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CITY OF COLUMBUS
5th Street and State Street Urban Streetscape Project
From Mill Race Park to N. Mapleton Street

Project Design Scope

Our original agreement included side path design from just west of the intersection of 3rd Street and Lafayette Avenue, east to Central Avenue and then southeast along State Street to N. Mapleton Street. Since the original agreement, several scope modifications have occurred, consistent with expectations of a fluid architectural design process. Each of these changes have been documented in “Change Tracking Logs”, see pages 7 and 8, and have to date, generally balanced the overall scope of work. However, two significant changes have occurred that warrant an official change to the project scope and design contract.

The path no longer continues west past California Street on 3rd Street. Instead, the path now runs north along California Street to 5th Street where it heads west to Mill Race Park. The other change is the elimination of a separated pedestrian bridge crossing over Haw Creek and the addition of widening and architectural enhancements to the existing State Street bridge over Haw Creek. In general, this Supplement 2 is to cover the additional path desired along 5th Street, the deletion of path along 3rd Street west of California Street, and the bridge scope change. Several other minor changes have occurred as well, which will be detailed throughout the remainder of this Supplement 2.

In March of 2016, UNITED met with Heather Pope and Dave Hayward to develop an overall project schedule for the revised scope of the project. This schedule, see page 7, reflects several phases and anticipated bid dates. Phase 1, currently under design, includes the State Street bridge over Haw Creek, the associated roadway tie-ins and a new gateway feature at the Central Avenue intersection. Phase 1 is denoted in pink on the enclosed Project Overview map, see page 1. Phase 2 includes 3rd Street from California Street to Central Avenue and State Street from McKinley Avenue to N. Mapleton Street. Phase 2 is denoted in blue on the enclosed Project Overview map. Phases 1 and 2 encompass the original agreement and associated scope modifications. During the progression of the project, both UNITED and BDMD have been tracking estimated deductions and additions to help keep the City informed of the projected expenditures.

Phase 2A, a supplemental bike path along McKinley Avenue and Wallace Avenue has been removed from the project scope, denoted in dashed brown on the enclosed Project Overview map. Phase 3, which included sidewalk improvements along 3rd Street from Lafayette Avenue east to California Avenue has been removed from the project scope, denoted in dashed green on the enclosed Project Overview map.

Phase 4 includes the extended path along 5th Street from Mill Race Park to California Street and then south along California Street to 3rd Street, where it intersects Phase 2. Phase 4 is denoted in orange on the enclosed Project Overview map.

Phase 5, which includes modifications to the intersection of Central Avenue, 3rd Street, 2nd Street and State Street, is not included in the project scope, denoted in yellow on the enclosed Project Overview map.

Phases 1 and 2:

Two “Change Tracking Logs” have been included which detail individual tasks as having been deleted or added to the original scope. One log is provided for UNITED and one log is provided for

BDMD. These logs have been updated and distributed to both Heather Pope and Dave Hayward as the project has progressed. A brief summary of the scope modifications is included below:

UNITED (see "Change Tracking Log", page 8):

The original scope of the project included a new pedestrian bridge crossing Haw Creek. After a detailed investigation and coordination with the City, the separate crossing was deleted from the project scope in favor of widening the existing bridge at Haw Creek. This results in several scope changes. The design of the new pedestrian bridge was eliminated, but the design for widening the State Street bridge over Haw Creek has been added. The widening design will require preparation of a load rating for INDOT approval which incorporates the proposed trail, bridge widening and architectural features. The approach slabs will be widened to cantilever over the wing walls.

A hydraulic analysis of Haw Creek is no longer needed. A geotechnical investigation for bridge foundations is no longer needed. IDEM 401 and USACOE 404 permits have been eliminated.

Traffic counts and an analysis report were completed at the intersection of Central Avenue and 3rd Street to investigate the impacts of eliminating the slip-lane on the north corner of the intersection. The investigation was completed in October of 2015. Modifications to the Central Avenue intersection remain outside the scope of this design.

The work along 3rd Street from Lafayette Avenue to California Street has been deleted from the project and the bike lane proposed along McKinley Avenue and Wallace Avenue has been deferred and is no longer part of the project scope.

Title searches, right-of-way engineering and right-of-way staking are added to the scope for the anticipated parcels impacted in Phases 1 and 2. There are four parcels expected in Phase 1 and ten parcels expected in Phase 2 for a total of 14 parcels.

Permits were not included in the original scope but the City has requested to include these services. Therefore, Rule 5 permits will be required for both Phases 1 and 2 as will INDOT R/W permits.

A new gateway feature is desired at the west end of the State Street bridge over Haw Creek. This area requires additional survey to update the ground surface model for the elimination of the pump house and for the recently constructed trail under the bridge. Additional design and construction plans are also required to implement the gateway feature.

Additional survey is also required to update the existing conditions from INDOT's 2015 overlay project. That recent INDOT project included traffic signal changes, curb ramp changes and new pavement elevations. INDOT's overlay project impacted this project along 3rd Street between California Street and Central Avenue, the Central Avenue intersection, and State Street from Central Avenue to N. Mapleton Street.

The original scope allowed for 26 meetings. To date, 27 meetings have been required. 17 additional meetings are anticipated to complete the design and plans through Phase 2.

The original scope included bidding services for one bid package. As the design has progressed, the desired construction sequence involves bidding in two parts, Phases 1 and 2. An additional bid package is included.

BDMD (see “Change Tracking Log”, page 9):

The original scope of the project included a new pedestrian bridge crossing Haw Creek. After a detailed investigation and coordination with the City, the separate crossing was deleted from the project scope in favor of widening the existing bridge at Haw Creek. The original separated pedestrian bridge was to be a pre-fabricated structure, such as a truss, and was scoped with minimal architectural features, such as form liners for the piers and paving materials for the bridge deck. In moving the path to the State Street bridge, the opportunities for desired architectural enhancements have increased. The current concept, approved and funded, includes significant additional architectural design.

The original scope included seat walls as a method to screen the path from adjacent businesses along State Street. The design has progressed to a sculptural wave design instead of the seat walls. The sculptural wave design is more complex than seat walls and requires a structural design component.

Providing a gateway node is an additional scope item that has been requested to be included in Phase 1, which requires additional architectural design and construction documents.

BDMD is preparing a marketing flyer for the path to provide to local businesses which will serve to inform the public of the project's details.

BDMD's original scope allowed for 20 meetings. To date, 27 meetings have been required. 17 additional meetings are anticipated to complete the design and plans through Phase 2.

Phase 4

The following provides a detailed scope of work to accompany the Supplement No. 2 enclosed herein. Our experience on projects of similar scope, complexity and with similar collaboration requirements has shown this will be an iterative process which cannot be fully vetted until some preliminary design is performed. At the beginning stages, clear scope decisions should not be made until many of the unknowns, material options and associated construction costs are more certain. It is anticipated that the level of amenities will be proportional with the construction budget. This scope allows the City to make informed amenity decisions on a case-by-case basis. The details of the path, such as width, side of the road and intersection enhancements are among the unknowns at this time. It is expected these items will be vetted through a preliminary design phase provided separately to the City by Rundell Ernstberger Associates (REA). The scope of this document includes coordination with REA during their preliminary design phase and then implementing these decisions into the final project scope.

Overall, Phase 4 includes the design of a side path consistent with the many trails and side paths located within the City of Columbus. Phase 4 will commence in Mill Race Park, continue east along 5th Street to the intersection of California Street and then continue south along California Street to connect with the path constructed along 3rd Street as part of Phase 2. The overall length of Phase 4 is approximately 0.80 miles.

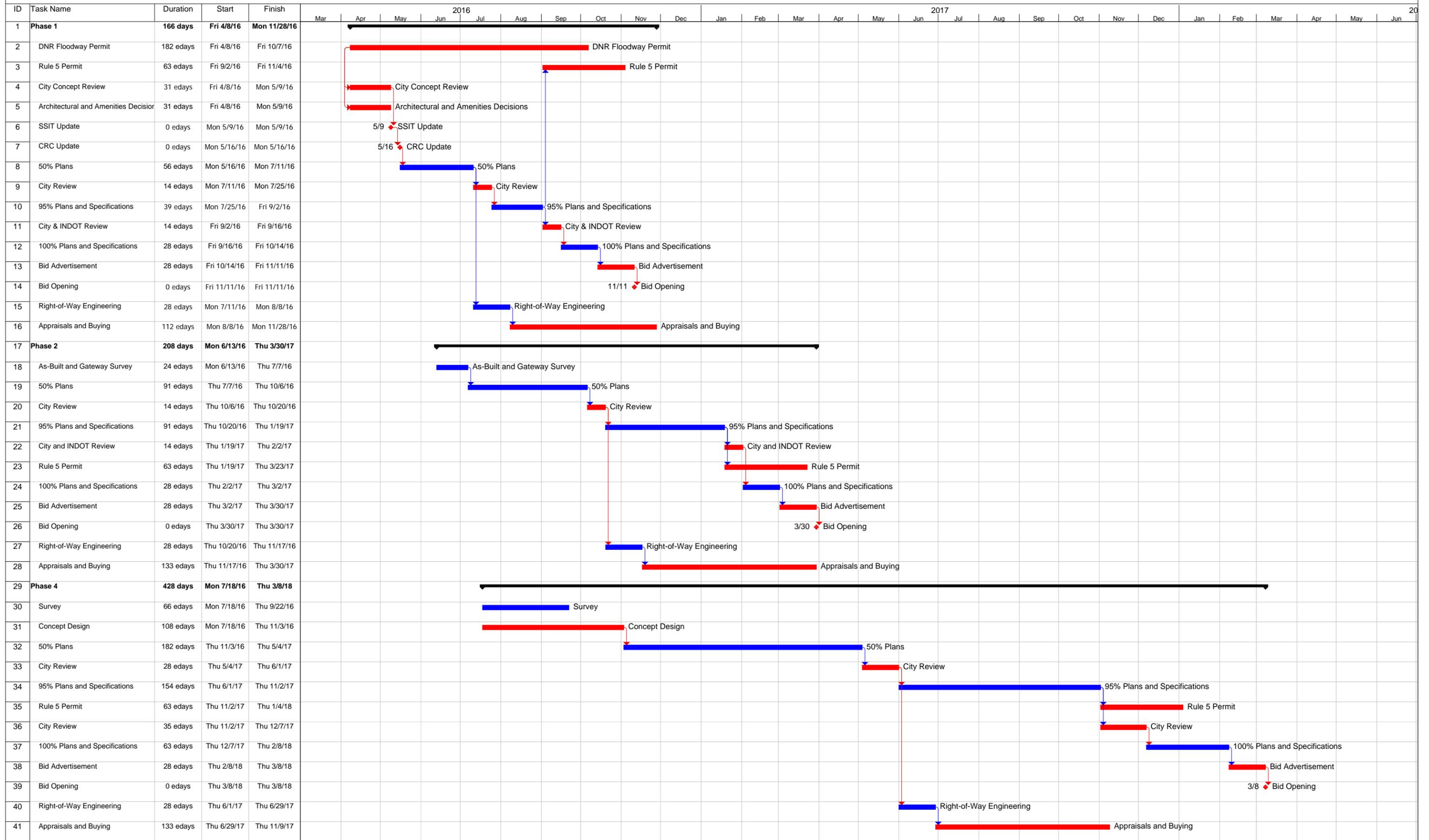
The path width will be maximized in all locations based on available right-of-way and utility constraints. All design elements, the side path, crosswalks, intersection enhancements, etc. will feature complementary and consistent streetscape features. These features include furnishings, landscaping, hardscaping, and lighting.

1. Survey:
 - a. 5th Street: Beginning 150 feet west of the centerline of Lindsey Street and extending 3,500 feet east to the centerline of California Street. The reference alignment will be established on the existing alignment of 5th Street. The coverage width will be 50 feet left and right of the reference alignment.
 - b. California Street: Beginning at the centerline of 5th Street and extending 750 feet south to the centerline of 3rd Street. The reference alignment will be established on the existing alignment of California Street. The coverage width will be 40 feet left and right of the reference alignment.
2. Project Management: This item is expected to include meetings following the completion of the design of Phases 1 and 2, including progress meetings, public information meetings, implementation team meetings, CRC meetings and meetings with REA. A total of 36 meetings are included.
3. Regulatory Permits: An IDEM Rule 5 permit will be required due to land disturbances expected over 1 acre.
4. Side Path Design and Plans: This includes the design of the side path and the plan preparation and specifications required to construct the project.
 - a. The design will incorporate applicable bike and pedestrian safety features in accordance with the AASHTO Guide for the Development of Bicycle Facilities.
 - b. The design will maintain a minimum side path width of 10 feet unless space restrictions require portions to be narrower. Narrowed segments will be minimized to the greatest extent possible.
 - c. The side path and sidewalks will be designed in accordance with ADA regulations and State/Federal laws.
 - d. Cost estimates will be provided for up to two proposed materials or material combinations for the side path to assist the City in making final selection decisions.
5. Signal Modifications: The existing traffic signals at 5th Street and Brown Street and at 5th Street and Washington Street will require modification to accommodate the new path. This includes relocating or installing new pedestrian signalization and relocating or installing new traffic signalization.
6. Utility Coordination: The primary focus of utility coordination is to determine where there are potential conflicts between the proposed project and the utility's infrastructure. Once conflicts are determined, we will prioritize designing around these facilities. If avoiding the conflicts is not reasonable, we will coordinate the relocation of the facilities within the proposed right-of-way. We will proactively engage the utility companies located in the project limits and collaborate to deliver a successful project. Based on information provided by Indiana 811, the following utilities are present along the project corridor:
 - a. AT&T - Distribution (Communications)
 - b. Bartholomew County Commissioners (Fiber Optic)
 - c. Columbus City Utilities (Sewer & Water)

- d. Comcast - Columbus (Cable TV)
 - e. Duke Energy (Electric)
 - f. Eastern Bartholomew Water Co. (Water)
 - g. HRS Internet LLC, DBA Lightbound (Communications & Fiber Optic)
 - h. Indiana Fiber Network, LLC (Fiber Optic)
 - i. Smithville Telephone, Bartholomew County (Communications & Fiber Optic)
 - j. Vectren – Columbus (Gas)
 - k. Zayo Bandwidth (Fiber Optic)
7. Lighting Design and Plans: The side path will be lit in accordance with the City's desired lighting level and recommendations by the Illuminating Engineering Society's Lighting Handbook to provide the opportunity for nighttime use. A lighting system consistent with the side path theme will be incorporated into the entire length of the project.
 8. Bidding Services: It is expected that Phase 4 will be built as one bid package. This item includes the assembly of the contract documents for bidding, administration and distribution of contract documents to bidders, answering questions during the bid period and certifying the bid tabulations.
 9. Right-of-Way: It is unknown at this time what the preliminary design will reveal regarding the need for addition land. Therefore, the number of parcels that will be impacted along 5th Street and California Street is unknown. It is expected some land acquisition will be required. This proposal contains an allowance for title searches, right-of-way engineering and staking for up to 10 parcels. Land acquisition services will be completed by others.
 10. Landscape Architecture Landscaping design and site furnishings will be provided. Side path paving plans and material selection is included.

Exclusions:

1. The scope of this fee proposal does not include intersection improvements at the 2nd/3rd/State/Central intersection, considered Phase 5.
2. The scope of this fee proposal does not include design and plans for 3rd Street between Lafayette Avenue and California Street, identified as deleted Phase 3.
3. The scope of this fee proposal does not include a bike path from the intersection of McKinley Avenue and State Street, northeast to Wallace Avenue, east to Oak Street, and terminating at Indiana Avenue, identified as deleted Phase 2A.
4. The post-bid utility coordination will be handled by the City's work forces or by the construction inspection staff. If the City desires these services from UNITED, they will be additional services.
5. Land acquisition services.



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 Phases 1 and 2

UNITED Change Tracking Log

Item No.	Description	Deletion Estimated Design Cost	Addition Estimated Design Cost	Notes
1	New pedestrian crossing of Haw Creek	\$ (111,000)	\$ -	Deletion of separate pedestrian crossing of Haw Creek
2	Widen State Street bridge	\$ -	\$ 145,000	Utilization of the existing State Street bridge over Haw Creek by widening the existing structure.
3	Haw Creek hydraulic analysis	\$ (28,000)	\$ -	Deletion of separate pedestrian crossing of Haw Creek eliminated the need for the hydraulic analysis of Haw Creek
4	Geotechnical investigation	\$ (17,000)	\$ -	Deletion of separate pedestrian crossing of Haw Creek eliminated the need for geotechnical investigation
5	Permits IDEM 401, USACOE 404	\$ (1,500)	\$ -	Deletion of separate pedestrian crossing of Haw Creek eliminated the need for these permits
6	Traffic counting and intersection analysis	\$ -	\$ 6,600	Central Avenue investigation to help determine intersection treatment.
7	Route Modification	\$ (62,500)	\$ -	Delete 3rd Street from Lafayette Avenue to California Street
8	Route Modification	\$ (22,500)	\$ -	Delete McKinley bike route
9	Phase 1 Title Searches and R/W Engineering (4 parcels)	\$ -	\$ 12,000	Covers four needed parcels which were excluded from the original scope.
10	Phase 1 R/W Staking (4 parcels)	\$ -	\$ 2,000	Covers four needed parcels which were excluded from the original scope.
11	Phase 2 Title Searches and R/W Engineering (10 parcels)	\$ -	\$ 30,000	Covers ten needed parcels which were excluded from the original scope.
12	Phase 2 R/W Staking (10 parcels)	\$ -	\$ 5,000	Covers ten needed parcels which were excluded from the original scope.
13	Permits Phase 1 Rule 5 and INDOT RW	\$ -	\$ 18,500	Rule 5 and INDOT R/W permits needed which were excluded from original scope.
14	Permits Phase 2 Rule 5 and INDOT RW	\$ -	\$ 18,500	Rule 5 and INDOT R/W permits needed which were excluded from original scope.
15	Gateway survey	\$ -	\$ 7,000	Survey of gateway area.
16	Gateway design and plans	\$ -	\$ 22,300	Civil design of gateway area.
17	Update survey	\$ -	\$ 7,300	Additional survey to pick up modifications from INDOT's 2015 resurface project.
18	Additional meetings	\$ -	\$ 19,000	Through May 2017, 18 additional meetings
19	Bidding services Phase 2	\$ -	\$ 7,500	Only one bid package included in original scope
	Totals:	\$ (242,500)	\$ 300,700	

Balance of Changes: \$ 58,200

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 Phases 1 and 2

BDMD Change Tracking Log

Item No.	Description	<u>Deletion</u> Estimated Design Cost	<u>Addition</u> Estimated Design Cost	Notes
1	Separate pedestrian bridge; formliner selection, assist in selection of prefabricated superstructure	\$ (5,000)	\$ -	Deleted
2	Bridge railing design	\$ -	\$ 5,000	Design, documentation, bid support
3	Architectural vertical element design, lighting design coordination, Phase 1	\$ -	\$ 25,000	Design, documentation, bid support
4	3rd Street, Lafayette to California	\$ (15,000)	\$ -	Deleted; Rationale: roughly 1/3 of total length, represents 15% of total work, 50% complete.
5	Seat Walls	\$ (5,000)	\$ -	Deleted
6	Sculptural element 'Wave'	\$ -	\$ 7,000	Design, documentation, bid support
7	Vertical Elements Phase 1, Sculptural element 'Wave' Phase 2	\$ -	\$ 7,500	Structural analysis and recommendations (FRP)
8	Gateway Node	\$ -	\$ 15,000	Concept design thru construction documents, bid support
9	Marketing Piece (flyer for distribution)	\$ -	\$ 2,000	Scope discussed with H Pope 6/3/16
10	Meetings beyond contract allowance	\$ -	\$ 7,380	Through May 2017, 24 additional meetings
	Totals:	\$ (25,000)	\$ 68,880	

Balance of Changes: \$ 43,880

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 Phase 4

UNITED Supplemental Fees

Description	Fee
1 Survey	\$ 65,300
2 Project Management	\$ 46,900
3 Regulatory Permits	\$ 6,500
4 Side Path Design and Plans	\$ 292,900
5 Signal Modification, Washington, Brown	\$ 15,300
6 Utility Coordination	\$ 45,700
7 Lighting Design and Plans	\$ 43,700
8 Bidding	\$ 7,500
9 Title Searches and Right-of-Way Engineering ⁽¹⁾	\$ 30,000
10 Right-of-Way Staking ⁽¹⁾	\$ 5,000
Total:	\$ 558,800

(1) Allowance for 10 additional parcels (total of 24 on project)

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Phase 4

BDMD Supplemental Fees

Description	Fee
1 Data Collection and Existing Conditions Analysis	\$ 6,174
2 Preliminary Concept Design	\$ 1,908
3 Final Concept Design	\$ 6,872
4 Design Review	\$ 14,752
5 Construction Documentation (50% DD Level)	\$ 82,602
6 Construction Documentation (100% DD Level)	\$ 95,486
7 Bidding	\$ 4,080
8 Construction Contract Administration	\$ 18,350
9 Reimbursable Expenses	\$ 5,000
	Total: \$ 235,224

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Summary of Supplemental Fees

Description	Original Agreement and Supplement No. 1	Supplement No. 2	Revised Fee
Phases 1 and 2			
3rd Street from Lafayette Avenue to Central Avenue			
State Street from Central Avenue to Mapleton Street			
Side Path Design and Plans (UNITED)	\$ 517,000	\$ -	\$ 517,000
Landscape Architecture Services (BDMD)	\$ 200,000	\$ -	\$ 200,000
UNITED Addendums (page 8)	\$ -	\$ 58,200	\$ 58,200
BDMD Addendums (page 9)	\$ -	\$ 43,880	\$ 43,880
Phase 4			
5th Street from Mill Race Park to California Street			
California Street from 5th Street to 3rd Street			
Side Path Design and Plans UNITED (page 10)	\$ -	\$ 558,800	\$ 558,800
Landscape Architecture Services BDMD (page 11)	\$ -	\$ 235,224	\$ 235,224
TOTALS	\$ 717,000	\$ 896,104	\$ 1,613,104