



Legislation Details (With Text)

**File #:** 15-0706      **Version:** 1      **Name:** 7/6/15 - Geddes Ave Award Construction Tri-City Groundbreakers

**Type:** Resolution      **Status:** Passed

**File created:** 7/20/2015      **In control:** City Council

**On agenda:** 7/20/2015      **Final action:** 7/20/2015

**Enactment date:** 7/20/2015      **Enactment #:** R-15-238

**Title:** Resolution Awarding a Construction Contract to Tri-City Groundbreakers, Inc. for the Geddes Avenue Improvements Project (\$6,922,405.02; Bid No. ITB-4366)

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** 1. Geddes Ave Bid Summary.pdf

Date	Ver.	Action By	Action	Result
7/20/2015	1	City Council	Approved	Pass

Resolution Awarding a Construction Contract to Tri-City Groundbreakers, Inc. for the Geddes Avenue Improvements Project (\$6,922,405.02; Bid No. ITB-4366)

Attached for your review and approval please find a resolution that awards a construction contract to Tri-City Groundbreakers, Inc. in the amount of \$6,922,405.02 for the Geddes Avenue Improvements Project.

The approved FY2014-2019 Capital Improvements Plan includes the following projects:

- TR-SC-10-09 Geddes Avenue Reconstruction (Huntington to Huron Parkway)
- UT-SN-08-05 Geddes Avenue Sanitary Sewer
- UT-ST-10-20 Geddes Avenue Storm Sewer

The above projects are collectively known as the Geddes Avenue Improvements Project. This project includes a new roadway section, storm water quality improvements, sanitary sewer extension, correction of slope sloughing, and the construction of non-motorized improvements within the project limits. The first phase of construction is expected August 2015 through November 2015. The road will be re-opened to traffic in the winter 2015/16. Construction will resume in March 2016 through November 2016.

**Construction Contract and Funding**

Plans and specifications were made available through BidNet. Four bids were received and opened on May 27, 2015. The lowest responsible bid, in the amount of \$6,922,405.02 is \$490,960.00 (7.6%) above the engineer's estimate of \$6,431,445.00. Attached is a tabulation of the bids received for the project.

Total project costs are estimated to be \$9,661,000.00. Funding is expected from the following

sources (approximate):

Special Assessments (Curb & Gutter and Storm)	\$ 51,000.00
Water Funds for Improved Fire Protection	\$ 106,000.00
General Fund for Proposed Sidewalk Retaining Wall East of Gallup	\$ 364,000.00
Stormwater Fund (financed by SRF Loan)	\$1,490,000.00
Sanitary Funds*	\$1,450,000.00
Street Millage	\$6,200,000.00
TOTAL	\$9,661,000.00

\*Includes sanitary improvement charges associated with first time connection to the system; to be recovered over time, currently estimated at \$542,630.00 (22 properties x \$24,655.00).

### Public Engagement

The project team has been engaging the residents in the Geddes Avenue project area, and additional stakeholders outside of the immediate project area, since initiating the consulting process for this corridor in spring 2014. Staff met multiple times with residents in various formats; larger public open house meetings, smaller neighbor group meetings, and individually. Details of the public feedback can be found on the project webpage [a2gov.org/Geddes](http://www.a2gov.org/Geddes) <<http://www.a2gov.org/Geddes>> under “Community Engagement” and summary of the feedback is best found under “[Update to all Geddes Avenue Stakeholders \(PDF\)](http://www.a2gov.org/departments/engineering/Documents/Geddes%20Avenue%20Improvements%20Status%20Update%202014-10-07.pdf)” <<http://www.a2gov.org/departments/engineering/Documents/Geddes%20Avenue%20Improvements%20Status%20Update%202014-10-07.pdf>>. In general, the concerns many residents share involve impacts to the vegetation/trees/landscaping, the costs associated with improvement charges and assessments, and vehicular speeding and associated safety.

Many residents have supported improvements to the pedestrian pathway, sight distances, and road surface. There is a strong interest toward speed reduction and safety improvements. The residents would like the existing character of Geddes maintained with minimal changes to the trees and other vegetation. The existing vegetation acts as a noise and privacy buffer between the homes and the traffic on Geddes. Many residents have expressed a sense of private ownership over the features currently within the public right-of-way (e.g., landscaping, fences, trees).

Improvement charges and other costs associated with the required connection to the proposed sanitary sewer have direct financial consequences on the impacted residents. Some residents are eager to connect to City of Ann Arbor sanitary services; others would prefer delaying this change. Many residents have expressed concern that future improvement charges will be higher and would like the City to hold the current improvement charge fees.

### Proposed Cross Section & Universal Access

The proposed cross section maintains essentially the same pavement width as currently exists. The project does not involve significant widening of the road pavement. With the exception of the need to reduce the grade on a few driveways, all of the work will take place within the public right-of-way.

To improve pedestrian access, the existing asphalt path on the north side (Huntington to Gallup Park) will be replaced with a concrete sidewalk that meets the requirements of the Americans with Disability Act. A new sidewalk will also be extended from Gallup Park to the existing walk at Huron Parkway.

The pedestrian crossing between Gallup and Devonshire Park will be reconfigured to be one ramp. This includes removing the stone wall and replacing the existing path that leads to Gallup Park. The existing RRFB (Rectangular Reflective Beacon) will be relocated.

An on-street bike lane will be placed in the westbound direction. Westbound is the climbing direction resulting in slower bicycle speeds.

The project team believes the typical cross section design provides the best compromise to meet engineering requirements, desires of the community, guiding policy, and plans and principles.

## **Stormwater**

The proposed Geddes stormwater system is designed to capture and infiltrate the on-site runoff utilizing swales and underground infiltration. This “infiltration of stormwater on-site where it is generated” is the street reconstruction standard specified by the city’s Green Streets Policy (see [Green Streets Stormwater Guidelines](#)

<http://www.a2gov.org/departments/engineering/Documents/Green%20Streets%20Policy%20Approved%202-18-2014.pdf>). With the support of the Washtenaw County Water Resources Commissioner’s Office (WCWRC), the project has received approval for a state Revolving Fund (SRF) financing.

### **Apple Way Stormwater**

Some residents along Apple Way have requested that the existing flow along their street be diverted to the proposed Geddes system to reduce or eliminate the flow they experience. The water within the Apple Way swales originates upstream of Geddes from a separate drainage area. It typically infiltrates/dissipates within a day or two and is not known to impact homes. However, the residents consider it a nuisance partially because it often leaves debris.

To improve the situation, the project will add a hydrodynamic separator to capture debris upstream of the storm pipes under Geddes that outlet to Apple Way. The project will also divert as much flow as practical by having the proposed Geddes system capture much of the contributing runoff from Shipman Circle that currently outlets to Apple Way.

To eliminate all the flow along Apple Way by diverting it into the Geddes system would not meet the objectives of the Green Streets Policy. The flow would overwhelm the infiltration abilities of the proposed Geddes system and therefore could only be addressed with additional bypass piping, possibly resulting in new problems downstream.

To best address the Apple Way flow, a separate drainage study should be performed to evaluate the entire contributing drainage area holistically and determine appropriate action for this issue. If mandated by this study, a separate CIP (Capital Improvements Plan) project can be proposed and prioritized accordingly.

## **Sanitary Sewer**

Sanitary sewer will be extended throughout the project limits and individual leads will be provided to those properties currently not served. Due to the hills on Geddes, much of the sewer main will be placed at depths greater than 20 feet. Construction of the deep main will be impactful in terms of surface disruption, access, and construction progress.

By City Code (2:42.2), City of Ann Arbor properties will be required to connect their sewer lead to the sanitary main within 90 days once notice is given that the sewer is available. As construction is expected through 2016, staff intends to notify residents of the availability of the sewer in early 2017, which would give residents until mid-2017 to connect. Ann Arbor Township properties will not be required to connect unless the County Health Department deems it necessary or if the property annexes into the City.

## **Costs to Homeowners**

First time connection to sanitary sewer will result in sanitary improvement charges, connection charges, and private plumbing costs. Best available information regarding sanitary improvement charges have been shared since the first public meetings. Please reference [Connection to City Utilities FAQ](http://www.a2gov.org/departments/engineering/Documents/Geddes%20Ave%202014%20Connection%20to%20City%20Utilities.pdf) <<http://www.a2gov.org/departments/engineering/Documents/Geddes%20Ave%202014%20Connection%20to%20City%20Utilities.pdf>>.

Special assessment costs for curb & gutter and stormwater are proposed for some properties. Details of these assessments are provided in separate resolutions to City Council.

## **Trees and Vegetation**

The project has been designed to spare as many trees as possible.

The sidewalk alignment and layout of the stormwater swales has been adjusted in spot locations to avoid tree loss. Unfortunately, in some areas the grade difference between the roadway and adjacent slopes will require the removal of trees to allow for an ADA-compliant sidewalk (regardless of the width of the lawn extension between the sidewalk and the road). The depth of the utility excavations for the sewer main and the sewer leads will also result in the loss of some vegetation.

The contract includes provisions for use of an air spade to expose the roots of all borderline trees to determine if the tree can withstand the construction. Of the 415 surveyed trees within the right of way, 126 are currently slated for removal. Most of these trees are at the eastern end (east of the Gallup Park entrance) to allow installation of a retaining wall in the slope adjacent to the railroad. Replacement trees will be planted as part of the project.

## **Roadway Sloughing and Retaining Wall**

East of the Gallup Park entrance, the roadway is failing due to slope failure and sloughing toward the railroad. To prevent further failure of the roadway, a retaining wall will be built to replace the steep slope between Geddes Avenue and the railroad at the bottom of the slope. This formed concrete wall will be approximately 850 feet long. A new sidewalk and pedestrian railing will be placed along Geddes along the top of this wall. The wall will be visible from Gallup Park (across the Huron River), but not from Geddes Avenue. Replacement trees will be planted along the bottom of this wall. The need for the wall is driven by the need to correct the road failure. There is some incremental cost for the additional length of wall needed for the sidewalk. The source for this expense is funded by the

General Fund as part of the approved FY16 Capital Budget.

### **Speeding**

The project includes horizontal curvature to the roadway and narrow, 10-ft wide, vehicular lanes to slow traffic. Historically, standard vehicular lane width has been a minimum of 11feet. Some communities have begun utilizing narrower, 10-ft wide travel lanes as a way to slow traffic on arterial roadways. The proposed narrow travel lanes are a major design element with regard to slowing traffic as well as a response to resident interest for a narrower zone of construction impact.

### **Traffic Control During Construction**

Geddes Avenue will be closed to through traffic during construction. The detour route will utilize Huron Parkway and Washtenaw Avenue. Local access for residents and their guests will be maintained whenever possible. The Contractor is required to coordinate and communicate with the residents with regard to varying access.

Tri-City Groundbreakers, Inc. complies with the requirements of the non-discrimination and Living Wage Ordinances.

Prepared by: Nicholas Hutchinson, P.E., City Engineer

Reviewed by: Craig Hupy, Public Services Area Administrator

Approved by: Steven Powers, City Administrator

Whereas, The City of Ann Arbor Adopted Capital Budget includes the Geddes Avenue Improvements Project;

Whereas, Competitive bids were received by the Office of Procurement on May 27, 2015 and Tri-City Groundbreakers, Inc. was the lowest responsible bidder with a submitted bid of \$6,922,405.02;

Whereas, The contractual proposal sets forth the services to be performed by said company, and the payments to be made by the City therefore, all of which are agreeable to the City;

Whereas, It is now necessary to enter into a Contract with said company for this construction project; and

Whereas, Tri-City Groundbreakers, Inc. complies with the requirements of the non-discrimination and Living Wage Ordinances;

RESOLVED, That a contract in the amount of \$6,922,405.02 be awarded to Tri-City Groundbreakers for the construction of the Geddes Avenue Improvements Project, ITB #4366;

RESOLVED, That a contract contingency amount of \$692,000.00 be established within the project budget and that the City Administrator be authorized to approve additional change orders to the construction contract with Tri-City Groundbreakers, Inc. not to exceed \$692,000.00 in order to satisfactorily complete this project;

RESOLVED, That the Mayor and City Clerk be authorized and directed to execute said contract after approval as to form by the City Attorney, and approval as to substance by the City Administrator;

RESOLVED, That the City make the following declaration for the purposes of complying with the reimbursement rules of Treasury Regulations 1.150-2 pursuant to the Internal Revenue Code of

1986, as amended, that the City reasonably expect to reimburse itself for expenditures for the costs of the Project with proceeds of Bonds; and

RESOLVED, That the City Administrator be authorized to take necessary administrative actions to implement this resolution, including issuing temporary and permanent Traffic Control Orders and night work authorizations as required for the construction of the project.