 <p style="text-align: center;">Council Communication Office of the City Manager</p>	Date:	August 25, 2014
	Agenda Item No.	25
	Roll Call No.	<u>14-1302</u>
	Communication No.	<u>14-411</u>
	Submitted by:	Benjamin R. Page, Park and Recreation Director and Pamela S. Cooksey, P.E., Interim City Engineer

AGENDA HEADING:

Approval of a modified design for repair of Meredith Multi-Use Recreation Trail Southwest 5th (Jackson) Street Bridge and authorizing the City Manager to negotiate and execute any necessary engineering design funding agreement.

SYNOPSIS:

Approve the following:

1. Modify a previous Council action related to the rehabilitation of the Southwest 5th (Jackson) Street Bridge to allow for a non-historic repair.
2. Authorize the City Manager to negotiate and execute an agreement, if needed, with Meredith Corporation to privately fund engineering design for the non-historic bridge repair.

FISCAL IMPACT:

Amount: \$750,000 – no change from previous council action

Funding Source: Anticipated Fiscal Year (FY) 2017 Capital Improvement Program (CIP), PK170, Multi-Use Trail Bridges

ADDITIONAL INFORMATION:

At the December 23, 2013 meeting, by Roll Call No. 13-2017, the Des Moines City Council approved the following staff recommendation to restore the Southwest 5th (Jackson) Street Bridge:

- Historically restore the Meredith Trail Southwest 5th (Jackson) Street Bridge to established safety standards for pedestrian bridges contingent upon:
 - a) \$750,000 being budgeted in the FY2017 CIP budget;
 - b) Engineers indicating structural feasibility for restoration following an in-depth, second engineering analysis that would build upon the report done by Shuck-Britson;
 - c) Engineers developing a cost estimate(s) for restoration of the bridge;
 - d) Staff and stakeholders determining financial feasibility of the bridge’s restoration;
 - e) Stakeholders developing a fundraising plan utilizing private, non-profit, and other state or federal special appropriation funds for the balance of funds needed; and
 - f) Fundraising being completed within 18 months after completion of the more detailed cost estimate in “c” above; if fundraising efforts are not successful or if the cost estimate is

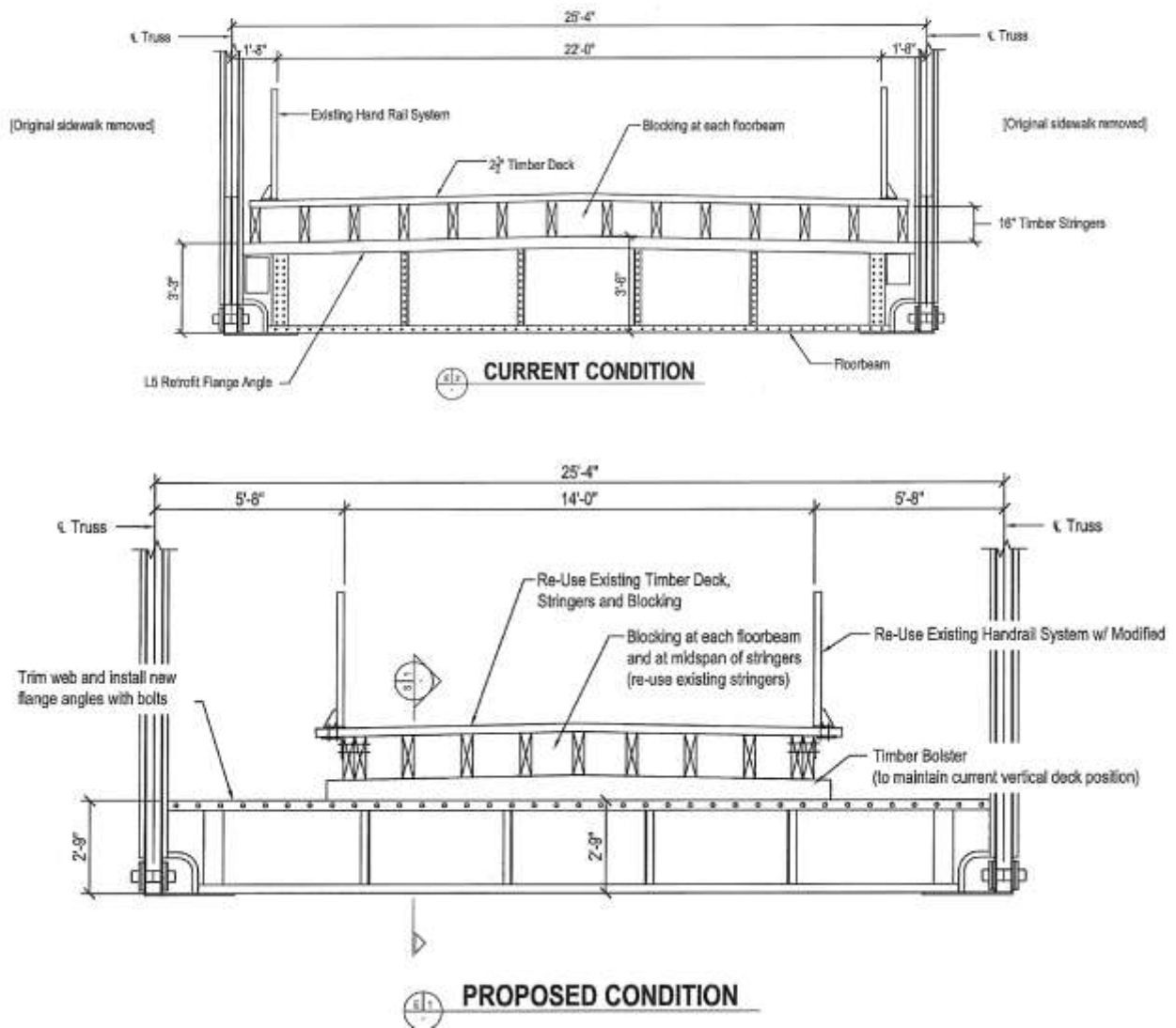
beyond an amount stakeholders feel is reasonable to obtain, the City will utilize the \$750,000 for demolition of the bridge.

Staff's recommendation was based upon a proposal by Shuck-Britson, Inc. for historic rehabilitation of the bridge, including the full bridge width creating a 22-foot-wide trail. The estimated cost is \$3.74 million for engineering design and construction.

Meredith and other Downtown Trails



After the December meeting, Meredith Corporation worked with Jensen Construction and Genesis Structures, Inc. to develop an alternative proposal for repair of the bridge. Genesis Structures' proposal is to restore a 14-foot-wide path consisting of a ten-foot wide trail and two (2), two-foot-wide shoulders, which is the minimum standard for multi-use trails. The proposal includes five-foot-wide overlook areas at each of the bridge piers, totaling four (4) overlook areas. Limiting the trail width also limits both the dead and live load, and therefore reduces the necessary repair work. The estimated total project cost is \$2.3 million for the reduced scope.



The estimated lifespan of the bridge under the Genesis Structures proposal is shorter than under the Shuck-Britson proposal because fewer bridge elements will be repaired or replaced. However, it is impossible to predict what the difference in lifespan will be.

Meredith Corporation has agreed to fund the engineering design for this alternative proposal using Genesis Structures. This design would be donated to the City to move forward with the construction phase. Staff requests Council authorization to move forward with an agreement with Meredith Corporation to privately fund and complete the engineering design work, if the City Legal Department determines that a written agreement is necessary.

If Council approves this alternative proposal for a non-historic restoration with a narrower trail width, then this plan will need to be presented to the Iowa Department of Transportation and to the State Historic Preservation Office, who will review it for compliance with Section 106 of the National Historic Preservation Act.

To assist in the assembling sufficient funds to restore the bridge under the Shuck-Britson proposal, the City applied for \$2.4 million through the Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program. The TIGER award is limited to 80 percent of the total project

cost; therefore, if this alternative plan is approved, then the TIGER request for this bridge will be reduced to \$1.6 million. The awards for this program are expected to be announced in September.

The City has also applied for \$500,000 through the State Recreational Trails grant program. If Council approves the alternative design, City staff will submit an updated budget and project description to the State Recreation Trails program. The grant request will remain the same. The awards for this program will be announced in October.

PREVIOUS COUNCIL ACTION(S):

Date: April 21, 2014

Roll Call Number: [14-0653](#)

Action: [Approving](#) and authorizing the application for a Department of Transportation (DOT) TIGER Discretionary Grant for the Downtown Transportation Restoration project. ([Council Communication No. 14-188](#)) Moved by Coleman to adopt. Motion Carried 7-0.

Date: December 23, 2013

Roll Call Number: [13-2017](#)

Action: [Recommendation](#) regarding budgeting for repairs of the Meredith Multi-Use Recreational Trail SW 1st Street Bridge and the Meredith Multi-Use Recreational Trail SW 5th (Jackson) Street Bridge. ([Council Communication No. 13-618](#)) Moved by Hensley to receive and file and refer to the Park and Recreation Department to proceed as recommended by staff and the Park and Recreation Board. Motion Carried 7-0.

Date: June 25, 2012

Roll Call Number: [12-0962](#)

Action: [Approving](#) Professional Services Agreement with Shuck-Britson, Inc. for the Jackson Street Trail Bridges Phase 1 Bridge Rehabilitation Evaluation, not to exceed \$49,376. ([Council Communication No. 12-339](#)) Moved by Hensley to adopt. Motion Carried 7-0.

BOARD/COMMISSION ACTION(S):

Board: Park and Recreation Board

Date: December 16, 2013

Resolution Number: N/A

Action: Approve staff's recommendation to:

1) Budget CIP funding of \$1,080,000 for repairs to the Meredith Trail Southwest 1st Street Bridge within the next two years; and

2) Historically restore the Meredith Trail Southwest 5th (Jackson) Street Bridge to established safety standards for pedestrian bridges contingent upon:

- (a) \$750,000 being budgeted in the FY2017 CIP budget;
- (b) Engineers indicating structural feasibility for restoration following an in-depth, second engineering analysis that would build upon the report done by Shuck-Britson;
- (c) Engineers developing a cost estimate(s) for restoration of the bridge;
- (d) Staff and stakeholders determining financial feasibility of the bridge's restoration;
- (e) Stakeholders developing a fundraising plan utilizing private, non-profit, and other State or Federal special appropriation funds for the balance of funds needed; and
- (f) Fundraising being completed within 18 months after completion of the more detailed cost estimate in "c" above; if fundraising efforts are not successful or if the cost estimate is beyond an amount stakeholders feel is reasonable to obtain, the City will utilize the \$750,000 for demolition of the bridge.

Board: Park and Recreation Board

Date: November 26, 2013

Resolution Number: N/A

Action: Receive and file staff's recommendation to 1) budget CIP funding of \$1,080,000 for repairs to the Southwest 1st Street Bridge within the next two (2) years and 2) begin discussions with granting and regulatory agencies that are pertinent to removal of the Southwest 5th (aka Jackson) Street Bridge, budget CIP funding of \$750,000 for removal of the bridge in approximately three years, and accept outside fundraising efforts to complete the funds necessary to instead restore, repair or replace the bridge.

ANTICIPATED ACTIONS AND FUTURE COMMITMENTS: NONE

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