

**CITY COUNCIL COMMUNICATION 97-549  
NOVEMBER 17, 1997 AGENDA**

**SUBJECT:**

**SW 5TH STREET BRIDGE  
REHABILITATION – DESIGNATION  
OF LOWEST BIDDER**

**SUBMITTED BY:**

**HAROLD SMITH  
CITY ENGINEER**

**SYNOPSIS –**

On September 23, 1997, the Iowa Department of Transportation (IDOT) opened bids for the restoration of the SW 5th Street Bridge (Jackson Street Bridge) over Raccoon River. On October 20, 1997, Council was presented with the results of the bid. The low bid was from Cramer & Associates, Inc. in the amount of \$140,869. This report provides background on this project, expenses to date, and anticipated future expenses.

**FISCAL IMPACT –**

To date a total of \$24,000 has been expended on this project for design and administration. The total cost estimate to complete this Phase 1 project is \$162,000. The current CIP budget provides for \$100,000 in IDOT Transportation Enhancement Funds, \$12,110 from Resource Enhancement and Protection Program (REAP) Funds, and \$19,890 of General Obligation (GO) Bonds. Therefore, this project, Phase 1 of rehabilitation efforts, would require an additional \$30,000 of funding if it were to be completed. This shortfall can be funded from excess funds available from the Douglas Avenue Widening project from M.L. King Parkway to Lower Beaver Road, Index 389247.

Phase 2 of this project would require additional funding estimated to be \$275,000 to \$375,000.

**RECOMMENDATION –**

**Designation of lowest responsible, responsive bidder to be Cramer & Associates, Inc.**

**BACKGROUND –**

On September 20, 1993, by Roll Call No. 93-3491, the City Council approved a Memorandum of Agreement with the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation, and the State Historic Preservation Office (SHPO) on the construction of the new SW 3rd Street Bridge. This Memorandum of Agreement required that the City apply for funds sufficient to complete the rehabilitation and preservation of the bridge from at least two different sources annually until January 1, 1998. If the City is unsuccessful in obtaining sufficient funds for rehabilitation of this bridge by January 1998, the City is to submit to SHPO a written summary of the funding application results. The City may then proceed with whatever course of action for the structure it deems prudent. The documentation of the existing structure has already been done in accordance with the requirements of the Memorandum of Agreement. There would be no Federal requirement to restore this structure.

Also on September 20, 1993, by Roll Call No. 93-3492, the City Council discussed funding for rehabilitation and restoration of the SW 5th Street Bridge. During the discussion of this funding proposal, it was stated there would be no expenditures of City funds for this project. On August 21, 1995, by Roll Call No. 95-3250, the City Council accepted an Intermodal Surface Transportation Enforcement Act (ISTEA) grant in the amount of \$100,000 for this project which required a 20 percent local match. On December 4, 1995, by Roll Call No. 95-4579, the City Council accepted a REAP Historical Resource Development Program grant in the amount of \$12,110. In addition to the above funding, on September 6, 1995 the Southeast/Pioneer Columbus Citizen Service Task Force awarded \$10,000 of its FY1996 Community Development Block Grant (CDBG) funds for this project which was utilized for a portion of the consultant services for design of final plans and specifications.

On January 2, 1996, by Roll Call No. 96-108, the City Council gave authorization to proceed with the project and approved an IDOT agreement for rehabilitation of this structure. Since this project is in part funded with FHWA funds, IDOT was required to open bids on this project. IDOT received bids on this project September 23, 1997, and three bids were received on the project; the low bid was submitted by Cramer & Associates, Inc. in the amount of \$140,869. Total project cost to complete this project, including contingencies, project inspection, and contract administration, is estimated to be \$162,000. The current Capital Improvements Program (CIP) budget has approximately \$132,000 remaining after providing for consultant design and in-house incidental costs to date which totals \$24,000. Therefore, there is a shortfall of \$30,000 in the CIP budget to fully fund Phase 1 of the rehabilitation of the SW 5th Street Bridge over the Raccoon River. This shortfall can be funded from excess funds available from the Douglas Avenue Widening project from M.L. King Parkway to Lower Beaver Road, Index 389247.

It is important to note that the project as bid would provide for only the minimum repair necessary to convert this bridge for safe use as a recreational trail. This recreational trail will be connected to the same trail system as the new SW 3rd Street Bridge, which was also constructed with an eight foot wide recreational trail and is a short distance downstream from the SW 5th Street Bridge.

According to a structural engineering report on the SW 5th Street Bridge submitted by Wiss, Janney, Elstner Associates, Inc. of Northbrook, Illinois, in September of 1994, priority 1 repairs (minimum repair necessary for safe use of this bridge) are estimated to be \$116,000. The new

pedestrian/bicycle railing, although a part of the priority 2 repairs, was included in the initial rehabilitation project since this is a safety feature necessary for converting this bridge to recreational trail use.

Priority 2 repairs were "desirable for enhancement of appearance and long-term performance" and included the following:

- Replace lower lateral system.
- Repair expansion bearings of piers.
- New pedestrian/bicycle railing on the west side.
- Retrofit diagonal I-bars to prevent noise from wind induced vibration.
- Sandblast and paint entire bridge.
- New lighting system.

The Wiss Janney report estimated the construction cost of priority 2 repairs to be \$215,000. Cleaning and repainting of the bridge is a substantial portion of this cost. The Wiss Janney report had estimated repainting costs to be \$90,000. Current estimates for repainting this bridge range up to \$200,000 because of the toxic paints on the existing structure which would have to be handled in accordance with current environmental requirements. Therefore, total project costs for Phase 2, including design, inspection, and project administration, are estimated to range from \$275,000 to \$375,000. This cost would need to be included in future CIP budgets. The Wiss Janney report goes on to say that "with these improvements and future maintenance repairs, we believe the useful life of the bridge can be extended at least another 50 years".