OLUTION 1 to the agreement wirengineering services ection of GetAbout Control THE CITY OF COLUM	for the olumbia 1BIA, MISSOURI, AS
engineering services pection of GetAbout Co	for the olumbia 1BIA, MISSOURI, AS
reby authorized to execu	uto Amondmont No
rofessional engineering s imbia sidewalk projects. t forth in "Exhibit A" attac erbatim.	services for the design The form and conter
	, 2013.
Mayor and Presidin	g Officer
	forth in "Exhibit A" attac



AMENDMENT NO. 1 To PROFESSIONAL ENGINEERING SERVICES CONTRACT Between THE CITY OF COLUMBIA, MO And URS CORPORATION

This Amendment is made part of an agreement dated August 10, 2007 between the City of Columbia and URS Corporation for design and construction inspection of the sidewalk project CPP-9999(507). This Amendment:

- 1. Establishes an approved Plans, Specifications and Estimates (PS&E) date to be submitted and approved by MoDOT for projects Fairview Road from Broadway to Highland and Manor Drive from Broadway to Rollins. The final PS&E approval by MoDOT shall be on or before June 1, 2014
- 2. Extends the period of service to December 31, 2014 (Article IV)
- 3. Replaces Attachment F, Scope of Services in its entirety with the enclosed Attachment F, Scope of Services dated April 18, 2013
- 4. Services during construction shall be limited to providing technical information for design issues that arise during construction. Construction inspection is not included.

There will be no change in the original contract fee resulting from this Amendment

Amendment No. 1 accepted as defined herein:

City of Columbia, MO	ENGINEE	R: URS Corporation
BY:Mike Matthes, City Manager	BY: Mel M.	Millenbruck, PE
ATTEST:Sheela Amin, City Clerk	TITLE: Vice P ATTEST	resident and Office Manager
Executed by the Engineer on the	day of	, 2013
Executed by the City on the	day of	, 2013

Attachment F

Sidewalks for Non Motorized Project

Various Locations in Columbia, Missouri

URS SCOPE OF SERVICES

Revised April 2013

1. GENERAL

The scope includes three (3) Feasibility Studies, five (5) Basemaps, four (4) Conceptual Plans and eight (8) Construction Plans for new sidewalks at various locations throughout the City. The locations of new sidewalk that are included in this project follow. The locations in which only a feasibility study, base map, or conceptual plans are included are noted.

It is anticipated that the construction plan development portion of this project will be packaged in up to five bid packages based upon the City's priority and constructability. URS will evaluate the locations that the City has identified as a priority first to determine the constructability and right of way acquisition requirements. Once this evaluation has been completed, URS will make recommendations to the City regarding which priority locations should be included in the first bid package. The sidewalk locations included in the first bid package and the number of bid packages will be determined by the City.

- 1. Broadway from Fairview to Stadium
- 2. Vandiver Drive East of Route B (Basemap only)
- 3. Daniel Boone LL pedway (Conceptual Plans only)
- 4. Fairview Road from Broadway to Highland
- 5. Oakland Gravel Road from Smiley to Blue Ridge (Basemap only)
- 6. Ashland Road from MU to Hinkson Bridge (Conceptual Plans only)
- 7. Rangeline Street from Business Loop 70 to Big Bear
- 8. West Boulevard South from Stewart to Westwinds (Conceptual Plans only)
- 9. Providence from Smiley Lane to Blue Ridge
- 10. West Ash Street from West of Stadium to East of Heather
- 11. Oakland Gravel Road from Blue Ridge to Vandiver (Basemap only)
- 11a. Oakland Gravel Road from Vandiver to Bear Park (Feasibility Study only)
- 12. Garth Avenue from Thurman to Texas (Conceptual Plans only)
- 13. Manor Drive from Broadway to Rollins
- 14. West Boulevard from Ash to Worley (Basemap only)
- 15. Leeway Drive from school to Brown Station Road

- 16. Smiley Lane from East of Derby to Bold Venture
- 17. Woodlawn Avenue from Sexton to Worley (Basemap only)
- 18. Conley Avenue from Walmart North and then east to Keene (Feasibility Study only)
- 19. Deleted
- 20. Ashland Overpass at Stadium (Feasibility Study only)

Feasibility Study:

URS will provide conceptual engineering services for feasibility studies for the locations listed. Design efforts are not included for the sidewalks in which feasibility studies are developed. Each location will be analyzed to determine possible improvements. Alignments will be developed graphically to illustrate sidewalk curvature and widths, approximate work limits and structure limits. URS will meet with the City to present options at a level where the City can decide whether to proceed with a project.

The feasibility study of the pedestrian overpass at Stadium and Ashland will include reviewing options for a structure based on cost. The remaining feasibility studies will evaluate possible pedestrian facilities based on safety, cost, and constructability. As previously stated, the feasibility studies will be developed for the following locations:

- 11a. Oakland Gravel Road from Oakland West to Park (west of Bear Park) 8 ft 12 ft pedestrian trail
- 18. Conley Avenue at Wal-Mart north and then east to Keene
- 20. Ashland Overpass at Stadium

Basemap:

Establish existing basemaps based on GIS data provided by the City and a right-of-way survey. Perform research to establish existing right-of-way and property owners. Perform topographic survey for Projects 5, 11, 14, and 17 only.

- 2. Vandiver Drive East of Route B
- 5. Oakland Gravel Road from Smiley to Blue Ridge
- 11. Oakland Gravel Road from Blue Ridge to Vandiver
- 14. West Boulevard from Ash to Worley
- 17. Woodlawn Avenue from Sexton to Worley

Conceptual Plans:

Establish existing basemaps based on GIS data provided by the City. Perform a topographic survey and a right-of-way survey and research to

establish existing right-of-way and property owners and prepare conceptual plans (horizontal alignment) and conceptual cost estimate.

- 3. Daniel Boone LL Pedway
- 6. Ashland Road from MU to Hinkson Bridge
- 8. West Boulevard South from Stewart to Westwinds
- 12. Garth Avenue from Thurman to Texas

Construction Plan Development:

The construction plan development will consist of preliminary engineering and construction plans and specifications for new sidewalk at the following locations:

- 1. Broadway from Fairview to Stadium
- 4. Fairview Road from Broadway to Highland
- 7. Rangeline Street from Business Loop 70 to Big Bear
- 9. Providence from Smiley Lane to Blue Ridge
- 10. West Ash Street from West of Stadium to East of Heather
- 13. Manor Drive from Broadway to Rollins
- 15. Leeway Drive from school to Brown Station Road
- 16. Smiley Lane from East of Derby to Bold Venture

The engineering design of the new sidewalk will include construction of new sidewalk and may include curb & gutter improvements, address spot drainage issues, guardrail installation, utility relocation, driveway and entrance modifications, and retaining wall installation. At locations 1, 7, 9, 10, 13, & 15, there is no existing sidewalk on either side of the roadway. The alignment of the proposed sidewalk will be determined based on analysis. It is assumed that the new sidewalk will not cause the existing drainage system to be modified.

As previously stated, URS will analyze the sidewalk locations that the City has designated as priority first and will make recommendations regarding which locations should be included in the first bid package based on constructability and right of way acquisition requirements. The City will determine the locations that are included in the first bid package and the number of bid packages to be developed. URS will analyze the sidewalk locations that are not a priority once sufficient analysis of the priority locations has been completed.

2. EXISTING CONDITIONS SURVEY

The City will provide current aerial mapping and topographic maps to URS.

Surveys:

The topographic survey will be for each segment of the project and intersecting roadways as necessary. Utilities will be located and shown with the best available evidence. Existing right of way will be located and shown on the topographic survey and the ROW Plans. The surveys will focus on the priority locations first.

Unless otherwise directed by the City, the survey work for lower priority projects will not begin until the survey work has been completed for the high priority project. The surveys shall be provided in Microstation.

The work to be accomplished will be performed under the direct supervision of a Professional Land Surveyor, registered as such in the State of Missouri.

Fieldwork shall consist of survey measurements of topographic features within the project boundary, sufficient to complete the Topographic Map except for the following segments:

- 4. Fairview Road from Broadway to Highland -60 ft wide from centerline of roadway to the east for the length of the segment
- 5. Oakland Gravel Road from Smiley to Blue Ridge 60 ft wide from centerline of roadway to the west for the length of the segment
- 9. Providence from Smiley Lane to Blue Ridge 60 ft wide from centerline of roadway to the east for the length of the segment
- 11. Oakland Gravel Road from Blue Ridge to Vandiver 60 ft wide from centerline of roadway to the west for the length of the segment
- 12. Garth Avenue from Thruman to Texas 60 ft wide from centerline of roadway to the east for the length of the segment
- 14. West Boulevard from Ash to Worley- 60 ft wide from centerline of roadway to the east for the length of the segment
- 16. Smiley Lane from East of Derby to Bold Venture- 60 ft wide from centerline of roadway to the north for the length of the segment

In addition, fieldwork shall include, at a minimum, the following:

- 1. Field work shall be tied and referenced to a Missouri State Plane Coordinates Central Zone.
- 2. Establish reference points and additional control points.
- 3. Locate and identify all trees within the survey limits by type and size. Locate the perimeter/edge of heavily wooded areas and areas of dense brush.

- 4. Locate and identify by width, material type, and use, of all existing pavements (roadway, driveways, sidewalks, etc.) within the project area. Locations and elevations shall be provided for top of curb, gutter, pavements at joints, all changes in direction, changes in slope, and configuration, with sufficient information to accurately depict on Topographic Map.
- 5. Locate and identify all utilities that cooperate, both public and private including but not limited to underground and overhead cables (electric, telephone, cable TV, etc.), underground sanitary sewer, gas, water and drainage systems, culverts, and overflow structures for water improvements. At a minimum, locations and elevations shall be provided for top of valve covers, top of valve operating nut, flowlines of all pipes in manholes, top of manhole covers, etc, Provide sketches of utility structures showing dimensions. Contact utility companies for assistance in locating these facilities as required. Surface evidence will be located and underground utilities will be plotted to the best available evidence.
- 6. Locate and establish elevations for drainage ways (ditches, swales, etc.), and other areas of significant changes in grade (top and toe of banks) within the project area.
- 7. Locate and identify front building corners, building elevations, steps, ramps, street signs, light poles, fences and gates (type), large areas of debris, and other significant topographic features within the project area. Tracing aerial photos will depict the back of buildings.
- 8. The survey limits shall be considered to be the area contained within the boundary set by a line 60 feet beyond the road centerline, except for front building corners and necessary garages, side roads, entrances, and as noted above.

<u>Topographic Map:</u> The topographic map shall be prepared from the field surveys and other information as a Microstation, drawing file. The map shall include all topographic features, including 1-foot contours, a TIN file, vegetation, pavements, buildings and other topographic features. The topographic map shall be field checked and corrected prior to delivery.

2. FEDERAL AND STATE PERMITS

URS will assist the City with the preparation of a Categorical Exclusion if required. A Section 4(f), farmland protection, wetland mitigation, and environmental, or archaeological studies, are not anticipated for this project and not included.

3. <u>CONSTRUCTION PLAN DEVELOPMENT</u>

The locations that include Construction Plan Development are listed in Section 1. Throughout the project, the sidewalk width will be adjusted to no less than the allowable minimum width to avoid conflicts with utilities and adjacent property. At the locations that the new sidewalk ties into existing sidewalk, the new sidewalk width will match the existing sidewalk width unless the existing width is less than the minimum allowable width.

Once the surveys have been completed, URS will assess options to determine the most viable location of the proposed sidewalk. This will include looking at minimizing impacts such as utilities and adjacent property owners, ADA requirements, permitting issues, connectivity and maintenance of traffic during construction. The surveys will focus on the priority locations first and then address the other locations. URS will provide recommendations to the City regarding which locations should be part of the first, second, and additional (if necessary) bid packages. The City will provide the locations to be included in the bid packages and number of bid packages to be developed.

At the locations where there is no existing sidewalk, URS will provide the preliminary proposed alignment for new sidewalk to the City for approval. At locations where sidewalk exists along one side of the road, it is assumed that the alignment for the new sidewalk will be on the opposite side of the road as the existing sidewalk.

URS will not begin preliminary plan preparation until the City has approved the proposed alignment.

URS will review the City's sidewalk standards and provide recommendations for enhancing the sidewalk design based on costs, maintenance, and constructability.

4. PRELIMINARY DESIGN PLANS

The preliminary design plan submittal shall show the general nature of the proposed improvements for the project and shall include:

- 1. Proposed horizontal alignment and vertical grades. Horizontal alignment shall be drawn to a scale of proposed 1"=20'.
- 2. Proposed typical sections
- 3. Identification, location and size of Existing Utilities
- 4. Identification, location and size of Adjacent Property Major Features i.e. trees, mailboxes, fences, etc.

- 5. Location Map
- 6. Preliminary Cross Sections at critical locations
- 7. Approximate right-of-way and easement requirements
- 8. Preliminary construction cost estimate
- 9. Proposed detour plan and/or stage construction scheme, where necessary

The preliminary plans will be submitted by the City to MoDOT after the City's review of the plans.

5. <u>RIGHT-OF-WAY PLANS</u>

Right of way plans will be created for the improvements, some of which will have right of way taking and T.C.E's. Plats with legal descriptions will be created for the parcels that have right of way takings in accordance with City of Columbia's plat format. Two plats per parcel that separates the T.C.E. and the ROW Taking will be required. There may also be permanent drainage easements. A right of way boundary description will be created along with ROW taking, T.C.E., and PDE legal descriptions for each property that has a permanent drainage easement. The right of way plans will be prepared per MoDOT standards.

The right of way plans will be sent by the City to MoDOT for their review and approval after the City has reviewed the plans.

6. UTILITY COORDINATION

The utilities will be located in the field by survey. URS will coordinate with the utilities once a preliminary alignment for the sidewalk has been reviewed and approved by the City. This early coordination with the utilities will occur to ensure that any utility conflicts are addressed and avoided. Some minor utility conflicts are anticipated as part of this project.

7. FINAL PLANS

URS shall prepare a complete set of plans, specifications, and bid documents based on the approved preliminary plans and right-of-way plans for the project, for up to five bid packages. The sidewalk locations included in each bid package will be determined by the City based on recommendations provided by URS. The final plans, as a minimum, shall include:

- 1. Title sheet, with legend, index and location map showing limits and length of project, Federal project number (if applicable), provision in lower right hand corner for date and signature of appropriate local officials, and engineer's seal.
- 2. Summary of Quantities
- 3. Typical sections
- 4. Alignment Control Sheet which shall include reference ties, and table of alignment coordinates
- 5. Plan shall be drawn on sheets with a printable area of 22" x 34" with horizontal scale 1" = 20'. Plan sheets shall be set up to allow to scale $\frac{1}{2}$ size plans to be placed on 11" x 17" paper.
- 6. Cross sections at critical locations
- 7. Pavement marking and permanent signing plans
- 8. Standard drawing detail sheets
- 9. Sediment and erosion control plans
- 10. Parcel numbers as shown on the ROW Plans

8. PUBLIC INVOLVEMENT

In addition to the public involvement meetings outlined below, URS anticipates monthly coordination meetings with the City's Public Works staff to discuss the progress of the project and to provide the opportunity to meet with other impacted agencies as necessary.

URS will coordinate with the City's Public Works staff for the duration of the project.

Once the preliminary plans have been completed, URS anticipates utilizing the following schedule as a guide to ensure that all interested parties have an opportunity to be involved in the project.

- 1. URS will meet with the City's Public Works staff to discuss preliminary plans. It is anticipated that there will be 5 meetings with the City to discuss approximately 4-5 sidewalk locations at each meeting.
- 2. The City will conduct an informal public meeting to allow the public the opportunity to provide input on the preliminary plans. URS anticipates there will be no more than 3 meetings.

3. URS will meet with the City to discuss the preliminary plans and the comments received at the neighborhood meetings. It is anticipated that there will be no more than 3 meetings.

The anticipated number of meetings is based on 5 bid projects.

URS will provide exhibits showing the proposed improvements. After each meeting, the City will compile all comments and provide a summary to URS. The summary shall include a recommendation of how to incorporate comments, where appropriate.

The City is responsible for securing the location for the meetings, and public notification including sending out letters to the property owners living along the project.

9. FIELD CHECK

URS will perform a field check of the final construction drawings prior to submission. URS will coordinate the time for the final field check with the City so a representative from the City can participate.

10. <u>SUBMITTALS</u>

- A. One ½ size set each of preliminary plans, right-of-way plans and easement plats and final plans and special provisions for up to three bid packages.
- B. Estimate of Probable Construction Cost
- C. Electronic copy of project files. Files shall be delivered in Microstation format.

11. DESIGN CRITERIA TO BE USED

URS shall use the following design criteria in this project:

- A. General design criteria shall be that as specified by the City of Columbia and by the Missouri Department of Transportation.
- B. AASHTO Standard Specification for Highway Bridges, and the MoDOT Bridge Manual.
- C. All traffic control signing and pavement markings shall meet the provisions of the "Manual on Uniform Traffic Control Devices" published by the Federal Highway Administration

When developing the scope of services, the following assumptions were made:

- 1. No new drainage improvements such as enclosed storm sewers or new culverts would be included in this project.
- 2. The sidewalk typical section including pavement type has been determined.
- 3. Construction Services are not included in this scope.
- 4. Geotechnical Investigations are not included in this scope.
- 5. At locations where sidewalk exists along one side of the road, it is assumed that the alignment for the new sidewalk will be on the opposite side of the road as the existing sidewalk.

Information/Services to be provided by the City:

- 1. Aerial map (electronic)
- 2. Topographic map (electronic)
- 3. Title commitments
- 4. Public/Committee meeting announcements and facilities
- 5. Standard contract forms and actual printing of the plans and construction documents
- 6. Right of way acquisition
- 7. Field inspection of construction, preparation of monthly estimates and engineer's final report



Source: Public Works

Agenda Item No:

To: City Council

From: City Manager and Staff/

Council Meeting Date:

May 20, 2013

Re: Amendment No. 1 to Professional Services Contract with URS Corporation for Engineering Design for GetAbout Columbia Sidewalk Projects

EXECUTIVE SUMMARY:

Staff has prepared for Council consideration a resolution authorizing the City Manager to execute Amendment No. 1 to the Professional Services Contract with URS Corporation for engineering design services for GetAbout Columbia sidewalk projects. The Amendment changes the period of service, contract delivery dates, and updates the Scope of Services to more accurately reflect sidewalk design tasks. This Amendment does not change the contract fee.

DISCUSSION:

This Amendment is necessary due to a new requirement for local public agencies receiving federal funding for projects. Engineering service contracts must now specify when the design plans, specifications and estimates (PS&E) must be submitted and approved by MoDOT. The Amendment includes this information as well as extends the overall period of service. In addition, the Scope of Services has been updated to reflect the sidewalk projects that were authorized by Council to proceed to construction, as well as the projects that were completed through feasibility and conceptual design only.

FISCAL IMPACT:

No fiscal impact with this amendment.

VISION IMPACT:

http://www.gocolumbiamo.com/Council/Meetings/visionimpact.php

An extensive, safe network of trails and a safe, interconnected, non motorized transportation network.

SUGGESTED COUNCIL ACTIONS:

Approve the resolution authorizing the City manager to execute Amendment No. 1 to the Professional Services Contract with URS Corporation for engineering design services for GetAbout Columbia sidewalk projects.

FISCAL and VISION NOTES:									
City Fiscal Impact Enter all that apply Program Impact		act	Mandates						
City's current net FY cost	\$0.00	New Program/ Agency?	No	Federal or State mandated?	No				
Amount of funds already appropriated	\$0.00	Duplicates/Epands an existing program?	Yes	Vision Implementation impact					
Amount of budget amendment needed	\$0.00	Fiscal Impact on any local political subdivision?	No	Enter all that apply: Refer to Web site					
Estimated 2 yea	ar net costs:	Resources Required		Vision Impact?	Yes				
One Time	\$0.00	Requires add'I FTE Personnel?	No	Primary Vision, Strategy and/or Goal Item #	13.1				
Operating/ Ongoing	\$0.00	Requires add'l facilities?	No	Secondary Vision, Strategy and/or Goal Item #	12.4				
		Requires add'l capital equipment?	No	Fiscal year implementation Task #					