



CITY OF ANTIGO

PUBLIC WORKS COMMITTEE MEETING

COUNCIL CHAMBERS

Wednesday, April 11, 2018

CITY HALL, 700 EDISON STREET

5:15 PM

Call to Order

Discussion and Action May Occur on Any of the Following Agenda Items:

1. Approval of the Minutes from the February 28, 2018 Meeting
2. Revision #1 to the State/Municipal Agreement to Memorialize Additional Funding and Grant Capacity Limits for Design & Replacement of the 8th Ave. Bridge over Springbrook Creek
3. Approval of Gowan Road and Field Street Construction Bid
4. Approval of Gowan Road and Field Street Budget Transfer

Any Other Matters Authorized by Law to be Considered

Adjournment

Upon reasonable notice, efforts will be made to accommodate disabled individuals through appropriate aids and services. For additional information, contact Jaime Horswill, 700 Edison Street, Antigo, Wisconsin 54409. (715) 623-3633 extension 100. Members of and possibly a quorum of members of other governmental bodies may be in attendance to gather information. Any governmental body other than that specifically referred to above will take no action.

DATE MAILED: April 05, 2018

TOM BAUKNECHT



To: Mayor and City Council
From: Mark Desotell, Director of Administrative Services
Date: April 11, 2018
Re: Revision #1 to the State/Municipal Agreement to Memorialize Additional Funding and Grant Capacity Limits for Design & Replacement of the 8th Ave. Bridge over Springbrook Creek

The original State Municipal Agreement (SMA) for the design and replacement of the 8th Avenue Bridge over Springbrook Creek was approved at the July 9, 2014 Council meeting by Resolution #080-14 allowing for the selection of a design consultant (Ayres Associates).

The design process advanced under the oversight of the Wisconsin Department of Transportation (WisDOT) and their assigned third-party administrative consultant, Cedar Corporation. An estimate was developed based on actual field conditions, soil borings and bridge geometry guidelines. The original budgeted amount for the project was determined as insufficient; additional funds were then solicited by Ayres Associates on the City's behalf.

WisDOT denied the additional requested funding and informed us that the Federal/State project funds were not only going to be constrained by the original 80% Program/20% Local match criteria but were also going to be "capped" based on the amounts of the original SMA. This news was a major change in WisDOT's long-term practices.

We subsequently worked with our design and management consultants to redesign the bridge replacement project by shortening the approach pavements, reducing the amount of storm sewer and sidewalks in an effort to come closer to the intended 80/20 cost sharing goal. This proved to be unattainable; I sent a letter to WisDOT's Madison office identifying the justifications for seeking additional funds. That letter was acknowledged by WisDOT leading to an additional \$51,346 of Federal/State Funds being approved for a total of \$520,947 in Local Bridge Program dollars (80%) requiring \$130,237 in Local matching funds (20%) for a total project estimate of \$651,184 including design costs.

However, with the additional funds the revised SMA now dictates that any amounts over the \$520,947 in Local Bridge Funds authorized for the project are the City's responsibility regardless of the typical 80/20 split. Depending on the final design and eventual bid amounts the project will either be funded 80/20 (i.e. within SMA limits), be over the allotted maximum funding (i.e. requiring more than a 20% Local match) or a request will need to be made to WisDOT through the State's Change Management Policy prior to the city incurring the increased costs.

I will ask Ayres Associates to provide a current estimate for the night of the Public Works meeting. Please feel free to contact me with any questions.

Local Bridge (205) Standard SMA

	1st REVISION STATE/MUNICIPAL AGREEMENT FOR A STATE- LET LOCAL BRIDGE PROJECT <i>This agreement supersedes the agreement signed by the Municipality on July 21, 2014 and signed by the State on July 31, 2014.</i> Program Name: Local Bridge Sub-program #: 205	Date: February 19, 2018 I.D.: 9835-00-00/70 Road Name: 8th Avenue Bridge ID: P-34-0703 Location: City of Antigo, 8th Avenue Limits: Springbrook Bridge, P-34-0703 County: Langlade Project Length: 225 feet Facility Owner: City of Antigo Project Sponsor: City of Antigo
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The signatory, **City of Antigo**, hereinafter called the **Municipality**, through its undersigned duly authorized officers or officials, hereby requests the **State of Wisconsin Department of Transportation**, hereinafter called the **State**, to initiate and effect the highway or street improvement hereinafter described.

The authority for the Municipality to enter into this agreement with the State is provided by Sections 86.25(1), (2), and (3) and Section 66.0301 of the Statutes.

NEEDS AND ESTIMATE SUMMARY:

All components of the project must be defined in the environmental document if any portion of the project is federally funded. The Municipality agrees to complete all participating and any non-participating work included in this improvement consistent with the environmental document. No work on final engineering and design may occur prior to approval of the environmental document.

Existing Facility - Describe and give reason for request:

8th Avenue is a Local Road with an ADT of 620 in 2000 and a speed limit of 25 mph. 8th Avenue serves as a connection between residential neighborhoods to the east and the commercial/retail corridor along USH 45 to the west. P-34-0703 is a concrete rigid frame bridge that was constructed in 1936 over Springbrook River. The bridge has sidewalk on both sides. The sufficiency rating is 45.4 and the bridge is structurally deficient. The current bridge rail system is sub-standard and approach rails do not exist. A watermain is currently attached to the structure. Springbrook's last recorded flooding event took place in 2004. Since then adjustments were made to the flood control gates of Antigo Lake to minimize future impacts. The existing Springbrook Trail (walking/biking) serves the Antigo Area from 7th Avenue north to Badger Avenue.

Proposed Improvement - Nature of work:

It is proposed to replace the bridge in the same vertical and horizontal location constructed to current design standards with a length of 50.9 feet. The total newly approved project length is 225 feet consisting of 50.9 feet for the structure, 47.6 feet of concrete approach slab for the 30-degree skew bridge and 126.5 feet of asphalt approaches with curb and gutter. It is proposed to add sidewalk on both sides of the structure, to replace in kind, which will provide a future connection for the Springbrook Trail and the remaining 8th Avenue Street which is already existing. On-street bike accommodations will be provided (the standard bridge width naturally provides the necessary width to include bike accommodations). The bridge approach is proposed to be an urban cross section with 34' face-to-face of curb, sidewalk will only be added along the wing walls to minimize impacts to the bridge when the city connects sidewalk to the bridge.

Describe non-participating work included in the project and other work necessary to completely finish the project that will be undertaken independently by the Municipality. Please note that non-participating components of a project/contract are considered part of the overall project and will be subject to applicable federal requirements:

None identified at this time.

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The Municipality agrees to the following **2013-2018** Local Bridge Program project funding conditions:

Project **design** costs are funded with 80% federal funding up to a funding limit of **\$68,000**. The Municipality agrees to provide the remaining 20% and any funds in excess of the **\$68,000** federal funding limit. Project **construction** costs are funded with 80% federal funding up to a funding limit of **\$452,947**. The Municipality agrees to provide the remaining 20% and any funds in excess of the **\$452,947** federal funding limit. **All real estate is 100% locally funded.** Non-participating costs are 100% the responsibility of the Municipality. Any work performed by the Municipality prior to federal authorization is not eligible for federal funding. The Municipality will be notified by the State that the project is authorized and available for charging.

This project is currently scheduled in State Fiscal Year **2019**. In accordance with the State's sunset policy for Local Bridge Program projects, the subject 2013-2018 Local Bridge Program improvement must be constructed and in final acceptance within six years from the start of State Fiscal Year 2015, or by June 30, 2020. Extensions may be available upon approval of a written request by or on behalf of the Municipality to State. The written request shall explain the reasons for project implementation delay and revised timeline for project completion.

The dollar amounts shown in the Summary of Costs Table below are estimates. The final Municipal share is dependent on the final federal/state participation, and actual costs will be used in the final division of cost for billing and reimbursement. In no event shall federal or state funding exceed the estimate of \$68,000 for design or \$452,947 for construction as shown in the Summary of Costs table, unless such increase is approved in writing by the State through the State's Change Management Policy prior to the Municipality incurring the increased costs.

SUMMARY OF COSTS					
PHASE	Total Est. Cost	Federal/State Funds	%	Municipal Funds	%
ID 9835-00-00*					
Design	\$60,000	\$48,000	80% MAX	\$12,000	20% + BAL
State Review	\$25,000	\$20,000	80% MAX	\$5,000	20% + BAL
Design Total	\$85,000	\$68,000		\$17,000	
ID 9835-00-70**					
Participating Construction	\$508,184	\$406,547	80% MAX	\$101,637	20% + BAL
Consultant oversight and State Review	\$58,000	\$46,400	MAX	\$11,600	20% + BAL
Non-Participating Construction			0%		100%
Construction Total	\$566,184	\$452,947		\$113,237	
Total Est. Cost Distribution	\$651,184	\$520,947	N/A	\$130,237	N/A

*Design ID# 9835-00-00 federal funding is limited to \$68,000

**Construction ID# 9835-00-70 federal funding is limited to \$452,947

This request is subject to the terms and conditions that follow (pages 3 – 8) and is made by the undersigned under proper authority to make such request for the designated Municipality and upon signature by the State and delivery to the Municipality shall constitute agreement between the Municipality and the State. No term or provision of neither the State/Municipal Agreement nor any of its attachments may be changed, waived or terminated orally but only by an instrument in writing executed by both parties to the State/Municipal Agreement.

Signed for and in behalf of: **City of Antigo** (please sign in blue ink.)

Name	Title	Date
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Signed for and in behalf of: **State of Wisconsin:**

Name	Title	Date
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Local Bridge (205) Standard SMA

GENERAL TERMS AND CONDITIONS:

1. All projects must be in an approved Transportation Improvement Program (TIP) or State Transportation Improvement Program (STIP) prior to requesting authorization.
2. Work prior to federal authorization is ineligible for federal or state funding.
3. The Municipality, throughout the entire project, commits to comply with and promote all applicable federal and state laws and regulations that include, but are not limited to, the following:
 - a. Environmental requirements, including but not limited to those set forth in the 23 U.S.C. 139 and National Environmental Policy Act (42 U.S.C. 4321 et seq.)
 - b. Equal protection guaranteed under the U.S. Constitution, WI Constitution, Title VI of the Civil Rights Act and Wis. Stat. 16.765. The municipality agrees to comply with and promote applicable federal and state laws, executive orders, regulations, and implementing requirements intended to provide for the fair and equitable treatment of individuals and the fair and equitable delivery of services to the public. In addition, the Municipality agrees not to engage in any illegal discrimination in violation of applicable federal or state laws and regulations. This includes but is not limited to Title VI of the Civil Rights Act of 1964 which provides that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." The Municipality agrees that public funds, which are collected in a nondiscriminatory manner, should not be used in ways that subsidize, promote, or perpetuate illegal discrimination based on prohibited factors such as race, color, national origin, sex, age, physical or mental disability, sexual orientation, or retaliation.
 - c. Prevailing wage requirements, including but not limited to 23 U.S.C 113 and Wis. Stat. 84.062(2).
 - d. Buy America Provision and its equivalent state statutes, set forth in 23 U.S.C. 313 and Wis. Stat. 16.754.
 - e. Competitive bidding requirements set forth in 23 U.S.C 112 and Wis. Stat. 84.06.
 - f. All applicable Disadvantaged Business Enterprise (DBE) requirements that the State specifies.
 - g. Federal statutes that govern the Highway Bridge Replacement and Rehabilitation Program, including but not limited to 23 U.S.C. 144.
 - h. State statutes that govern the Local Bridge Program, including but not limited to Wis. Stat. 84.18.
 - i. Bridge approaches funding policy. The Federal Highway Administration (FHWA) and Wis. Stat. 84.18(2)(e) limit bridge approach costs to only those approach costs that are necessary to render the bridge serviceable (to reach the attainable touchdown points using current standards). On a program level, FHWA has determined that, on average, bridge approach costs should amount to no more than 10% of the cost for constructing the bridge, and the municipality should be prepared to offer a justification of costs for any bridge project where the approach costs exceed that percentage.
 - j. State administrative rule that implements Local Bridge Program: Ch. Trans 213.

STATE RESPONSIBILITIES AND REQUIREMENTS:

4. Funding of each project phase is subject to inclusion in Wisconsin's approved **2013 - 2018** Local Bridge Program. Federal/state financing will be limited to participation in the costs of the following items, as applicable to the project:

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- a. The grading, base, pavement, and curb and gutter, sidewalk, and replacement of disturbed driveways in kind.
 - b. The substructure, superstructure, grading, base, pavement, and other related bridge and approach items.
 - c. Storm sewer mains necessary for the surface water drainage.
 - d. Catch basins and inlets for surface water drainage of the improvement, with connections to the storm sewer main.
 - e. Construction engineering incident to inspection and supervision of actual construction work (except for inspection, staking, and testing of sanitary sewer and water main).
 - f. Signing and pavement marking.
 - g. New installations or alteration of street lighting and traffic signals or devices.
 - h. Landscaping.
 - i. Preliminary engineering and design limited to amount in the **Summary of Costs**.
 - j. Management consultant and State review services limited to amount in the **Summary of Costs**.
5. State is authorized by Wis. Stat. 84.18(6) to exercise whole supervision and control over the construction of the project. The work will be administered by the State and may include items not eligible for federal/state participation.
 6. As the work progresses, the State will bill the Municipality for work completed which is not chargeable to federal/state funds. Upon completion of the project, a final audit will be made to determine the final division of costs subject to project funding limits in the Summary of Costs Table. If reviews or audits show any of the work to be ineligible for federal/state funding, the Municipality will be responsible for any withdrawn costs associated with the ineligible work.

MUNICIPAL RESPONSIBILITIES AND REQUIREMENTS:

7. Work necessary to complete the **2013 - 2018** Local Bridge Program improvement project to be financed entirely by the Municipality or other utility or facility owner includes the items listed below.
 - a. New installations of or alteration of sanitary sewers and connections, water, gas, electric, telephone, telegraph, fire or police alarm facilities, parking meters, and similar utilities.
 - b. Damages to abutting property after project completion due to change in street or sidewalk widths, grades or drainage.
 - c. Detour routes and haul roads. The municipality is responsible for determining the detour route.
 - d. Conditioning, if required and maintenance of detour routes.
 - e. Real estate for the improvement.
 - f. Repair of damages to roads or streets caused by reason of their use in hauling materials incident to the improvement.
 - g. All work related to underground storage tanks and contaminated soils.

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h. Street and bridge width in excess of standards.

8. FHWA limits bridge approach costs to only those approach costs that are necessary to render the bridge serviceable (to reach the attainable touchdown points using current standards). On a program level, FHWA has determined that, on average, bridge approach costs should amount to no more than 10% of the cost for constructing the bridge, and the Municipality should be prepared to offer a justification of costs for any bridge project where the approach costs exceed that percentage.
9. The construction of the subject improvement will be in accordance with the appropriate standards unless an exception to standards is granted by State prior to construction. The entire cost of the construction project, not constructed to standards, will be the responsibility of the Municipality unless such exception is granted.
10. Work to be performed by the Municipality without federal/state funding participation, necessary to ensure a complete improvement acceptable to the Federal Highway Administration and/or the State may be done in a manner at the election of the Municipality but must be coordinated with all other work undertaken during construction.
11. The Municipality is responsible for financing administrative expenses related to Municipal project responsibilities.
12. The Municipality will include in all contracts executed by them a provision obligating the contractor not to discriminate against any employee or applicant for employment because of age, race, religion, color, handicap, sex, physical condition, developmental disability as defined in Wis. Stat. 51.01 (5), sexual orientation as defined in Wis. Stat. 111.32 (13m), or national origin.
13. The Municipality will pay to the State all costs incurred by the State in connection with the improvement that exceed federal/state financing limits or are ineligible for federal/state financing. To guarantee the Municipality's foregoing agreements to pay the State, the Municipality, through its above duly authorized officers or officials, agrees and authorizes the State to set off and withhold the required reimbursement amount as determined by the State from any moneys otherwise due and payable by the State to the Municipality.
14. **In accordance with the State's sunset policy for Local Bridge Program projects, the subject 2013 – 2018 Local Bridge Program improvement must be constructed and in final acceptance within six years from the start of State Fiscal Year 2015, or by June 30, 2020.** Extensions may be available upon approval of a written request by or on behalf of the Municipality to State. The written request shall explain the reasons for project implementation delay and revised timeline for project completion.
15. If the Municipality should withdraw the project, it will reimburse the State for any costs incurred by the State on behalf of the project.
16. The Municipality will at its own cost and expense:
 - a. Maintain all portions of the project that lie within its jurisdiction (to include, but not limited to, cleaning storm sewers, removing debris from sumps or inlets, and regular maintenance of the catch basins, curb and gutter, sidewalks and parking lanes [including snow and ice removal]) for such maintenance through statutory requirements in a manner satisfactory to the State, and will make ample provision for such maintenance each year.
 - b. Regulate [or prohibit] parking at all times in the vicinity of the proposed improvements during their construction.
 - c. Regulate [or prohibit] all parking at locations where and when the pavement area usually occupied by parked vehicles will be needed to carry active traffic in the street.
 - d. Assume general responsibility for all public information and public relations for the project and to make fitting announcement to the press and such outlets as would generally alert the affected property owners and the community of the nature, extent, and timing of the project and arrangements for handling traffic within and around the projects.

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- e. Provide complete plans, specifications, and estimates to State upon request.
- f. Provide relocation orders and real estate plats to State upon request.
- g. Use the *WisDOT Utility Accommodation Policy*, unless it adopts a policy that has equal or more restrictive controls.
- h. Provide maintenance and energy for lighting.
- i. Provide proper care and maintenance of all landscaping elements of the project including replacement of any plant materials damaged by disease, drought, vandalism or other cause.

17. It is further agreed by the Municipality that:

- a. The Municipality assumes full responsibility for the design, installation, testing and operation of any sanitary sewer and water main infrastructure within the improvement project and relieves the state and all of its employees from liability for all suits, actions, or claims resulting from the sanitary sewer and water main construction under this agreement.
- b. The Municipality assumes full responsibility for the plans and special provisions provided by their designer or anyone hired, contracted or otherwise engaged by the Municipality. The Municipality is responsible for any expense or cost resulting from any error or omission in such plans or special provisions. The Municipality will reimburse State if State incurs any cost or expense in order to correct or otherwise remedy such error or omission or consequences of such error or omission.
- c. The Municipality will be 100% responsible for all costs associated with utility issues involving the contractor, including costs related to utility delays.
- d. All signs and traffic control devices and other protective structures erected on or in connection with the project including such of these as are installed at the sole cost and expense of the Municipality or by others, will be in conformity with such *Manual of Uniform Traffic Control Devices* as may be adopted by the American Association of State Highway and Transportation Officials, approved by the State, and concurred with by the FHWA.
- e. The right-of-way available or provided for the project will be held and maintained inviolate for public highway or street purposes. Those signs prohibited under federal highway regulations, posters, billboards, roadside stands, or other private installations prohibited by federal or State highway regulations will not be permitted within the right-of-way limits of the project. The Municipality, within its jurisdictional limits, will remove or cause to be removed from the right-of-way of the project all private installations of whatever nature which may be or cause an obstruction or interfere with the free flow of traffic, or which may be or cause a hazard to traffic, or which impair the usefulness of the project and all other encroachments which may be required to be removed by the State at its own election or at the request of the FHWA, and that now such installations will be permitted to be erected or maintained in the future.
- f. The Municipality is responsible for any damage caused by legally hauled loads, including permitted Oversize and Overweight loads. The contractor is responsible for any damage caused to haul roads if they do not obey size and weight laws, use properly equipped and maintained vehicles, and do not prevent spilling of materials onto the haul road (*WisDOT Standard Specifications* 618.1, 108.7, 107.8). The local maintaining authority can impose special or seasonal weight limitations as defined in Wis. Stat. 349.16, but this should not be used for the sole purpose of preventing hauling on the road.

The bid item 618.0100 Maintenance and Repair of Haul Roads (project) is ineligible for federal funding on local program projects as per the State/Municipal Agreement. The repair of damages as a result of hauling materials for the project is the responsibility of the Municipality as specified in the State/Municipal Agreement Terms and Conditions under "Municipal Responsibilities and Requirements."

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LEGAL RELATIONSHIPS:

18. The State shall not be liable to the Municipality for damages or delays resulting from work by third parties. The State also shall be exempt from liability to the Municipality for damages or delays resulting from injunctions or other restraining orders obtained by third parties.
19. The State will not be liable to any third party for injuries or damages resulting from work under or for the Project. The Municipality and the Municipality's surety shall indemnify and save harmless the State, its officers and employees, from all suits, actions or claims of any character brought because of any injuries or damages received or sustained by any person, persons or property on account of the operations of the Municipality and its sureties; or on account of or in consequence of any neglect in safeguarding the work; or because of any act or omission, neglect or misconduct of the Municipality or its sureties; or because of any claims or amounts recovered for any infringement by the Municipality and its sureties of patent, trademark or copyright; or from any claims or amounts arising or recovered under the Worker's Compensation Act, relating to the employees of the Municipality and its sureties; or any other law, ordinance, order or decree relating to the Municipality's operations.
20. Contract modification: This State/Municipal Agreement can only be modified by written instruments duly executed by both parties. No term or provision of neither this State/Municipal Agreement nor any of its attachments may be changed, waived or terminated orally.
21. Binding effects: All terms of this State/Municipal Agreement shall be binding upon and inure to the benefits of the legal representatives, successors and executors. No rights under this State/Municipal Agreement may be transferred to a third party. This State/Municipal Agreement creates no third-party enforcement rights.
22. Choice of law and forum: This State/Municipal Agreement shall be interpreted and enforced in accordance with the laws of the State of Wisconsin. The parties hereby expressly agree that the terms contained herein and in any deed executed pursuant to this State/Municipal Agreement are enforceable by an action in the Circuit Court of Dane County, Wisconsin.

PROJECT FUNDING CONDITIONS

23. Non-appropriation of funds: With respect to any payment required to be made by the State under this State/Municipal Agreement, the parties acknowledge the State's authority to make such payment is contingent upon appropriation of funds and required legislative approval sufficient for such purpose by the Legislature. If such funds are not so appropriated, either the Municipality or the State may terminate this State/Municipal Agreement after providing written notice not less than thirty (30) days before termination.
24. Maintenance of records: During the term of performance of this State/Municipal Agreement, and for a period not less than three years from the date of final payment to the Municipality, records and accounts pertaining to the performance of this State/Municipal Agreement are to be kept available for inspection and audit by representatives of the State. The State reserves the right to audit and inspect such records and accounts at any time. The Municipality shall provide appropriate accommodations for such audit and inspection.

In the event that any litigation, claim or audit is initiated prior to the expiration of said records maintenance period, the records shall be retained until such litigation, claim or audit involving the records is complete.

25. The Municipality agrees to the following **2013 - 2018** Local Bridge Program project funding conditions:

- a. **ID 9835-00-00: Design** is funded with 80% federal funding up to a funding limit of \$68,000, when the Municipality agrees to provide the remaining 20% and any funds in excess of the \$68,000 federal funding limit. This phase includes plan development, management consultant review, and state review. The work includes project review, approval of required reports and documents and processing the final Plan, Specification & Estimate (PS&E) document for award of the contract. Costs for this phase include an estimated amount for state review activities, to be funded 80% with federal funding and 20% by the Municipality.

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b. ID 9835-00-70: Construction:

- i. Costs for roadway and structure items are funded with 80% federal funding up to a funding limit of, \$452,947 when the Municipality agrees to provide the remaining 20%, and any funds in excess of the \$452,947 federal funding limit.
- ii. Non-participating costs are funded 100% by the Municipality. Costs include construction delivery.
- iii. Costs for this phase include an estimated amount for state review activities and consultant oversight to be funded 80% with federal funding and 20% by the Municipality.

[End of Document]



To: Mayor and City Council
From: Charley Brinkmeier, Land Surveyor/Project Manager
Date: April 11, 2018
Re: Approval of Gowan Road and Field Street Construction Bid

Tuesday April 3rd we had a bid opening for the Gowan Road and Field Street construction project. We received 5 bids, which are attached. We are requesting the committee to approve Merrill Sand and Gravel for a bid amount of \$1,708,629.35 and to refer the attached resolution to Council.

BID TALLY

GOWAN ROAD AND FIELD STREET RECONSTRUCTION
CITY OF ANTIGO, LANGLADE COUNTY WI
BID DATE: April 3, 2018 3:00 PM
PROJECT #00058043



PROFESSIONAL SERVICES
More ideas. Better solutions.

CONTRACTOR	BID BOND	ADDENDUM 1	BASE PROJECTS GOWAN ROAD & FIELD STREET AMOUNTS	ADDITIONAL PROJECT #1 AMOUNT	TOTAL AMOUNT
X Advance Construction	X	X	1 843 656.35	57 818.00	1 951 474.35
X A-1 Excavating	X	X	2 048 231.00	58 821.00	2 107 052.00
X James Peterson & Sons	X	X	2 188 416.11	51 967.63	2 240 383.74
X Merrill Gravel & Const.	X	X	1 708 629.35	45 078.25	1 753 707.60
Pember Companies					
Dorner, Inc.					
X PTS Contractors					
X Hebert Construction	X	X	1 752 683.65	74 932.29	1 827 615.94
McCabe Construction					
Haas & Sons					

+ 329 342

Attachment: Bid Tally (2057 : Approval of Gowan and Field St Construction Bid)

WHEREAS, the condition of existing watermain and sewer pipes in several areas are undersized and deteriorating and the Public Works Department has recommended replacing these, and,

WHEREAS, the City has received a Community Development Block Grant (CDBG) to fund a portion of the project and the streets being considered qualify for the grant program, and,

WHEREAS, bids were requested for the replacement of water main and sanitary and storm sewer pipes for the 100, 200 and 300 blocks of Gowan Rd , the 300 block of Field Street, with reconstruction of the roadways, and,

WHEREAS, the Public Works Committee considered the bids at a special meeting held on April 11, 2018, and the bid from Merrill Gravel & Construction Company was considered the most advantageous to the City and their bid included reconstruction of the roadways.

NOW THEREFORE, BE IT RESOLVED, BY THE COMMON COUNCIL, City of Antigo, to accept the bid of Merrill Gravel & Construction for replacement of water main, sanitary and storm sewer pipes, and roadway reconstruction for the cost not to exceed \$1,708,629.35 for the 100, 200 and 300 blocks of Gowan Rd , the 300 block of Field Street,

BE IT FURTHER RESOLVED, the funds will be derived from the Wastewater Capital Budget, Water Capital Budget, Storm Water Capital Budget, Road Construction Capital Budget, Wisconsin Dept of Transportation MSID funds and the Community Development Block Grant funds.



To: Mayor and City Council
From: Charley Brinkmeier, Land Surveyor/Project Manager
Date: April 11, 2018
Re: Approval of Gowan Road and Field Street Budget Transfer

On April 3 we had a bid opening for the Gowan Road and Field Street Construction project. Unfortunately the bids exceeded what was originally budgeted for. We have conferred with the Finance Director, the Engineer and the Director of Administrative Services and are requesting the attached resolution be approved by the committee and the referred to Council.

WHEREAS, the upcoming projects for Gowan Road and Field Street were previously approved with an estimated budget of \$1,618,000; and,

WHEREAS, the bids were recently opened the budget does not include sufficient funds to complete the projects in their entirety; and,

WHEREAS, changes to the projects were explored to determine the feasibility of cutting portions to stay within budget; and,

WHEREAS, staff has determined it would not be in the best interest of the City to cut any portion as any work cut would have to be completed in future years and would cost more to go back to the same areas to complete the work; and,

WHEREAS, staff reviewed the financial position of the Capital Equipment/Improvement (CIP) funds for street and sidewalk construction and the Fiscal Year 2017 Net Position and cash on hand for the Water, Wastewater, and Storm Utilities and have concluded that funds are available to complete the projects as first specified.

NOW, THEREFORE, BE IT RESOLVED, BY THE COMMON COUNCIL, City of Antigo to authorize the following for the Gowan Road and Field Street projects:

- o Transfer of \$50,000 from the Sidewalk CIP to the Street Construction CIP
- o Utilize an additional \$23,000 from the Water Utility undesignated fund balance
- o Utilize an additional \$178,000 from the Sanitary Sewer Utility undesignated fund balance
- o Utilize an additional \$73,000 from the Storm Sewer Utility undesignated fund balance