

# 2011 ANNUAL REPORT OF THE CITY ENGINEER



12/01/2011 13:37



12/03/2011 11:30



# 17<sup>TH</sup> STREET IMPROVEMENT PROJECT

LOCATION: CENTRAL AVENUE TO NATIONAL ROAD

17<sup>th</sup> Street is an important urban collector street serving the central part of the City. It is the main artery serving Columbus Regional Hospital and several industrial and retail businesses. The City of Columbus recently completed the reconstruction of this section of the 17<sup>th</sup> Street Improvement Project. The reconstructed street is designed to improve accessibility for all modes of transportation: vehicles, bicycles, pedestrians, and physically challenged individuals. The new street provides one lane in each direction in addition to turn lanes and bicycle lanes. Sidewalks and curbs were constructed along both sides of the street. A new storm sewer system with outfalls into Haw Creek was also installed to alleviate frequent ponding along the street. The project also included the widening and upgrading of the bridge over Haw Creek paid for by the Bartholomew County Commissioners. The funding sources for the project were 80% federal funds and American Recovery and Reinvestment Act funds and 20% local (thoroughfare fund). Construction began in 2010 and was completed in November, 2011.

Street Improvements

Street Maintenance

ADA Compliance/Sidewalks

Bicycle & Pedestrian

Traffic Signals

Traffic Engineering

Drainage Repairs

Stormwater

Subdivisions

Permits

Staff



## Project Data

Traffic Volume: 15,854 vehicles per day 2001

Future Traffic Volume:  
23,781 vehicles per day 2021



Project Length: 1.014 miles

Right-of-Way: 17 parcels  
totaling 0.73 acres

Designer: Strand Associates

Contractor: Milestone Contractors

Construction Cost:  
\$5,283,707(including bridge)



# ROUNDBABOUT MODIFICATION PROJECT

## LOCATION: INTERSECTION OF BROWN, LINDSEY AND INDIANAPOLIS RD

### Street Improvements

Street Maintenance

ADA Compliance/Sidewalks

Bicycle & Pedestrian

Traffic Signals

Traffic Engineering

Drainage Repairs

Stormwater

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The City's first modern roundabout was constructed in 2008 to accommodate the complex intersection of three of the City's busiest thoroughfares. The project also created space for the construction of Mill Race Center and established a gateway into Columbus. The original construction was completed at a cost of \$1,542,858.49. Following completion, it became apparent that the Indianapolis Road approach to the roundabout did not function as intended, especially during the morning peak hour. Traffic studies indicated that motorists were delayed 501.6 minutes per day during the morning peak hour. With the completion of the modifications, total savings in fuel and time totals \$79,796 per year, resulting in a payback of 3.95 years. Construction of the project was completed in November. The funding source for the project was 100% local (thoroughfare fund).



### Project Data:

Traffic Volume:  
Over 25,000 vehicles per day

Designer: DLZ

Contractor:  
Dave O'Mara Contractor, Inc.

Construction Cost:  
\$315,208.40



# FOURTH STREET IMPROVEMENT PROJECT

LOCATION: JACKSON STREET TO FRANKLIN STREET

## Street Improvements

Street Maintenance

ADA Compliance/Sidewalks

Bicycle & Pedestrian

Traffic Signals

Traffic Engineering

Drainage Repairs

Stormwater

Subdivisions

Permits

Staff

The City of Columbus, through its Redevelopment Commission, has identified this street as an entertainment district. The new Fourth Street will enhance the downtown experience by providing wider pedestrian/sidewalk areas, reducing pedestrian crossing distances at intersections, and enhancing pedestrian safety. The project will better identify the street as a special use...a more pedestrian friendly area and areas that can be used by the restaurants for seating. The project will transform Fourth Street into an urban events plaza that can accommodate vehicular traffic by day and pedestrian gathering by night. It will create a hybrid, multi-functional urban street, which will allow for flexible use by motor vehicles and pedestrian traffic. The funding source for the project is 80% federal funds and 20% local (redevelopment funds). Construction is scheduled to begin in the spring of 2012. Construction should be completed within a three month period. The construction schedule is being coordinated with the area businesses to minimize disruptions.

### Project Data

Designers:  
Janssen and Spaans Engineering

Rundell Ernstrberger

Estimated Construction Cost:  
\$1,400,000



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# ROAD 200 SOUTH IMPROVEMENT PROJECT

LOCATION: STATE ROAD 11 TO ROAD 150W

Road 200 South is a suburban collector street and is the main thoroughfare to Southside Elementary School and the county fairgrounds. The new street will provide one lane in each direction and left turn lanes. A sidewalk will be constructed along the north side of the street. A storm sewer system is also included. Construction plans and right-of-way acquisition are nearly complete for this project. Currently the City is working with INDOT and the Louisville and Indiana Railroad to complete the design of the required railroad crossing protection devices. The funding source for the project is 80% federal funds and 20% local (thoroughfare fund). Construction is scheduled to begin in the spring of 2012. Construction is expected to last one construction season.

## Street Improvements

Street Maintenance

ADA Compliance/Sidewalks

Bicycle & Pedestrian

Traffic Signals

Traffic Engineering

Drainage Repairs

Stormwater

Subdivisions

Permits

Staff



### Project Data:

Traffic Volume: 5,000 vehicles per day 2007  
Future Traffic Volume: 10,000 vehicles per day 2027

Project Length: 0.568 miles

Right-of-Way: 17 parcels totaling 2.5 acres

Designer: Janssen and Spaans Engineering

Estimated Construction Cost: \$1,800,000





# INDIANA AVENUE IMPROVEMENT PROJECT

LOCATION: STATE STREET TO MARR ROAD

Indiana Avenue is an urban collector street and is a main artery serving Columbus East High School. The existing street is bordered by random parking areas for individual homes. Sidewalks exist in some areas but they are not continuous. The new street will provide one lane in each direction, in addition to bicycle lanes and parking lanes. Sidewalks will be constructed along both sides of the street. Storm water filtration areas and a storm sewer system are also included. The City of Columbus is currently acquiring right-of-way for the improvement of this section of street. Construction plans have been completed. The funding source for the project is 80% federal funds and 20% local (thoroughfare fund). Construction is scheduled to begin in the spring of 2013. Construction is expected to last one construction season.

## Street Improvements

Street Maintenance

ADA Compliance/Sidewalks

Bicycle & Pedestrian

Traffic Signals

Traffic Engineering

Drainage Repairs

Stormwater

Subdivisions

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### Project Data:

Traffic Volume: 2,400 vehicles per day 2010

Future Traffic Volume: 5,200 vehicles per day 2030

Project Length: 0.977 miles

Right-of-Way: 30 parcels

Designer: Hannum Wagle and Cline

Estimated Construction Cost: \$5,000,000





# WESTENEDGE DRIVE IMPROVEMENT PROJECT

LOCATION: NATIONAL ROAD TO ROCKY FORD ROAD

## Street Improvements

Street Maintenance

ADA Compliance/Sidewalks

Bicycle & Pedestrian

Traffic Signals

Traffic Engineering

Drainage Repairs

Stormwater

Subdivisions

Staff

Westenedge Drive is an urban collector street and is a main artery to Parkside School, Schmitt School, Northside Middle School, North High School, and St. Bartholomew School. This street is also a connecting route for the Columbus People Trail system. Pedestrian and bicycle traffic is prevalent. The new street will provide one lane in each direction in addition to bicycle lanes. Sidewalks will be constructed along both sides of the street. A storm water infiltration system is also included. Construction plans have been completed for the improvement of this section of street. The funding source for the project is 80% federal funds and 20% local (thoroughfare fund). Construction is scheduled to begin in the spring of 2014. Construction is expected to last one construction season.

### Project Data:

Traffic Volume: 4,028 vehicles per day  
2010

Future Traffic Volume: 5,965 vehicles  
per day 2030

Project Length: 2,282.72 feet

Right-of-Way: None

Designer: Christopher B. Burke  
Engineering

Estimated Construction Cost:  
\$1,500,000





# CARR HILL ROAD IMPROVEMENT PROJECT

LOCATION: INTERSTATE 65 TO TERRACE LAKE ROAD

## Street Improvements

Street Maintenance

ADA Compliance/Sidewalks

Bicycle & Pedestrian

Traffic Signals

Traffic Engineering

Drainage Repairs

Stormwater

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Permits

Staff

Carr Hill Road is a suburban collector street on the southwest side of Columbus. It was once a quiet county road, but now serves as a thoroughfare in a growing residential area. The improved street will provide one lane in each direction and bicycle lanes. Sidewalks will be constructed along both sides of the street. The City of Columbus is currently acquiring right-of-way for the improvement of this section of street. The funding source for the project is 80% federal funds and 20% local (thoroughfare fund).

Construction is scheduled to begin in the spring of 2014.

Construction is expected to last one or two construction seasons.



### Project Data:

Traffic Volume:  
2,439 vehicles per day 2008

Future Traffic Volume:  
3,500 vehicles per day 2028

Project Length:  
2,964.23 feet

Right-of-Way:  
1.52 acres

Designer:  
Janssen and Spaans Engineering

Estimated Construction Cost:  
\$1,800,000



# TAYLOR ROAD IMPROVEMENT PROJECT

LOCATION: 25<sup>TH</sup> STREET TO ROCKY FORD ROAD

## Street Improvements

Street Maintenance

ADA Compliance/Sidewalks

Bicycle & Pedestrian

Traffic Signals

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The City of Columbus is currently completing the design for the improvement of this section of street. This street is a suburban collector street. The new street will provide one lane in each direction, a two-way left turn lane, and bicycle lanes. Sidewalks will be constructed along both sides of the street. A storm sewer system is also included. Estimated construction cost is \$2,800,000. The funding source for the project is 80% federal funds and 20% local (thoroughfare fund).

Construction is scheduled to begin in the spring of 2013 or 2014.

Construction is expected to last one construction season.



## Project Data

Traffic Volume:  
6,790 vehicles per day 2010

Future Traffic Volume:  
12,260 vehicles per day 2030

Project Length:  
1.00 miles

Designer:  
DLZ

Estimated Construction Cost:  
\$2,800,000



# US 31 IMPROVEMENT PROJECT

LOCATION: WASHINGTON STREET TO ROAD 50N

This is a State of Indiana project.

INDOT has completed the widening and improvement of this highway recently after three years of construction and decades of discussion and planning. The highway now provides two lanes in each direction and left turn lanes. Sidewalks have been constructed along both sides of the street, except along North Christian Church. Curbs and storm sewers have also been constructed. This project was funded by INDOT.

## Street Improvements

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### Project Data

Traffic Volume:  
30,205 vehicles per day 2010

Future Traffic Volume:  
49,784 vehicles per day 2030

Project Length:  
3.49 miles (5.63 km)

Designer:  
First Group

Contractor:  
Milestone Contractors LP

Construction Cost:  
approx. \$15,000,000



# INTERSTATE 65 & STATE ROAD 58 INTERCHANGE IMPROVEMENT PROJECT

This is a State of Indiana project.

INDOT recently completed the improvement of this interchange. The improvements were necessary to accommodate increasing traffic volumes and a decline in the level of service. This project is funded by INDOT.

## Street Improvements

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ADA Compliance/Sidewalks

Bicycle & Pedestrian

Traffic Signals

Traffic Engineering

Drainage Repairs

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## Project Data

Traffic Volume:

44,210 vehicles per day 2004 on Interstate 65

18,790 vehicles per day 2004 on SR 58

Future Traffic Volume:

71,850 vehicles per day 2029 on Interstate 65

30,530 vehicles per day 2029 on SR 58

Designer: URS





Street Improvements

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## STREET OVERLAY

Milestone Contractors L.P was awarded the City Overlay project in July 2011. The total cost of the 2011 City Street Overlay was \$749,489. The following streets were included in the project:



Co Rd 150W from Deaver Rd to 175' N of Wrenwood Dr  
Gladstone Avenue from SR 46 to McKinley Avenue  
Gladstone Avenue from 10th Street to McKinley Avenue  
Deaver Road from Co Road 50W to Co Road 150W  
22nd Street from Washington Street to Franklin Street  
Franklin Street from 3rd Street to 7th Street  
River Road from Rocky Ford Road to Peregrine Drive  
McClure Road from McKinley Avenue to 10th Street  
Co Road 200S from Catalina Drive to Braeburn  
Norcross Drive from Inwood Drive to Interlake Drive

## MILLING AND PATCHING

Dave O'Mara Contractor was awarded the milling & patching contract for the West side of Columbus at a cost of \$120,785. Milestone Contractor L.P was awarded the milling & patching contract for the East side of Columbus at a cost of \$76,692.



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## ADA COMPLIANCE/SIDEWALKS

Since the beginning of the City's WalkWorks program the City has replaced or supported the replacement of over 23 miles of sidewalks and installed more than 1200 curb ramps to meet Americans With Disabilities Act (ADA) requirements. In 2011, the following sidewalks were replaced or installed:

5266 feet replaced using CDBG funds from the Community Development Department (with supervision by City Engineer's Office)

- 800 feet replaced through the WalkWorks program
- 10,500 feet replaced or installed on the 17<sup>th</sup> Street project
- 27,000 feet installed by INDOT on the US 31 project
- 900 feet of sidewalk along Middle Road north of US 31 (contract awarded in December)



The Federal Highway Administration recently issued an order which requires all cities to complete an ADA Transition Plan by December, 2012. The City of Columbus has had a transition plan for many years and has continued to follow and implement that plan. However, the new requirement calls for a greater level of detail. The City Engineer's Office will gather the necessary data and prepare an updated transition plan including cost estimates for presentation to the Board of Public Works and Safety and/or the City Council.

# ADA COMPLIANCE/SIDEWALKS

This table summarizes the sidewalks and ramps installed since 1995.



<u>YEAR</u>	<u>FEET OF SIDEWALK</u>	<u>RAMPS</u>
1995	5868	32
1996	4613	50
1997	4506	93
1998	3961	152
1999	2030	51
2000	1400	82
2001	2202	147
2002	1960	137
2003	2715	86
2004	3050	109
2005	6578	31
2006	13979	43
2007	5290	34
2008	7760	11
2009	4462	11
2010	10963	33
2011	44460	123
<b>Totals</b>	<b>125,797</b>	<b>1225</b>

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# BICYCLE & PEDESTRIAN

Bicycle Lanes on River Road, Gladstone Avenue, and 17<sup>th</sup> Street. These bicycle lanes were successfully implemented in 2011. The City also conducted before and after traffic studies on Gladstone Avenue and found that as a result of the bicycle lanes, vehicular speeds were reduced significantly.



Cummins Crosswalk In October, Cummins, Inc. installed in-pavement flashing lights at four crosswalks near their corporate office building. The lights are intended to improve visibility and safety for employees who must cross Brown Street or Jackson Street on a daily basis. The lights were installed on permit basis and are owned, operated, and maintained by Cummins, subject to review by the City. The City is evaluating the durability of the lights, especially during winter conditions, for possible use at other locations. Early reactions from pedestrians and drivers has been positive.



Street Improvements

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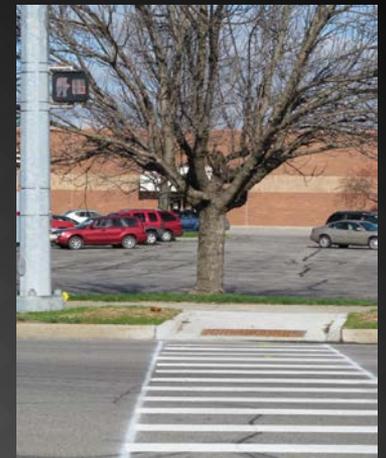
Subdivisions

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## BICYCLE & PEDESTRIAN

The City adopted a Bicycle and Pedestrian Plan in 2010. The Plan states that "The needs of bicyclists and pedestrians should be incorporated in the planning, design, and review of all infrastructure projects". The City Engineer's Office has worked with other departments to implement the following projects in 2011:



### 25<sup>th</sup> & Haw Creek pedestrian signals and crosswalk -

These signals and crosswalk were installed in response to the growing pedestrian traffic from the nearby Columbus Signature Academy.

Owens Bend Trail - A People Trail along River Road from Cunningham Drive to Owens Bend Park, a distance of 2.1 miles. This trail will be operated and maintained by the Columbus Parks Department.



6<sup>th</sup> Street sidewalk - The City awarded a contract in December for the replacement of the deteriorated sidewalk west of Washington Street. Construction is expected to be completed in early 2012.

Middle Road Sidepath - A new sidewalk connection from US 31 to the north edge of Rural King. This sidepath will connect existing sidepaths to the north with the new sidewalks along US 31. A contract for this work was approved in December with construction scheduled for early 2012.



- Street Improvements
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- Traffic Signals**
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# TRAFFIC SIGNALS

The City Engineer's Office is responsible for the operation, timing, and programming of the traffic signals in the City of Columbus, except state highway intersections. The City has 37 signalized intersections. Many of those signals operate with hardware that is outdated, obsolete, and difficult to maintain.



The City, through the Columbus Area Metropolitan Planning Organization (CAMPO) is eligible for federal funding for traffic signal improvements. As a part of the eligibility process, the City retained URS Corporation to prepare an ITS Architecture Plan. URS also prepared a complete inventory of all traffic signal equipment, which will be used to identify needed improvements.

As part of the 17<sup>th</sup> Street Project, all new traffic signal equipment was installed at Haw Creek Avenue, Gladstone Avenue, and McClure Street, all of which are now traffic actuated.

The Board of Public Works and Safety approved an \$88,696 contract with Signal Construction Inc. in December for improvements to the following traffic signals:



25<sup>th</sup> & Home , 25<sup>th</sup> & Maple, 5<sup>th</sup> & Washington, 16<sup>th</sup> & Washington, 10<sup>th</sup> & Gladstone, 10<sup>th</sup> & McClure, 27<sup>th</sup> & Central, 22<sup>nd</sup> & Central, 25<sup>th</sup> & Haw Creek, 25<sup>th</sup> & Herman Darlage

The work at these signals includes installation of new controllers and cabinets at 5 locations, installation of LED signal heads at 8 intersections, and installation of countdown pedestrian timers at 4 intersections. These improvements will increase efficiency, reduce energy consumption, and prepare for future interconnection of the signals.

# TRAFFIC ENGINEERING

The City Engineer's Office conducts traffic engineering studies and recommends traffic control changes to the Board of Public Works and Safety. Those studies are frequently requests for all-way stop control at intersections and reduced speed limits on streets. All such studies are conducted in a manner which complies with the Indiana Manual on Uniform Traffic Control Devices. The following studies were completed in 2011:

- Street Improvements
- Street Maintenance
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## All way stops

6 <sup>th</sup> & Cottage	approved
Carr Hill & Merchants Mile	approved
8 <sup>th</sup> & Jackson	approved
14 <sup>th</sup> & Sycamore	not approved
16 <sup>th</sup> & Lafayette	not approved



## Miscellaneous Studies

150W speed limit (concurrence with County)

Downtown Parking amendment & meetings

Bicycle Lanes - Gladstone, River Road (pre- and post- installation studies)

Cummins Plant No. 1 traffic signal re-start

Lincoln Central Schools traffic modifications (Pearl St.)

Marr & Indiana school zones (Girl Scout project)

North High School parking & traffic changes

Jefferson Area study (awaiting public meeting)





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## DRAINAGE REPAIRS

The Engineering department oversaw 36 drainage repair projects completed by the City Garage.

Inlet repairs consisting of curb replacement, inlet structure repair/replacement installation of new castings, asphalt repair/replacement.

Total cost \$43,200 Average cost per job \$1200

8 quotes awarded to local contractors totaled approximately \$148,210

\*Washington Street - Installed curb, sidewalk with ADA ramp, installed new drywell, inlets and castings and 40' of 12" pipe at 19<sup>th</sup>, 20<sup>th</sup>, and 22<sup>nd</sup> Streets.

\*Kinney Lane - Installed 65' of 6' underdrain, installed additional inlet structure and 150' of 12" dual wall pipe.

\*11<sup>th</sup> Street Drywell - Converted old drywell to new inlet structure and installed 12" pipe connection to new drywell.

\*California Street - Removed/replaced 400sf of drive- way approaches, and removed/replaced 190' of asphalt.

\*Underdrains - Installed 1965 lf of 6" underdrain, 70' removed/replaced curb and gutter \*200S - culvert extension, stone shoulder, overlay.

\*Riverside Drive - Installed pipe from drywell across road.

\*Chinkapin Drive - Installed 150' of dual wall pipe.

5 jobs contracted at Time and Materials Cost with Excavation Plus totaling \$9,183.

Premier Drive, Valley Forge, Memphis Court and Memphis Drive Schooner Court, Fairlawn Drive and Fairlawn Court





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# STORMWATER

EPA's Clean Water Act of 1972 introduced the National Pollutant Discharge Elimination System (NPDES) which addressed sources of pollution including Municipal Separate Storm Sewer Systems (MS4). Phase II NPDES regulations issued in 1999 regulated Columbus and urbanized areas in Bartholomew County. The Clean Water Act NPDES is an unfunded mandate.

The NPDES permit contains elements called minimum control measures (MCM) that, when implemented, should result in a significant reduction in the discharge of pollutants. Columbus continues to implement the following MCM's:

- \*Public Education and Outreach
- \*Public Input on Key Issues
- \*Illicit Discharge Detection & Elimination
- \*Erosion and sediment control during construction
- \*Post Construction Best Management Practices
- \*Good Housekeeping at city facilities



The City's progress in implementing these permit requirements was audited by IDEM in October. The audit confirmed that the City was fulfilling the permit requirements, but identified several areas for improvement during the next review cycle. The audit also encouraged the City and Bartholomew County to work together and to execute a memo of understanding. We have identified several efficiencies that can be beneficial to both agencies.

In 2011, the City received and reviewed 15 stormwater permit requests (for sites over one acre). We continue to do site visits as necessary to ensure that the developers and contractors comply with the permit requirements.



# ACCEPTANCE OF STREETS AND RELATED INFRASTRUCTURE

11,286' = 2.1 MILES OF NEW CITY STREET

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Shadow Creek Farms, Section 4  
79 residential lots  
2,560' new street

Shadow Creek Farms, Section 5  
111 residential lots  
6,896' new street

Herron Cove  
27 residential lots  
1,050' new street

Spruce Ridge Major Subdivision  
23 acres of commercial and  
multifamily development;  
780' new street

Columbus Regional Hospital Major  
Subdivision  
Hospital campus expansion and new  
construction with street and traffic  
signal improvements  
No net gain in street inventory



Shadow Creek Farms, Section 5



Columbus Regional Hospital Major Subdivision



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## PERMITS

The City Engineer's office administers several types of permits to control day to day impacts to infrastructure and traffic. Applications for permits can be picked up in the Engineering office or accessed online at [www.columbus.in.gov/engineering/permit-and-application-forms](http://www.columbus.in.gov/engineering/permit-and-application-forms). There is no charge for making these permit applications to the Engineering office.

A Request for Special Use of Right-of-Way is required any time the right-of-way is going to be encumbered. Typical requests are for street closures, sidewalk closures, or parking spaces. In 2011, 215 requests were processed, including requests for street fairs, benefit walks and runs, block parties, parades, and borings to place new fiber optics. Also requests were approved for restaurant outdoor seating, the filming of a safety video, and road closures associated with the construction of First Financial Bank and The Cole.

A Permit to Excavate in a Public Street, Alley or Right-of-Way is self explanatory. Applicants for this type of permit are generally accessing utilities that reside within the right-of-way of a City street. Some utilities lie under pavement necessitating a street cut to access the utility. Although there is no cost to make the permit application, contractors are required to bond their work for a period of three years to protect the City infrastructure which they have impacted. The City Engineer's office processed 173 permits to excavate in a public street, alley or right-of-way in 2011.

Improvement in the Right-of-Way Permits are required for work performed in the right-of-way that does not fall under the Permit to Excavate in Public Street, Alley or Right-of-Way. Typical applications are for driveway or curb repairs. Improvements are required to meet City standards and the Engineer's office inspects all work. In 2011, 83 Improvement in the Right-of-Way Permits were processed by the City Engineer's office.



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## STAFF

David Hayward, PE, City Engineer from 1991 - 2002 and since April 1, 2011. Member of the Columbus Plan Commission, liaison member of the Bartholomew County Plan Commission, member of the plat committee and subdivision review committee, and serves on many other boards and commissions. Hayward replaced Steve Ruble, who left in March.

Steve Rucker - Assistant City Engineer for over 30 years. Responsible for plan review for new subdivisions, coordination with Planning Department and utility companies, and drainage plan reviews.

Randy Sims - Senior Engineering Technician. Works with contractors to ensure compliance with specifications, policies and standards, manages the cities pavement management system.

Becky Douglas - Engineering Technician. Responsible for budgets, accounts payable, WalkWorks program, Community Development Block Grant sidewalk projects, and serves as stormwater program coordinator.

Jason Perry - Engineering Technician. CAD operator and works with utility companies and their contractors to ensure that street cuts are repaired properly. Designs and coordinates drainage repair projects.

Aimee Morris - Engineering Technician. Usually the first point of contact when people call or visit the office, public information officer and webmaster.