



**Peter C. Daniels**  
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## MEMORANDUM

**TO:** Gary Barczak, Chair, Board of Public Works  
Vincent Vitale, First District  
Cathleen M. Probst, Second District  
Thomas G. Lajsic, Fourth District  
Rosalie Reinke, Fifth District

**FROM:** Peter C. Daniels P.E., Interim City Engineer

**DATE:** March 20, 2018

**RE:** **Communication from Interim City Engineer regarding the bid opening for the Crosstown Connector Bike Bridge over Hwy 100**

The bids for the Crosstown Connector Bike Bridge came in significantly over budget and may necessitate the abandoning of this project due to a lack of funds. Here are the numbers:

\$1,780,057.70	Bid from Lunda Construction Company
<u>\$267,008.66</u>	Fees for Inspection by Consultant Toki & Associates
\$2,047,066.40	Total Cost
<u>-\$855,177.00</u>	Federal Funds Allocated to City
\$1,191,889.40	Total City Cost
<u>-\$315,000.00</u>	2018 City Budget for this Project
\$876,889.40	Additional City Funds Needed

The bids were extremely high due to the contractor's uneasiness and uncertainty about the project:

1. American Transmission Services (ATC) has not given a definitive answer as to whether the high power lines can be de-energized so that the contractor's cranes can operate. And even if they do, ATC will charge additional fees for this outage as compensation for this service.
2. We Energies Gas is warning of grave consequences if the 24" high pressure gas main is hit which is located directly underneath the bridge pier.

3. WisDOT has not given a definitive answer as to how many traffic lanes on Hwy 100 can be shut down and for how long since they need Hwy 100 as a detour for their I-894 work.
4. WisDOT is warning of grave consequences if their fiber optic line is hit which is directly under the pier of the bridge.
5. There is also a very large City owned Storm Box Culvert directly under the pier of the bridge which cannot be hit.
6. Union Pacific Railroad has not stated if any restrictions will be imposed while working so close to their railroad tracks.

All of these intangible concerns and uncertainty have increased the cost originally calculated by our engineering consultant at \$1,194,111.47 to a much higher bid from Lunda Construction Company of \$1,780,057.70 (a 50% increase).

In addition, the Wisconsin Legislature has revoked the power to use Eminent Domain for bike trail projects, which could potentially leave us with a “bridge to nowhere” if we can’t secure the needed ROW for the rest of the trail.

WisDOT also now feels this project has become too costly and has languished for too long considering it took over 11 years to get permission to cross the Union Pacific Railroad tracks.