

Additional FAQs

Q26: Can Fairfax save money and time using a prefabricated steel superstructure?

A:26: At the community workshop, we discussed the option of a steel bridge. The concept included a prefabricated bridge. CIC worked with Excel Bridge Company, a steel bridge prefabricator, and consulted with them for the Meadow Way project. They gave us a verbal quote of approximately \$130 K to deliver the typical shell of a prefabricated steel bridge to the site. The bridge will have to be delivered in 2 or more segments due the difficulty of transporting a 21' wide X 70' long bridge in one piece. It would then have to be put together, painted and erected at the site. CIC used \$180 K in its cost estimate for these reasons. The steel bridge alternate in the Bridge Type Selection Report, posted on the project web site, shows this line item among 33 or so overall construction items.

The majority of the costs for the steel bridge is similar to the other options which is the construction of the concrete bulkheads to support the bridge. The overall cost of the three bridge alternates were pretty close, approx. \$2,000,000, as various construction items compensate for each other among the three alternates. Please note the entire construction cost for all three options is federally funded. Steel will be faster to build because of prefabrication.

At the meeting, we also indicated we would explore the possibility of constructing the bridge in one season. The construction season in the creek is typically July to Oct. 15th. However, the entire project will not be possible to complete within a 3.5-month season, regardless of the bridge type. That being said, CIC is looking into ways to possibly stretch the construction season from April 15th to Oct. 15th with the concept of completing in one season. A one-season construction project would require the bridge to be made of steel. It appears from the on-line survey that majority of the residents prefer a concrete bridge. To complete a project in one season would most likely require a contractor to work 6 days a week and longer days, which would require the payment of overtime. We also agreed to discuss with Caltrans the concept of receiving funding to cover the additional costs associated with completing the project in one season, if possible.

Q27: Why is the bridge being recommended to be moved from its current location to the middle of the right-of-way (ROW)?

A27: We are recommending the new bridge be located in the middle of the ROW for four (4) primary reasons:

- 1) The primary reason for locating the bridge in the middle of the ROW (i.e. road) is to avoid having to move the bridge later due to potential discrepancies in ROW. We recognize there are discrepancies in the width of Meadow Way (refer to recorded surveys) at various locations along the road. By placing the new bridge in the middle of the ROW it ensures the bridge is not impacted by any discrepancies since it is wholly within the Town owned ROW under any scenario.
- 2) Locating the new bridge in the middle of the ROW seems the most fair approach as it would place the bridge equal distances from the adjacent property owners.
- 3) The new location actually aligns better with the existing roadway. Currently, when you turn off Meadow Way from Cascade you make a slight jog in the road to cross the bridge (see diagram on page 3 of this document)
- 4) Hydraulically, the location of the bridge in the middle of the road is better for the creek flows. This adjustment provides a better transition to downstream of the bridge once the flows negotiate the S-turn at the upstream approach to, and through, the bridge opening.

Q28: How was the consultant, CIC, selected?

A28: The Council authorized the issuance of a RFP for bridge design services in March 2013. The design services were for five bridges including Meadow Way. The selection process followed Caltrans (i.e., federal) guidelines. Five firms responded to the RFP. The selection panel consisting of three consulting engineers, one Caltrans engineer, and the Town Manager interviewed the five firms. The panel recommended CIC as the firm best suited for the project. The Council awarded the contract to CIC for Meadow Way Bridge in September 2013.