



Recommendation for Action

File #: 20-2441, **Agenda Item #:** 18.

7/29/2020

Posting Language

Authorize negotiation and execution of an amendment to the professional services agreement with URS Corporation for engineering services for the Redbud Trail Bridge over Lady Bird Lake project in the amount of \$9,279,993, for a total contract amount not to exceed \$11,293,575.

[Note: This amendment will be awarded in compliance with City Code 2-9B (Minority Owned and Women Owned Business Enterprise Procurement Program). Current participation to date is 4.17% MBE and 2.74% WBE.]

Lead Department

Capital Contracting Office

Managing Department

Public Works Department

Fiscal Note

Funding in the amount of \$8,491,617 is available in the Fiscal Year 2019-2020 Capital Budget of the Public Works Department. Funding in the amount of \$788,376 is available in the Fiscal Year 2019-2020 Capital Budget of Austin Water.

Purchasing Language:

Original contract was awarded through a qualifications-based selection process.

Prior Council Action:

March 7, 2019 - Council approved a Supplemental Amendment to support a second phase of preliminary engineering services.

May 21, 2015 - Council approved a professional services agreement with URS Corporation for the Redbud Trail Bridge over Lady Bird Lake project.

For More Information:

Inquiries should be directed to the City Manager's Agenda Office, at 512-974-2991 or AgendaOffice@austintexas.gov <<mailto:AgendaOffice@austintexas.gov>>

NOTE: Respondents to this solicitation, and their representatives, shall direct inquiries to Rolando Fernandez, 512-974-7749, Beverly Mendez, 512-974-3596, or the Project Manager, Paulinda Lanham, 512-974-7974.

Council Committee, Boards and Commission Action:

July 15, 2020- Recommended by the Water and Wastewater Commission on an 8-0 vote with Commissioner Penn recusing and Commissioner Parton absent.

Additional Backup Information:

The Redbud Trail (Emmett Shelton) Bridge, built in 1948, consists of two bridges (400 feet and 120 feet long) linking the east and west banks of Lady Bird Lake with Red Bud Isle in the middle. The bridges carry over 16,000 vehicles per day and provide the exclusive route for construction and operational truck traffic to and from the City's Ullrich Water Treatment Plant. Contributing factors requiring its replacement include increased traffic loads; steel fatigue life; history of scour remediation; narrow traffic lanes; and insufficient bicycle/pedestrian paths and roadway shoulders. The western roadway approach has a steep, sharp curve and is unaligned with the bridge, and has significant traffic collision history. In order to meet current standards, the City desires the one replacement bridge to be longer, higher (low chord above the 100-year flood event), and with an expanded cross-section. The bridge will also maintain access to Red Bud Isle.

The benefits of a replacement bridge are as follows: provide a 100-year life for this critical roadway, bridge, and utility infrastructure; remove driving lanes and critical utilities from 100-year flood events; provide long-term operation access to the Ullrich Water Treatment Plant; eliminate the dangerous western roadway geometry; add shoulders in both directions; increase bicycle and pedestrian connectivity/mobility/safety with a protected shared-use path; reduce congestion at the Redbud Trail/Lake Austin Boulevard intersection; increase multi-modal access at Red Bud Isle; and provide a bridge aesthetic with contextual sensitivity.

In November 2018, Austin voters approved Proposition G, which included \$50 million for bridge and structures that could be used to replace the Redbud Trail/Emmett Shelton Bridge over Lady Bird Lake. This authorization provides funding using remaining 2012 bonds, as well as the 2018 voter-approved bonds. Additionally, other funding opportunities may become available through the Better Utilizing Investments to Leverage Development, or "BUILD" Transportation grant program.

Two public meetings were held to present project information and request feedback, one in June 2016 and the other in January 2020. The January 2020 meeting solicited public input used to refine the roadway, bridge, architectural, and roadway elements, and aesthetic theme(s) and treatment.

URS Corporation was selected to provide design and construction administration services to replace the existing bridge over Lady Bird Lake at Redbud Trail in 2015. City Council authorized additional funding to support phase II preliminary engineering services in May of 2019.

Anticipated to be the Final Design phase, this action supports funding needed for the URS Team to build on the roadway, bridge, utility, and aesthetic concepts and selections that were made during the previous Bridge Selection and Concept Phase of the project. In this Phase, the URS Team will take the previously developed concepts and add the detail required to develop a set of bid documents, and obtain the necessary federal, state, and local permits and approvals required to construct the project. The process will consist of milestone deliverables at 30%, 60%, 90%, and Bid Set (100%) drawings. The formal Site Development permit Submittal Set will be a subset of the 90% documents; the approved/signed site Development Permit Set will become part of the 100% /Issued for Bid set.

Public Impact information - The bridges are critical to servicing and operation of the Ullrich Water Treatment Plant (WTP). The bridge carries process wastewater lines from Ullrich WTP. These lines and the supporting bridge structure are essential to the operation of the WTP; a disruption to these process lines for as little as a day could cause a shutdown of the plant, which provides drinking water to a large segment of the City.

The structure is subject to regular scouring and erosion from significant flooding events. Several major repairs have been necessary over the years to remediate flood damages. In the case of a 100-year flood event, the bridge would be about six inches under water, subjecting road and utilities to flood, debris, and damage. The bridge could remain out of service for up to three days, not including time to address any flood damage.

Delay in approving this amendment will delay the design and construction of the Redbud Trail Bridge project.

The City of Austin is also seeking funds for a transportation project from the Better Utilizing Investments to Leverage Development, or “BUILD” Transportation grant program. If selected for an award, to be made in September 2020, the award of any grant funds will require the City to match funding by entering into an Agreement for Award with the Texas Department of Transportation. The funding has potential dates to be met for several design milestones, and delay in approving this amendment could negatively impact the City’s ability to meet the required design milestones.

This amendment was approved by the City’s Change Control Committee. The Change Control Committee was established to comply with Council Resolution No. 20120126-048, which required the establishment of consistent criteria and process to evaluate contractual changes for all contracts administered by the Capital Contracting Office. The Change Control Committee is comprised of management-level subject matter experts.

URS is located in Austin, Texas.

Strategic Outcome(s):

Safety; Mobility.