

RESOLUTION NO. _____

A RESOLUTION AUTHORIZING THE ADMINISTRATOR FOR THE DEPARTMENT OF TRANSPORTATION TO ENTER INTO AN AGREEMENT WITH BENESCH ENGINEERING FOR PLANNING, ENGINEERING, AND CONSTRUCTION TO ADD A LANE FOR PEDESTRIAN AND BICYCLE PASSAGE, ASSOCIATED SAFETY RAILING AND ADA RAMPS TO THE CB ROBINSON BRIDGE FOR ONE HUNDRED THIRTY-FOUR THOUSAND FIVE HUNDRED DOLLARS (\$134,500.00).

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CHATTANOOGA, it is hereby authorizing the Administrator for the Department of Transportation to enter into an agreement with Benesch Engineering for planning, engineering, and construction to add a lane for pedestrian and bicycle passage, associated safety railing and ADA ramps to the CB Robinson Bridge for \$134,500.00.

ADOPTED: _____, 2014

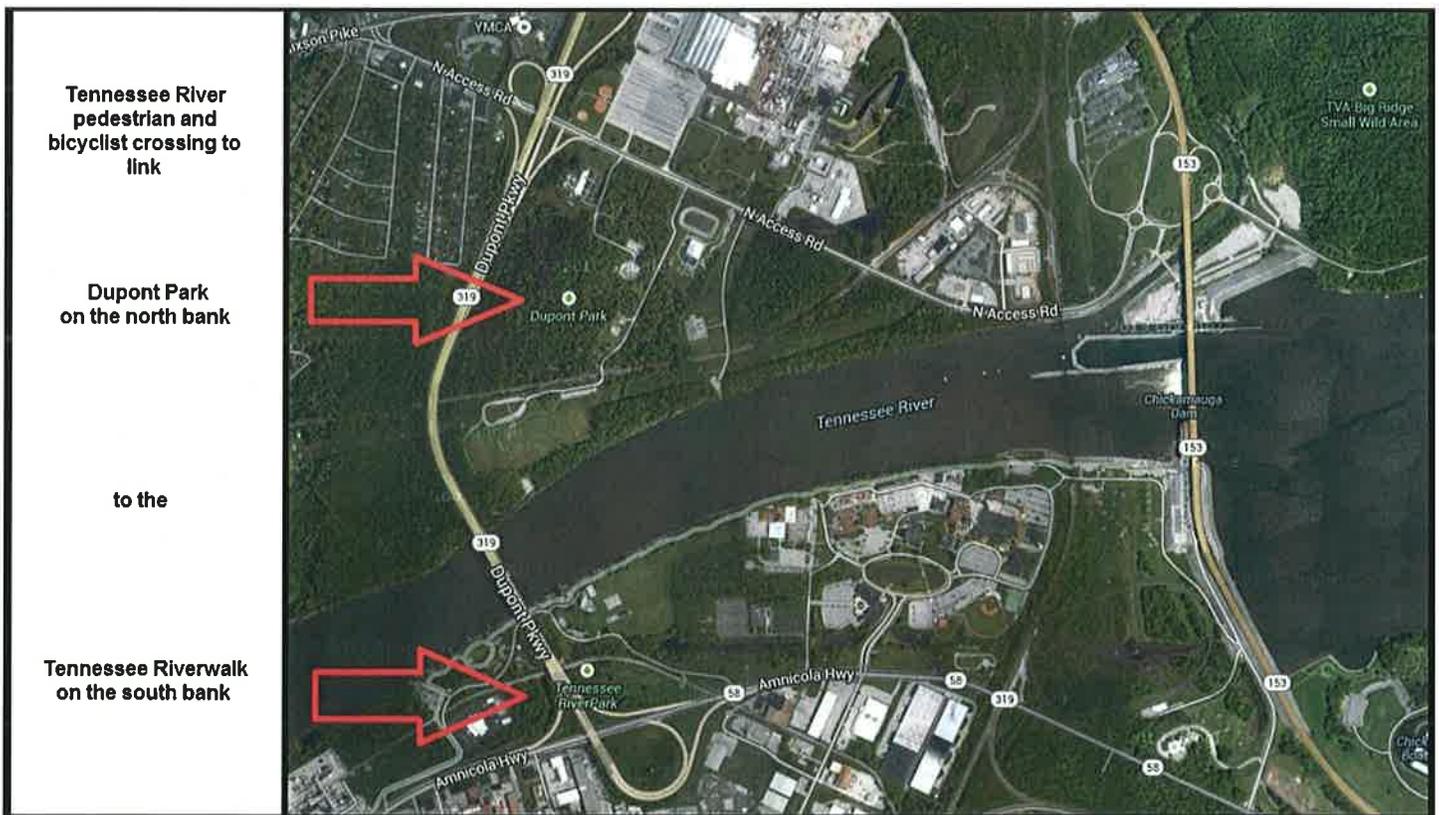
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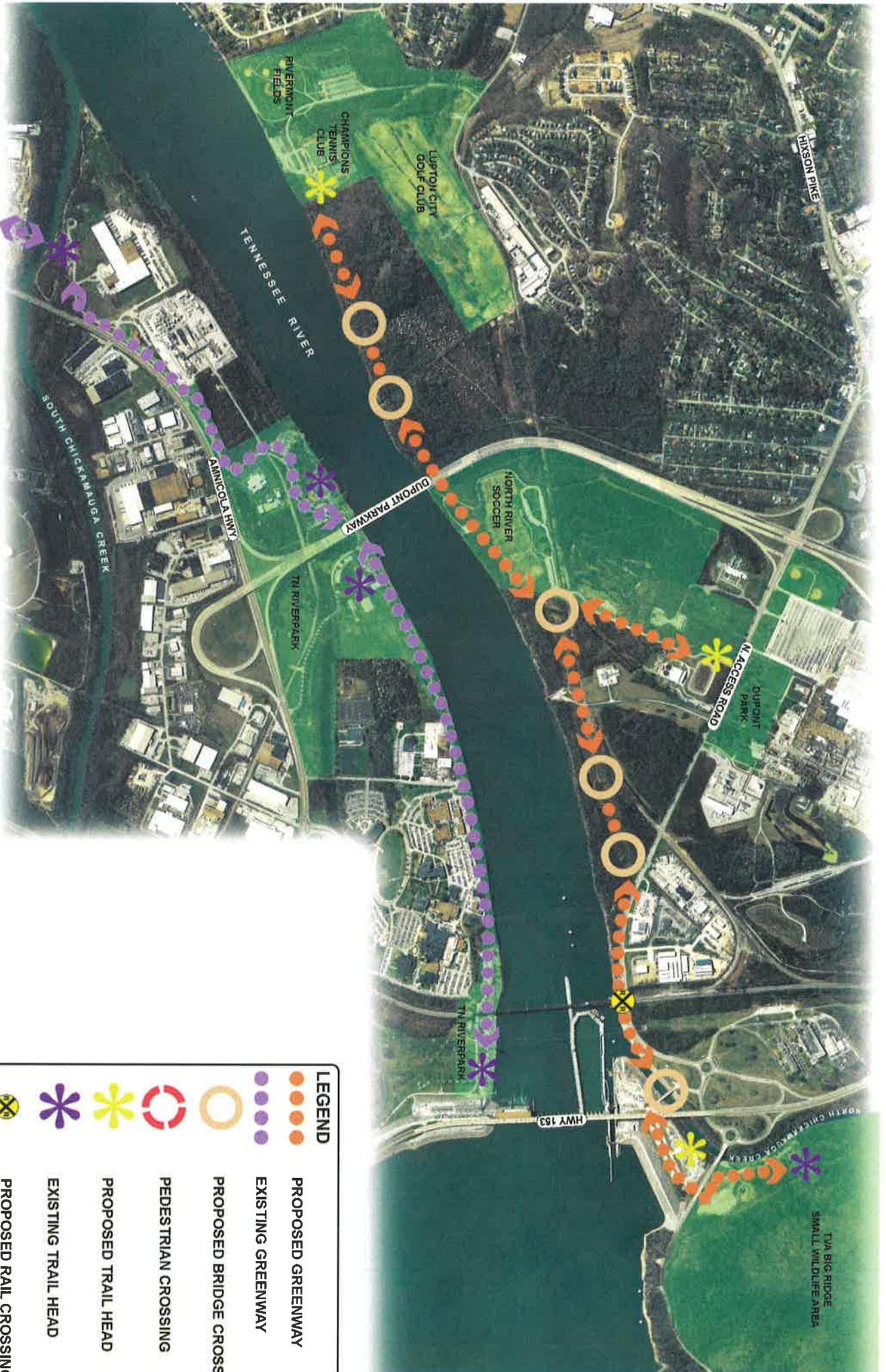
Robinson Bridge Pedestrian/Bicycle Connector

The City of Chattanooga is proposing the creation of a pedestrian/bicycle facility linking the Tennessee Riverwalk and Dupont Park across the Tennessee River on or around the C.B. Robinson Bridge/Dupont Parkway. The nearest river crossings for pedestrians and bicyclists are 5 miles to the south at the Walnut St. Bridge and 30 miles to the north at the Hiwassee Highway Bridge because the Robinson Bridge and Hwy 153 bridge at the Chickamauga Dam are currently controlled access facilities which do not allow pedestrian or bicycle access. This is an important potential link for residents in the Hixon and Amnicola Highway areas to connect to existing and proposed routes and trails and would serve to connect the South Chickamauga and North Chickamauga Greenways. Those connections would provide direct links for residents to the Chattanooga State Campus and also to commercial opportunities in the Northgate area.



The project will include a planning study to identify an acceptable alternative that will be subject to TDOT approval. The consultant will work closely with all stakeholders in developing alternates that are environmentally sensitive, aesthetically pleasing and economically feasible. Alternatives developed will need to provide for a safe facility, a connection that will be used by a wide variety of users, and a connection that will promote multimodal transportation. Plans will be developed to provide a facility that has separation from adjacent vehicular traffic, is ADA compliant, and provides for a positive environment for pedestrians and bicyclists.





LEGEND	
	PROPOSED GREENWAY
	EXISTING GREENWAY
	PROPOSED BRIDGE CROSS
	PEDESTRIAN CROSSING
	PROPOSED TRAIL HEAD
	EXISTING TRAIL HEAD
	PROPOSED RAIL CROSSING

7TH CHICKAMAUGA CREEK GREENWAY
 ANNOGA, TN



CITY OF CHATTANOOGA
 STANDARD AGREEMENT FOR ENGINEERING SERVICES

SOP 2003-7
 Date of Issue 10-16-03
 Rev. 12-15-09

ATTACHMENT B

Owner: City of Chattanooga, Tennessee

Engineer: Alfred Benesch and Company

Project Number & Name: Project # T-14-001-101 – North Chickamauga Creek Greenway Connector
 Pedestrian / Bicyclist Crossing of the Tennessee River

COMPENSATION

For the services covered by this Agreement, the Owner agrees to pay the Engineer as follows:

- For the Basic Services described in Attachment A, a Total Cost Not to Exceed Fee of \$134,500.00. Payments shall be made monthly in amounts which are consistent with the amount of engineering services provided, as determined by the Engineer. The Fee shall be broken down in the following categories:

Basic Services:

1. Project Administration and Pre-Design Services	a Cost Not to Exceed	\$ 4,500.00
2. Conceptual Design & Alternatives Development	a Cost Not to Exceed	\$ 65,000.00
3. Preliminary Engineering Report Phase	a Cost Not to Exceed	<u>\$ 35,000.00</u>
	Sub Total	\$104,500.00

Supplemental Services:

1. Field Survey Services (If required)	a Cost Not to Exceed	\$30,000.00
2. PE/NEPA Phase	a Cost Not to Exceed	\$ TBD
3. Right-of-Way/Utility and Railroad Procedures	a Lump Sum Fee of	\$ TBD
4. Final Design Drawings and Specifications	a Lump Sum Fee of	\$ TBD
5. Bid/Award Phase Services	a Lump Sum Fee of	\$ TBD
6. Landscape Architecture & Design	a Cost Not to Exceed	\$ TBD
7. Construction Engineering & Inspection	a Cost Not to Exceed	<u>\$ TBD</u>
	Sub Total	\$30,000.00

Total Not to Exceed Fee: \$134,500.00



CITY OF CHATTANOOGA
STANDARD AGREEMENT FOR ENGINEERING SERVICES

SOP 2003-7
Date of Issue 10-16-03
Rev. 12-15-09

ATTACHMENT B (cont.)

2. Compensation for supplemental Services Shall be made as defined below, when authorized in writing by the Owner. The maximum limit for each item of additional service shall be established individually and specifically agreed to by the Owner as stated below, unless the service is included in a subsequent agreement.
3. Hourly rates for each classification as defined by the Engineer's rate schedule see Attachment A. Overtime, when authorized by the Owner, will be billed at 1.5 times the rates listed (non-engineer time only).
4. Reimbursable charges will be considered the amount of actual costs of project related expenses. Charges for use of computer equipment or software, local travel, local telephone, project photographs, miscellaneous supplies, and reproduction are not considered reimbursable charges. Allowable project-specific reimbursable expenses shall be outlined in Attachment A.
5. The entire amount of each statement shall be due and payable 30 days after receipt by the Owner.
6. The Engineer shall keep records on the basis of generally accepted accounting practice of costs and expenses which records shall be available for inspection at all reasonable times.
7. Invoices shall be submitted using the Standard Invoice form, Attachment G.

12/18/09

ATTACHMENT A

SCOPE OF SERVICES Alfred Benesch and Company May 12, 2014

The Scope of Services as detailed below is to provide professional services to the City of Chattanooga "CLIENT" for the study of a pedestrian/bicyclist crossing of the Tennessee River from DuPont Park to the Tennessee Riverwalk. The method of this crossing should be a TDOT acceptable alternative transportation route. The anticipated termini for the project will be from the existing railroad grade crossing within the Tennessee River Park to near North Access Road. This corridor is approximately 7,000 feet in length and includes two (2) railroad bridges and the C.B. Robinson Bridge over the Tennessee River. See the attached exhibit for the Project Study Area Map.

The services to be performed (hereinafter referred to as "Services") by Alfred Benesch and Company "CONSULTANT" shall be as follows:

BASIC SERVICES

Project Administration & Pre-Design Services:

- 1.1 Project Administration and Coordination by the CONSULTANT will involve general project management, field inspections/site visits, attendance at progress meetings through out the duration of the project, agency coordination, oversight of project schedule and overall QA/QC of the deliverables.
- 1.2 Throughout the project development process, the CONSULTANT will adhere to the TDOT Local Programs programmatic requirements as prescribed in the Local Government Guidelines for Management of Federal and State Funded Projects. Design plans for each phase of development will be developed in accordance to the format; standards and specifications required by TDOT including the current version of the TDOT Roadway Design Division – Roadway Design Guidelines, AASHTO Guide for the Development of Bicycle Facilities and other design guidance provided by TDOT and the CLIENT.

Conceptual Design & Alternatives Development Phase:

- 1.1 Three (3) Conceptual Alternatives will be investigated and are outlined below:
 - 1.) *Road Diet (SR-319)* - Provide concepts for potential reduction of travel lanes and/or shoulder widths on the existing C.B. Robinson Bridge over the Tennessee River to provide a connection for pedestrians and bicyclists between DuPont Park and the Tennessee Riverwalk. In order to evaluate the operation of the roadway corridor with reduced travel lanes, a traffic study will be conducted as required by TDOT which will include: 24hr tube counts at critical locations, capacity analysis of the roadway as it exists today and with various travel lane modifications.
 - 2.) *Bridge Widening* – Provide TDOT acceptable concepts to widen the exist bridge structure over the Tennessee River and the two (2) railroad bridges to provide a connection for pedestrians and bicyclists between DuPont Park and the Tennessee Riverwalk. These concepts would be developed in close coordination with the CLIENT, TDOT Structures Division and other agencies in order to determine which concepts are viable prior to moving to the next phase of evaluation.

- 3.) *New Bridge* – Develop a concept to construct a new Tennessee River Crossing to provide a connection for pedestrians and bicyclists between DuPont Park and the Tennessee Riverwalk. This concept would be developed at a very high level to simply determine both a magnitude of the benefits and costs as well as to serve as a measuring stick for the other two (2) concepts.
- 1.2 As part of the conceptual design phase, drawings will be developed along with cost estimates of each to provide a magnitude of costs as well as defining the relative pros/cons between the alternatives being investigated.

Preliminary Engineering Report Phase:

- 1.1 Assist in conducting coordination meetings to present those alternatives that are viable options as agreed upon by the CLIENT to other review and permitting agencies including the railroad.
- 1.2 Prepare the Final Preliminary Engineering Report for the concepts and submit to the CLIENT for review and approval.

SUPPLEMENTAL SERVICES

- 1.3.0 As needed supplemental field surveying for the project can be completed by the CONSULTANT as a supplemental service as listed in ATTACHMENT B if required by the CLIENT. As indicated in the Request for Qualifications for the project, the CLIENT will likely provide the survey. For clarification regarding the C.B. Robinson Bridge, the complete bridge survey as described in Section 3.11 of the TDOT Survey Manual will not be performed. For the portion of the bridge over the normal pool surface of the Tennessee River the survey will include shots necessary to establish the bridge deck, railings, low chord, pier caps, pier centerlines, pier dimensions, high water and normal water marks, and stream banks above normal pool elevations. The survey will not include floodplain sections, stream profiles, establishment of a DTM below normal pool elevation, and pier or footer surveys below water.

PE/NEPA Phase:

- 1.3 Prepare all required documents as per TDOT Local Program Guidelines to satisfy the NEPA requirements for the project.
- 1.4 Perform the Preliminary Engineering required to prepare the preliminary plans (30%) for the preferred alternative. This will include initial coordination with TDOT, USACE, and the railroad to gain their preliminary approval.
- 1.5 Assist in conducting a public meeting to present any findings that may have occurred during the technical studies associated with the preferred alternative as well as to satisfy the public involvement criteria for the NEPA process.
- 1.6 The CONSULTANT will prepare the necessary handouts, PowerPoint presentation, displays, etc. as directed by the CLIENT to convey the options investigated and the preferred alternative.

Right-of-Way, Utility and Railroad Procedures:

- 1.1 As directed and outlined in the TDOT Local Program Guidelines, both Right-of-Way and Utility certifications will be applied for and received from TDOT at the appropriate milestones during the project development. Additional agency coordination will occur throughout the planning and design phase with agencies such as Railroad, USACE, TVA, TDEC, TDOT, etc.,

Finalize Design Drawings and Specifications Phase:

- 1.1 The CONSULTANT shall develop 50% and 90% PLANS for the project based upon the final selected alternative based upon the approved NEPA document. The roadway and bridge design parameters for the project will be based upon current versions of the following design guides; "A Policy on Geometric Design of Highways and Streets", "Guide for Planning, Design, and Operation of Pedestrian Facilities", "LRFD Guide Specifications for Design of Pedestrian Bridges", American Association of State Highway and Transportation Officials; Manual on Uniform Traffic Control Devices (MUTCD); "TDOT Standards Specifications for Road and Bridge Construction"; City of Chattanooga Transportation & Street Technical Standards. These technical guidelines and specifications shall be followed unless superseded by the standard for the City of Chattanooga. During the 50% and 90% PLANS phases of the project, the CONSULTANT will coordinate as necessary with the Tennessee Department of Transportation (TDOT).
- 1.2 The CONSULTANT shall develop the Deeds and Exhibits and Engineers Opinion of Appraisal Values necessary for use by the CLIENT in acquiring any additional right-of-way or easements which may be needed for the project.
- 1.3 The CONSULTANT shall develop FINAL PLANS for the project as directed by the CLIENT upon submittal and review of the 90% PLANS.
 - 1.3.1 In addition to the development of the FINAL PLANS, the CONSULTANT shall develop the required documents to obtain the required environmental permits for the project. All permit fees or review fees required for project approval will be paid directly by the CLIENT.
 - 1.3.2 In addition to the development of the FINAL PLANS, the CONSULTANT shall develop the required documents to obtain approval for the railroad crossings for the project. All permit, review or coordination fees required for project approval will be paid directly by the CLIENT.
- 1.4 Plans, Specifications and engineer's estimate of probable cost will be developed and submitted according to the CLIENT and Tennessee Department of Transportation (TDOT) guidelines. Plans will be created in MicroStation (.dgn) format. The following design guidelines and specifications will be used: 2010 AASHTO LRFD Bridge Design Specifications, Fifth Edition; TDOT's Standard Specifications for Road and Bridge Construction; TDOT's Structures Memoranda (SMO's); Design Loading, HL-93; Seismic Risk Category per TDOT Structures Memoranda (SMO 55).

Bid/Award Phase:

- 1.1 The CONSULTANT shall assist the CLIENT through-out the BIDDING phase of the project. This will include supplying the CLIENT with all required documents in Portable Document Format (PDF) suitable for printing. The CONSULTANT shall assist in preparing the advertisement for bid, assist in answering any questions from bidders, attend the bid opening as well as assist the CLIENT in evaluating the bids

once received. The CLIENT will be responsible for publishing the advertisement as required.

- 1.2 The CONSULTANT shall provide the CLIENT with final CADD documents for the project. These documents will be the final design documents utilized for Bidding unless CONSULTANT is involved with the day to day operations during construction or provided specific markups or field changes that have been verified by the CLIENT during the construction phase.

EXCLUSIONS

- 1.4 For clarification and information the following services are specifically not included as part of the SCOPE OF SERVICES as previously described: roundabout and traffic signal design, utility design or relocation plan development, right-of-way negotiation/acquisition services, bridge inspection above or below water surface elevation, offsite analysis of the existing drainage system, flood studies, mitigation design, bid advertisement fees, railroad review fees, railroad permit fees or insurance related to right-of-entry requirements, printing of CLIENT review plans or bid documents, retaining wall design and geotechnical engineering and testing.



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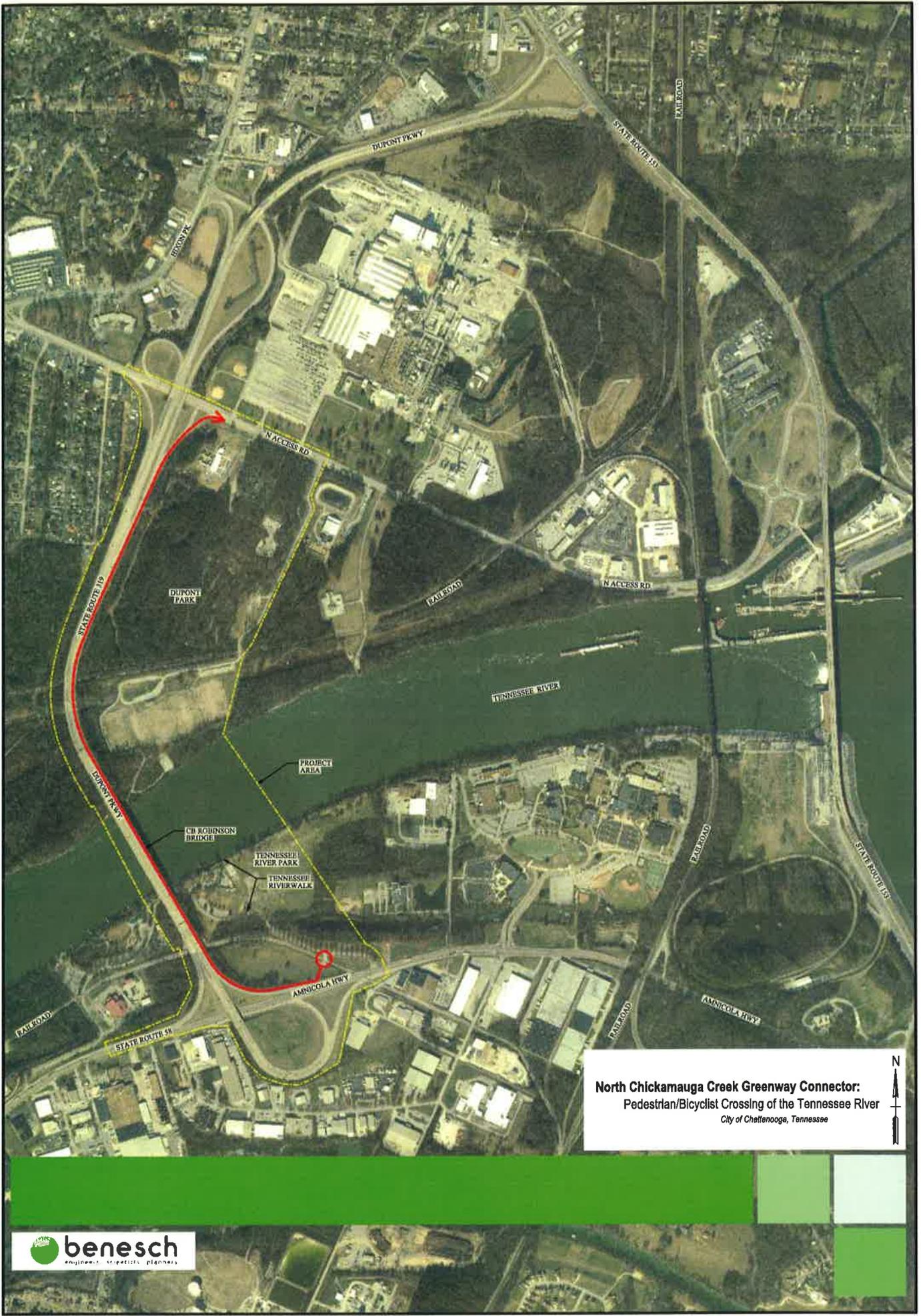
ATTACHMENT A

<u>CLASSIFICATION</u>	<u>RATE</u>
Technologist I	\$48.00
Technologist II	\$70.00
Senior Technologist	\$84.00
Resident Project Representative	\$76.00
Code Official I	\$60.00
Code Official II	\$68.00
Senior Code Official	\$92.00
Designer I	\$72.00
Designer II	\$78.00
Senior Designer	\$88.00
Project Engineer I	\$ 92.00
Project Engineer II	\$108.00
Senior Project Engineer	\$120.00
Project Manager I	\$114.00
Project Manager II	\$128.00
Senior Project Manager II	\$180.00
Principal	\$190.00

DIRECT REIMBURSABLE EXPENSES

	IRS	Approved	Rate	Overnight/Special
Travel				
Delivery Postage	At Cost			
Special Equipment Rental	At Cost			
Tolls/Parking	At Cost			
Printing/Copies	At Cost			

- Alfred Benesch & Company does not charge additional hourly rates for Accounting or Administrative functions.
- The above rates are all inclusive; there are no extra charges or fees.



North Chickamauga Creek Greenway Connector:
Pedestrian/Bicyclist Crossing of the Tennessee River
City of Chattanooga, Tennessee

