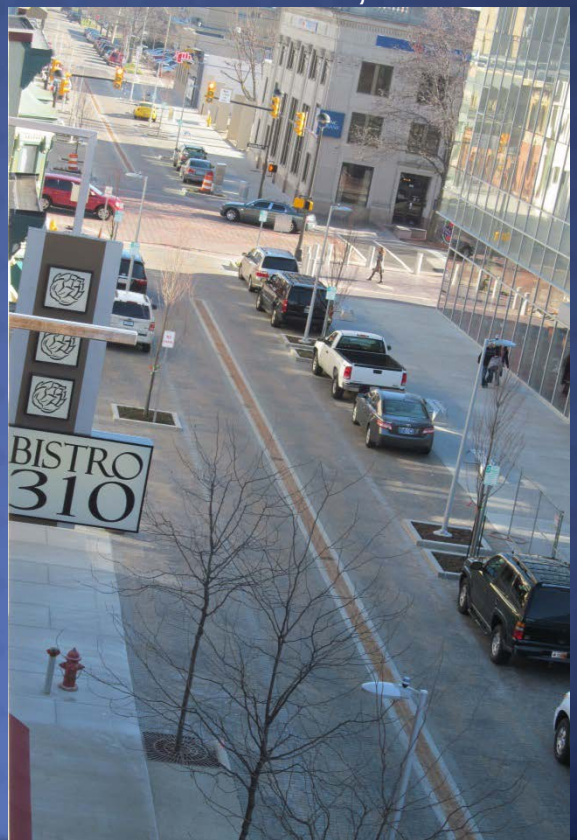
2012 ANNUAL REPORT OF THE CITY ENGINEER

October 1, 2012

October 25, 2012

December 12, 2012



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FOURTH STREET – COLUMBUS' FIRST SUSTAINABLE STREET

LOCATION: BETWEEN JACKSON AND FRANKLIN STREETS

4th Street between Jackson Street and Franklin Street is now nearly complete.
The new street is designed to provide the highest level of environmental sustainability by:

- Providing wide sidewalks and a narrow street to encourage pedestrian activity.
- Reducing street width to slow or "calm" vehicular traffic.
- Removing all curbs and other barriers to accessibility.
- Reducing electrical consumption by installing LED streetlights.
- Reducing and treating stormwater runoff by installing porous pavement.
- Installing LED traffic signals with improved timing for improved traffic flow resulting in less delay, lower emissions, and less wasted fuel.
- Improving vehicular and pedestrian safety by reducing speeds, installing gates for street closures, and by reducing of maintenance of traffic signals and streetlights.
- Providing bicycle parking with Columbus' unique "C" racks.

4th Street is designed to be a "Great Street" that recognizes the needs of all who use the street, regardless of whether they are in a vehicle, on foot, on a bicycle, or in a wheelchair. Great streets are rare today. Many of us can recall a time when our downtown streets were the center public life, the place to be and be seen. Our downtown streets defined "community".

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FOURTH STREET – COLUMBUS' FIRST SUSTAINABLE STREET – CONTINUED

The Columbus 4th Street experience includes:

- More space for outdoor seating for bars and restaurants, adding to the "Cultural District" atmosphere.
- Electricity and water available at four locations in each block to provide for the needs of festivals and events.
- Convenient on-street parking, benches, and trash receptacles in a totally barrier-free environment.

Project Credit

Owners:	City of Columbus
	Columbus Redevelopment Commission
Funding:	Columbus Area Metropolitan Planning Organization
Designers:	Janssen & Spaans Engineering
	Rundell Ernstberger
Prime Contractor	Rieth Riley Construction Co.
Sub-Contractors	James H. Drew Corp.
	Decorative Paving
Construction Cost	$1,778,000 80% Federal funds
	20% TIF funds

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SECOND STREET BRIDGE

When the Second Street Bridge was opened in 1999, it was illuminated with ninety incandescent fixtures. During the intervening years, the lights were vandalized and became a maintenance problem for the City. As a result, the lights were extinguished in 2005.

Mayor Kristen Brown and the Columbus Redevelopment Commission asked the Engineering Department to investigate and develop a new plan to illuminate the structure. Working with vendors and contractors, a mock-up of the proposed lighting was installed and evaluated in August. Based on that mock-up, specifications were prepared and quotes were requested. The contract was awarded to James H. Drew Corp. The lights were installed in December. At the time of this report, the lights are ready for use, but we are waiting for "visors" to be installed on two of the lights to reduce glare for oncoming motorists.

The new lights are color changing LED lights. The LED's will be very energy efficient and bulb life is expected to approach ten years. The new lighting scheme requires only twelve lights, compared with 90 in the original lighting scheme. The total project cost is $130,600, which is being paid by the Columbus Redevelopment Commission.

Interstate 65 Overpass

Based on the success of the Second Street bridge lighting mock-up, Mayor Kristen Brown and the Columbus Redevelopment Commission asked the Engineering Department to investigate and develop a plan to illuminate the Interstate 65 overpass. This is a very challenging bridge to illuminate due to its curvilinear shape and its short, dark cables. A mock-up was installed and tested in October, which demonstrated an additional challenge – competing ambient sodium vapor lights throughout the interchange vicinity. A second mock-up will be done early in 2013 to test some new lighting schemes to overcome the challenges.

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ROAD 200 SOUTH IMPROVEMENT PROJECT

LOCATION: STATE ROAD 11 TO 150W

Road 200 South is a suburban collector street and is the main thoroughfare to Southside Elementary School, the county fairgrounds and many new subdivisions. 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 complete for this project. The City has worked with INDOT and the Louisville and Indiana Railroad to complete the design of the required railroad crossing protection devices, which will also be upgraded. Utility relocations began in 2012 and should be completed before the spring 2013 start of construction. 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.

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
Construction Engineering: United Consulting
Estimated Construction Cost: $1,800,000

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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 has completed 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 2014. Construction is expected to last one construction season.

<u>Project Data:</u>

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

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WESTENEDGE DRIVE IMPROVEMENT PROJECT

LOCATION: NATIONAL ROAD TO ROCKY FORD ROAD

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).

On Hold Indefinitely

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

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CARR HILL ROAD IMPROVEMENT PROJECT

LOCATION: INTERSTATE 65 TO TERRACE LAKE ROAD

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 completing the acquisition of 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 summer of 2013.

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

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ROCKY FORD ROAD IMPROVEMENT PROJECT

LOCATION: TAYLOR ROAD TO TALLEY ROAD

Rocky Ford Road is a major east-west thoroughfare across the northern section of the city. It is classified as a suburban collector street. The City has improved two other sections of Rocky Ford from Central Avenue to Taylor Road. The design of this section was revised from a four lane section to 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. Pedestrian crossings will be constructed at key locations. As part of the project, the county will also be replacing the bridge over Sloan Branch. The City of Columbus is currently completing the acquisition of 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 2015. Construction is expected to last one or two construction seasons.

Project Data
Traffic Volume:
2,829 vehicles per day 2011
Future Traffic Volume:
3,810 vehicles per day 2031
Project Length: 0.909 miles
Right-of-Way: 35 parcels
Designer: Strand Associates
Estimated Construction Cost: $5,300,000

TAYLOR ROAD IMPROVEMENT PROJECT

LOCATION: 25TH STREET TO ROCKY FORD ROAD

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The City of Columbus is currently reconsidering the design for the improvement of this section of street. This street is a suburban collector street. In the near future, the City plans to hold a public meeting to discuss the proposed design of the project. The funding source for the project is 80% federal funds and 20% local (thoroughfare fund).

Construction is scheduled for 2016.

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

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STREET OVERLAY PHASE ONE

Milestone Contractors L.P was awarded Phase One of the City street overlay project in July 2012. The total cost of the 2012 City Street Overlay was $616,958. Milestone Contractors worked on 25th Street between Central Avenue and National Road, on Central Avenue from 18th Street to 25th Street, and on Central Avenue from 25th Street to National Road.

STREET OVERLAY PHASE TWO

In September, Dave O'Mara Contractor was awarded Phase Two of the City Street Overlay project. The total cost was $649,760 and included these streets:

- Deaver Road between Roads 50W and 150W.
- Road 50W between Roads 350S and 450S.
- Lafayette Avenue between 16th and 22nd streets.
- Chestnut Street between 23rd and 25th streets.
- Rocky Ford Road between Central Avenue and Washington Street.
- Marr Road between 27th Street and U.S. 31.
- 19th Street between Washington Street and Lafayette Avenue.
- Seventh Street between Washington and Jackson streets.
- Home Avenue between 27th Street and US31
- Westenedge Drive between US31 and Rocky Ford Road

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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 2012, the following sidewalks were replaced or installed:

- Middle Road sidepath near Rural King
- Curb Ramps at US31 and Washington Street

- 2,211 total feet of sidewalk were removed and replaced
- 42 ramps were removed and replaced

In 2011, the Federal Highway Administration issued an order requiring all public agencies 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 called for a greater level of detail. The City Engineer's Office gathered the necessary data and participated in the comprehensive transition plan update, which was prepared by the Human Rights Department. Our inventory revealed that the City has 2742 curb ramps at 1300 public street intersections. Of those ramps, 334 are fully compliant, 2049 have compliant slopes but are non-compliant in other ways, and 359 are non-compliant. The total cost to upgrade all curb ramps is estimated to be $2.5 million.

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ADA COMPLIANCE/SIDEWALKS

This table summarizes the sidewalks and ramps installed since 1995.

YEAR	FEET OF SIDEWALK	RAMPS
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
2012	2211	42
Totals	**128,008**	**1267**

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PEDESTRIAN CROSSING PROJECT

In 2009, the City of Columbus identified the need for an engineering solution for pedestrian crossings. The City discovered the rapid rectangular flashing beacon (RRFB), which was installed at the intersection of Parkside Drive and Central Avenue. After installation of the RRFB, the compliance rate for vehicles yielding to pedestrians in the crosswalk and crossing guards has risen to over 95%. Feedback from parents, non-school related pedestrians, school crossing guards, and motorists has been very positive.

The City of Columbus has been awarded Highway Safety Improvement Program funds to improve the following pedestrian crossings:

- Marr Road at East High School
- Home Avenue at North High School (2 locations)
- 27th Street and California Street by Schmitt Elementary
- Lindsey Street and Fifth Street
- River Road and Royal Street

The crossing improvements are expected to include newer versions of RRFB's at each location, in addition to improved signage, pavement markings, and pedestrian refuge areas. The approved funds are 90% federal and 10% city. Installation is expected to be completed in 2013.

Designer: Strand Associates
Estimated Construction Costs: $390,000

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BICYCLE & PEDESTRIAN

US 31 and Washington Street –
Upon completion of the US 31 improvement project, the City received complaints about accessibility at the intersection of Washington Street. The City Engineer's Office prepared plans for a solution to the problem. Excavation Plus submitted the low quote for the project in the amount of $10,245. The work was completed in September 2012.

6th Street Sidewalk –
Late in 2011, a contract was awarded to Milestone Contractors for the replacement of the deteriorated sidewalk on the south side of 6th Street, west of Washington Street. Construction was delayed due to work on the Cummins Parking Garage. Construction was completed in July 2012. The final cost of the project was $31,125.

5th Street & Brown Street – In 2011, Reach Healthy Communities purchased and donated accessible pedestrian signal (APS) equipment for this intersection. The APS equipment was installed in May 2012. The APS equipment is designed to better communicate the signal operation to users with physical challenges by providing audio and visual feedback. We have found that all users appreciate the feedback that the APS provides and the "countdown" pedestrian timers.

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BICYCLE & PEDESTRIAN

Middle Road Sidepath – In December, 2011, a contract was awarded to Excavation Plus for the construction of an 8 foot wide sidepath along the west side of Middle Road from US 31 to the north edge of Rural King. This section provides a connection from the Columbus Municipal Airport to Fair Oaks Mall and Lincoln Park. Improvements are planned in the future for the section from US 31 to 25th Street to complete this bicycle/pedestrian connector. The cost of the project was $49,603.

Tipton Lakes Boulevard Sharrows – After working with the Tipton Lakes Community Association, the City installed shared lanes on Tipton Lakes Blvd. and on Goeller Blvd. The shared lanes are marked by "sharrows" and "Share the Road" signs. The signs and markings help guide bicyclists and provide warning to motorists of the presence of bicycles along these popular bicycle routes.

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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. Some 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. The City also uses local funding for upgrading traffic signals as a part of other city projects.

As part of the 4th Street Project, all new traffic signal equipment was installed at the intersection of 4th and Washington Street. The project was federally funded, with the local share provided by the Columbus Redevelopment Commission. The new equipment includes a new controller, new LED signal heads, and countdown pedestrian signals.

Early in 2012, the following traffic signals were updated as part of a $88,696 contract with Signal Construction Inc. that had been approved in December 2011 by the BOW: 25th & Home , 25th & Maple, 5th & Washington, 16th & Washington, 10th & Gladstone,10th & McClure, 27th & Central, 22nd & Central, 25th & Haw Creek, 25th & Herman Darlage. The work at these signals included installation of new controllers and cabinets, installation of LED signal heads, and installation of countdown pedestrian timers. The improvements will increase efficiency, reduce energy consumption, and prepare for future interconnection of the signs.

As part of the Phase Two Street Overlay Project, traffic signal detectors were replaced at 22nd & Central, 25th & Central, 27th & Central, 25th & Haw Creek, and 25th & Herman Darlage Drive. The old inductive loop detectors were removed as part of the milling for the new pavement. The new detectors are radio frequency micro-detectors, which should cause less damage to the asphalt pavement and are easier to replace.

In December 2011, a contract was awarded for the replacement of the controllers and cabinets at 25th & Central and 25th & Haw Creek. That work will be completed in Spring 2013.

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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 2012:

All way stops

22nd Street & Maple Street	Not Approved
4th Street & Pearl Street	Approved
Ohio Street & Cherry Street	Not Approved
Indiana Street & Cherry Street	Not Approved
4th Street & Jackson Street	Approved
Tipton Lakes Boulevard & Acorn Street	Not Approved
Rocky Ford Road & River Road	Not Approved

Miscellaneous On-Going Studies

Columbus Airport Intersections

West Everroad Park Intersections

North High School Parking & Traffic

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DRAINAGE REPAIRS

The Engineering department supervised 43 drainage repair projects completed by the City Garage employees.

Inlet repairs consisted of curb replacement, inlet structure repair & replacement, installation of new castings, asphalt repair & replacement.

Total cost $60,587.74 Average cost per job $1409.17

10th Street between Sycamore & Pearl Streets

The City Garage crew removed and replaced existing ramps at the corner of 4th and Pearl Streets

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DRAINAGE REPAIRS

9 quotes awarded to local contractors totaled approximately $121,160

*Goeller Blvd. and St.Rd.46 Intersection – Installed 200'-0" of additional 6" underdrain. Underdrain was placed behind the curb on Goeller Blvd. and across the intersection to relieve ground water.

*33rd and Virginia St. – Installed 320'-0" of new 12" N-12 dual wall pipe and 4 new Nyloplast inlet structures.

*Acorn Drive Pipe Replacement – Removed and replaced 130'-0" of existing 15" single wall pipe with new 15" N-12 dual wall pipe. Existing pipe had started to collapse causing sinkholes to form at ground level.

*2519 25th St. Drainage Improvement – Installed approx. 40'-0" of 12" N-12 dual wall pipe with Duraslot Trench drain along 25th St. connecting to existing storm sewer. Replaced 2 existing ramps and replaced 50'-0" of existing sidewalk to comply with ADA Standards.

*3432 Putter Place – Removed and replaced 160'-0" of existing 15"CMP pipe with new 15" N-12 dual wall pipe.

*6032 Turtle Bay Pkwy. – Removed and replaced 40'-0" of existing 15" HDPE pipe with new 15" HDPE pipe. The two sections of existing pipe had started to collapse causing sinkholes to form at ground level.

*29th and Tulip Drive - Removed and replaced two existing drywells with new drywells and interconnected the new structures with approx. 80'-0" of 12" N-12 dual wall pipe.

*#12-19 Misc. Drainage Repairs - Project is a combination of four individual jobs that consist of removing and replacing sections of collapsed pipe to complete removal and replacement of 230'-0" of CMP(corrugated metal pipe) with new N-12 dual wall

*Shoreline Drive Pipe Lining – This project will consist of slip lining an existing 27" CMP(corrugated metal pipe) with a 24" Snaptite liner pipe. Approx. 180'-0" in length. All work will be performed from Shoreline Drive with minimal disruption to homeowner's property.

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
*Construction Erosion & Sediment Control
*Post Construction Best Management Practices
*Good Housekeeping at City Facilities

In 2012, the City received and reviewed 17 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.

In 2012, Public Education and Outreach Requirements were met in several ways.

- On September 25 – 27, 2012, the City of Columbus MS4 Coordinator gave presentations to 250 BCSC third graders at the Soil & Water Conservation District's outdoor lab.

STORMWATER

- The MS4 Coordinator attended Senior Project Fairs at both Columbus East & Columbus North High Schools where projects were introduced for rain barrels, rain gardens & river clean-ups.

- The Cummins Health, Safety & Environmental Fair was also attended by the MS4 Coordinator. Educational brochures and volunteer opportunities were offered.

- The City of Columbus MS4 partnered with Shelbyville and Johnson County MS4s to host a Soil & Erosion Control Seminar. It was held in Edinburgh, Indiana. It was attended by approximately 70 contractors, design professionals and inspectors. Continuing education and professional development hours were available for participants.

- The Good Housekeeping requirement is for city employees to prevent stormwater pollution at municipal facilities, such as fleet maintenance shops, transit facilities, sanitation facilities, parks departments and street sweeping operations. The City Engineer's office purchased a training video called "Rain Check - Stormwater Pollution Prevention for MS4s". This video shows employees good housekeeping practices, spill response, materials management, and vehicle fueling and washing.

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ACCEPTANCE OF STREETS AND RELATED INFRASTRUCTURE

The City added 4,923.65' feet = 0.91 miles of new street in 2012.

Wildflower Estates Section 2, Phase 2
2199.11' new street
33 residential lots

Westbrook Subdivision, Phase 1
812.23' new street
17 residential lots

Westbrook Subdivision , Phase 1

Shadow Creek Farms Section 7A
1200.94' new street
45 residential lots

Shadow Creek Farms Section 7B
711.37' new street
31 residential lots

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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. 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 2012, **219** requests were processed, including requests for benefit walks and runs, block parties, parades, and borings to place new fiber optics. Also requests were approved for downtown restaurant outdoor seating, and road closures associated with the construction of The Cole Apartments and United Senior Residence.

United Senior Residence at 13th Street & Michigan

Cole Apartments at 2nd & Jackson Streets

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PERMITS

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 **228** permits to excavate in a public street, alley or right-of-way in 2012.

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 2012, **130** 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.

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.