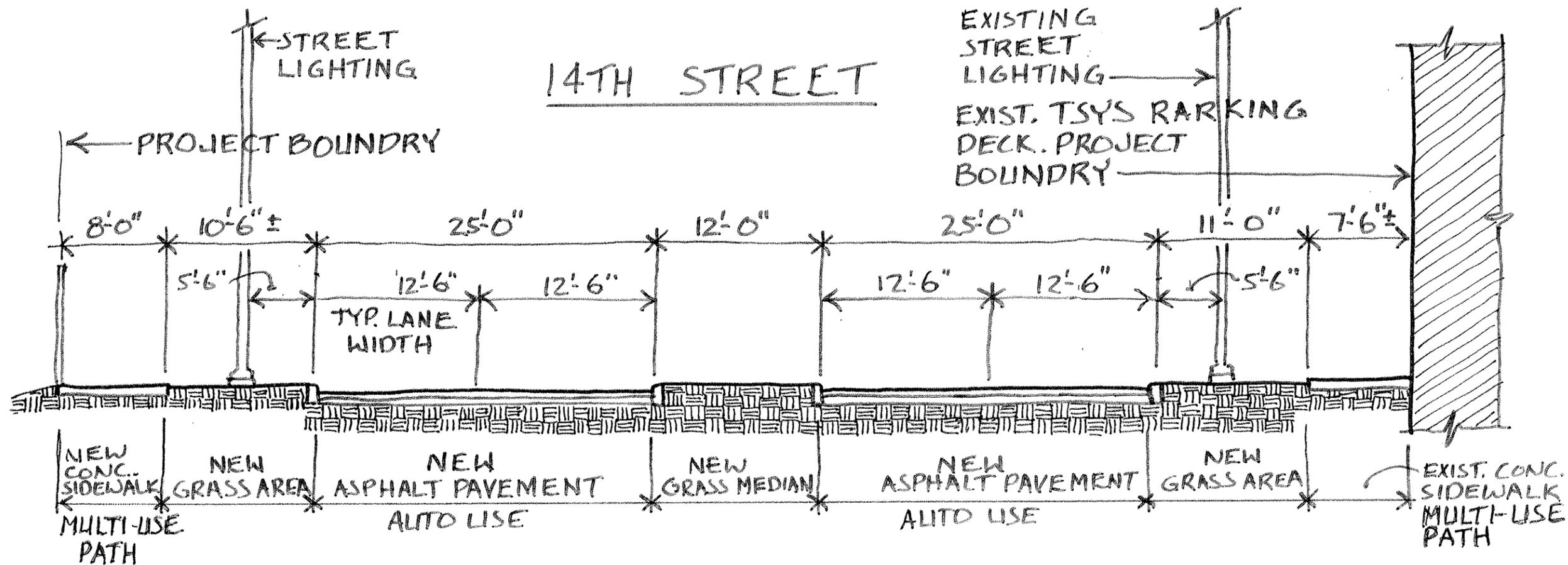
ACCESS UNDER NEW BRIDGE APPROACH  
FOR RIVERWALK 13TH TO 14TH STREET EXTENSION

FUTURE EXTENSION OF  
FRONT AVE

BROADWAY

CONCEPT PLAN  
PROJECT NUMBER 0010101  
RIVERWALK 14TH STREET BRIDGE PHASE 2 PLAZA

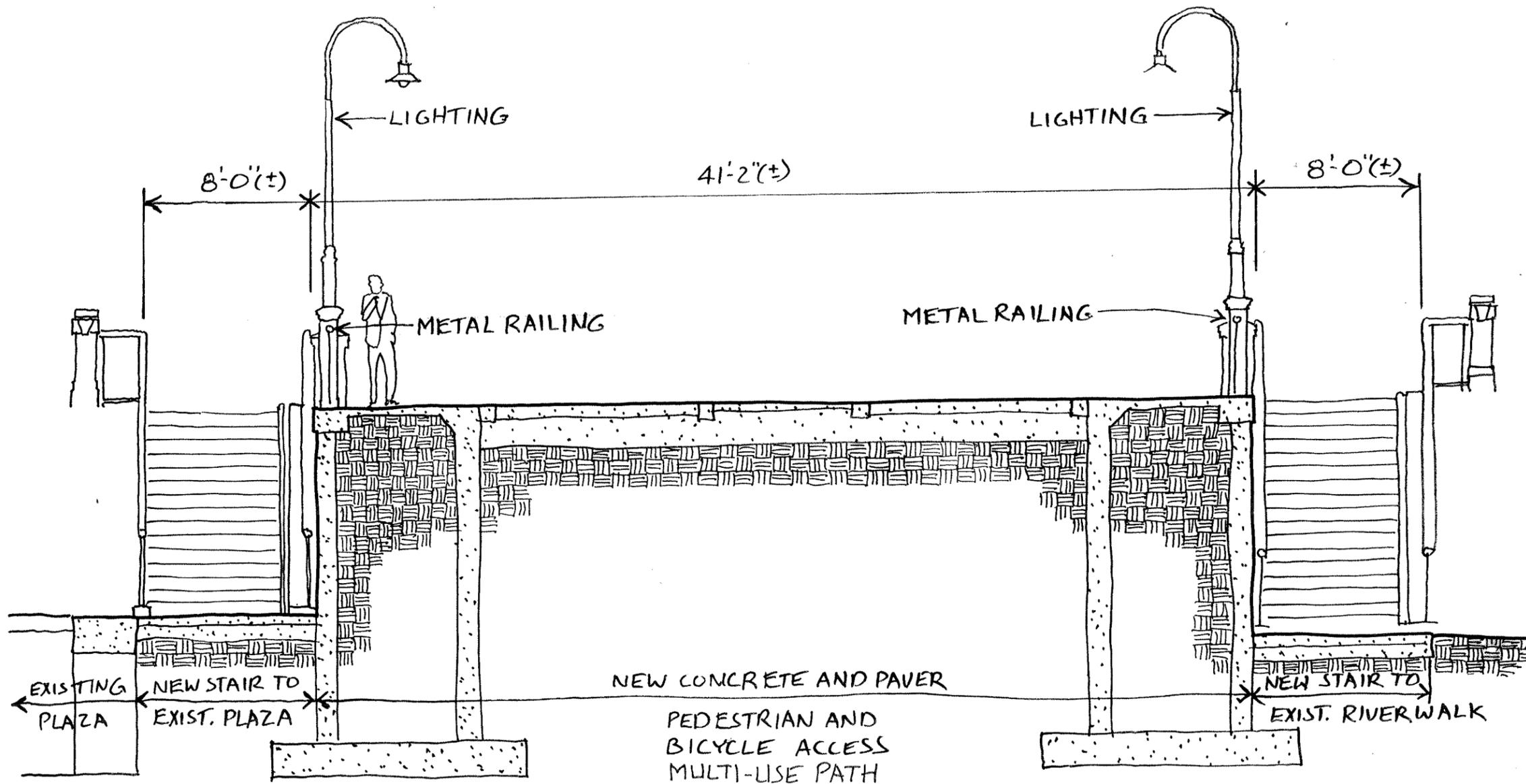




TYPICAL SECTION @ 14<sup>TH</sup> STREET  
 1/14" = 1'-0"

TYPICAL SECTION 14TH STREET PROJECT NUMBER 0010101  
 RIVERWALK 14TH STREET BRIDGE PHASE 2 PLAZA  
 COLUMBUS, GEORGIA

4/21/2012



TYPICAL SECTION @ PLAZA  
 3/16" = 1'-0"

TYPICAL SECTION PLAZA PROJECT NUMBER 0010101  
**RIVERWALK 14TH STREET BRIDGE PHASE 2 PLAZA**  
 COLUMBUS, GEORGIA  
 4/21/2012

**PROJ. NO.:** 0  
**P.I. NO.** 0010101  
**DATE:** 3/19/2012

<b>Base Construction Cost</b>		\$	1,795,790.00
E & I	5%	\$	89,789.50
Construction Contingency		\$	-
<b>Subtotal Construction Cost</b>		\$	<u>1,885,579.50</u>
Liquid AC Adjustment (50 % cap)		\$	<u>13,316.76</u>
<b>Total Construction Cost</b>		\$	<u>1,898,896.26</u>

PROJ. NO.

[Redacted]

CALL NO.

P.I. NO.

0010101

DATE

3/19/2012

INDEX (TYPE)

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Mar-12	\$ 3.679
DIESEL		\$ 4.070
LIQUID AC		\$ 614.00

Link to Fuel and AC Index:

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

**LIQUID AC ADJUSTMENTS**

$PA = \left( \frac{APM - APL}{APL} \right) \times TMT \times APL$

**Asphalt**

Price Adjustment (PA)			\$	<b>12,525.60</b>	\$	<b>12,525.60</b>
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	982.40		
Monthly Asphalt Cement Price month project let (APL)			\$	614.00		
Total Monthly Tonnage of asphalt cement (TMT)				34		

ASPHALT	Tons	%AC	AC ton
Leveling		5.0%	0
12.5 OGFC		5.0%	0
12.5 mm	272	5.0%	13.6
9.5 mm SP		5.0%	0
25 mm SP		5.0%	0
19 mm SP	408	5.0%	20.4
			<b>34</b>

**BITUMINOUS TACK COAT**

Price Adjustment (PA)			\$	<b>791.16</b>	\$	<b>791.16</b>
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	982.40		
Monthly Asphalt Cement Price month project let (APL)			\$	614.00		
Total Monthly Tonnage of asphalt cement (TMT)				2.147550461		

Bitum Tack	Gals	gals/ton	tons
	500	232.8234	2.14755046

PROJ. NO.

[Redacted]

CALL NO.

P.I. NO.

0010101

DATE

3/19/2012

**BITUMINOUS TACK COAT (surface treatment)**

Price Adjustment (PA)						<b>0</b>	\$	-
Monthly Asphalt Cement Price month placed (APM)		Max. Cap	60%	\$	982.40			
Monthly Asphalt Cement Price month project let (APL)				\$	614.00			
Total Monthly Tonnage of asphalt cement (TMT)					0			

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.	[Redacted]	0.20	0	232.8234	0
Double Surf. Trmt.	[Redacted]	0.44	0	232.8234	0
Triple Surf. Trmt	[Redacted]	0.71	0	232.8234	0
					0

<b>TOTAL LIQUID AC ADJUSTMENT</b>							\$	<b>13,316.76</b>
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**Riverwalk 14th Street Bridge Phase 2 Plaza  
Concept Submittal Budget Estimate  
04/21/12**

Category	SF/LF	SY/CY	LS	Ton	EA	AT	Construction Cost
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**14th Street Bridge to Broadway**

**\$611,790**

Demolish Concrete Sidewalks, Drives	8,400					\$2	\$14,280
Demolish Asphalt Roadway	20,000					\$1	\$16,000
Demolish curb and gutter	850					\$12	\$10,200
Undercutting of Existing Soil		2,055				\$8	\$16,440
Replacement of Undercut Soil		2,055				\$16	\$32,880
8" GAB Base				1,087		\$18	\$20,073
3" Binder				408		\$67	\$27,354
2" Topping Asphalt				272		\$69	\$18,633
Brick and concrete sidewalks			X				\$106,500
Concrete sidewalks	2,810					\$8	\$22,480
Striping			X				\$10,000
Granite curbs	1,350					\$50	\$67,500
Graphics and signage			X				\$45,000
Signature Riverwalk signage			X				\$50,000
Tactile warning pavers			X				\$8,000
Georgia Power lights					10	\$3,000	\$30,000
Miscellaneous power			X				\$25,000
New Stairs each side of wall			X				\$60,000
Chain link fence	450					\$5	\$2,250
Benches					4	\$1,600	\$6,400
Bike Racks					12	\$1,600	\$19,200
Trash Receptacles					2	\$1,800	\$3,600

**New Bridge section**

**\$1,009,200**

Demolish Bridge Section			X				\$200,000
Misellaneous Grading			X				\$80,000
Walls	160					\$1,000	\$160,000
Foundation	100					\$400	\$40,000
Tunnel			X				\$300,000
Drainage system / damproofing			X				\$90,000
Fill Material		1,500				\$18	\$27,000
Metal handrail	150					\$200	\$30,000
Concrete Handrail Bollard					14	\$1,500	\$21,000
4" base material	2,000					\$1	\$1,200
'Mud slab	2,000					\$4	\$8,000
Concrete around pavers	2,000					\$8	\$16,000
Brick paver on setting bed	1,500					\$14	\$21,000
Finish coating	5,000					\$3	\$15,000

**Landscaping**

**\$88,800**

Irrigation			X				\$20,000
Sod	20,000					\$1	\$20,000
Planting			X				\$20,000
Landscaping - trees					18	\$1,600	\$28,800

**Storm Drainage**

**\$86,000**

Inlets					3	\$2,000	\$6,000
Rework exist manhole					4	\$2,000	\$8,000
Manhole					2	\$6,000	\$12,000
Rework exist utility			X				\$20,000
Drain lines	400					\$100	\$40,000

<b>Total</b>	<b>\$1,795,790</b>
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Date: April 1, 2010

Project: Chattahoochee Riverwalk – 14<sup>th</sup> Street Bridge Columbus, GA  
Chattahoochee Riverwalk – 14<sup>th</sup> Street Bridge Plaza Columbus, GA  
Chattahoochee Riverwalk – 13<sup>th</sup> to 14<sup>th</sup> Street Columbus, GA

Project No.: 2009-032, 2010-004, 2007-015

Reported By: Tim Dodds

Also attended: Chetna Dixon, US Department of Transportation  
Jonathan Cox, Georgia Department of Transportation  
Amanda Schraner, Georgia DNR, State Parks & Historic Sites Division  
Dean Baker, Georgia DNR, State Parks & Historic Sites Division  
Tom Queen, Georgia Department of Transportation  
Rick Jones, Columbus Consolidated Government  
Charlotte H. Weber, Jordan, Jones & Goulding, Inc.  
Jennifer Mathis, Jordan, Jones & Goulding, Inc.  
Garrick L Edwards, Hatch Mott MacDonald  
Neil Clark, Hecht Burdeshaw Architects, Inc.

Please review these minutes and notify the Architect if any amendments, additions or deletions need to be made.

1. Neil Clark presented a video and gave an overview of the 14<sup>th</sup> Street Bridge, 14<sup>th</sup> Street Bridge Plaza, 13<sup>th</sup> to 14<sup>th</sup> Street Riverwalk and the new Rails to Trails projects and how they will interact with each other once complete. The permitting of each was reviewed.

#### **14<sup>th</sup> Street Bridge Project – 2009-032**

1. The 14<sup>th</sup> Street Bridge project will consist of structural refurbishment of the existing bents and arches. The bridge will have a new top with new railings and hardscapes.
2. Project has been permitted and cleared for bidding. The city of Columbus will put the project out for bid in the next few months.
3. The first 80 feet of bridge, the eastern approach (Georgia approach), is of a different construction and has been determined to be structurally infeasible to refurbish. It is not included in the bridge project contract documents currently released for bid. This section will be included in the 14<sup>th</sup> Street Bridge Plaza project.

#### **14<sup>th</sup> Street Bridge Plaza Project – 2010-004**

1. The 14<sup>th</sup> Street Bridge Plaza project will consist of the demolition and replacement of the Georgia approach listed above and a streetscapes project connecting the bridge to the newly renovated Broadway streetscapes.

2. This project has not been permitted and is in schematic design. Hecht Burdeshaw Architects (HBA) and the city of Columbus will prepare a concept submittal for approval.
3. The first 80 feet of the bridge, the eastern approach (Georgia approach), was discussed. The approach is of a different construction than the main bridge. Garrick Edwards gave a description of the structural deterioration of the existing bridge approach. The schematic plans call for demolition of the approach and construction of a concrete retaining wall structure in its place. The new structure will have access underneath for the continuation of the new Riverwalk 13<sup>th</sup> to 14<sup>th</sup> Streets project.

It was agreed that the bents and arched portion of the bridge are the historically significant portion of the bridge and should be restored as planned. The approach is not historically significant and should be demolished due to structural deficiencies.

HPD will be interested in reviewing the new design for the approach to ensure that it is compatible with the character of the existing historic bridge structure.

### **Riverwalk 13<sup>th</sup> to 14<sup>th</sup> Street Project – 2007-015**

1. The Riverwalk 13<sup>th</sup> to 14<sup>th</sup> Street project will consist of a new riverwalk path connecting the existing riverwalk below the 13<sup>th</sup> Street Bridge (south) with the existing riverwalk at Motts Green (north). The riverwalk path will go under the new 14<sup>th</sup> Street Bridge approach referenced above.
2. The Riverwalk 13<sup>th</sup> to 14<sup>th</sup> Street project is in the final steps of permitting and should be out for bid this summer. The final submittal has been submitted to GDOT for approval.
3. The section under the 14<sup>th</sup> Street Bridge will be bid as an alternate. It cannot be constructed until the new bridge approach is constructed as part of the 14<sup>th</sup> Street Bridge Plaza project.
4. HBA and the City of Columbus have received a request from the Columbus River Rapids Project to use a section of the planned riverwalk project as an access point for construction in the riverbed. If this request is granted, the portion of the riverwalk immediately south of the bridge will be delayed for an undefined amount of time.
5. Both the section of riverwalk under the bridge (Item 12) and the portion used for River Rapids construction access (Item 13) will need to be moved to the 14<sup>th</sup> Street Bridge Plaza project. Construction phasing issues dictate this change. Is it possible to move the funding for this construction from the Riverwalk 13<sup>th</sup> to 14<sup>th</sup> Street project to the 14<sup>th</sup> Street Bridge Plaza project?
6. The phasing of the 14<sup>th</sup> Street Bridge project and the 14<sup>th</sup> Street Bridge Plaza project was reviewed. It was decided that there was no way to link the construction of both projects with one contractor. This will result in a delay after the construction completion of the 14<sup>th</sup> Street Bridge project, waiting for the construction completion of the 14<sup>th</sup> Street Bridge Plaza project. During this delay, the refurbished bridge will not be accessible to the public from the Columbus side of the river.

HBA and the City of Columbus will engage the City of Phenix City in conversations regarding using the Phenix City side of the Bridge for construction access and staging during bridge renovation. This may reduce the delay referenced above.

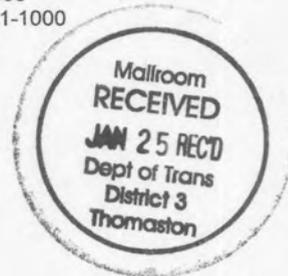
cc: Ms. Chetna Dixon, US DOT (*email only: chetna.dixon@dot.gov*)  
Mr. Jonathan Cox, GDOT (*email only: jonathan.cox@dot.state.ga.us*)  
Ms. Meg Pirkle, GDOT (*email only: mpirkle@dot.ga.gov*)  
Mr. Paul Liles, GDOT (*email only: pliles@dot.ga.gov*)  
Mr. Tom Queen, GDOT (*email only: tom.queen@dot.state.ga.us*)  
Ms. Amanda Schraner, Georgia DNR (*email only: amanda.schraner@dnr.state.ga.us*)  
Mr. Dean Baker, Georgia DNR (*email only: dean.baker@dnr.state.ga.us*)  
Ms. Charlotte Weber, JJG (*sent email only: charlotte.weber@jgg.com*)  
Ms. Jennifer Mathis, JJ&G (*email only: jennifer.mathis@jgg.com*)  
Mr. Garrick Edwards, HMM (*sent email only: garrick.edwards@hatchmott.com*)  
Mr. Harry Westcott, CCG (*email only: hwestcott@columbusga.org*)  
Mr. Rick Jones, CCG (*email only: rjones@columbusga.org*)  
Mr. David Arrington, CCG (*email only: darrington@columbusga.org*)  
NPC, TJD, 2009-032

Vance C. Smith, Jr., Commissioner



GEORGIA DEPARTMENT OF TRANSPORTATION

One Georgia Center, 600 West Peachtree Street, NW  
Atlanta, Georgia 30308  
Telephone: (404) 631-1000



January 20, 2011

The Honorable Teresa Tomlinson  
Commission Chairman  
Columbus-Muscogee Consolidated Government  
P. O. Box 1340  
Columbus, Georgia 31902

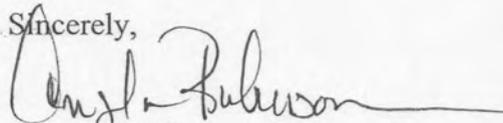
Attention: Mr. Rick Jones  
Mr. Felton Grant

Dear Ms. Tomlinson:

I am returning for your files an executed agreement between the Georgia Department of Transportation and Columbus-Muscogee County for the following project:

**PROJECT#: Columbus-Muscogee County, P.I. #0010101**

We look forward to working with you on the successful completion of the joint project.  
Should you have any questions, please contact the Project Manager Tom Queen at (706)646-6982.

Sincerely,  
  
Angela Robinson,  
Financial Management Administrator

AR:rm

Enclosure

c: Bob Rogers  
David Millen – District 3  
Tom Queen – District 3  
Kerry Gore – District 3  
Jeff Baker – Utilities

**AGREEMENT**  
**BETWEEN**  
**DEPARTMENT OF TRANSPORTATION**  
**STATE OF GEORGIA**  
**AND**  
**CONSOLIDATED GOVERNMENT OF COLUMBUS/MUSCOGEE COUNTY**  
**GOVERNMENT NAME**  
**FOR**  
**TRANSPORTATION FACILITY IMPROVEMENTS**  
14<sup>th</sup> Street Pedestrian Bridge – Phase II

This Framework Agreement is made and entered into this 14<sup>th</sup> day of January, 2011, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and the **CONSOLIDATED GOVERNMENT OF COLUMBUS/MUSCOGEE COUNTY**, acting by and through its Mayor and City Council, hereinafter called the "LOCAL GOVERNMENT".

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to improve the transportation facility described in Attachment A, attached and incorporated herein by reference and hereinafter referred to as the "PROJECT"; and

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to participate in certain activities including the funding of certain portions of the PROJECT and the DEPARTMENT has relied upon such representations; and

WHEREAS, the DEPARTMENT has expressed a willingness to participate in certain activities of the PROJECT as set forth in this Agreement; and

WHEREAS, the Constitution authorizes intergovernmental agreements whereby state and local entities may contract with one another "for joint services, for the provision of services, or for the joint or separate use of facilities or equipment; but such contracts must deal with activities, services or facilities which the parties are authorized by law to undertake or provide." Ga. Constitution Article IX, §III, ¶I(a).

NOW THEREFORE, in consideration of the mutual promises made and of the benefits to flow from one to the other, the DEPARTMENT and the LOCAL GOVERNMENT hereby agree each with the other as follows:

1. The LOCAL GOVERNMENT has applied for and received "Qualification Certification" to administer federal-aid projects. The GDOT Certification Committee has reviewed, confirmed and approved the certification for the Local Government to develop federal project(s) within the scope of its certification using the DEPARTMENT'S Local Administered Project Manual procedures. The Local Government shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design) activities, hereinafter referred to as "PE", all reimburseable utility relocations, all non-reimburseable utilities owned by the LOCAL GOVERNMENT, railroad costs, right of way acquisitions and construction, as specified in Attachment A, attached hereto and incorporated herein by reference. Expenditures incurred by the LOCAL

GOVERNMENT prior to the execution of this AGREEMENT or subsequent funding agreements shall not be considered for reimbursement by the DEPARTMENT. PE expenditures incurred by the LOCAL GOVERNMENT after execution of this AGREEMENT shall be reimbursed by the DEPARTMENT once a written notice to proceed is given by the DEPARTMENT.

2. The DEPARTMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the, reimbursable utility relocations, or construction as specified in Attachment A.

3. It is understood and agreed by the DEPARTMENT and the LOCAL GOVERNMENT that the funding portion as identified in Attachment "A" of this Agreement only applies to the PE. The Right of Way and Construction funding estimate levels as specified in Attachment "A" are provided herein for planning purposes and do not constitute a funding commitment for right of way and construction. The DEPARTMENT will prepare LOCAL GOVERNMENT Specific Activity Agreements for funding applicable to Right of Way or Construction when appropriate.

Further, the LOCAL GOVERNMENT shall be responsible for repayment of any expended federal funds if the PROJECT does not proceed forward to completion due to a lack of available funding in future PROJECT phases, changes in local priorities or cancellation of the PROJECT by the LOCAL GOVERNMENT without concurrence by the DEPARTMENT.

4. The LOCAL GOVERNMENT shall be responsible for all costs for the continual maintenance and operations of any and all sidewalks and the grass strip between the curb and sidewalk within the PROJECT limits.

5. Both the LOCAL GOVERNMENT and the DEPARTMENT hereby acknowledge that Time is of the Essence. It is agreed that both parties shall adhere to the schedule of activities currently established in the approved Transportation Improvement Program/State Transportation Improvement Program, hereinafter referred to as "TIP/STIP". Furthermore, all parties shall adhere to the detailed project schedule as approved by the DEPARTMENT, attached as Attachment B and incorporated herein by reference. In the completion of respective commitments contained herein, if a change in the schedule is needed, the LOCAL GOVERNMENT shall notify the DEPARTMENT in writing of the proposed schedule change and the DEPARTMENT shall acknowledge the change through written response letter; provided that the DEPARTMENT shall have final authority for approving any change.

If, for any reason, the LOCAL GOVERNMENT does not produce acceptable deliverables in accordance with the approved schedule, the DEPARTMENT reserves the right to delay the PROJECT's implementation until funds can be re-identified for right of way or construction, as applicable.

6. The LOCAL GOVERNMENT shall certify that the regulations for "CERTIFICATION OF COMPLIANCES WITH FEDERAL PROCUREMENT REQUIREMENTS, STATE AUDIT REQUIREMENTS, and FEDERAL AUDIT REQUIREMENTS" are understood and will comply in full with said provisions.

7. The LOCAL GOVERNMENT shall accomplish the PE activities for the PROJECT. The PE activities shall be accomplished in accordance with the DEPARTMENT's Plan Development Process hereinafter referred to as "PDP", the applicable guidelines of the American Association of State Highway and Transportation Officials, hereinafter referred to as "AASHTO", the DEPARTMENT's Standard Specifications Construction of Transportation Systems, and all applicable design guidelines and policies of the DEPARTMENT to produce a cost effective PROJECT. Failure to follow the PDP and all applicable guidelines and policies will jeopardize the use of Federal Funds in some or all categories outlined in this agreement, and it shall be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. The LOCAL GOVERNMENT's responsibility for PE activities shall include, but is not limited to the following items:

a. Prepare the PROJECT Concept Report and Design Data Book in accordance with the format used by the DEPARTMENT. The concept for the PROJECT shall be developed to accommodate the future traffic volumes as generated by the LOCAL GOVERNMENT as provided for in paragraph 7b and approved by the DEPARTMENT. The concept report shall be approved by the DEPARTMENT prior to the LOCAL GOVERNMENT beginning further development of the PROJECT plans. It is recognized by the parties that the approved concept may be updated or modified by the LOCAL GOVERNMENT as required by the DEPARTMENT and re-approved by the

DEPARTMENT during the course of PE due to updated guidelines, public input, environmental requirements, Value Engineering recommendations, Public Interest Determination (PID) for utilities, utility/railroad conflicts, or right of way considerations.

b. Prepare a Traffic Study for the PROJECT that includes Average Daily Traffic, hereinafter referred to as "ADT", volumes for the base year (year the PROJECT is expected to be open to traffic) and design year (base year plus 20 years) along with Design Hour Volumes, hereinafter referred to as "DHV", for the design year. DHV includes morning (AM) and evening (PM) peaks and other significant peak times. The Study shall show all through and turning movement volumes at intersections for the ADT and DHV volumes and shall indicate the percentage of trucks on the facility. The Study shall also include signal warrant evaluations for any additional proposed signals on the PROJECT.

c. Prepare environmental studies, documentation, reports and complete Environmental Document for the PROJECT along with all environmental re-evaluations required that show the PROJECT is in compliance with the provisions of the National Environmental Policy Act or the Georgia Environmental Policy Act as per the DEPARTMENT's Environmental Procedures Manual, as appropriate to the PROJECT funding. This shall include any and all archaeological, historical, ecological, air, noise, community involvement, environmental justice, flood plains, underground storage tanks, and hazardous waste site studies required. The completed Environmental Document approval shall occur prior to Right of Way funding

authorization. A re-evaluation is required for any design change as described in Chapter 7 of the Environmental Procedures Manual. In addition, a re-evaluation document approval shall occur prior to any Federal funding authorizations if the latest approved document is more than 6 months old. The LOCAL GOVERNMENT shall submit to the DEPARTMENT all studies, documents and reports for review and approval by the DEPARTMENT, the FHWA and other environmental resource agencies. The LOCAL GOVERNMENT shall provide Environmental staff to attend all PROJECT related meetings where Environmental issues are discussed. Meetings include, but are not limited to, concept, field plan reviews and value engineering studies.

d. Prepare all PROJECT public hearing and public information displays and conduct all required public hearings and public information meetings with appropriate staff in accordance with DEPARTMENT practice.

e. Perform all surveys, mapping, soil investigations and pavement evaluations needed for design of the PROJECT as per the appropriate DEPARTMENT Manual.

f. Perform all work required to obtain all applicable PROJECT permits, including, but not limited to, Cemetery, TVA and US Army Corps of Engineers permits, Stream Buffer Variances and Federal Emergency Management Agency (FEMA) approvals. The LOCAL GOVERNMENT shall provide all mitigation required for the project, including but not limited to permit related mitigation. All mitigation costs are considered PE costs. PROJECT permits and non-construction related mitigation must be obtained and completed 3

months prior to the scheduled let date. These efforts shall be coordinated with the DEPARTMENT.

g. Prepare the stormwater drainage design for the PROJECT and any required hydraulic studies for FEMA Floodways within the PROJECT limits. Acquire of all necessary permits associated with the Hydraulic Study or drainage design.

h. Prepare utility relocation plans for the PROJECT following the DEPARTMENT's policies and procedures for identification, coordination and conflict resolution of existing and proposed utility facilities on the PROJECT. These policies and procedures, in part, require the Local Government to submit all requests for existing, proposed, and relocated facilities to each utility owner within the project area. Copies of all such correspondence, including executed agreements for reimbursable utility/railroad relocations, shall be forwarded to the DEPARTMENT's Project Manager and the District Utilities Engineer and require that any conflicts with the PROJECT be resolved by the LOCAL GOVERNMENT. If it is determined that the PROJECT is located on an on-system route or is a DEPARTMENT LET PROJECT, the LOCAL GOVERNMENT and the District Utilities Engineer shall ensure that permit applications are approved for each utility company in conflict with the project. If it is determined through the DEPARTMENT's Project Manager and State Utilities Office during the concept or design phases the need to utilize Overhead/Subsurface Utility Engineering, hereinafter referred to as "SUE", to obtain the existing utilities, the LOCAL

GOVERNMENT shall be responsible for acquiring those services. SUE costs are considered PE costs.

i. Prepare, in English units, Preliminary Construction plans, Right of Way plans and Final Construction plans that include the appropriate sections listed in the Plan Presentation Guide, hereinafter referred to as "PPG", for all phases of the PDP. All drafting and design work performed on the project shall be done utilizing Microstation and CAiCE software respectively using the DEPARTMENT's Electronic Data Guidelines. The LOCAL GOVERNMENT shall further be responsible for making all revisions to the final right of way plans and construction plans, as deemed necessary by the DEPARTMENT, for whatever reason, as needed to acquire the right of way and construct the PROJECT.

j. Prepare PROJECT cost estimates for construction, Right of Way and Utility/railroad relocation along with a Benefit Cost, hereinafter referred to as "B/C ratio" at the following project stages: Concept, Preliminary Field Plan Review, Right of Way plan approval (Right of Way cost only), Final Field Plan Review and Final Plan submission using the applicable method approved by the DEPARTMENT. The cost estimates and B/C ratio shall also be updated yearly if the noted project stages occur at a longer frequency. Failure of the LOCAL GOVERNMENT to provide timely and accurate cost estimates and B/C ratio may delay the PROJECT's implementation until additional funds can be identified for right of way or construction, as applicable.

k. Provide certification, by a Georgia Registered Professional Engineer, that the Design and Construction plans have been prepared under the guidance of the professional engineer and are in accordance with AASHTO and DEPARTMENT Design Policies.

l. Provide certification, by a Level II Certified Design Professional that the Erosion Control Plans have been prepared under the guidance of the certified professional in accordance with the current Georgia National Pollutant Discharge Elimination System.

m. Provide a written certification that all appropriate staff (employees and consultants) involved in the PROJECT have attended or are scheduled to attend the Department's PDP Training Course and Local Administered Project Training. The written certification shall be received by the Department no later than the first day of February of every calendar year until all phases have been completed.

8. The **Primary Consultant** firm or subconsultants hired by the LOCAL GOVERNMENT to provide services on the PROJECT **shall be prequalified** with the DEPARTMENT in the appropriate area-classes. The DEPARTMENT shall, on request, furnish the LOCAL GOVERNMENT with a list of prequalified consultant firms in the appropriate area-classes. **The LOCAL GOVERNMENT shall comply with all applicable state and federal regulations for the procurement of design services and in accordance with the Brooks Architect-Engineers Act of 1972**, better known as the Brooks Act, for any consultant hired to perform work on the PROJECT.

9. The DEPARTMENT shall review and has approval authority for all aspects of the PROJECT provided however this review and approval does not relieve the LOCAL GOVERNMENT of its responsibilities under the terms of this agreement. The DEPARTMENT will work with the FHWA to obtain all needed approvals as deemed necessary with information furnished by the LOCAL GOVERNMENT.

10. The LOCAL GOVERNMENT shall be responsible for the design of all bridge(s) and preparation of any required hydraulic and hydrological studies within the limits of this PROJECT in accordance with the DEPARTMENT's policies and guidelines. The LOCAL GOVERNMENT shall perform all necessary survey efforts in order to complete the hydraulic and hydrological studies and the design of the bridge(s). The final bridge plans shall be incorporated into this PROJECT as a part of this Agreement.

11. The LOCAL GOVERNMENT unless otherwise noted in attachment "A" shall be responsible for funding all LOCAL GOVERNMENT owned utility relocations and all other reimbursable utility/railroad costs. The costs include but are not limited to PE, easement acquisition, and construction activities necessary for the utility/railroad to accommodate the PROJECT. The terms for any such reimbursable relocations shall be laid out in an agreement that is supported by plans, specifications, and itemized costs of the work agreed upon and shall be executed prior to certification by the DEPARTMENT. The LOCAL GOVERNMENT shall certify via written letter to the DEPARTMENT's Project Manager and District Utilities Engineer that all Utility owners' existing and proposed facilities are shown on the plans with no conflicts 3 months prior to advertising the PROJECT for bids and that

any required agreements for reimbursable utility/railroad costs have been fully executed. Further, this certification letter shall state that the LOCAL GOVERNMENT understands that it is responsible for the costs of any additional reimbursable utility/railroad conflicts that arise on construction.

12. The DEPARTMENT will be responsible for all railroad coordination on DEPARTMENT Let and/or State Route (On-System) projects; the LOCAL GOVERNMENT shall address concerns, comments, and requirements to the satisfaction of the Railroad and the DEPARTMENT. If the LOCAL GOVERNMENT is shown to LET the construction in Attachment "A" on off-system routes, the LOCAL GOVERNMENT shall be responsible for all railroad coordination and addressing concerns, comments, and requirements to the satisfaction of the Railroad and the DEPARTMENT for PROJECT.

13. The LOCAL GOVERNMENT shall be responsible for acquiring a Value Engineering Consultant for the DEPARTMENT to conduct a Value Engineering Study if the total estimated PROJECT cost is \$10 million or more. The Value Engineering Study cost is considered a PE cost. The LOCAL GOVERNMENT shall provide project related design data and plans to be evaluated in the study along with appropriate staff to present and answer questions about the PROJECT to the study team. The LOCAL GOVERNMENT shall provide responses to the study recommendations indicating whether they will be implemented or not. If not, a valid response for not implementing shall be provided. Total project costs include PE, right of way, and construction, reimbursable utility/railroad costs.

14. The LOCAL GOVERNMENT, unless shown otherwise on Attachment A, shall acquire the Right of way in accordance with the law and the rules and regulations of the FHWA including, but not limited to, Title 23, United States Code; 23 CFR 710, et. Seq., and 49 CFR Part 24 and the rules and regulations of the DEPARTMENT. Upon the DEPARTMENT's approval of the PROJECT right of way plans, verification that the approved environmental document is valid and current, a written notice to proceed will be provided by the DEPARTMENT for the LOCAL GOVERNMENT to stake the right of way and proceed with all pre-acquisition right of way activities. The LOCAL GOVERNMENT shall not proceed to property negotiation and acquisition whether or not the right of way funding is Federal, State or Local, until the right of way agreement named "Contract for the Acquisition of Right of Way" prepared by the DEPARTMENT's Office of Right of Way is executed between the LOCAL GOVERNMENT and the DEPARTMENT. Failure of the LOCAL GOVERNMENT to adhere to the provisions and requirements specified in the acquisition contract may result in the loss of Federal funding for the PROJECT and it will be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. Right of way costs eligible for reimbursement include land and improvement costs, property damage values, relocation assistance expenses and contracted property management costs. Non reimbursable right of way costs include administrative expenses such as appraisal, consultant, attorney fees and any in-house property management or staff expenses. The LOCAL GOVERNMENT shall certify that all required right of way is obtained and cleared of obstructions, including underground storage tanks, 3 months prior to advertising the PROJECT for bids.

15. The DEPARTMENT unless otherwise shown in Attachment "A" shall be responsible for Letting the PROJECT to construction, solely responsible for executing any agreements with all applicable utility/railroad companies and securing and awarding the construction contract for the PROJECT when the following items have been completed and submitted by the LOCAL GOVERNMENT:

a. Submittal of acceptable PROJECT PE activity deliverables noted in this agreement.

b. Certification that all needed rights of way have been obtained and cleared of obstructions.

c. Certification that the environmental document is current and all needed permits and mitigation for the PROJECT have been obtained.

d. Certification that all Utility/Railroad facilities, existing and proposed, within the PROJECT limits are shown, any conflicts have been resolved and reimbursable agreements, if applicable, are executed.

If the LOCAL GOVERNMENT is shown to LET the construction in Attachment "A", the LOCAL GOVERNMENT shall provide the above deliverables and certifications and shall follow the requirements stated in Chapter 10 of the DEPARTMENT's Local Administered Project Manual.

16. The LOCAL GOVERNMENT shall provide a review and recommendation by the engineer of record concerning all shop drawings prior to the DEPARTMENT review and approval. The DEPARTMENT shall have final authority concerning all shop drawings.

17. The LOCAL GOVERNMENT agrees that all reports, plans, drawings, studies, specifications, estimates, maps, computations, computer files and printouts, and any other data prepared under the terms of this Agreement shall become the property of the DEPARTMENT if the PROJECT is being let by the DEPARTMENT. This data shall be organized, indexed, bound, and delivered to the DEPARTMENT no later than the advertisement of the PROJECT for letting. The DEPARTMENT shall have the right to use this material without restriction or limitation and without compensation to the LOCAL GOVERNMENT.

18. The LOCAL GOVERNMENT shall be responsible for the professional quality, technical accuracy, and the coordination of all reports, designs, drawings, specifications, and other services furnished by or on behalf of the LOCAL GOVERNMENT pursuant to this Agreement. The LOCAL GOVERNMENT shall correct or revise, or cause to be corrected or revised, any errors or deficiencies in the reports, designs, drawings, specifications, and other services furnished for this PROJECT. Failure by the LOCAL GOVERNMENT to address the errors or deficiencies within 30 days of notification shall cause the LOCAL GOVERNMENT to assume all responsibility for construction delays caused by the errors and deficiencies. All revisions shall be coordinated with the DEPARTMENT prior to issuance. The LOCAL GOVERNMENT shall also be responsible for any claim, damage, loss or expense, to the extent allowed by law that is attributable to errors, omissions, or negligent acts related to the designs, drawings, specifications, and other services furnished by or on behalf of the LOCAL GOVERNMENT pursuant to this Agreement.

This Agreement is made and entered into in FULTON COUNTY, GEORGIA, and shall be governed and construed under the laws of the State of Georgia.

The covenants herein contained shall, except as otherwise provided, accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.

IN WITNESS WHEREOF, the DEPARTMENT and the LOCAL GOVERNMENT have caused these presents to be executed under seal by their duly authorized representatives.

GEORGIA DEPARTMENT OF TRANSPORTATION

CONSOLIDATED GOVERNMENT OF COLUMBUS/MUSCOGEE COUNTY

BY: Vann Smith  
Commissioner

BY: Isaiah Hugley  
Name Isaiah Hugley  
Title City Manager

ATTEST: [Signature]  
Treasurer



Signed, sealed and delivered this 16th day of November, 2010, in the presence of:

Shondell V. Jones  
Witness

Sandra T. Davis  
Notary Public

SANDRA T. DAVIS  
MY COMMISSION EXPIRES SEPTEMBER 10, 2012

EXECUTION AUTHORIZED  
By Resolution No. 411-10

King B. Washington  
Clerk of Council

This Agreement approved by Local Government, the 9th day of November, 2010.

Attest  
King B. Washington  
Name and Title  
CLERK OF COUNCIL

FEIN: 58-1097948

**ATTACHMENT "A"**  
**Project Number: 0010101 Muscogee County**

Project (PI#, Project #, Description)	Preliminary Engineering		Right of Way		Construction		Utility Relocation		
	Funding	PE Activity by	*Funding of Real Property	Acq. by	Acq. Fund by	*Funding	Letting by	Utility Funding by	Railroad Funding by
0010101, 14 <sup>th</sup> Street Pedestrian Plaza Phase II	(80%) Federal (\$160,000) (0%) State (\$0.00) (20%) LCL GOV (\$40,000)	Local Gov.	100% LCL GOV	Local Gov.	Local Gov.	(80%) Federal (\$3,340,000) (0%) State (\$0.00) (20%) LCL GOV (\$835,000) >(\$4,175,000.00) 100% Local Gov.	GDOT	100% Local Gov.	100% Local Gov.

Note: Maximum allowable GDOT participating amounts for PE category shall be shown above. Local Government will only be reimbursed the percentage of the accrued invoiced amounts up to but not to exceed the maximum amount indicated. \*R/W and Construction amounts shown are estimates for budget planning purposes only.



## Fernandez, Ryan

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**From:** Rick Jones [RJones@columbusga.org]  
**Sent:** Friday, March 23, 2012 12:10 PM  
**To:** Fernandez, Ryan  
**Cc:** Neil Clark; Tim Dodds  
**Subject:** Re: 0010101 - Concept Report

Ryan:

This will serve as authorization that the Columbus Consolidated Government will pay for the energy and maintenance for the lighting on the 14th Street Pedestrian Bridge. Please advised if any further information is required.

Rick Jones, AICP  
Director of Planning  
Columbus Consolidated Government  
706-225-3936

"Fernandez, Ryan" <[rfernandez@dot.ga.gov](mailto:rfernandez@dot.ga.gov)>

03/22/2012 10:52 AM

To Tim Dodds <[tdodds@HechtBurdeshaw.com](mailto:tdodds@HechtBurdeshaw.com)>, Neil Clark  
<[Nclark@HechtBurdeshaw.com](mailto:Nclark@HechtBurdeshaw.com)>, "[rjones@columbusga.org](mailto:rjones@columbusga.org)"  
<[rjones@columbusga.org](mailto:rjones@columbusga.org)>

cc

Subject 0010101 - Concept Report

Tim:

When do you think you will get the letter stating the locals will pay for the energy and maintenance for the lighting. I have all the other comments addressed for the Concept Report and I only need this to re-submit the report.

Thanks,

[Ryan Fernandez](#)

Project Manager, Georgia Dept. of Transportation  
600 W. Peachtree, 25th floor, 30308  
phone: 404.631.1162 cell: 404.987.1993