

Robert Parker Coffin Road Covered Bridge Replacement.

The existing truss bridge was constructed some-time between 1900 and 1910. In 1972 the wooden cover was installed over the truss bridge. Due to the design (one-lane) the state and federal government identify the bridge as functionally obsolete. While the cast iron truss is in good condition, the cut limestone abutments are in poor condition requiring replacement.

The Village has been evaluating the structural condition of the existing bridge and potential repair or replacement options since December 2013. In 2014 the Village contracted with *Johnson Lasky Architects* (JLA) to further evaluate the condition of the bridge and identify potential options. JLA provided a detailed structural review of the bridge and offered the following options and estimated costs: (1) complete restoration \$432,000 or (2) replacement with new bridge with possible 80% federal reimbursement \$524,000 (\$104,800 Village Cost). Based upon the JLA report and the recommendation by former Village Engineer *ESI Consultants*, the Village Board made application for federal funding in order to preserve this as a possible option since the future federal funding of this program was in question and making application would preserve this option without obligating the Village.

In November 2015 the Village approved a proposal from Village Engineer *Gewalt-Hamilton Associates, Inc.* (GHA) and *Civiltech* to prepare detailed engineering reviews and analysis and develop plans comparing the restoration of the existing bridge (100% Village cost) vs. the federal design (20% Village cost). During the initial stages of this review, federal officials confirmed that the bridge design would need to be 2-lanes in order to be eligible for the federal funds. At this time the federal officials also strongly discouraged the Village from developing a formal opinion in support of the federal (2-lane) or local (1-lane) option until after the prescribed public meeting to be certain that public input was taken into consideration as part of any Village decision.

As part of their Phase I engineering, GHA recently provided an updated project schedule and conceptual drawings and perspective comparing the existing (1-lane) vs. the federal (2-lane) designs with a replacement wooden cover to mimic the existing cover but that met the minimum opening width (lanes) and height. As part of this Phase I Engineering, the estimated costs for the replacement bridge were updated as follows: (1) Rehabilitate Existing Covered Bridge (25-50 year useful life) = \$850,000 (100% Village); (2) One Lane Covered Replacement (75 year useful life) = \$910,000 (100% Village) or (3) Two Lane Covered Replacement (75 useful life) = \$370,000 Village and \$1.03M federal (\$1.4M total cost). GHA also reported that the federal officials confirmed that they would not reimburse the Village for the 80% of the Phase I project cost if the Village chose to move forward with the 1-lane option.

During the January 24, 2017 Meeting, the Village Board requested additional details for review. While the current project schedule anticipates the public meeting in May of this year, the Village Board may move this meeting date up if they are satisfied that there is sufficient information and materials for the public meeting. The Village Board is very much aware of the significance of the existing one-lane covered bridge and is committed to continuing its due diligence to evaluate the various options, including the impact of the design on the downtown, the financial impact and the preferences of the Village Residents and Businesses. Further information will be provided on this important project in the coming Bridge Newsletter(s), including the date for the public input meeting. For further details on the project to date, please visit the Village's website www.longggrove.net to view this information under the Quicklinks "RPC Road Covered Bridge - NEW" located on the left hand side.