



ENGINEERING SERVICES COMMITTEE MEETING AGENDA

Commission Chamber
Tuesday, June 13, 2023
1:10 PM

ENGINEERING SERVICES

1. Motion to approve the minutes of the Engineering Services Committee held on May 9, 2023.
2. Update on Tom Wiedmeier name to be added to Utilities Building per previous commission action and approval. (Requested by Commissioner Brandon Garrett)
3. Discuss solutions to resolve/prevent drivers from hitting low bridges. **(Requested by Commissioner Wayne Guilfoyle)**

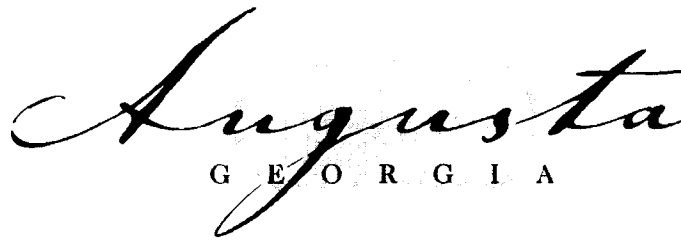


Engineering Services Committee

June 13, 2023

Minutes

| | |
|---|--|
| Department: | N/A |
| Presenter: | N/A |
| Caption: | Motion to approve the minutes of the Engineering Services Committee held on May 9, 2023. |
| Background: | N/A |
| Analysis: | N/A |
| Financial Impact: | N/A |
| Alternatives: | N/A |
| Recommendation: | N/A |
| Funds are available in the following accounts: | N/A |
| <u>REVIEWED AND APPROVED BY:</u> | N/A |



ENGINEERING SERVICES COMMITTEE MEETING MINUTES

Commission Chamber
Tuesday, May 09, 2023
1:10 PM

ENGINEERING SERVICES

PRESENT

Mayor Garnett Johnson
Commissioner Alvin Mason
Commissioner Catherine Smith-McKnight
Commissioner Tony Lewis
Commissioner Brandon Garrett

1. Approve continued funding of the current “On-Call Professional Services for Engineering and Field Design, small to Medium Scale Maintenance Task Design, Regulatory Periodic Inspection Compliance and Structural Inspection & Investigations” Services (CEI Services) Contract in the amount of \$250,000 as requested by Engineering. RFP 19-241

Motion to approve.

Motion made by Garrett, Seconded by Smith-McKnight.

Voting Yea: Mason, Smith-McKnight, Lewis, Garrett

Motion carries 4-0.

2. Approve Augusta Utilities Purchase of Itron Cellular Endpoints and Data Configuration for AMI Testing.

Motion to approve.

Motion made by Garrett, Seconded by Smith-McKnight.

Voting Yea: Mason, Smith-McKnight, Lewis, Garrett

Motion carries 4-0.

3. Consider proposal from Goodwyn, Mills and Cawood, Inc. (GMC) to provide engineering services for Utilities Department’s Fort Gordon NPW Irrigation Water Storage Tank project.

Motion to approve.

Motion made by Garrett, Seconded by Smith-McKnight.

Voting Yea: Mason, Smith-McKnight, Lewis, Garrett

Motion carries 4-0.

4. Approve the installation of eleven (11) speed humps along Goshen Road between Old Waynesboro Road and Goshen Lake Drive South per adopted Augusta speed hump policy.

Approve construction funds in the amount of \$50,000. Requested by Augusta Engineering Environmental Services Department.

Motion to approve.

Motion made by Garrett, Seconded by Smith-McKnight.

Voting Yea: Mason, Smith-McKnight, Lewis, Garrett

Motion carries 4-0.

5. Motion to authorize condemnation to acquire title of a portion of property for right of way (Parcel 068-0-003-00-0).

Motion to approve.

Motion made by Garrett, Seconded by Smith-McKnight.

Voting Yea: Mason, Smith-McKnight, Lewis, Garrett

Motion carries 4-0.

6. Motion to authorize condemnation to acquire title of a portion of property for right-of-way (Parcel 097-3-262-00-0) 2444 Lumpkin Road.

Motion to approve.

Motion made by Garrett, Seconded by Smith-McKnight.

Voting Yea: Mason, Smith-McKnight, Lewis, Garrett

Motion carries 4-0.

7. Motion to authorize condemnation to acquire title of a portion of property for right-of-way (Parcel 097-3-263-00-0) 2442 Lumpkin Road.

Motion to approve.

Motion made by Garrett, Seconded by Smith-McKnight.

Voting Yea: Mason, Smith-McKnight, Lewis, Garrett

Motion carries 4-0.

8. Motion to authorize condemnation to acquire title of a portion of property for right of way (Parcel 097-3-264-00-0) 2440 Lumpkin Road.

Motion to approve.

Motion made by Garrett, Seconded by Smith-McKnight.

Voting Yea: Mason, Smith-McKnight, Lewis, Garrett

Motion carries 4-0.

9. Motion to authorize condemnation to acquire title of a portion of property for right of way (Parcel 097-3-254-00-0) 2448 Lumpkin Road.

Motion to approve.

Motion made by Garrett, Seconded by Smith-McKnight.

Voting Yea: Mason, Smith-McKnight, Lewis, Garrett

Motion carries 4-0.

10. Motion to approve a resolution authorizing the termination of an Intergovernmental Agreement between Augusta Economic Development Authority and Augusta-Richmond County, as well

as consenting and agreeing to AEDA submitting an application for funding under TIA B not to exceed \$13 million, directly to DOT and entering into an Intergovernmental Agreement (IGA) agreement directly between AEDA and DOT. Item 1.

Motion to approve.

Motion made by Garrett, Seconded by Smith-McKnight.

Voting Yea: Mason, Smith-McKnight, Lewis, Garrett

Motion carries 4-0.

11. Motion to approve the minutes of the Engineering Services Committee held on April 25, 2023.

Motion to approve.

Motion made by Garrett, Seconded by Smith-McKnight.

Voting Yea: Mason, Smith-McKnight, Lewis, Garrett

Motion carries 4-0.



Engineering Services Committee

June 13, 2023

Name Added to Utilities Building

| | |
|---|---|
| Department: | N/A |
| Presenter: | N/A |
| Caption: | Update on Tom Wiedmeier name to be added to Utilities Building per previous commission action and approval. (Requested by Commissioner Brandon Garrett) |
| Background: | N/A |
| Analysis: | N/A |
| Financial Impact: | N/A |
| Alternatives: | N/A |
| Recommendation: | N/A |
| Funds are available in the following accounts: | N/A |
| <u>REVIEWED AND APPROVED BY:</u> | N/A |

Lena Bonner

From: Brandon Garrett <brandon@azaleaoutdoor.com>
Sent: Tuesday, June 6, 2023 11:42 AM
To: Lena Bonner
Subject: [EXTERNAL] Agenda Item June 13

Engineering Committee

Update on Tom Weidemeyer name to be added to Utilities Building per previous commission action and approval.

Thank you,

Brandon Garrett
Sales Manager
706.836.6317



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Engineering Services Committee

June 13, 2023

Solutions to resolve/prevent drivers from hitting low bridges

| | |
|---|---|
| Department: | N/A |
| Presenter: | N/A |
| Caption: | Discuss solutions to resolve/prevent drivers from hitting low bridges. (Requested by Commissioner Wayne Guilfoyle) |
| Background: | N/A |
| Analysis: | N/A |
| Financial Impact: | N/A |
| Alternatives: | N/A |
| Recommendation: | N/A |
| Funds are available in the following accounts: | N/A |
| <u>REVIEWED AND APPROVED BY:</u> | N/A |

pensacola news journal

PENSACOLA

Pensacola is tired of trucks hitting Graffiti Bridge. Here's their plan to prevent it:



Jim Little

Pensacola News Journal

Published 1:56 p.m. CT Feb. 14, 2023 | Updated 12:36 p.m. CT Feb. 15, 2023

Pensacola Mayor D.C. Reeves is taking a crack at a problem that has confounded previous mayors: stopping trucks from hitting the Graffiti Bridge.

Reeves announced during his weekly press conference Tuesday the city is beginning the process to formally designate 17th Avenue near the bridge as a "no truck corridor."

Hardly a month goes by without a truck running into the bridge, which only has a clearance of 10 feet. Many of the trucks that run into the bridge and get stuck or have their tops peeled back are rental moving trucks.

Pensacola's Graffiti Bridge: Why does it keep getting hit?

Stop the trucks From chains to trolls, Graffiti Bridge town hall generates ways to stop truck crashes

Several of the accidents are documented on the Graffiti Bridge Facebook page managed by local artist Joseph Seurkamp.

Reeves made reference to the Facebook updates during his remarks Tuesday.

"Maybe some people enjoy seeing all those updates on Facebook, but I know it's difficult on traffic. It's expensive," Reeves said. "We don't wish that on anybody"

have damage to their moving truck or their RV or anything like that. So, the first step we're going to take is we're going to formalize that being a no trucks corridor."

More signs added Graffiti Bridge maximum height clearance lowered, flashing signs hoped to deter drivers

Reeves said formalizing the designation will mean installing signs warning drivers that no trucks are allowed on the road, as well as allow the designation to show up on GPS programs like Google Maps.

Several years ago, the city installed more signs along the road to warn drivers of the low clearance, but the situation is complicated by the southern portion falling under the jurisdiction of the Florida Department of Transportation while the northern side falls under the city's jurisdiction.

Reeves said city staff is working with FDOT to have more signs on both sides installed.

Formalizing the no-truck designation is phase one of the plan, Reeves said, while phase two will be working with FDOT to warn drivers in a more effective way.

"Our team is working diligently on finding solutions that, you know, maybe you hit something a little softer before you get all the way to the bridge," Reeves said.

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LOCAL

Height c trucks steer clear of low SA bri with history of crashes

The City of San Antonio is growing and so are the sizes of trucks traveling the San Antonio roads. That created a problem that the city is now trying to fix on St. Mary's Street by Brackenridge High School.

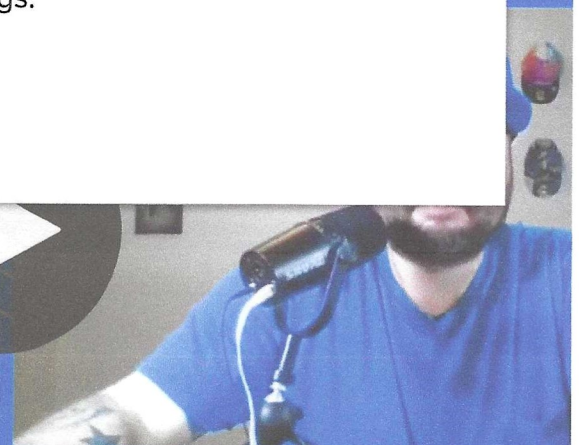

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Daniel Wade
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David Droegemeier
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Author: **Jeremy Baker**

Published: **12/14/2018 3:24:17 PM**

Updated: **4:38 PM CST December 14, 2018**

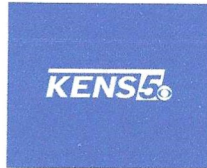
SAN ANTONIO — The City of San Antonio is growing and so are the sizes of trucks on the San Antonio roads. That created a problem that the City had to fix on St. Mary Brackenridge High School.

For years large trucks would crash into the bottom of a bridge on St. Mary's St. by that's only 11'3" high, even with warning signs all around. So the city had to take different measures to change that.

"The bridge was built in the 1930s back before there were 18 wheelers or even more wasn't built for the type of traffic that travels on St. Mary's right now," said Tran

Capital Improvement:

Back then there were standard average mirrors which is not nearly low enough to keep taking action. Because of the low clearance with flashing lights. We were driving."



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Item 3.

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Since close to half a dozen warning signs that were supposed to alert truck drivers approaching low bridge didn't work, the City had to be creative and install height clearance curtains on either side of the bridge in March of this year.

"TCI engineers designed this system a mast with plastic cylinders hanging down," He also told us, "They are right at 11'3" which is the height of the bridge. I rented a van to see how it would work and when I hit those curtains I heard it loudly in the cab even though the curtains were hitting the cargo portion of the van."

This innovative curtain warning system isn't just the only one in San Antonio, it's the only one in Bexar County, but the only one in the entire state of Texas!" Barry added, "Since they've been put up we have had no reported crashes into the overpass."

The City and Union Pacific Railroad split the \$24,000 cost of designing, creating, and installing the height clearance curtains.

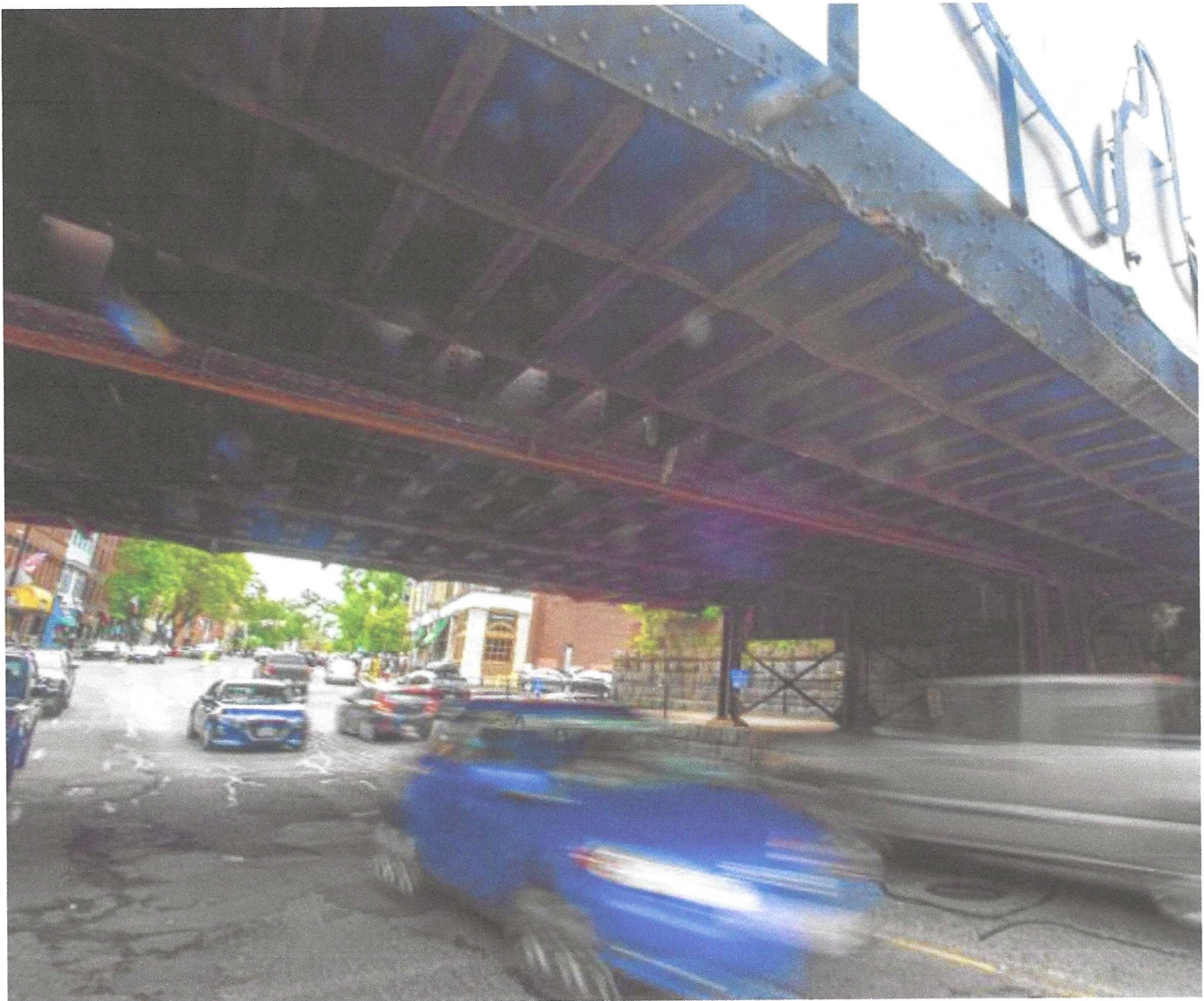
Daily Hampshire Gazette

Est. 1786

(<https://www.gazettenet.com>)

News > Local (/News/Local/)

Despite city's best efforts, low bridge still taking hits



Cars and trucks make their way under the railroad bridge on Main Street in Northampton on Monday, June 17, 2019. The bridge shows damage where it has been hit by trucks that are too tall to pass under it. STAFF PHOTO/CA



By BERA DUNAU (/byline?byline=By BERA DUNAU)

Staff Writer

Published: 6/17/2019 11:29:59 PM

NORTHAMPTON — Numerous signs warn of its approach. Some even display flashing lights. Yet tall vehicles have continued to strike the railroad bridge that crosses over Bridge Street, to the tune of 37 strikes since 2009. Over the same period, 162 vehicles have required police assistance to turn away from the bridge.

“I’m not really sure what we can do ... to convince them not to drive under it,” Mayor David Narkewicz said.

The so-called “truck-eating bridge,” claimed another victim (<https://www.gazettenet.com/Tractor-trailer-crashes-into-downtown-Northampton-overpass-26216622>) last week, when a tractor-trailer struck it on the night of June 11.

“It’s one of the biggest ongoing issues in Ward 3,” said Ward 3 City Councilor James Nash. “The truck-eating bridge is really problematic.”

He said that he and members of the Ward 3 Neighborhood Association saw the aftermath of Tuesday’s bridge hit, after emerging from Joe’s Spaghetti and Pizza.

Narkewicz noted that there is a warning system that sets off flashing lights near signs that warn of the bridge’s 11-foot clearance when vehicles of sufficient height approach, as well as the signs on and around the bridge.

The 53-foot trailers hauled by big rigs may be 13 feet, 6 inches tall or taller.

Northampton's warning system was put into place following the completion of a Pioneer Valley Planning Commission Study that was released in 2006, and includes a laser-triggered warning system that directs tractor-trailer trucks on Interstate 91.

Despite these measures, the bridge strikes and turnarounds have continued, although the number of turnarounds has dropped off significantly in the last few years. In 2017 and 2018, there were nine and three turnarounds respectively, as opposed to 18 and 27 in 2015 and 2016. Bridge strikes were two in 2015, three in 2016, three in 2017 and four in 2018.

Nash said that a major issue is that phone GPS directs trucks going to the Coca-Cola facility to take a left off Exit 19 and a right turn onto Day Avenue, which trucks of that size are prohibited from doing.

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(<https://accountaccess.nne.media/ss70v2/nne/common/template.jsp?init=start&initEdition=GZ>)

"The power of the GPS is really strong," he said.

He said that this sometimes lead to the trucks going into the Ward 3 neighborhoods because most of the streets are closed to trucks.

He also said that there's high turnover among truck drivers.

"It's first day of class for many of them, repeatedly," he said.

He said it would "ideal" if the truckers would use GPS designed for trucks. He also said that, based on conversations with Coca-Cola, he estimates that 50,000 to 60,000 trucks go to its Northampton facility a year.

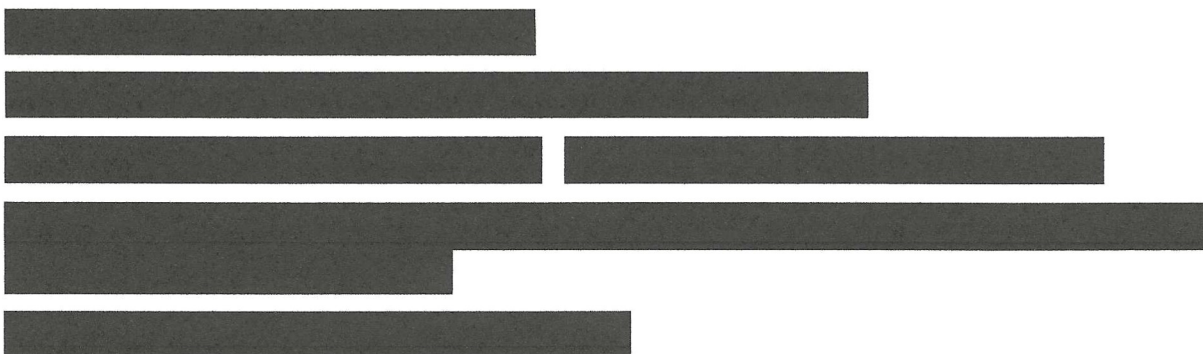
"It's like O'Hare Airport for trucks," he said.

The mayor said that he didn't know what would be involved with raising the bridge, and as for lowering the roadway, "I don't see us building a 'little dig' here."

The mayor also noted another element to the issue.

"At a certain point, there's human error," he said.

Bera Dunau can be reached at bdunau@gazettenet.com.



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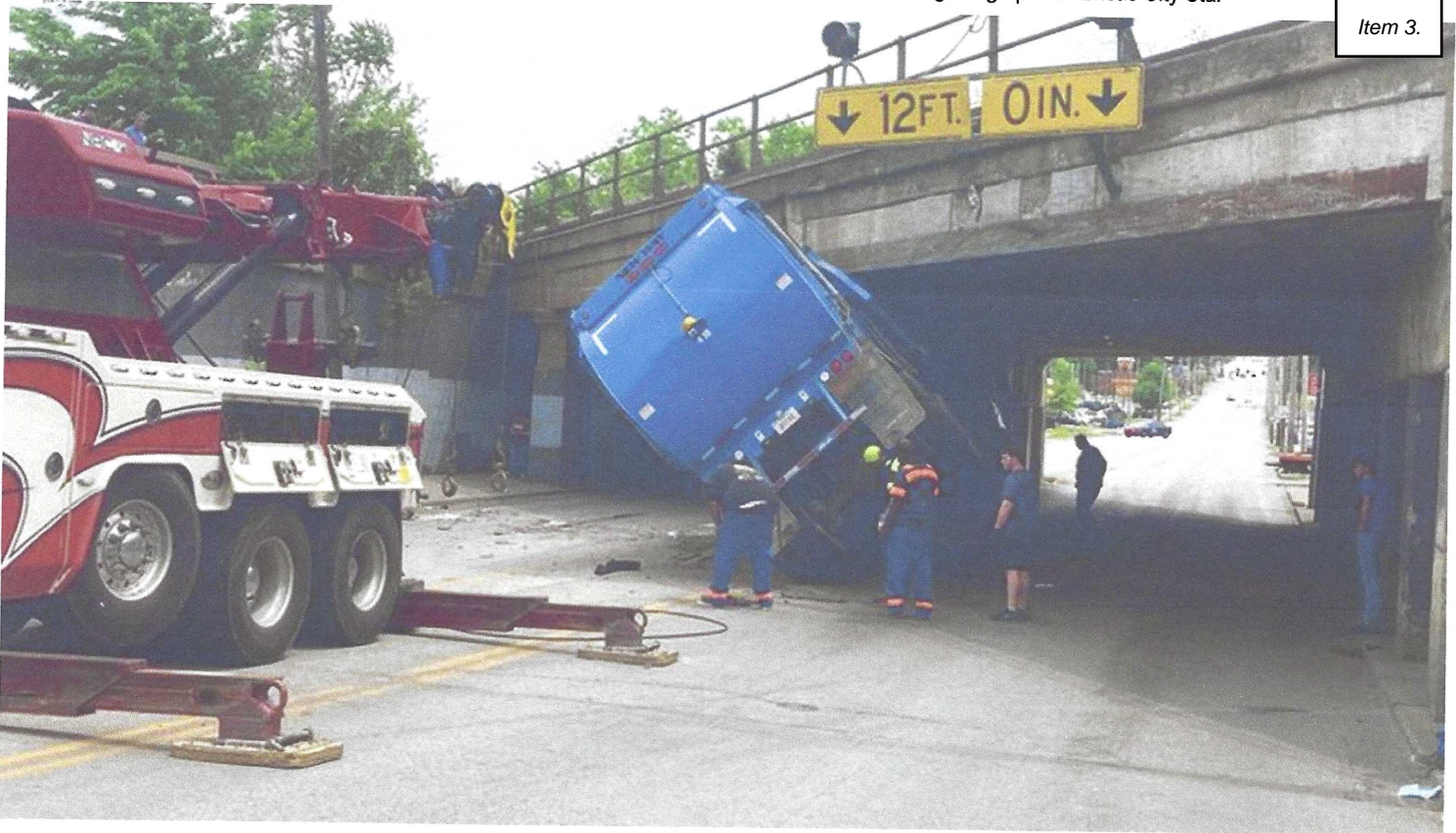
LOCAL

Warning curtain may help stop Independence Ave bridge crashes. Here's what it looks like

BY SOPHIA BELSHE

JUNE 03, 2022 3:38 PM





A garbage truck struck the Independence Avenue bridge on May 19, causing it to become wedged under the overpass. The driver of the truck was not injured.
Kansas City Police Department



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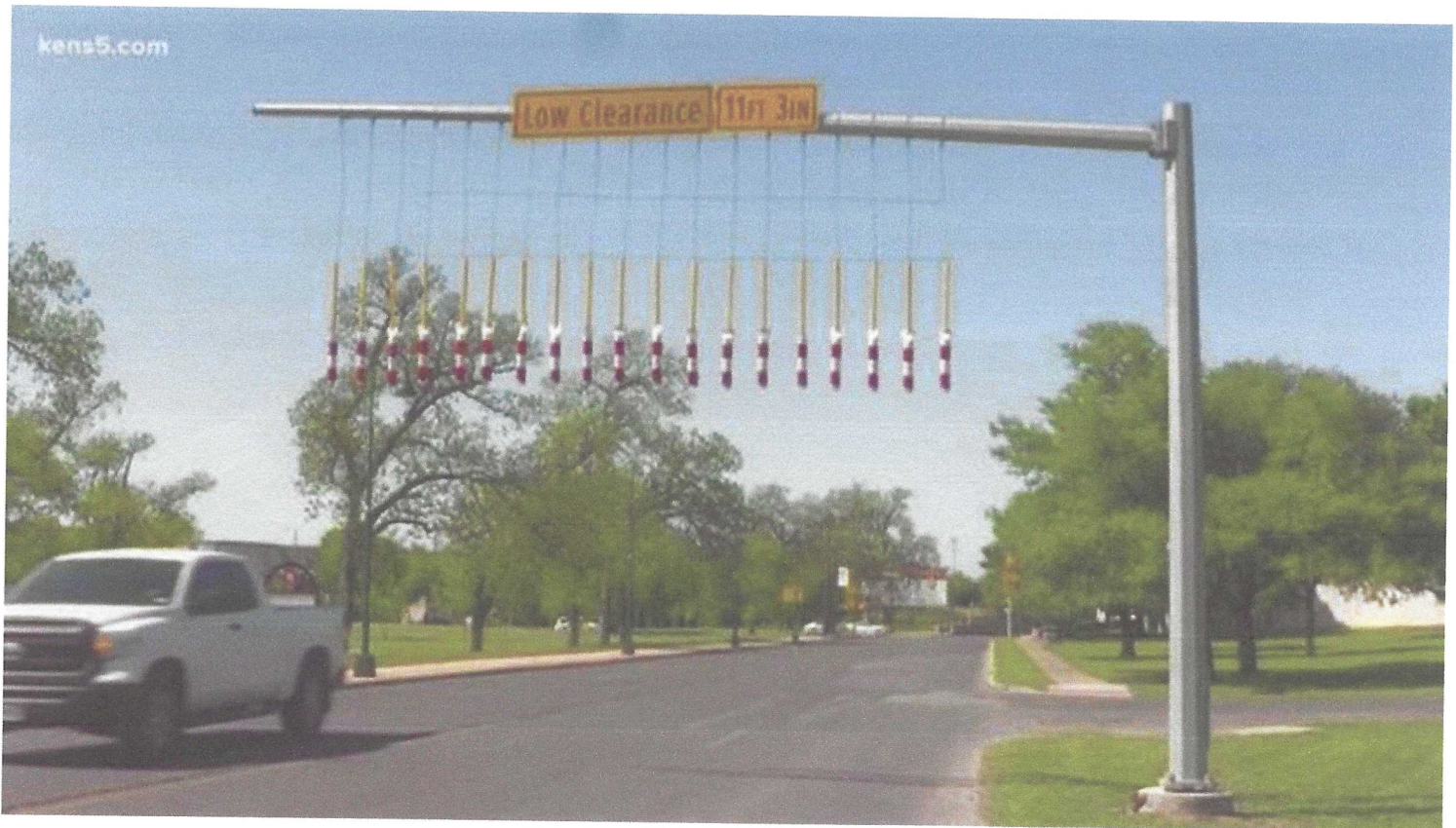
01:25

Kansas City officials are looking to improve warnings around the Independence Avenue bridge, which at a 12-foot clearance, is infamous for [causing large trucks to crash](#).

The city is hoping to install a warning curtain in front of the bridge by the end of the year, city spokesman John Baccala said Friday.

When drivers hit a warning curtain, the hanging plastic tubes make a loud noise to alert drivers that they may not clear the entrance to the bridge.

Here's an example of what the city is working to install:



To stop future accidents under the Independence Avenue bridge, Kansas City is looking to install a warning curtain that would alert drivers of the low clearance. The city provided this photo as an example of what the new system could look like. *Kansas City Communications Office*

“This would give trucks advance warning of the low bridge clearance with enough time to detour off the route,” Baccala said.

The city is working with Kansas City Terminal Railway, which owns the bridge, to secure funding.

The current warnings on the bridge include flashing lights and signs alerting drivers of the low clearance. But even with signage in place, the bridge is “undefeated” when it comes to destroying trucks, [according to a Twitter page dedicated to documenting run-ins](#).

The Kansas City Terminal Railway Company [previously told The Star](#) that the bridge gets hit about twice a month.

The bridge also has its own [Facebook](#) page, which proclaims: “I have been feasting on your human concoctions for decades. Your wheeled steel boxes are quite delicious. Please feed me more!”

RELATED STORIES FROM KANSAS CITY STAR

LOCAL

‘Flat tops’: Video shared by KCPD shows truck hit infamous Independence Avenue bridge

JANUARY 12, 2022 7:18 PM

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Trucks have hit this low bridge more than 100 times, and officials still haven't fixed it

By Timothy B. Lee | tim@vox.com | Jan 6, 2016, 2:10pm EST

The federal government **recommends** that bridges on public roads have a clearance of at least 14 feet. This ensures that trucks shorter than the **maximum truck height** — 13 feet, 6 inches in most states — can pass underneath them safely. But a railroad

bridge in Durham, North Carolina, provides a clearance of just 11 feet, 8 inches — more than 2 feet shorter than federal recommendations. As a result, trucks regularly hit the bridge, producing some dramatic — though thankfully nonfatal — crashes.

Jürgen Henn has worked across the street from the bridge for years, and in 2008 he set up cameras to capture these crashes on video, posting them on YouTube and his website **11foot8.com**. He recently earned a **write-up from the Wall Street Journal** after capturing his 100th crash.

Local officials have tried a variety of things to alert truck drivers to the danger. There are warning signs as well as a height sensor that detects too-tall trucks and triggers flashing lights. But these measures obviously haven't been enough to get all drivers' attention. In recent years, about one truck a month has hit the bridge.

But now that national media organizations have started covering the story, officials seem to feel a greater sense of urgency. According to the Journal, "Durham officials on Monday began building a system hooking the height sensor to a traffic light before the bridge that will turn red when it picks up a too-high truck. The light will turn green eventually, but they hope it is red for long enough that drivers realize they should turn."

It remains to be seen if this will work. If it doesn't, we'll all be able to watch the results at 11foot8.com.

Here are some of the most dramatic crashes Henn has captured:

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Wednesday, May 24, 2023

THE DAILY GAZETTE

WHEN CREDIBILITY MATTERS

EDITORIAL: Solution to trucks striking low bridges proves oddly elusive

There are plenty of ways to reduce this problem

By Gazette Editorial Board | [September 24, 2019](#)



PHOTOGRAPHER: PETER R. BARBER

A tractor-trailer at the Glenridge Road bridge in 2016

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It's only taken 57 trucks smashing into a low railroad bridge in Glenville over the past several years to get the state to admit there might be a problem and to look into possible solutions.

Good thing it wasn't serious until now.



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aren't paying close attention when they approach bridges that are lower than the height of their trucks. They're supposed to know how tall their truck is, and if it's taller than the bridge, not to drive under it.

Yet drivers still hit them, even though most low bridges, including the 10-foot-11-inch railroad bridge on Glenridge Road between Glenville and Clifton Park, are clearly marked as such.

Judging from past experiences in other places, a single change isn't going to stop it from happening.

State officials have had problems with this issue for years, particularly downstate, where trucks regularly crash into low bridges on the Hutchinson River Parkway and other highways not designed to handle today's modern tractor-trailers.

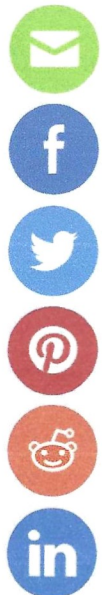


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cases by technology.

For example, some non-commercial GPS systems direct drivers to the shortest and fastest routes without factoring in whether the road can accommodate a truck's height.

Some GPS systems do list bridge heights, but the information can be incomplete or out of date, especially in rural areas.

So drivers who trust and rely on the technology can still find themselves striking bridges.

Some truckers still use old-fashioned map books that list bridge heights along routes. But drivers who don't consult the maps regularly or who don't plan their routes on paper don't benefit from this.

Even if some drivers use technology such as apps on their cell phones, not all drivers do, and not all use the most effective and up-to-date technology.

Any solution, experts say, has to involve a combination of technological tools and physical warning devices installed on or near the approach to the bridge.

Downstate, they've tried devices that shoot an electronic beam across the road at the bridge height well before the bridge. If a truck is too tall, a loud alarm goes off or the driver is alerted on his electronic device. That works to some extent, but not always because truckers ignore them or don't respond quickly.



bridge on the road itself, presuming that drivers might pay more attention to words on the pavement right in front of them than to a sign or even a flashing light by the side of the road or attached to the bridge.

Some communities have installed rumble strips across roadways to slow vehicles down as they're approaching bridges. They've been proven effective in many ways at slowing down motorists, alerting drivers and preventing crashes.

They're best accompanied by signs to let drivers know what the rumble strips are alerting them to.

One simple and inexpensive solution, suggested by some readers in recent letters to the editor, involves hanging a sign or plastic chains across the highway at the bridge height. Trucks too tall for the bridge harmlessly strike these objects before they get to the actual bridge, alerting drivers to stop.

These devices aren't pretty, but they've been effective where used in Boston and other places.

Some state lawmakers, frustrated by struck bridges in their districts, have even proposed legislation to limit access to certain roadways by certain vehicles through signage and physical barriers. That probably won't work on roads with unrestricted access, however.

As one trucker stated in an online forum on TruckersReport website recently, "there's no substitute for using your eyes and your brain."



SECTIONS

THE DAILY GAZETTE

LOGIN

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appear to use neither, they need tools to help them.

While no solution or combination of solutions will 100% guarantee that trucks won't continue to hit bridges, there are multiple solutions available that are well-known and proven effective that could significantly reduce crashes.

The state has money available for them.

How much more study does this issue need?

GAZETTE COVERAGE

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