

BOCC APPROVAL JULY 10, 2019
BOARD OF BIDS AND CONTRACTS JULY 3, 2019

ITEMS REQUIRING BOCC APPROVAL
(5 Items)

1. BRIDGE IMPROVEMENTS -- PUBLIC WORKS

FUNDING -- PUBLIC WORKS

(Request sent to 46 vendors)

RFB #19-0059 S/C #Pending

Engineer's Estimate: \$1,517,270.00	King Construction Co., Inc.
823-G-170; Bridge on Hydraulic between 69th & 77th Street North (B482)	\$1,495,163.25
Bid Bond	Yes
	Wildcat Construction, Inc.
823-G-170; Bridge on Hydraulic between 69th & 77th Street North (B482)	\$1,612,159.00
Bid Bond	Yes
No Bid	B & B Bridge Co., Inc.
	Bridge, Inc.
	Bob Bergkamp Construction
	Dondlinger Construction
	L & M Contractors, Inc.
	Nowak Construction Co., Inc.
	Reece Construction Co., Inc.
	Unruh Excavating

On the recommendation of Josh Lauber, on behalf of Public Works, Richard Powell moved to **accept the low bid from King Construction Co., Inc. in the amount of \$1,495,163.25**. Jennifer Dombaugh seconded the motion. The motion passed unanimously.

This project involves re-decking of bridge on Hydraulic between 69th and 77th St. North. The current structure has a sufficiency rating of 42.5%, below the minimum standard of 50%. Delaying work could eventually result in bridge failure and closure of the road, which currently has traffic counts of 1,292 vehicles per day.

Note:

The approval of this item will be contingent on the approval of a CIP amendment to be considered at the July 10th BoCC meeting - Consent Agenda.

Questions and Answers

Richard Powell: The need to redeck the bridge, is this due to normal wear and tear?

Jim Weber: This is kind of unusual. This bridge is not as old as some others. Nowadays we use epoxy coated steel rebar. This had black rebar. For whatever reasons, the deck itself has deteriorated and cracking. You probably drive it all the time and wouldn't notice it. It's really only in the deck. In some place we do deck repairs where we might take off the top layer of the deck and replace. Everything you drive on is coming off of this bridge and would be down to the piers and pier caps and would replace everything above that. Based on what we think the total replacement cost would be, this is about \$900,000.00 cheaper than tearing everything down to the ground and starting over again. It's a significant savings and replaces most of the deck and should bring this bridge rating back up. It should be almost a new bridge.

Richard Powell: Can you explain to me what sufficiency rating is, how it's obtained or what the measuring stick is?

Jim Weber: There is a federal bridge inspection program that states to make sure bridges 20' in length get an inspection every other year and there's a book like this that tells you how to do that with a whole bunch of numerical calculations. This rating is from 0 to 100. 100 is brand new and 0s don't survive. To get federal money to do rehab work on a bridge has to be below 80. To get federal funding to do a replacement has to be below 50. This is where the 50 standard comes in. It would be eligible for federal replacement it's a pretty important thing to do. Being below 50 doesn't mean you are in danger that it has to be shut down. It means it's something you should be looking at. This one is 42 and it's primarily problems in the deck itself.