



CITY OF SACRAMENTO

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DEPARTMENT OF ENGINEERING
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CITY MANAGER'S OFFICE
RECEIVED
JUN 17 1981

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CITY ENGINEER
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ASSISTANT CITY ENGINEER

APPROVED
BY THE CITY COUNCIL

City Council
Sacramento, California

JUN 23 1981

June 16, 1981

Co 80072

Honorable Members in Session

OFFICE OF THE
CITY CLERK

SUBJECT: Resolution Appropriating Funds and Recommendation of Bid Award for Riverside Boulevard and Florin Road Pedestrian Overcrossings

SUMMARY:

The subject project, as a part of the City's Capital Improvement Program, has been advertised for bids. Bids have been received and the City Engineer hereby recommends bid award and appropriation of funds.

BACKGROUND:

On April 14, 1981, the Budget and Finance Committee approved the recommendation to advertise for bids for the Riverside Boulevard and Florin Road Pedestrian Overcrossings and to defer appropriation of additional funds until after receipt of bids. On April 21, 1981 the City Council approved plans and specifications for the subject project. Bids were received and opened by the City Clerk in the Council Chambers on May 12, 1981. Bids received are as follows:

C.C. Myers, Inc.	\$440,000
MCM Construction, Inc.	442,414
Answell Construction, Inc.	479,075
Teichert Construction Co.	497,014
Harold J. Younger, Inc.	516,980

The City Council, at their May 19, 1981 meeting referred this matter back to the Budget and Finance Committee for approval. At the Budget and Finance Committee meeting of June 9, 1981, the report recommending the bid award for the Riverside Boulevard and Florin Road Pedestrian Overcrossings was rejected by the following votes: Noes = 2, Ayes = 0, Absent = 2. The Committee instructed staff to forward this item to the full City Council, and asked that additional data be included concerning the Pocket Area Bridge Fee District fund balance.

The Pocket Area Bridge Fee District was approved in September 1977. This district was formed because of the necessity of constructing 10 new bridges in the Pocket area and the widening of an existing bridge on Pocket Road. The City, in other undeveloped areas, has generally contributed 50% of the cost for a bridge with the remainder of the money coming from the adjacent subdividers. In 1977 the City would have been unable to contribute 50% of the total cost for a bridge project of this magnitude in the Pocket area, therefore, staff recommended the establishment of the Pocket Area Bridge Fee District. Approximately 25% of the Pocket area had been developed at the time of the establishment of the fee district. The Subdivision Map Act requires that the governing agency assume cost for land which is already developed and would not be assessed as part of the fee district. Therefore, their share must be paid from other funds. The City contribution to the district, in our determination of the amount of the fees to be charged, was estimated at 25%. At that time, the total cost of construction of all of the bridges was \$1,551,000 of which the City contribution was to be \$386,000. At the present time, the City has completed construction of Auto Bike/Ped Bridges 1 and 2 as shown on the attached map of the fee district. These bridges have been completed and the bridge fund currently has an unencumbered fund balance of \$175,000. Because of the instructions from the Budget and Finance Committee and since the pedestrian bridges over Riverside Boulevard and Florin Road were substantially more expensive than planned, staff decided to review estimates and methods that went into the adoption of the original fees in 1977. Outlined below is the estimate for all of the proposed bridges in the fee district that were used to determine the amount of fees for each type of development.

Auto Bike/Ped Bridge 1	\$ 95,697
Auto Bike/Ped Bridge 2	240,975
Auto Bike/Ped Bridge 3	303,975
Auto Bike/Ped Bridge 4	209,250
Auto Bike/Ped Bridge 5	209,250
Bike/Ped Bridge "A"	19,530
Bike/Ped Bridge "B"	40,530
Bike/Ped Bridge "C"	40,530
Bike/Ped Bridge "D"	120,441
Bike/Ped Bridge "E"	98,741
Widen Pocket Road Bridge	<u>172,020</u>
TOTAL	\$1,550,939

Since the time these estimates were made in 1977, we have constructed two bridges over the canals and have received bids on the two pedestrian bridges in question. We have reviewed the prices received on the bridges over the canals and with this information have revised the various estimates for the bridges still to be built. Also in this revision we have reviewed the bridge widths with the Traffic Engineering Division and have determined that the width of Bridges 3 and 4 are now recommended at 50' between curbs instead of 64', as it was felt by the Traffic Department that parking lanes need not be provided on the bridge because of the short span. In addition it was recommended that Bridge 5 be reduced from 64' between curbs to 40' between curbs. Since the street on each side of the bridge is now planned for only 50' between curbs, the 40' bridge will provide two lanes for vehicles and two bike lanes. With these newly recommended widths and using an estimate of \$50 per square foot for the bridges, we estimated the cost of those uncompleted bridges and have included the actual cost of Bridges 1 and 2 and the estimated total cost of Riverside and Florin Bridges D & E based on the low bid price and including engineering. We feel \$50 per square foot is a conservative estimate as Bridge 1 was completed at a total cost of \$41 per square foot and Bridge 2 at \$31 per square foot.

REVISED BRIDGE ESTIMATE FOR
POCKET AREA BRIDGE FEE DISTRICT

Auto/Bike Ped Bridge 1	\$ 122,000	(Actual Const. Cost Including Eng.)
Auto/Bike/Ped Bridge 2	203,000	(Actual Const. Cost Including Eng.)
Auto Bike/Ped Bridge 3	360,000	
Auto Bike/Ped Bridge 4	170,000	
Auto Bike/Ped Bridge 5	144,000	
Bike/Ped Bridge "A"	27,000	
Bike/Ped Bridge "B"	58,000	
Bike/Ped Bridge "C"	58,000	
Bike/Ped Bridge "D" and "E"	524,000	(Based on Bid Price)
Widen Pocket Road Bridge	<u>242,000</u>	
TOTAL	\$1,908,000	

The estimated revised participation for the bridge funds for the Pocket Area Bridge Fee District will be $.75 \times 1,908,000 = 1,431,000$ with the non bridge fee source of funds to be \$477,000. The City staff subsequently analyzed the area of the bridge fee district left to be developed from which future fees would be received. This calculation showed 49.5% of the land in the fee district is undeveloped. We have currently received total revenue including interest of \$710,813. This was received during a development of 50.5% of the Pocket Bridge Fee District. It is therefore expected that we will receive at least \$700,000 in revenue from the future development of the remainder of the Pocket district and probably more because density of development in the remainder of the Pocket is being planned at a higher number of units per acre than in that portion already developed and increased density means increased amount of fees. We are therefore forecasting that the total bridge fees received in the Pocket district should equal or surpass \$1,431,000 required for the 75% share of all of the bridge costs.

The Bridge Fee District currently has an unencumbered unappropriated balance of \$175,000. The staff feels the \$180,000 shortfall for the two pedestrian bridges should be made up of \$129,000 of Bridge funds and \$51,000 Major Street Construction Tax funds. This will put those structures on the 75% bridge fund, 25% other fund basis as originally planned and as our analysis shows those future bridges required in the Pocket would be paid for using the same 75% Bridge Funds versus 25% other funds.

FINANCIAL:

Project Construction Cost	\$440,000
Engineering & Incidentals	<u>84,000</u>
TOTAL COST	\$524,000

Currently Budgeted 1979/80

Pocket Area Bridge Fee	\$264,000
Gas Tax	<u>80,000</u>
TOTAL	\$344,000

Breakdown of Funding According to Fee Ordinance

Pocket Area Bridge Fee	=	.75	x	\$524,000	=	\$393,000
Other Funds	=	.25	x	\$524,000	=	<u>\$131,000</u>
TOTAL						\$524,000

Required Additional Appropriation

From Bridge Fees \$393,000 - \$264,000 = \$129,000
 From Major Street Const. Tax \$131,000 - \$80,000 = \$51,000

RECOMMENDATION:

The City Engineer recommends that:

1. The City Council, by the adoption of the attached resolution, appropriate \$129,000 from Pocket Area Bridge Fee funds and \$51,000 from the Major Street Construction Tax Fund, and
2. Accept the low bid of C.C. Myers, Inc. in the amount of \$440,000.

Respectfully submitted,



R. H. PARKER
City Engineer

Recommendation Approved:

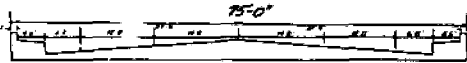


Walter J. Sipe, City Manager

RHP/JFV/hma



BRIDGE 1 (46'-6" span)

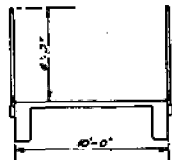
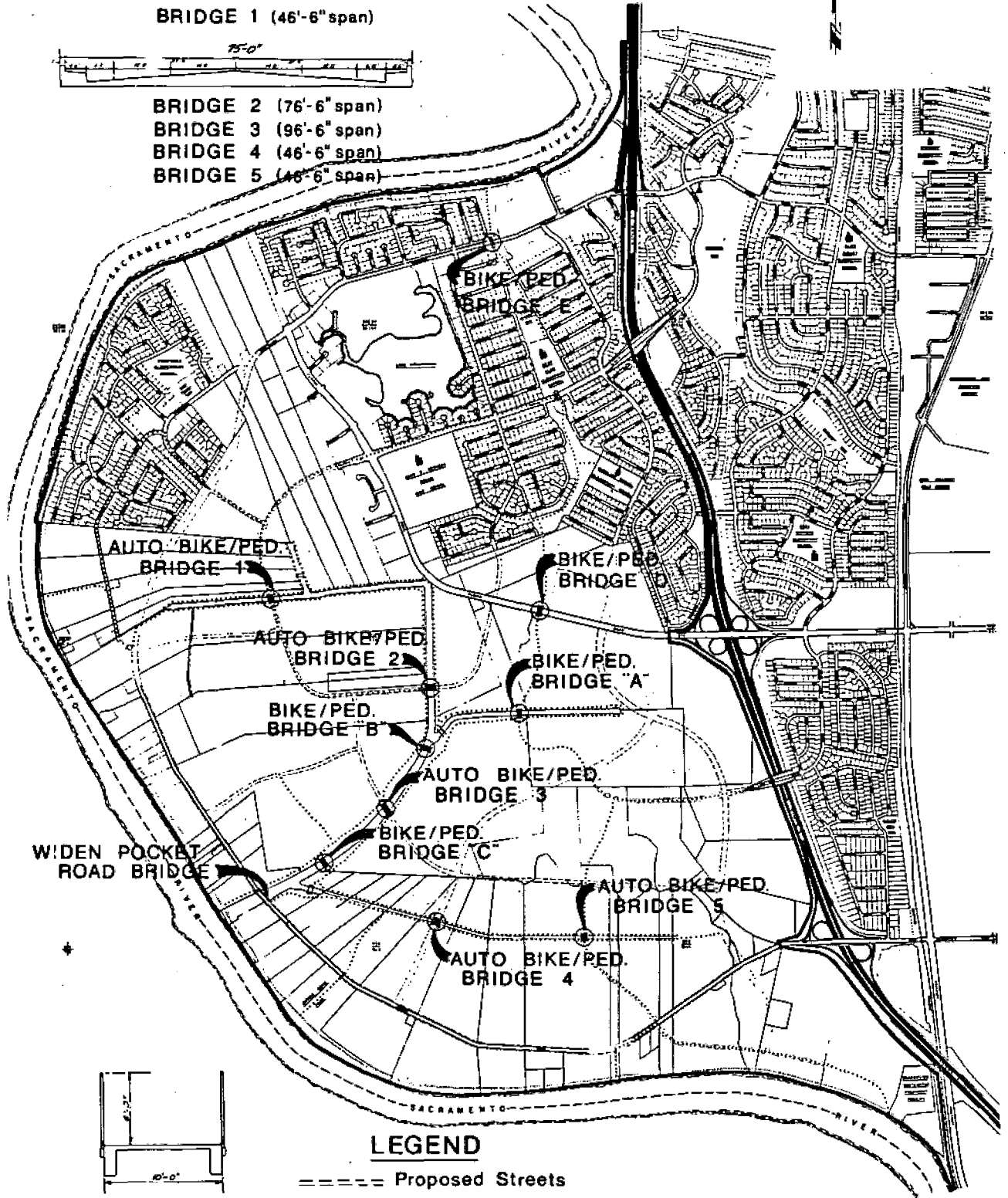


BRIDGE 2 (76'-6" span)

BRIDGE 3 (96'-6" span)

BRIDGE 4 (46'-6" span)

BRIDGE 5 (46'-6" span)



TYPICAL
BIKE PEDESTRIAN
BRIDGE

LEGEND

- Proposed Streets
- Bikeways
- Bridge Fee District Boundary

POCKET AREA BRIDGE FEE DISTRICT

RESOLUTION NO. 81-456

ADOPTED BY THE SACRAMENTO CITY COUNCIL ON DATE OF

June 23, 1981

RESOLUTION AMENDING THE CITY BUDGET FOR
F.Y. 1980/81 FOR THE RIVERSIDE BOULEVARD
AND FLORIN ROAD PEDESTRIAN OVERCROSSINGS

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

1. Bids have been received for the Riverside Boulevard and Florin Road Pedestrian Overcrossings and an appropriation of \$180,000 is necessary to award the contract.
2. The City Budget for Fiscal Year 1980/81 is hereby amended by appropriating \$129,000 from the unappropriated balance of the Pocket Area Bridge Fund (2-49) and \$51,000 from the Major Street Construction Tax Fund (2-09) to the City Engineer's Budget (2-49-2600-3608/3609-4820) and (2-09-2600-3608/3609-4820) for the purpose stated in Paragraph 1 above.

MAYOR

ATTEST:

CITY CLERK

APPROVED
BY THE CITY COUNCIL

JUN 23 1981

OFFICE OF THE
CITY CLERK