Agenda Item: 7.

MEMORANDUM

TO: Programs, Projects, and Operations Subcommittee

FROM: Zach Nelson, Project Manager

SUBJECT: Review and Recommendation on the Bid Opening for the Keystone Trail Bank Stabilization Project

DATE: December 2, 2014

Erosion and sediment deposits along the Keystone Trail are ongoing problems that District Maintenance Staff deal with on an annual basis. Erosion is most common next to bridge piers and below the bridge deck, where vegetation cannot grow. This causes the slope to erode in these areas and deposit sediment across the trail, which creates a safety issue for pedestrians as well as a maintenance issue for staff. In 2009, the District repaired areas of the Keystone Trail beneath the Cornhusker Road and Harrison Street Bridges. The repaired areas utilize a curb and gutter design that diverts water into a storm sewer inlet. To date, the repairs have minimized erosion and sediment from washing across the trail.

Due to the success of the repair work underneath the Cornhusker Road and Harrison Street Bridges, staff recommends utilizing a similar design underneath other bridges along the Keystone Trail. Last winter, areas underneath the I80, Hwy 370, and Capehart Road Bridges were identified as a priority for repair. Lamp Rynearson completed a topographic survey and an engineered design for each of the three areas. This project was bid in the spring of 2014, however the bids received were twice the amount of the engineer’s estimate. At the time, Lamp Rynearson and staff recommended to rebid the project in the fall of 2014 to increase subcontractor bid coverage. The contract time has also been extended from 10 working days per location to 20 working days per location. Enclosed is a location map. The engineer’s revised estimate to perform the repairs at all three sites is $141,442.50.

Bids were opened at 10:00 am on December 2, 2014. A total of four bids were received. Swain Construction’s bid of $122,394.95 is the apparent low bid. Staff and the engineer have reviewed all bids and believe that Swain Construction is the lowest and best bidder. Enclosed is a copy of the bid summary and letter of recommendation from Lamp Rynearson.

Staff recommends that the Subcommittee recommend to the Board that the General Manager be authorized to execute a contract with Swain Construction for the construction of the Keystone Trail Stabilization Project in the bid amount of $122,394.95, subject to changes deemed necessary by the General Manager and approval as to form by District Legal Counsel.
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*Note: Table represents hypothetical data for demonstration purposes.*

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**4. INFRASTRUCTURE BCATION**

**2. KEYSTONE RAIL STABILIZATION PROJECT - Bids Received December 2, 2014**
December 2, 2014

VIA EMAIL
Mr. Zach Nelson
Papio-Missouri River Natural Resources District
8901 South 154 Street, Suite 4
Omaha, NE 68138-3621
znelson@papionrd.org

REFERENCE: Papio-Missouri River NRD
Keystone Trail Erosion
LRA Job No. 0114001.01-310

Dear Mr. Nelson:

Swain Construction, Inc. submitted the low bid of $122,394.95 for the above-referenced project.

The low bidder has previously successfully completed this type of work for our clients and is qualified to complete this project within the required contract time. We recommend award of the contract to Swain Construction, Inc.

Sincerely,

LAMP, RYNEARSON & ASSOCIATES, INC.

[Signature]
Brett J. Wawers, P.E.
Senior Vice President

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