TO: Programs, Projects, and Operations Subcommittee
FROM: Eric Williams, Natural Resources Planner
SUBJECT: Lied Pedestrian Bridge Substructure Repair Bids
DATE: November 6, 2020

The Papio-Missouri River NRD (District) collaborated with the Lower Platte South NRD (LPSNRD) to construct the MoPac Trail along the former Missouri Pacific Railroad line, including construction of a trail over the bridge across the Platte River. This bridge is commonly referred to as the Lied Bridge, and normal operations and maintenance for the bridge and connecting trail segments is carried out by the Nebraska Game and Parks Commission (NGPC). During the catastrophic flooding event in March 2019, debris from the river caused damage to the ice breaker structures on the upstream side of the piers.

On October 29, 2020, the District opened bids for repair to three (3) of the ice breakers, and reconstruction of one (1) ice breaker which was completely dislodged from the pier during the flood. Two (2) bids were received ranging from $132,074.18 to $147,850.00, the bid tab is attached. The apparent low bid was from JJK Construction. The bids were reviewed by Schemmer, the engineer for this project, and a recommendation letter to accept the bid from JJK Construction is attached. Completion for this work is scheduled by February 28, 2021.

Per an agreement with LPSNRD, any cost for the combined work on the Lied Bridge (previously completed superstructure repair, and current substructure repair) will be split between the two NRDs. The current estimated reimbursement from FEMA is $130,000 and the estimated total cost for all work is $216,000, leaving the expected cost for each NRD around $43,000. Final costs will be submitted to FEMA for review and approval after the work is complete and the local contribution to the project could decrease. LPSNRD has reviewed this information and agrees with the recommendation to award the contract for these repairs.

- Management recommends that the Subcommittee recommend to the Board of Directors that the General Manager be authorized to execute a contract with JJK Construction in the amount of $132,074.18 for the Lied Bridge Substructure Repair Project, subject to changes deemed necessary by the General Manager and approval as to form by District Legal Counsel.
October 29, 2020

Mr. Eric Williams
Papio-Missouri River NRD
8901 S. 154th St.
Omaha, NE  68138

Re: LIED Bridge Substructure Repair Bid Review
P-MRNRD Project No. 20200825

Dear Mr. Williams:

Letting documents and engineering plans for the above referenced project were made available to bidding contractors on October 12, 2020. The documents were available for electronic download from the website QuestCDN, at the office of the Engineer, and at the office of the P-MRNRD.

Two bids were received by the cut-off date of October 29, 2020, 2:00pm.

<table>
<thead>
<tr>
<th>CONTRACTOR</th>
<th>TOTAL BID</th>
</tr>
</thead>
<tbody>
<tr>
<td>JJK Construction</td>
<td>$132,074.18</td>
</tr>
<tr>
<td>MC Wells</td>
<td>$147,850.00</td>
</tr>
</tbody>
</table>

I have reviewed all bids received and find them to be complete and accurate. The low bid received from JJK Construction is higher than the Engineers Estimate of $90,000. After review of the Engineers Estimate I present the following as potential issues leading to higher bids received:

- Eng. Est. did not include the costs associated to the bid item Bridge Closure
- Short response time to begin/complete work
- Unknowns involving water surface elevations and impacts to work
- Winter conditions
- Large equipment restrictions on the bridge

I have no known reason to withhold extending a contract to JJK Construction based on terms of their ability to complete the work or performance issues. Therefore, I recommend JJK Construction for selection to contract on this project.

Sincerely,

THE SCHEMMER ASSOCIATES INC.
Architects – Engineers

Darin G. Brown, P.E.
Bridge Group Manager
Shareholder
Bid Opening

Date: October 29, 2020
Project: Lied Bridge Substructure Repair

<table>
<thead>
<tr>
<th>Company</th>
<th>Bond</th>
<th>Total Bid</th>
</tr>
</thead>
<tbody>
<tr>
<td>JJK Construction</td>
<td>✔</td>
<td>$132,074.18</td>
</tr>
<tr>
<td>MC Wells</td>
<td>✔</td>
<td>$147,850.00</td>
</tr>
</tbody>
</table>
4. “coercive practice” means harming or threatening to harm, directly or indirectly, persons or their property to influence their participation in the bidding process or affect the execution of the Contract.

ARTICLE 5 – BASIS OF BID

5.01 Bidder will complete the Work in accordance with the Contract Documents for the following price(s):

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Description</th>
<th>Unit</th>
<th>Estimated Quantity</th>
<th>Bid Unit Price</th>
<th>Bid Price</th>
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<tbody>
<tr>
<td>1</td>
<td>MOBILIZATION</td>
<td>LS</td>
<td>1</td>
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<td>2</td>
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<td>$24,948.64</td>
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<tr>
<td>3</td>
<td>PIER 14 ICE BREAKER REPLACEMENT</td>
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<td>4</td>
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<td>$24,767.26</td>
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<tr>
<td>5</td>
<td>PIER 18 ICE BREAKER RESTRAINT</td>
<td>LS</td>
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<td>$24,948.64</td>
<td>$24,948.64</td>
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<tr>
<td>6</td>
<td>BRIDGE CLOSURE</td>
<td>LS</td>
<td>1</td>
<td>$5,210.67</td>
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<tr>
<td></td>
<td><strong>Total of All Unit Price Bid Items</strong></td>
<td></td>
<td></td>
<td><strong>$132,074.18</strong></td>
<td></td>
</tr>
</tbody>
</table>

Bidder acknowledges that (1) each Bid Unit Price and Item Lump Sum includes an amount considered by Bidder to be adequate to cover Contractor’s overhead and profit for each separately identified item, and (2) estimated quantities are not guaranteed, and are solely for the purpose of comparison of Bids, and final payment for all unit price Bid items will be based on actual quantities, determined as provided in the Contract Documents.

ARTICLE 6 – TIME OF COMPLETION

6.1 Bidder agrees that the Work will be substantially complete and will be completed and ready for final payment in accordance with Paragraph 15.06 of the General Conditions on or before the dates or within the number of calendar days indicated in the Agreement.

6.2 Bidder accepts the provisions of the Agreement as to liquidated damages.

ARTICLE 7 – ATTACHMENTS TO THIS BID

7.1 The following documents are submitted with and made a condition of this Bid:

A. Required Bid security; and

B. List of Proposed Subcontractors.

ARTICLE 8 – DEFINED TERMS

8.1 The terms used in this Bid with initial capital letters have the meanings stated in the Instructions to Bidders, the General Conditions, and the Supplementary Conditions.
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<th>Bid Unit Price</th>
<th>Bid Price</th>
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</thead>
<tbody>
<tr>
<td>1</td>
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<td>3</td>
<td>PIER 14 ICE BREAKER REPLACEMENT</td>
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<td>63,960</td>
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<td>4</td>
<td>PIER 15 ICE BREAKER RESTRAINT</td>
<td>LS</td>
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<td>11,995</td>
<td>11,995</td>
</tr>
<tr>
<td>5</td>
<td>PIER 18 ICE BREAKER RESTRAINT</td>
<td>LS</td>
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<td>12,985</td>
<td>12,985</td>
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<tr>
<td>6</td>
<td>BRIDGE CLOSURE</td>
<td>LS</td>
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<td>8,975</td>
<td>8,975</td>
</tr>
</tbody>
</table>

**Total of All Unit Price Bid Items**: $147,850

Bidder acknowledges that (1) each Bid Unit Price and Item Lump Sum includes an amount considered by Bidder to be adequate to cover Contractor's overhead and profit for each separately identified item, and (2) estimated quantities are not guaranteed, and are solely for the purpose of comparison of Bids, and final payment for all unit price Bid items will be based on actual quantities, determined as provided in the Contract Documents.

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PAPIO-MISSOURI RIVER NATURAL RESOURCES DISTRICT

PLANS FOR CONSTRUCTION

LIED PEDESTRIAN BRIDGE
SUBSTRUCTURE REPAIR

SHEET INDEX

<table>
<thead>
<tr>
<th>SHEET NO.</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>TITLE SHEET</td>
</tr>
<tr>
<td>2</td>
<td>GENERAL OVERVIEW</td>
</tr>
<tr>
<td>3</td>
<td>ICE BREAKER RESTRAINT PIER 15</td>
</tr>
<tr>
<td>4</td>
<td>ICE BREAKER RESTRAINT PIER 15 &amp; 18</td>
</tr>
<tr>
<td>5</td>
<td>ICE BREAKER REPLACEMENT</td>
</tr>
</tbody>
</table>

BID ITEMS

| MOBILIZATION | 1 LS |
| PIER 13 ICE BREAKER RESTRAINT | 1 LS |
| PIER 14 ICE BREAKER REPLACEMENT | 1 LS |
| PIER 15 ICE BREAKER RESTRAINT | 1 LS |
| PIER 18 ICE BREAKER RESTRAINT | 1 LS |
| BRIDGE CLOSURE | 1 LS |

Title and Quantity Sheet

LIED PEDESTRIAN BRIDGE
SUBSTRUCTURE REPAIR

ENGINEER CONTACT INFORMATION:
The Schemmer Associates, Inc.
1510 N. 115th, Suite 300
Omaha, NE 68154
Phone: (402) 444-6222
Fax: (402) 493-8010

REVIEWED FOR CONSTRUCTION:
MARLIN PETERMANN P.E.
Assistant General Manager

ENGINEER:
THE SCHEMMER ASSOCIATES, INC.
1510 N. 115TH, SUITE 300
OMAHA, NE 68154
PHONE: (402) 444-6222
FAX: (402) 493-8010

DESIGNED BY:
THE SCHEMMER ASSOCIATES, INC.
MADE BY: (DESIGNER NOT PROVIDED)
GENERAL NOTES:

Contractor shall close off the bridge to all access upon start of construction. 

Contractor access to the bridge shall be from the west side (Cass County). No access from the east side (Sarpy County). Contractor shall maintain both west and east access points remain closed and secure at all times.

All repairs are to be made from the concrete deck. No work platforms or equipment will be allowed on the water. Any materials that fall into the water shall be removed at the end of each day.

The designated laydown area may be used for equipment storage and repair work area. Any damage to rock trail or grass shall be restored to preexisting conditions.

The west entrance to the bridge shall be secured each night to block all access to pedestrians. The existing wood gates and locks shall be reinstalled.

Construction vehicles on the bridge are limited to a maximum of 50,000 lbs. gross weight. All repairs are to be made from the concrete deck. No work platforms or equipment will be allowed from the water. Any materials that fall into the water shall be removed at the end of each day.

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GENERAL OVERVIEW:

Pier 18 Repair

Pier 15 Repair

Pier 14 Repair

Pier 13 Repair

FROM EAST SIDE

NO BRIDGE ACCESS

CONSTRUCTION VEHICLES

TO WEST SIDE

BARRICADE

HSS TUBING SPACER

CHANNEL RESTRAINTS

NOSE ARMOR ANGLE

REPAIRS TO INCLUDE:

1. Channel bracing on the open gap side.
2. C5x6 Channel bracing as detailed on sheet 4.
3. C5x6 Channel bracing as detailed on sheet 3.
4. C5x6 Channel bracing as detailed on sheet 4.
5. C5x6 Channel bracing as detailed on sheet 5.

PAY ITEM NOTES:

Pier 13, 15, & 18 Ice Breaker Replacement

Each pier location to receive 4 - C5x6 Channel bracing on the open gap side. The channels shall be galvanized in accordance with ASTM A123. All nuts and threaded anchor rod material used to anchor the channel shall be galvanized in accordance with ASTM A153.

Epoxy required for installing the connector threaded rod into the concrete pier shall conform to established specifications for cold weather epoxy. Contractor shall submit a copy of the epoxy specifications to the Engineer prior to use for review and approval.

The bid item "PIER 13 ICE BREAKER REPLACEMENT" includes all labor, materials, and equipment to install the channels to the face of the Pier 13 as detailed on sheet 4.

The bid item "PIER 15 ICE BREAKER REPLACEMENT" includes all labor, materials, and equipment to install the channels to the face of the Pier 15 as detailed on sheet 3.

The bid item "PIER 18 ICE BREAKER REPLACEMENT" includes all labor, materials, and equipment to install the channels to the face of the Pier 18 as detailed on sheet 5.

Pier 14 Ice Breaker Replacement

Epoxy required for installing the epoxy coated #6 bars into the concrete pier shall conform to established specifications for cold weather epoxy. Contractor shall submit a copy of the epoxy specifications to the Engineer prior to use for review and approval.

The bid item "PIER 14 ICE BREAKER REPLACEMENT" includes all labor, materials, and equipment to perform work of installing new ice breaker as detailed on plan sheet 5. Includes all materials, labor, and costs associated with forming the new ice breaker and the subsequent insulation protection of the pour during the curing period.

Bridge Closure

Includes cost of grading 2 Year (1) barricade at the west end of the bridge along with sign "Bridge Closed" mounted on the barricade. For the duration of the construction, includes all labor, materials, and equipment to maintain the wood frame and security gate at the west access point of the bridge.
**ICE BREAKER RESTRAINT - PIER 15**

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**DIMENSION TABLE**

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Pier 15</th>
<th>Pier 16</th>
<th>Pier 17</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 1/2&quot; H.S.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C5x9 Channel</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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Note: Contractor shall submit cold weather epoxy specifications to engineer for review prior to installation.

* Existing concrete may be removed up to 1/2" deep beneath C5x9 in order to adjust for offset ice breaker. Alternatively, 1/8" spacer plates may be placed to adjust.

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**PIER 15 PROFILE VIEW**

- Existing Pile Cap
- Edge of Existing Pier Structure
- Ice Breaker Restraint - Pier 15
- Rotated Existing Ice Breaker
- Existing Pile (Typ.)
- Existing Pier Cap
- Edge of Existing Pier Cap
- 5/8" # 11.5 Enlarged Anchor Rod (Typ.)
- Channel C5x9 (Typ.)
- Gap "A"

---

**PIER 15 PLAN VIEW**

- Existing Pile Cap
- Edge of Existing Pier Structure
- Ice Breaker Restraint - Pier 15
- Rotated Existing Ice Breaker
- Existing Pile (Typ.)
- Existing Pier Cap
- Edge of Existing Pier Cap
- 5/8" # 11.5 Enlarged Anchor Rod (Typ.)
- Channel C5x9 (Typ.)
- Gap "A"

---

**CHANNEL C5X9 DETAIL**

- 1/8" Spacer Plate
- Shop Splice
- Existing Pier Cap
- Edge of Existing Concrete
- Bolt Spacing
- Ice Breaker
- Rotated Existing Ice Breaker
- Drilled and Tapered Min 1/2" (Typ.)
- Taper Front End 30°
- 3/8" H.S. Threaded Anchor Rod (Typ.)
Note: Contractor shall field verify gap distance "A" and corresponding angle "|" prior to fabrication of channel restraints. Size of HSS spacer shall be adjusted based upon field measurements to minimize need for spacers.

Existing concrete may be removed up to 3/8" deep beneath C5x9 in order to adjust for offset ice breaker. Alternatively, 1/2" spacer plates may be placed to adjust.