

A G E N D A



Recommendation for Council Action (CMD)

Austin City Council		Item ID:	45242	Agenda Number	37.
Meeting Date:	May 21, 2015				
Department:	Contract Management				
Subject					
Authorize negotiation and execution of a professional services agreement with URS CORPORATION (staff recommendation) or one of the other qualified responders to Request for Qualifications Solicitation No. CLMP168, to provide engineering services for the Redbud Trail Bridge over Lady Bird Lake Project in an amount not to exceed \$875,000. Related to Item # 38.					
Amount and Source of Funding					
Funding is available in the Fiscal Year 2014 - 2015 Capital Budget of the Public Works Department.					
Fiscal Note					
A fiscal note is attached.					
Purchasing Language:	Staff recommendation is the most qualified firm out of four firms evaluated through the City's qualification-based selection process.				
Prior Council Action:					
For More Information:	Paulinda Lanham, 512-974-7974; Lucy Bonee, 512-974-7967; Rolando Fernandez, 512-974-7749; Elizabeth Godfrey-Weidig, 512-974-7141				
Council Committee, Boards and Commission Action:	Approved by the Mobility Committee on April 29, 2015				
Related Items:					
MBE / WBE:	This contract will be awarded in compliance with City Code Chapter 2-9B Minority Owned and Women Owned Business Enterprise Procurement Program by meeting the goals with 15.80% MBE and 15.80 % WBE participation.				
Additional Backup Information					

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The Redbud Trail Bridge is critical to the welfare of daily commuters because it provides connection for vehicular access to several major roads and communities. There has been a long history for this crossing over the Colorado River which includes two structures. The first is the primary 400' long by 28'-6" wide 10-span steel girder bridge with concrete deck over the main waterway. It spans from Lake Austin Boulevard to the Red Bud Isle parks facility within the river basin. A secondary 119' long by 28'-6" wide 3-span bridge over the by-pass portion of the river runs from the island to the west/south side of the river near Stratford Drive. The structures were built in 1948 and served fairly light duty in the early years. However, upon more dense development of West Austin and the Westlake area, residential community traffic has increased to about 13,000 vehicles per day. Increasing use of the Ullrich Water Treatment Plant over the years has added

heavy daily truck traffic loadings. With the increased use of the Ullrich Water Treatment Plant, the cities of Westlake and Austin entered into an agreement that all Ullrich Water Treatment Plant truck traffic would enter and exit exclusively on City of Austin roadways. This agreement forces all routine lime, sludge, and construction truck traffic serving the plant to cross this set of bridges. Unfortunately, there are no acceptable detours for this heavy truck traffic.

The primary structure has experienced substructure degradation and has been repaired several times as a result of removal of sediment such as sand and rocks from around the abutments or piers due to flood flows from high volume dam releases by the Lower Colorado River Authority. Flood flows can and would remove fill from around bridge structure undermining the footing and the riprap, and compromising the integrity of the structure. The primary bridge received an all-time low serviceability rating of 36.4 (out of 100) in the mid-1990s through the Texas Department of Transportation Bridge Inspection Appraisal Program. This triggered serious concerns about the health and remaining life of the structure. A thorough and rigorous engineering study was then performed by CFX Engineering in 1996 to determine the remaining life of both structures and to design an interim strengthening project, completed in 1998. The study found that the steel girders were highly fatigued and near the end of their useful life. All subsequent inspections, including the most recent one in 2012, have given them a fair rating of around 67. The interim enhancements designed by CFX Engineering were only intended to extend the usable life of the structure through the 6 year construction of the Ullrich Water Treatment Plant expansion project which was completed in 2004, and until the City could aggressively secure capital funding to replace the bridges.

The selected engineering firm will provide a bridge conceptual engineering report ("Report") that will include the project development and environmental information. The Report will capture at least three bridge design options and high level design elements which will form the basis for moving forward with the final design. Each option is expected to be significantly unique in terms of bridge type, geometry, and/or aesthetics as to offer a range of choices for the City. The final design is the detailed design work required to complete the plans, specifications, estimates, and all other documents required to bid and award the construction portion of the work. The Report must address and evaluate the benefits, costs, constraints, and concerns for all of the options to be considered. Only one of the design options or a variation thereof will be selected by the City for development into the final bridge design. Staff will return to Council for the selection of the preliminary design option.

The selected engineering firm shall also assist the City's in-house Public Information Office staff with planning public information meetings and addressing neighborhood concerns. The bridge selection phase shall consist of meetings with City stakeholders, including the Public Works Department, Austin Transportation, Austin Water Utility, Watershed Protection, and the Parks and Recreation Department. The selected engineering firm must work closely with the stakeholders for roadway transition design, landscaping, electrical design, and channel stabilization works. A design charrette for City stakeholders is required to formulate the aesthetic elements of the bridge.

A Request for Qualifications for engineering services was originally released in February 2014 as one solicitation for the Design Services for Barton Springs Road Bridge over Barton Creek and the Design Services for Redbud Trail Bridge. Staff cancelled that solicitation in order to consider additional feedback from key stakeholders regarding concerns over the historical significance and the possible replacement of the Barton Springs Road Bridge over Barton Creek. Prior to the release of the current Request for Qualifications, the City solicited, received input and met with representatives from the Austin Preservation Committee and Texas Historical Commission. This exchange of information provided an objective forum to address historical concerns for the project while communicating the City's objectives for the solicitation and ultimately led to a more robust solicitation. The City decided to issue two separate solicitations, one for the Design Services for Barton Springs Road Bridge over Barton Creek and one for the Design Services for Redbud Trail Bridge, to adequately address the unique requirements for each bridge.

This authorization provides funding only for the preliminary engineering services (Bridge Conceptual Engineering Report) outlined above. Staff estimates the cost for the preliminary engineering services to be approximately \$875,000. Staff will next return to Council with the Bridge Conceptual Engineering Report results and present the bridge design options and

associated costs. Due to the inability to determine the options and its associated cost at this time, staff will return to Council to request additional funding to complete the final design and construction phase services.

This request allows for the development of an agreement with the qualified responder that Council selects. If the City is unsuccessful in negotiating a satisfactory agreement with the selected responder, negotiations will cease with that provider. Staff will return to Council so that Council may select another qualified responder and authorize contract negotiations with this provider.

Participation subgoals stated in the solicitation were 1.90% African American; 9.00% Hispanic; 4.90% Native/Asian; and 15.80% WBE. The recommended firm provided a MBE/WBE Compliance Plan that met the goals of the solicitation and was approved by the Small and Minority Business Resources Department. The alternate firm provided a MBE/WBE Compliance Plan that met the goals of the solicitation and was approved by the Small and Minority Business Resources Department.

This Request for Qualifications solicitation was issued on October 24, 2014 through the City's Vendor Connection web portal, which resulted in 2,378 firms receiving notice. The solicitation documents were obtained by 117 firms and 5 firms submitted responses. None of the firms were certified MBE/WBE firms. Of the four firms evaluated, no firms were interviewed which resulted in the following recommendation:

RECOMMENDED FIRM: URS CORPORATION

ALTERNATE FIRM: HDR ENGINEERING, INC.

URS Corporation is located in Austin, Texas.

HDR Engineering, Inc. is located in Austin, Texas.