



Legislation Text

File #: 09-0350, **Version:** 1

Resolution to Submit Funding Applications under the State of Michigan Local Bridge Program for the Replacement of the E. Stadium Bridges

We have prepared the Local Bridge Program funding application for submittal to the Michigan Department of Transportation for their consideration and their assistance with the reconstruction of the E. Stadium Boulevard Bridges. The attached resolution supports the submittal of the application.

The deadline for delivery of the 2012 Local Bridge Program funding applications is June 1, 2009. Approval of this resolution does not obligate the City to expend any funds at this time.

Background

The Stadium Boulevard Bridge over S. State Street, built in 1917, and the Bridge over the Ann Arbor Railroad tracks, built in 1928 are a few hundred feet apart. Both Bridges are structurally deficient and functionally obsolete, i.e. they are beyond minor or major repair conditions and must be replaced. The Bridge over State Street has a Federal Sufficiency Rating (FSR) of 2 out of 100 (with 100 being a new bridge). Any bridge with FSR of 50 or below must be considered for total replacement. Both Bridges have inadequate vertical clearance with the bridge columns that are too close to the both the roadway and the railroad tracks beneath presenting a hazard to the travelling public.

In the last several years, the City has reduced the allowable load limits on the Stadium Bridge over S. State Street several times and prohibited the heavy trucks from using the bridges. In March 2009, the City permanently reduced the traffic lanes on the Bridges from 4-to-2 lanes for the public's safety.

Project Funding

In 2005 the City applied for the State of Michigan Local Bridge Program fund for the replacement of the two bridges at E. Stadium Boulevard. In September 2006 the City hired a design engineering firm to begin the preliminary design phase of the project that included the replacement of the two bridges, reconstruction of E. Stadium Blvd and addition of a new sidewalk at S. Main Street. The initial project cost estimate was \$31M.

Shortly after the initiation of the project design and in November 2006, the MDOT informed the City of its willingness to participate in the construction cost of the project. The MDOT added that while they could clearly see the need for the replacement of the E. Stadium Bridge over S. State Street, they were unable to fully participate in the project cost. At the time the MDOT stated its readiness to offer as much as \$766,000 for the construction phase of the project, and asked the City to look elsewhere for the balance of the project cost. In November of 2007, MDOT removed its offer to assist the City with the Bridges Replacement project until such a time when the City was prepared to locate other funding sources for the total project cost.

Today in addition to the local Bridge program, we are seeking funding from two other sources for the replacement of the Bridges. We are working with the City Council and representatives from Congressman John Dingell's office to have the project designated as a High Priority Project; if we are

successful, the project will receive an “Earmark” on the upcoming re-authorization of the Federal Transportation Bill. The other significant funding source that we are pursuing is the 2009 American Recovery and Reinvestment Act (ARRA) - Supplemental Discretionary Grants for National Surface Transportation System. This is a competitive discretionary grant that pays for 100% of the approved projects estimated at \$20M to \$200M.

Next

In 2009, we instructed our design consultants to place their main focus on the design for the replacement of the two bridges at E. Stadium Blvd, and to reduce the project’s original scope to the work required for the replacement of the two bridges. The design of the revised project is currently underway with a tentative plan to complete the project design phase by the beginning of 2010 with the ability to begin the construction shortly after.

Currently, we estimate that it will cost approximately \$24M to replace both bridges and to construct the needed retaining walls, roadway pavement, sidewalks, and on-street bike lanes and all other related project elements. Based upon our current conceptual plans, we believe that the construction costs are approximately \$16,000,000 and that the design and construction engineering, material testing, and other miscellaneous costs will be about \$8,000,000. At this time we have not included any cost for the acquisition of the required right-of-way from the University of Michigan for the construction of the project.

Prepared by: Homayoon Pirooz, P.E., Manager, Project Management

Reviewed by: Sue F. McCormick, Public Services Area Administrator

Approved by: Roger W. Fraser, City Administrator

Whereas, As a part of the Michigan Department of Transportation’s Local Bridge Program, State funds will be available to replace bridges approved by the Local Bridge Program’s Advisory Committee;

Whereas, The City owns two bridges that may qualify for State funding. They are the E. Stadium Boulevard Bridge over S. State Street and the E. Stadium Boulevard Bridge over the Ann Arbor Railroad;

Whereas, Funding under the Local Bridge Program provides for up to 95% of the relevant construction costs for each bridge, subject to the funds availability; and

Whereas, It will be the City’s responsibility to provide all design, construction engineering, testing, and right-of-way costs;

RESOLVED, That the City Council authorize the City Administrator to submit the applications for State funds available through the Michigan Department of Transportation’s Local Bridge Program for the replacement of the structures and that if one or more of these structures are chosen for funding, that the necessary funds be committed for the City’s share of the design, construction engineering, testing, and the 5% match for construction costs for these structures; and

RESOLVED, That a copy of this resolution shall be included with the Local Bridge Program funding applications and be forwarded to the appropriate Michigan Department of Transportation personnel for their review and consideration.