

Department of Public Works

Recommended Plan Forward
Coastline Drive Bridge
Liberty Street Bridge
Old County Courthouse Parking Deck
Northbank Riverwalk
August 2015

Executive Summary:

The purpose of this memorandum is to propose a plan forward and estimate costs to address the issues associated with Coastline Drive Bridge, Liberty Street Bridge, the Old County Courthouse Parking Deck and the affected section of Northbank Riverwalk. This summary builds upon FDOT-provided cost estimates for facility replacement that have been provided previously and adds planning costs for a reconfiguration of portions of the Northbank Riverwalk. The cost estimates provided in this report reflect the recent escalation in bids that FDOT has experienced and reflect a 20% increase in those estimates provided in the March 26, 2015 report issued to FDOT by their consultant and builds upon that information.

The scope of these recommended actions are as follows:

1. Replace the section of Coastline Drive Bridge between Newnan and Market (Hyatt Section).
2. Replace and extend Liberty Street Bridge to St. Johns River.
3. Remove the section of Coastline Drive Bridge between Market and Liberty (Courthouse Section).
4. Remove the Old County Courthouse Parking Deck.
5. Provide streetscape improvements to rerouted portions of the Northbank Riverwalk.

Cost estimates may be summarized as follows:

| Component | Facility | Demolition | Construction | Total Cost |
|--------------|--|-------------|--------------|---------------------|
| 1 | Coastline Drive Bridge and Riverwalk (Hyatt) | \$2,140,662 | \$13,007,895 | \$15,148,557 |
| 2 | Liberty Street Bridge (Including Extension) | \$2,014,980 | \$8,641,073 | \$10,656,053 |
| 3 | Coastline Drive Bridge (Courthouse) | \$2,432,512 | | \$2,432,512 |
| 4 | Old County Courthouse Parking Deck | \$8,074,622 | | \$8,074,622 |
| 5 | Streetscape Improvements to Rerouted Riverwalk | | \$672,341 | \$672,341 |
| Total | | | | \$36,984,085 |

Component 1. Replace Coastline Drive Bridge (Newnan to Market – Hyatt Section)

Replacement costs with demolition of the existing bridge are estimated at \$15,148,557.

| Coastline Drive Bridge (Hyatt) | | | | | | | |
|---------------------------------------|-------|----------|------------|------------------|------------|----------------------|--|
| Description | Units | Quantity | Unit Cost | Cost (26 Mar 15) | Escalation | Escalated Cost | |
| New Bridge Construction | SF | 39641.88 | \$ 145 | \$ 5,748,073 | 20% | \$ 6,897,687 | |
| Bulkhead | LF | 546 | \$ 3,500 | \$ 1,911,000 | 20% | \$ 2,293,200 | |
| Demolition of Existing Bridge | SF | 39641.88 | \$ 45 | \$ 1,783,885 | 20% | \$ 2,140,662 | |
| Mooring Dolphins | | | | \$ - | | \$ - | |
| Demolition | EA | 3 | \$ 50,000 | \$ 150,000 | 20% | \$ 180,000 | |
| Replacement | EA | 3 | \$ 250,000 | \$ 750,000 | 20% | \$ 900,000 | |
| Barriers (Permanent) | LF | 86 | \$ 100 | \$ 8,600 | 20% | \$ 10,320 | |
| Lighting | LS | 1 | \$ 32,040 | \$ 32,040 | 20% | \$ 38,448 | |
| Utilities | LS | 2 | \$ 5,000 | \$ 10,000 | 20% | \$ 12,000 | |
| Bridge Approaches | LS | 3 | \$ 25,000 | \$ 75,000 | 20% | \$ 90,000 | |
| Hardscape | LS | | | \$ - | 20% | \$ - | |
| Sculpture/Monument (Removal) | LS | 1 | \$ 25,000 | \$ 25,000 | 20% | \$ 30,000 | |
| | | | | | | | |
| | | | | | | | |
| Subtotal | | | | \$ 10,493,597 | | \$ 12,592,317 | |
| Mobilization | 10% | | | \$ 1,049,360 | 20% | \$ 1,259,232 | |
| Maintenance of Traffic | 0.30% | | | \$ 31,481 | 20% | \$ 37,777 | |
| Design Fee | 10% | | | \$ 1,049,359.72 | 20% | \$ 1,259,232 | |
| Phase/Site Access Factor | 0% | | | \$ - | 20% | \$ - | |
| | | | | | | | |
| Total | | | | | | \$ 15,148,557 | |



Component 2. Replace Liberty Street Bridge – Includes an Extension to the St. Johns River

Replacement costs with demolition of the existing bridge are estimated at \$10,656,053. Demolition costs for the portion of Coastline Drive Bridge between the current terminus of Liberty Street Bridge and the St. Johns River are included in the demolition of that section of Coastline Drive Bridge (Component 3). Portions of this new structure will be supporting the reconfiguration of the Riverwalk (Component 5).

| Extended Liberty Street Bridge - Courthouse Dr. to River (Connection to existing Riverwalk @ River Taxi) | | | | | | | |
|---|-------|-------|----------|------------|------------------|------------|----------------------|
| Description | | Units | Quantity | Unit Cost | Cost (26 Mar 15) | Escalation | Escalated Cost |
| New Bridge Construction (See Note 1) | | SF | 37150.4 | \$ 145 | \$ 5,386,808 | 20% | \$ 6,464,170 |
| Bulkhead | | LF | 84.67 | \$ 3,500 | \$ 296,345 | 20% | \$ 355,614 |
| Demolition of Existing Bridge (See Notes 2 & 3) | | SF | 30530 | \$ 55 | \$ 1,679,150 | 20% | \$ 2,014,980 |
| Mooring Dolphins | | | | | \$ - | | \$ - |
| Demolition | | EA | | \$ 50,000 | \$ - | 20% | \$ - |
| Replacement | | EA | | \$ 250,000 | \$ - | 20% | \$ - |
| Barriers (Permanent) | | LF | 86 | \$ 100 | \$ 8,600 | 20% | \$ 10,320 |
| Lighting | | LS | 1 | \$ 10,680 | \$ 10,680 | 20% | \$ 12,816 |
| Utilities | | LS | | | \$ - | 20% | \$ - |
| Landscape | | LS | | | \$ - | 20% | \$ - |
| Hardscape | | LS | | | \$ - | 20% | \$ - |
| Sculpture/Monument (Removal) | | LS | | | \$ - | 20% | \$ - |
| Subtotal | | | | | \$ 7,381,583 | | \$ 8,857,900 |
| Mobilization | 10% | | | | \$ 738,158 | 20% | \$ 885,790 |
| Maintenance of Traffic | 0.30% | | | | \$ 22,145 | 20% | \$ 26,574 |
| Design Fee | 10% | | | | \$ 738,158.30 | 20% | \$ 885,790 |
| Total | | | | | | | \$ 10,656,053 |

Note 1. Replacement Bridge Extended to connect with existing Riverwalk.

Note 2. Increased Demolition Cost due to Access Challenges.

Note 3. Section of Coastline Demo included with Coastline Costs (Courthouse Section).



Component 3. Remove Coastline Drive Bridge – (Market to Liberty)

Demolition of existing segment is estimated at \$2,432,512. A portion of this bridge at Liberty Street will be rebuilt as part of the Liberty Street Bridge replacement (Extends to the St. Johns River) – see Component 2.

| Coastline Drive Bridge (Courthouse) - Demolition Only | | | | | | | |
|--|-------|----------|-----------|------------------|------------|---------------------|--|
| Description | Units | Quantity | Unit Cost | Cost (26 Mar 15) | Escalation | Escalated Cost | |
| New Bridge Construction | SF | 0 | \$ 145 | \$ - | 20% | \$ - | |
| Bulkhead | LF | 0 | \$ 3,500 | \$ - | 20% | \$ - | |
| Demolition of Existing Bridge | SF | 40840 | \$ 45 | \$ 1,837,800 | 20% | \$ 2,205,360 | |
| Mooring Dolphins | | | | \$ - | | \$ - | |
| Demolition | EA | 0 | \$ - | \$ - | 20% | \$ - | |
| Replacement | EA | 0 | \$ - | \$ - | 20% | \$ - | |
| Barriers (Permanent) | LF | 0 | \$ 100 | \$ - | 20% | \$ - | |
| Lighting | LS | 0 | \$ 85,440 | \$ - | 20% | \$ - | |
| Utilities | LS | 0 | \$ 5,000 | \$ - | 20% | \$ - | |
| Landscape | LS | | | \$ - | 20% | \$ - | |
| Hardscape | LS | | | \$ - | 20% | \$ - | |
| Sculpture/Monument (Removal) | LS | 0 | \$ - | \$ - | 20% | \$ - | |
| Subtotal | | | | \$ 1,837,800 | | \$ 2,205,360 | |
| Mobilization | 5% | | | \$ 91,890 | 20% | \$ 110,268 | |
| Maintenance of Traffic | 0.30% | | | \$ 5,513 | 20% | \$ 6,616 | |
| Design Fee | 5% | | | \$ 91,890.00 | 20% | \$ 110,268 | |
| Phase/Site Access Factor | 0% | | | \$ - | 20% | \$ - | |
| Total | | | | | | \$ 2,432,512 | |



Component 4. Remove Old County Courthouse Parking Deck

Estimated Demolition Cost for this facility is \$8,074,622.

| Courthouse Parking Deck - Demolition Only | | | | | | | |
|--|-------|----------|-----------|------------------|------------|---------------------|--|
| Description | Units | Quantity | Unit Cost | Cost (26 Mar 15) | Escalation | Escalated Cost | |
| Demolition of Existing Bridge | SF | 135300 | \$ 45 | \$ 6,088,500 | 20% | \$ 7,306,200 | |
| Mooring Dolphins | | | | \$ - | | \$ - | |
| Demolition | EA | 0 | \$ - | \$ - | 20% | \$ - | |
| Replacement | EA | 0 | \$ - | \$ - | 20% | \$ - | |
| Barriers (Permanant) | LF | 120 | \$ 100 | \$ 12,000 | 20% | \$ 14,400 | |
| Lighting | LS | 0 | \$ 85,440 | \$ - | 20% | \$ - | |
| Utilities | LS | 0 | \$ 5,000 | \$ - | 20% | \$ - | |
| Landscape | LS | | | \$ - | 20% | \$ - | |
| Hardscape | LS | | | \$ - | 20% | \$ - | |
| Sculpture/Monument (Removal) | LS | 0 | \$ - | \$ - | 20% | \$ - | |
| Subtotal | | | | \$ 6,100,500 | | \$ 7,320,600 | |
| Mobilization | 5% | | | \$ 305,025 | 20% | \$ 366,030 | |
| Maintenance of Traffic | 0.30% | | | \$ 18,302 | 20% | \$ 21,962 | |
| Design Fee | 5% | | | \$ 305,025.00 | 20% | \$ 366,030 | |
| Phase/Site Access Factor | 0% | | | \$ - | 20% | \$ - | |
| Total | | | | | | \$ 8,074,622 | |



Component 5. Streetscape Improvements for Rerouted Riverwalk

Estimated cost for adding streetscape and landscape improvements to the relocated Riverwalk along Market Street to Courthouse Drive to Liberty Street and connecting to existing Riverwalk at River Taxi stop is \$672,341. Costs for the Riverwalk section on the newly extended Liberty Street Bridge do not include bridge costs as those costs are included within Component 2. Projected alignment is shown on the following page.

| Riverwalk - Market to Courthouse to Liberty and connect to existing @ River Taxi | | | | | | | |
|---|-------|--------------|-----------------|------------------|-------------------------|-------------------|-----------------------|
| Description | | Units | Quantity | Unit Cost | Cost (26 Mar 15) | Escalation | Escalated Cost |
| New Bridge Construction | | SF | 0 | \$ 145 | \$ - | 20% | \$ - |
| Bulkhead - Note 1 | | LF | 0 | \$ 3,500 | \$ - | 20% | \$ - |
| Demolition of Existing Bridge | | SF | 0 | \$ 45 | \$ - | 20% | \$ - |
| Multi-Use Trail - Note 3 | | | | | \$ - | | \$ - |
| Demolition | | LS | 1 | \$ 50,000 | \$ 50,000 | 20% | \$ 60,000 |
| Replacement | | Mile | 0.25 | \$ 252,556 | \$ 63,139 | 20% | \$ 75,767 |
| Barriers (Permanent) - Note 2 | | LF | 86 | \$ 100 | \$ 8,600 | 20% | \$ 10,320 |
| Lighting | | LS | 1 | \$ 20,000 | \$ 20,000 | 20% | \$ 24,000 |
| Utilities | | LS | 2 | \$ 12,000 | \$ 24,000 | 20% | \$ 28,800 |
| Landscape | | LS | 1 | \$ 200,000 | \$ 200,000 | 20% | \$ 240,000 |
| Hardscape | | LS | 1 | \$ 100,000 | \$ 100,000 | 20% | \$ 120,000 |
| Sculpture/Monument (Removal) | | LS | 0 | \$ 25,000 | \$ - | 20% | \$ - |
| | | | | | | | |
| | | | | | | | |
| Subtotal | | | | | \$ 465,739 | | \$ 558,887 |
| Mobilization | 10% | | | | \$ 46,574 | 20% | \$ 55,889 |
| Maintenance of Traffic | 0.30% | | | | \$ 1,397 | 20% | \$ 1,677 |
| Design Fee | 10% | | | | \$ 46,573.90 | 20% | \$ 55,889 |
| Phase/Site Access Factor | 0% | | | | \$ - | 20% | \$ - |
| | | | | | | | |
| Total | | | | | | | \$ 672,341 |

Note 1. Bulkhead Repairs along Market Street and Courthouse Drive to be funded by Bulkhead Account.

Note 2. Allowance for Barriers along Market and Courthouse Drive.

Note 3. Multi-Use Trail Cost per FDOT Planning Guide escalated to 2016.

