

RECEIVED



CITY OF DALLAS

Memorandum

2011 MAY 13 PM 12:00

CITY SECRETARY
DALLAS, TEXAS

DATE May 13, 2011

TO Trinity River Corridor Project Committee Members:
Steve Salazar (Vice-Chair)
Deputy Mayor Pro Tem Pauline Medrano
Carolyn R. Davis
Vonciel Jones Hill

Delia D. Jasso
Linda Koop
Ann Margolin

SUBJECT Revised Trinity River Corridor Project Council Committee Agenda

Please plan to attend a meeting of the Trinity River Corridor Project Committee on Tuesday, May 17, 2011 from 9:30 A.M. to 11:30 A.M. The meeting will be held at City Hall, 1500 Marilla, 6/E/S, Dallas, TX 75201.

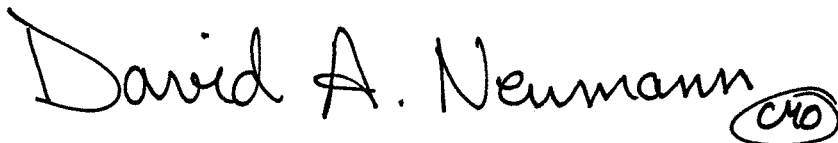
1. **Approval of minutes for April 5, 2011 Trinity River Corridor Project Committee Meeting**
2. **Riverfront Boulevard from Cadiz Street to Continental Avenue**
Presenter: Alan Hendrix, P.E., Public Works & Transportation
3. **Coombs Creek Trail**
Presenter: Alan Hendrix, P.E., Public Works & Transportation
4. **Bellevue Connector**
Presenter: Willis Winters, Park & Recreation
5. **Cedar Crest / West Dallas Gateway (Memo for Discussion)**
Presenter: David Whitley, Dallas CityDesign Studio
6. **Able Pump Station and Sump Improvements Update (Memo for Discussion)**
Presenter: Elizabeth Fernandez, P.E., Trinity Watershed Management
7. **Periodic Inspection Report No. 9 – Maintenance Deficiency Correction Period (MDCP) March 2011 Update (Memo for Discussion)**
Presenter: Elizabeth Fernandez, P.E., Trinity Watershed Management
8. **Upcoming Items for Council Agenda (5/25/11)**
 - a) Authorize a professional services contract for the design of the western gateway to the continental pedestrian bridge – Wallace Roberts & Todd, LLC, most advantageous proposer of nine - Not to exceed \$287,774 - Financing: Current Funds

- b) Authorize Supplemental Agreement No. 6 to the professional services contract with HNTB Corporation for additional design analysis, additional utility and environmental investigations, and construction administration for the 100-Year Remediation Plan - Not to exceed \$4,020,900, from \$37,972,710 to \$41,993,610 - Financing: 2006 Bond Funds (DRAFT)

9. Upcoming Events

- a) FedEx EarthSmart Wetland Planting, Saturday, May 21, 2011 from 8:00 A.M. – 12:00 P.M. at the Lower Chain of Wetlands off of I-45 South and Loop 12 East

Please contact me if you have questions.

David A. Neumann 

David A. Neumann, Chairman
Trinity River Corridor Project Committee



THE TRINITY
DALLAS

Cc: Honorable Mayor and Members of the City Council
Mary K. Suhm, City Manager
Ryan S. Evans, First Assistant City Manager
Jill A. Jordan, P.E., Assistant City Manager
A. C. Gonzalez, Assistant City Manager
Forest E. Turner, Assistant City Manager

Deborah A. Watkins, City Secretary
Frank Libro, Director, Public Information Office
Kelly High, Director, Trinity Watershed Management
Rebecca Rasor, P.E., Managing Director, Trinity River Corridor Project
Paul D. Dyer, Director, Park and Recreation Department
Theresa O'Donnell, Director, Sustainable Development & Construction



Trinity River Corridor Project Committee Meeting Record

The Trinity River Corridor Project Committee Meetings (TRCPC) are recorded. Agenda materials and audiotapes may be reviewed/copied by contacting the Trinity River Corridor Project Committee Coordinator at 214-671-9500.

Meeting Date: 4/5/2011

Convened: 9:38AM

Adjourned: 10:43AM

Committee Members Present:

David Neumann, Chairman
Steve Salazar, Vice Chairman
Deputy Mayor Pro Tem Pauline Medrano
Vonciel Jones Hill
Delia D. Jasso
Linda Koop
Ann Margolin

City Staff Present:

Mary K. Suhm, City Manager
Jill A. Jordan, P.E., ACM
Kelly High, TWM
Rebecca Rasor, P.E., TWM
Elizabeth Fernandez, P.E., TWM
Karen Walz, Trinity Commons Foundation
Chris Culak, Trinity River Audubon Center

Committee Members Absent:

Carolyn R. Davis

Other City Councilmember's Present:

AGENDA:

1. Approval of minutes for March 8, 2011 Trinity River Corridor Project Committee Meeting

Presenter: David A. Neumann, Chairman

Action Taken/Committee Recommendation(s):

Motion made by:	<u>Vonciel Jones Hill</u>	Motion seconded by:	<u>Linda Koop</u>
Item passed unanimously:	<u>X</u>	Item passed on a divided vote:	<u> </u>
Item failed unanimously:	<u> </u>	Item failed on a divided vote:	<u> </u>

2. MDCP Update and Public Law 84-99 Update (Memo for discussion)

Presenter: Elizabeth Fernandez, P.E., Trinity Watershed Management

3. Sylvan Ave. Bridge Update (Memo for Discussion)

Presenter: Rebecca Rasor, P.E., Trinity Watershed Management

Action Taken/Committee Recommendation(s): Committee would like quarterly updates

4. IH30 (Margaret McDermott) Bridge Possible New Strategy

Presenter: Mary K. Suhm, City Manager

Action Taken/Committee Recommendation(s): Endorse and recommend this to the council for next week

Motion made by:	<u>Vonciel Jones Hill</u>	Motion seconded by:	<u>Steve Salazar</u>
Item passed unanimously:	<u>X</u>	Item passed on a divided vote:	<u> </u>
Item failed unanimously:	<u> </u>	Item failed on a divided vote:	<u> </u>

5. Trinity Bird Count Program

Presenter: Karen Walz, Trinity Commons Foundation and Chris Culak, Trinity River Audubon Center

6. Relocation of Transmission Lines in the Trinity River Corridor

Presenter: Rebecca Rasor, P.E., Trinity Watershed Management

Action Taken/Committee Recommendation(s): Consideration and approval for the full council on the 13th for this particular presentation and the 2.4 million from the 1998 Bond Funds.

Motion made by:	<u>Steve Salazar</u>	Motion seconded by:	<u>Vonciel Jones Hill</u>
Item passed unanimously:	<u>X</u>	Item passed on a divided vote:	<u></u>
Item failed unanimously:	<u></u>	Item failed on a divided vote:	<u></u>

7. Upcoming Items for Council Agenda (3/9/11)

- a) Authorize an increase in the contract with Ark Contracting Services, LLC for modifications to the wave structures and spectator seating; additional access routes and steps to the water; and boulder weirs for the Trinity Standing Wave located at 1900 East Eighth Street - Not to exceed \$192,249, from \$4,028,199 to \$4,220,448 - Financing: 2006 Bond Funds
- b) Authorize a contract between the City and Oncor Electric Delivery Company to relocate of a portion of the existing East Levee Norwood 138 kilovolt transmission line from the Sylvan Bridge to a point near Irving Boulevard and Regal Row and to consolidate the relocated line with the new West Levee Norwood 345 kilovolt transmission line – Not to exceed \$2,400,000 – Financing: 1998 Bond Funds
- c) Authorize Supplemental Agreement No. 1 to the professional services contract with HDR Engineering, Inc., to complete the design of an 875,000 gallons per minute pump station, to add items associated with the sump improvements and to comply with Federal Emergency Management Agency's redundancy requirements for pump stations of Levee Drainage System – Sump A improvements – Not to exceed \$5,052,772 from \$4,333,000 to \$9,385,772 - Financing: 2006 Bond Funds
- d) Authorize an actual reasonable moving and related expenses-nonresidential payment for Gatlin Motors, who will be displaced as a direct result of real property acquisition of the property at 6506 South Great Trinity Forest Way, to be used in conjunction with the Trinity River Corridor Project – Not to exceed \$85,000 – Financing: 1998 Bond Funds
- e) Authorize an actual reasonable moving and related expenses-nonresidential payment for McDaniel Motors, who will be displaced as a direct result of property acquisition of the property at 6510 South Great Trinity Forest Way, to be used in conjunction with the Trinity River Corridor Project – Not to exceed \$131,383 – Financing: 1998 Bond Funds
- f) Authorize an actual reasonable moving and related expenses-nonresidential payment for the rental division of CMC Concrete Accessories, Inc., who will be displaced as a direct result of real property acquisition of the property at 2331 Irving Boulevard, to be used in conjunction with the Baker Pump Station Project – Not to exceed \$155,468 – Financing: 2006 Bond Funds
- g) Authorize settlement in lieu of proceeding with condemnation of an unimproved tract of land containing approximately 7,000 square feet from Alan Coleman and Latese Coleman located on Colonial Avenue near its intersection with Starks Avenue for the Trinity Parkway - Not to exceed \$17,500 (\$15,000, plus closing costs not to exceed \$2,500) - Financing: 1998 Bond Funds

- h) Authorize (1) a contract between the City and Oncor Electric Delivery Company (Oncor) to relocate and raise an existing 138 kilovolt electric transmission line tower on Oncor's Parkdale-Industrial Line, in the amount of \$86,000; and (2) the execution of a license agreement with Oncor to allow the Santa Fe and Standing Wave recreational amenities to be built and maintained across the Oncor right of way and easement – Not to exceed \$86,000 – Financing: 1998 Bond Funds *(A/O 4/1/11 still pending final approval)*

8. Upcoming Event

- a) Dallas Wave Opening, Saturday, May 7, 2011 at 10:00 A.M. on Santa Fe Street at the Trinity River
- b) Texas Paddling Trails Celebration, Tuesday, May 10, 2011 from 10:30 A.M. – 11:30 A.M. at the Trammell Crow Park, 3700 Sylvan Avenue, Dallas, Texas 75207
- c) Trinity River Wind Festival, Saturday, May 14, 2011 from 12:00 P.M. – 6:00 P.M. at the Trammell Crow Park, 3700 Sylvan Avenue, Dallas, Texas 75207
- d) FedEx EarthSmart Wetland Planting, Saturday, May 21, 2011 from 8:00 A.M. – 12:00 P.M. at the Lower Chain of Wetlands off of I-45 South and Loop 12 East

APPROVED BY:

David A. Neumann, Chairman
Trinity River Corridor Project Committee

ATTEST:

Crystal Lee, Senior Office Assistant
Trinity River Corridor Project Committee

Memorandum



CITY OF DALLAS

DATE May 12, 2011

TO Trinity River Corridor Project Committee Members:

David A. Neumann (Chairman)

Vonciel Jones Hill

Steve Salazar (Vice-Chair)

Delia D. Jasso

Deputy Mayor Pro Tem Pauline Medrano

Linda Koop

Carolyn R. Davis

Ann Margolin

SUBJECT **Riverfront Boulevard from Cadiz Street to Continental Avenue**

The attached briefing on Riverfront Boulevard will be presented at the Trinity River Corridor Project Committee Meeting on Tuesday, May 17, 2011. The briefing will provide a review of options and opportunities for improvements.

Please contact me if you have questions.



Jill A. Jordan, P.E.
Assistant City Manager



THE TRINITY
DALLAS

Attachment

Cc: Honorable Mayor and Members of the City Council

Mary K. Suhm, City Manager

Ryan S. Evans, First Assistant City Manager

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Frank Libro, Director, Public Information Office

Kelly High, Director, Trinity Watershed Management

Rebecca Rasor, P.E., Managing Director, Trinity River Corridor Project

Riverfront Boulevard

from

Cadiz Street to Continental Avenue



Presented to the

Trinity River Corridor Project Committee

by

Public Works Department

and

dallas city**design** studio

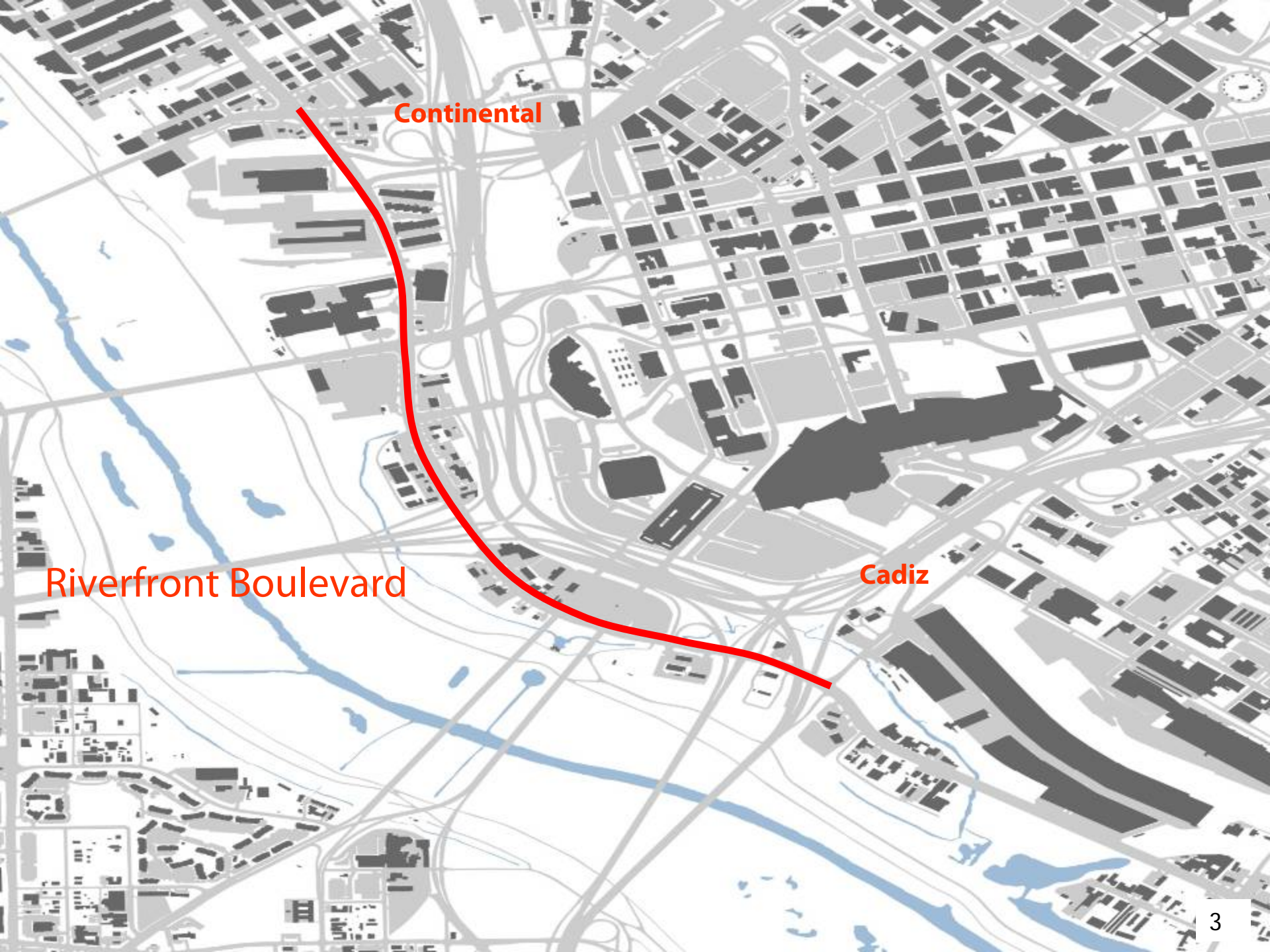
May 17, 2011





Today's Objective

- To review options and opportunities for improvements to Riverfront Boulevard
- To receive Committee feedback and input regarding the roadway size and design including the number of travel lanes



Continental

Riverfront Boulevard

Cadiz



Riverfront Boulevard Background

- Originally constructed in the late 1920's and has been expanded and improved over time
- Served as the primary access route to a growing industrial area with access to multiple railroad corridors
- More recently...approved as a partnership thoroughfare reconstruction project with Dallas County (south of IH 30 to north of Commerce) and partially funded in the 2003 Bond Program
- Identified as crucial roadway in the Trinity River Corridor Balanced Vision Plan from December 2003
 - Trinity Parkway...agreed reduction from 6 lanes to 4 lanes south of Continental as long as...
 - Riverfront became 8 lanes from Continental to Corinth



Riverfront Boulevard Background

Trinity River Corridor Balanced Vision Plan

- **This trade off in lanes for Riverfront Boulevard from Continental to south of Corinth means...**

This portion of Riverfront Boulevard will serve as the collector / distributor for Parkway trips destined to or from Downtown and the lower Stemmons area. It becomes the transition to the downtown street system. It relieves the central section of the Parkway from having to perform this function.

- 8 lanes with turn lanes at selected, signalized intersections
- Projected 2025 daily volume: 27,000-39,000 vpd north of Commerce
- 35 m.p.h. posted speed
- Design can be accommodated within existing right-of-way, except possibly at some intersections
- Trucks will be permitted
- Provides additional connections between the Parkway and Woodall Rodgers
- Design should support enhanced economic activity on adjacent properties
- Landscaping and pedestrian improvements will improve the travel experience



Riverfront Boulevard Background

- Resurfaced in 2004 from Irving Blvd. to Corinth with separate funding from 2003 Bond Program
 - Pavement will remain in good condition if properly maintained
 - Current maintenance recommendation is to make minimal pavement repairs and micro-surface the pavement
- Approved by the Regional Transportation Council (RTC) in April 2006 for federal transportation funding
- Thoroughfare Plan was amended from 6 lanes to 8 lanes in August 2006 which included public hearings (Ordinance 26420)
- Received additional funding from the 2006 Bond Program



Existing Conditions

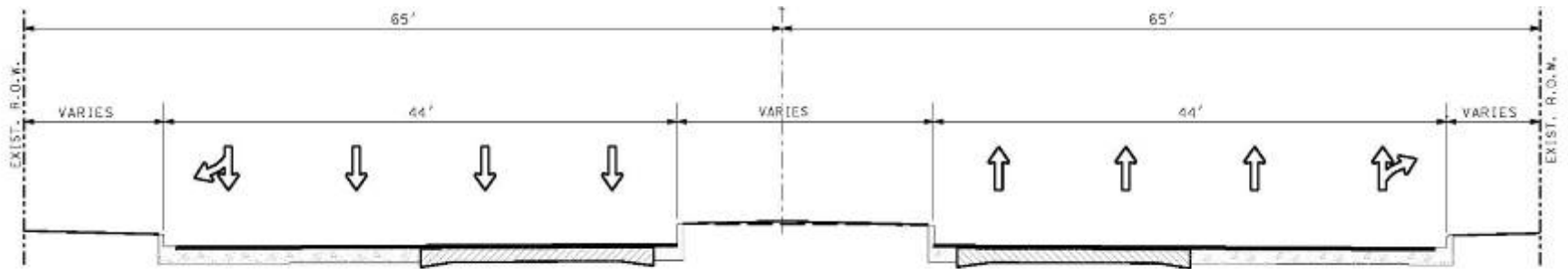
Length of Segments – Lane Configuration

	Length in Feet	% of Overall	# of Through Lanes
North of Continental	500	5	6
Continental to RR	1,800*	20	7
RR to Commerce	900	10	6
Commerce to IH 30	2,100	23	8
IH 30 to 500' S. of Cadiz	3,800	42	6

*Approx. 1000' of this section is currently being improved by TxDOT as part of the Woodall Rodgers Extension...will be 6 through lanes through the intersection with right turning lanes separated by pedestrian islands...can easily be modified to 8 lanes

Existing Conditions

North of IH 30

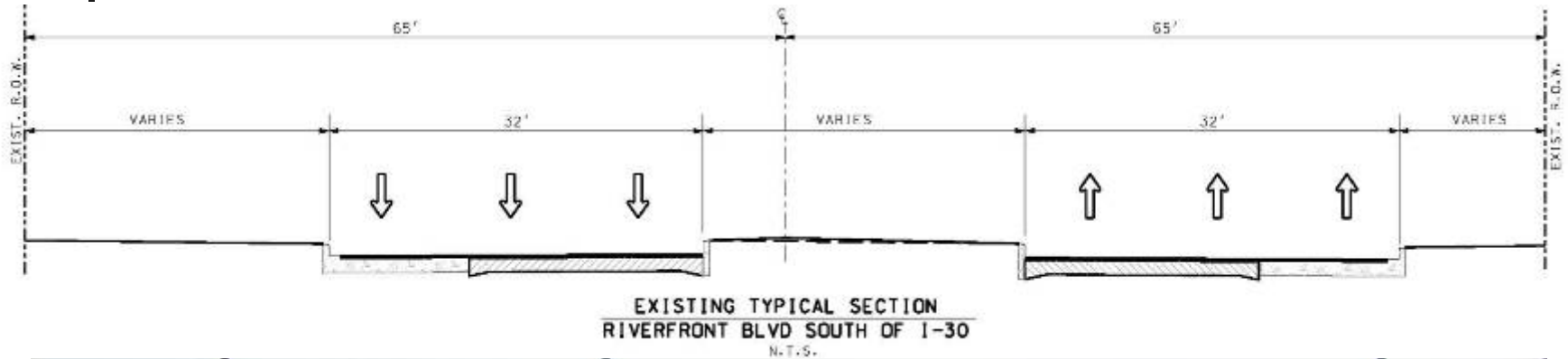


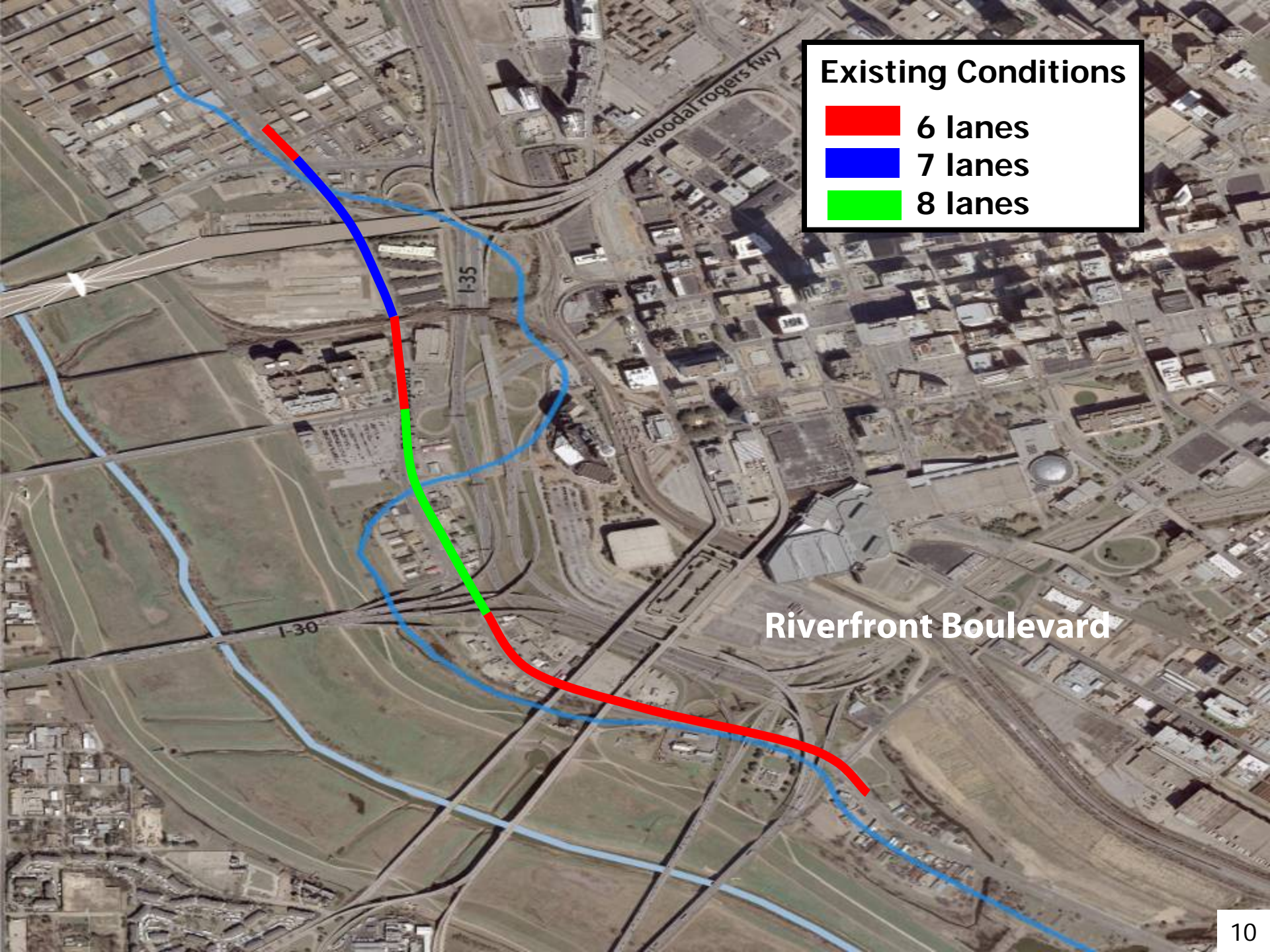
EXISTING TYPICAL SECTION
RIVERFRONT BLVD NORTH OF I-30
N.T.S.



Existing Conditions

South of IH 30





Existing Conditions

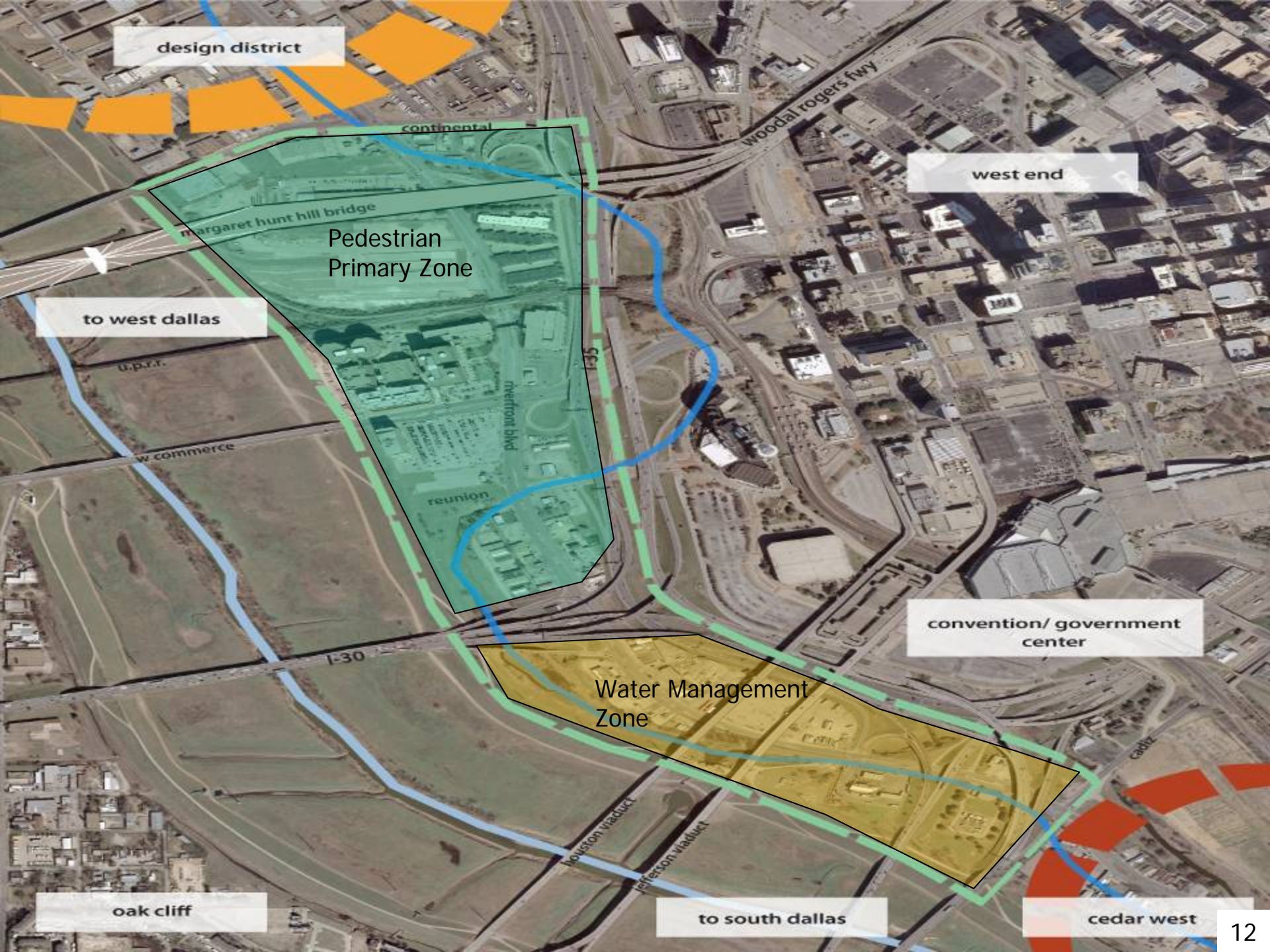
<div></div>	6 lanes
<div></div>	7 lanes
<div></div>	8 lanes

Riverfront Boulevard



Future Conditions

- Riverfront will...
 - Serve as a major connector between downtown, Trinity, Cedars West, and the Design District
 - Link various trails in the area
 - Provide key access to significant tracts of land with high development potential



design district

west end

Pedestrian
Primary Zone

to west dallas

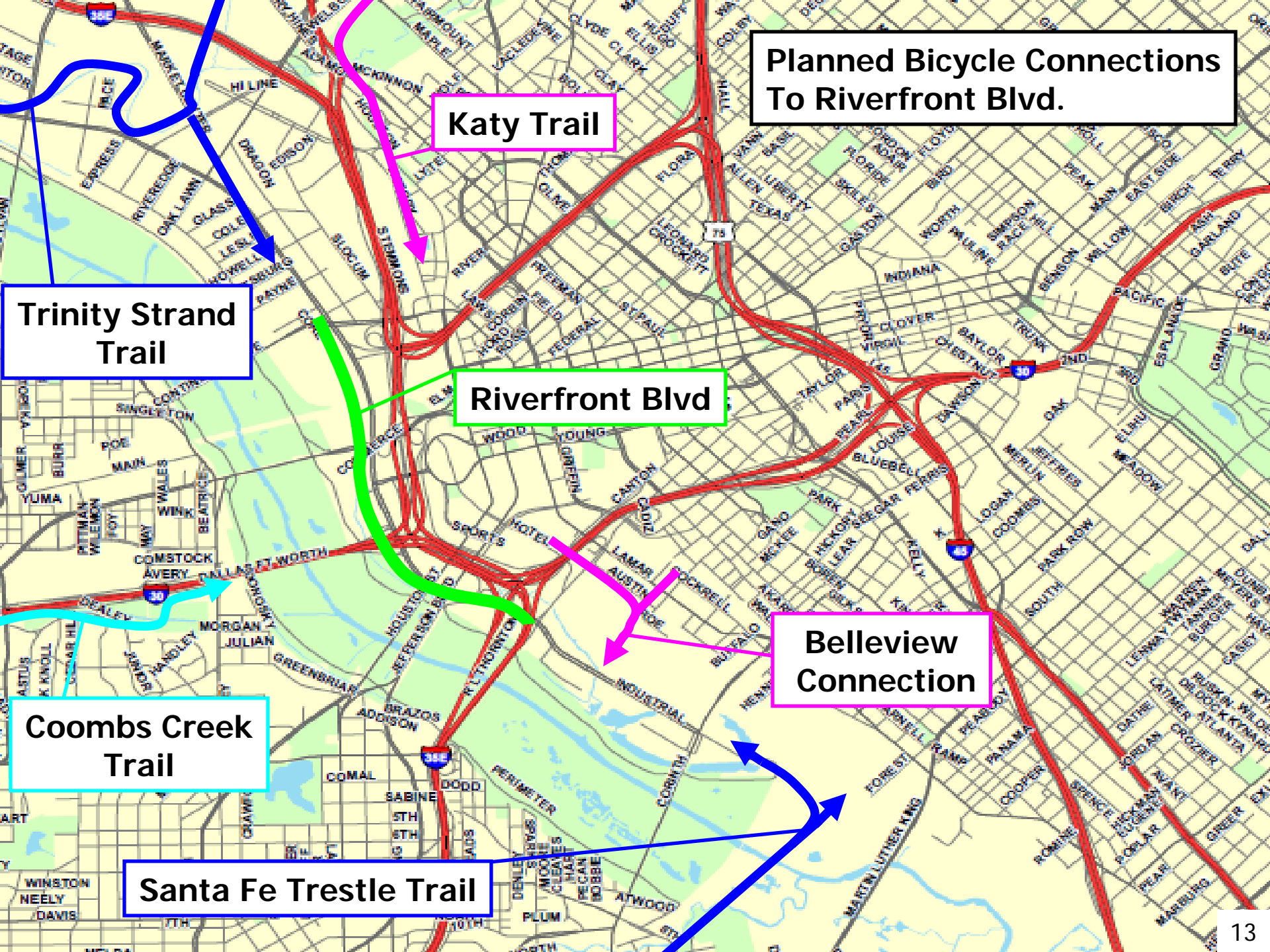
convention/ government
center

Water Management
Zone

oak cliff

to south dallas

cedar west



**Planned Bicycle Connections
To Riverfront Blvd.**

Katy Trail

**Trinity Strand
Trail**

Riverfront Blvd

**Belleview
Connection**

**Coombs Creek
Trail**

Santa Fe Trestle Trail

Lamar Street

Bellevue Connection

Potential Trail Connection
To Downtown and Convention Center

Matthews S.W.

Lamar Street

Roe St

Bridge Over
Railroad

Cadiz Street

Bank of the Ozarks

Union Pacific Railroad

Sears

VIEWING DECK
SPIRAL RAMP

POTENTIAL CONNECTION
TO MATTHEWS S.W.
ARRIVAL VIEWING PLAZA
ADA COMPLIANT ACCESS

VIEWING DECK

ARCH
BRIDGE DECK

SPIRAL PLAZA

STAIRS

CONNECTION TO ADJACENT
PROPERTY AND ABLE SWMP

100' EASEMENT
FROM PROPERTY LINE
STEPS

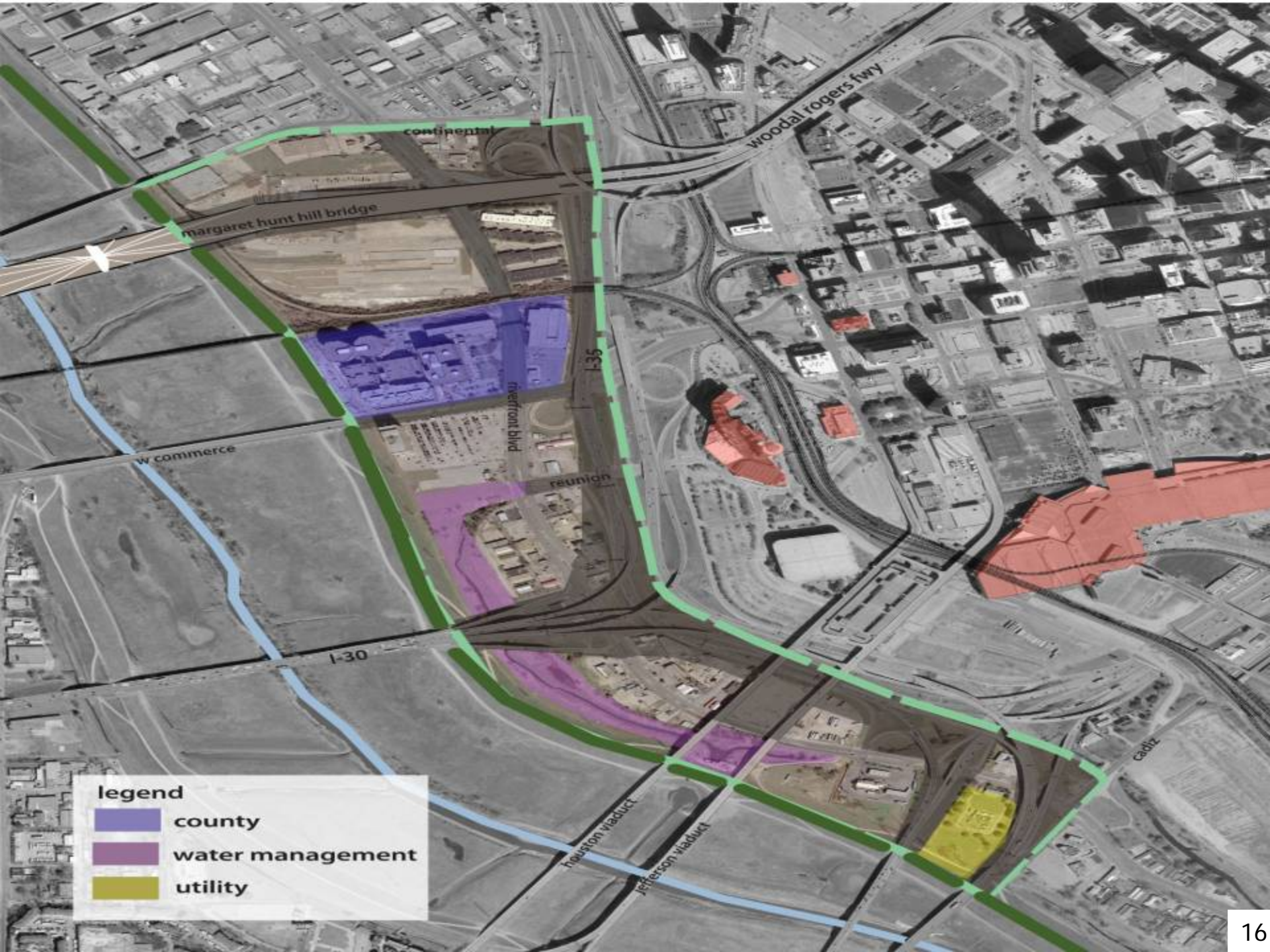
50' EASEMENT FROM
PROPERTY LINE FOR
HIKE AND BIKE TRAIL
PROPERTY LINE

POTENTIAL
TRAIL CONNECTION



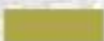
POTENTIAL
TRAIL CONNECTION



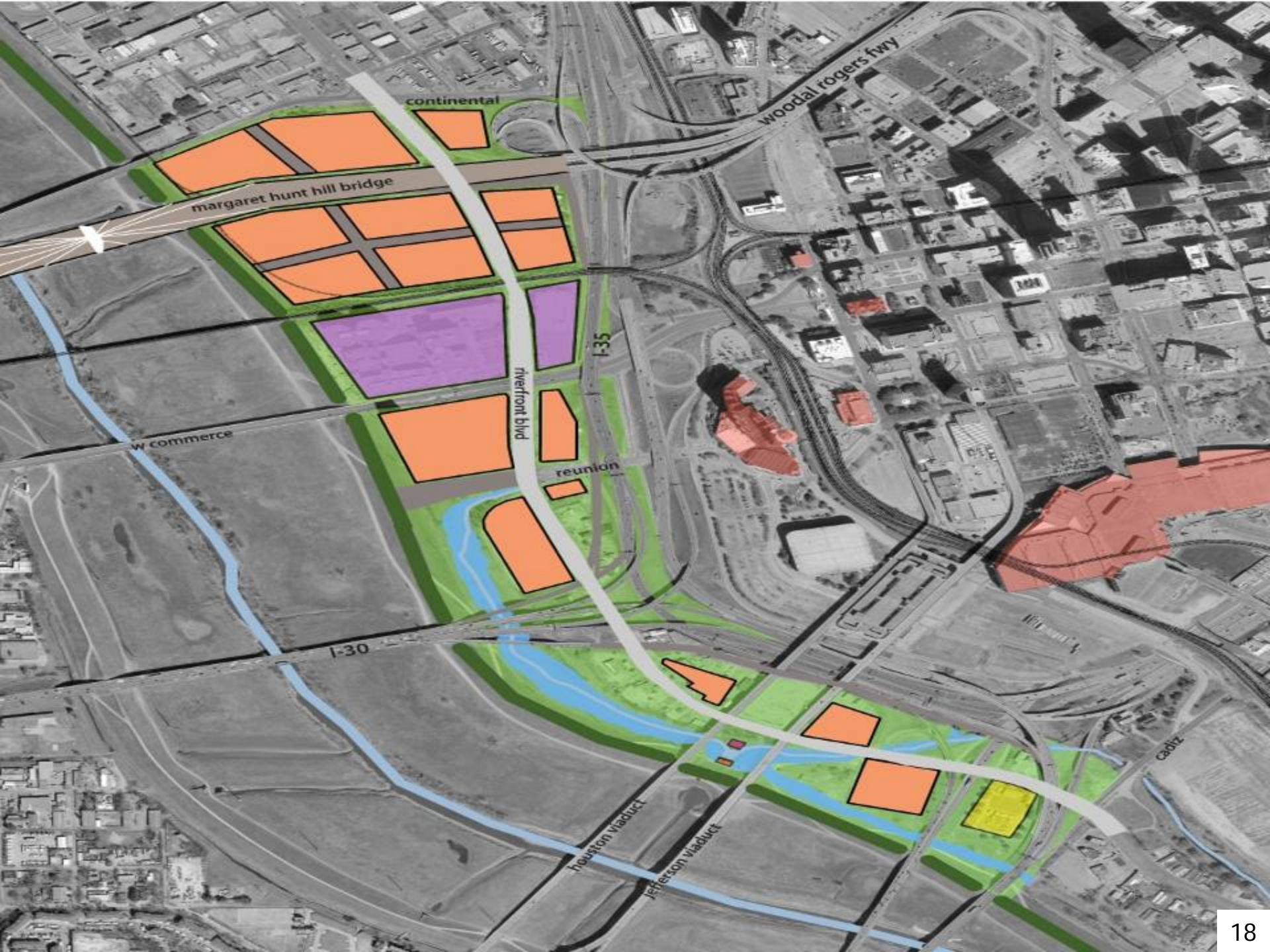
SCALE IN FEET
0 10 20 30 40 50 60 70 80 90 100



legend

-  county
-  water management
-  utility







Potential Trinity Gateway Development



Development Parcels (cont'd)





Initial Riverfront Project Goals

- Enhance economic development opportunities on adjacent properties
- Provide access to downtown, the Trinity lakes, bridges and Trinity Parkway
- Improve mobility for current and future growth
- Provide enhanced pedestrian / bicycle amenities
- Improve aesthetics
- Upgrade utilities and storm drainage system capacity
- Improve water quality of storm water runoff from the street



Options for Consideration

- Option 1 – Continue with initial project scope from the Balanced Vision Plan – 8 travel lanes with cycle track
- Option 2 – Re-scope to 6 travel lanes with 2 on-street bike lanes
- Option 3 – Re-scope to a streetscape and urban design project with minimal pavement modifications
- Option 4 – Do nothing
- Option 5 – Option 1, 2, or 3 with shortened limits



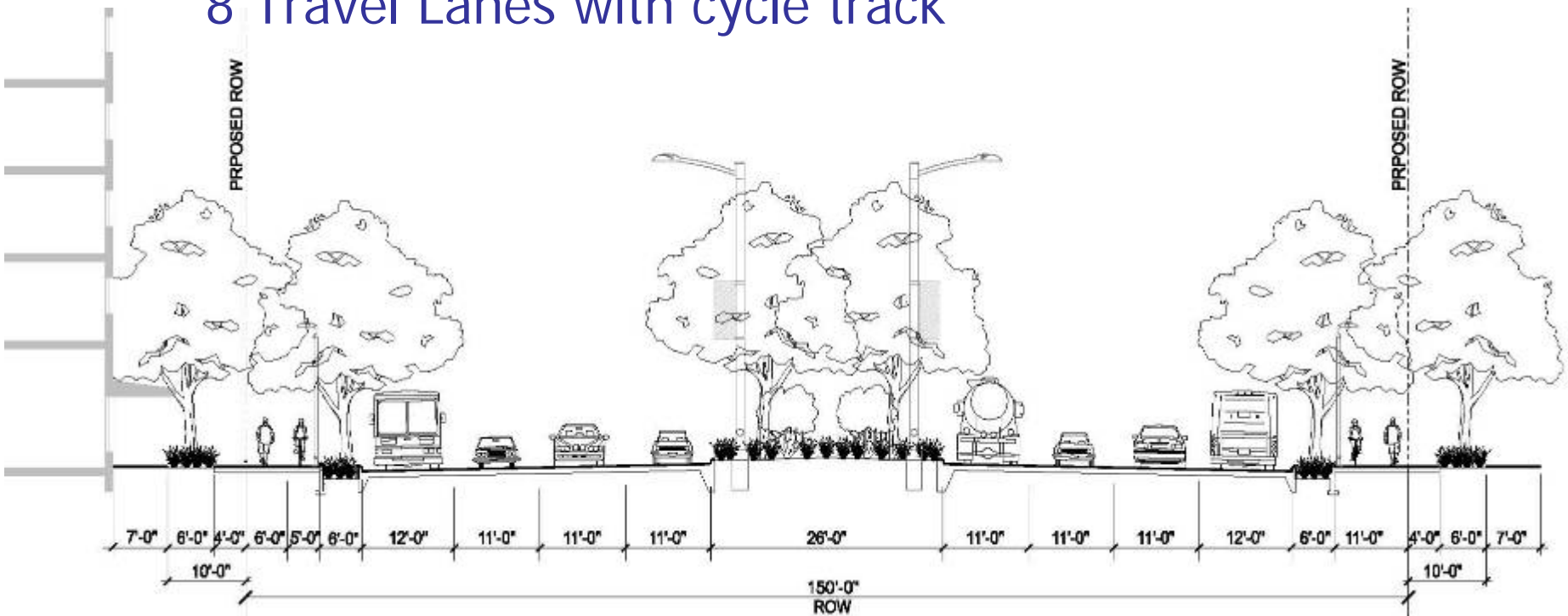
Option 1 - Initial Project Scope

8 Travel Lanes with Cycle Track Adjacent to Sidewalk

- Reconstruct pavement and drainage for 8 travel lanes
 - Complete Street components including cycle track adjacent to sidewalk but retain vehicular orientation
 - Supplement existing 13' horseshoe drainage culvert with a 12' x 12' box culvert
 - Environmental upgrades – bio-swale pilot area
 - Will allow future streetcar system
- Water and wastewater main replacements and upgrades
- New traffic signals with pedestrian features (i.e. – countdown timers)
- Enhanced streetscape and landscaping
- Pedestrian friendly intersections and enhanced parkways

Option 1 - Initial Project Scope

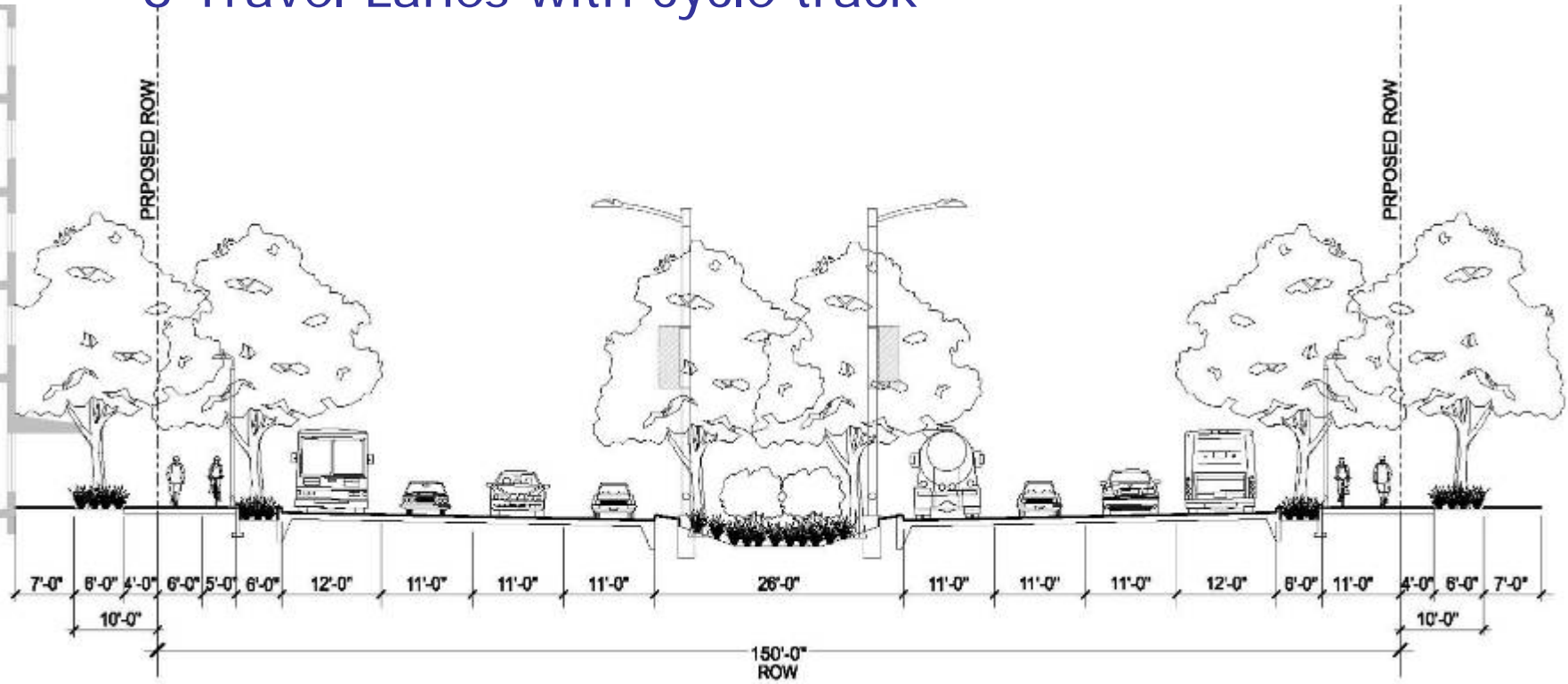
8 Travel Lanes with cycle track



Typical Cross Section - Raised Median

Option 1 - Initial Project Scope

8 Travel Lanes with cycle track



Typical Cross Section - Vegetated Median Bioswale



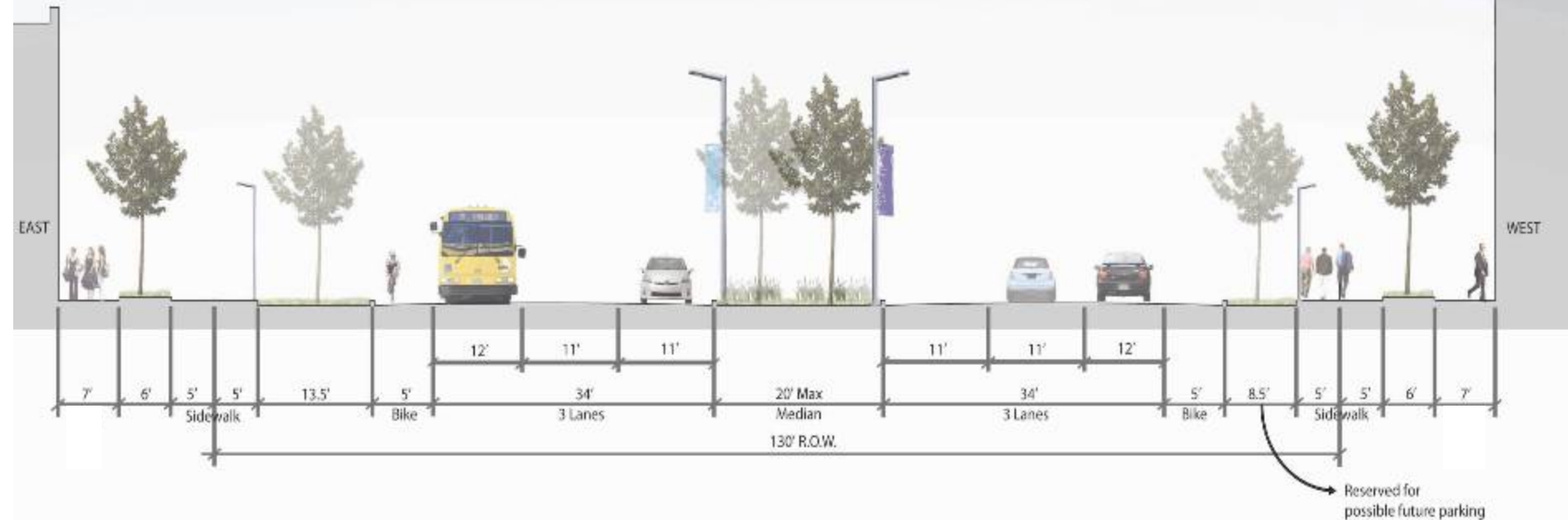
Option 2

6 Travel Lanes with 2 on-street bike lanes

- Reconstruct pavement and drainage for 6 travel lanes and 2 bike lanes
 - Complete Street components but still retain vehicular orientation
 - Supplement existing 13' horseshoe drainage culvert with a 12' x 12' box culvert
 - Environmental upgrades – bio-swale pilot area
 - Will allow future streetcar system
- Water and wastewater main replacements and upgrades
- New traffic signals with pedestrian features (i.e. – countdown timers)
- Enhanced streetscape
- Pedestrian friendly intersections and enhanced parkways

Option 2

6 Travel Lanes with 2 on-street bike lanes



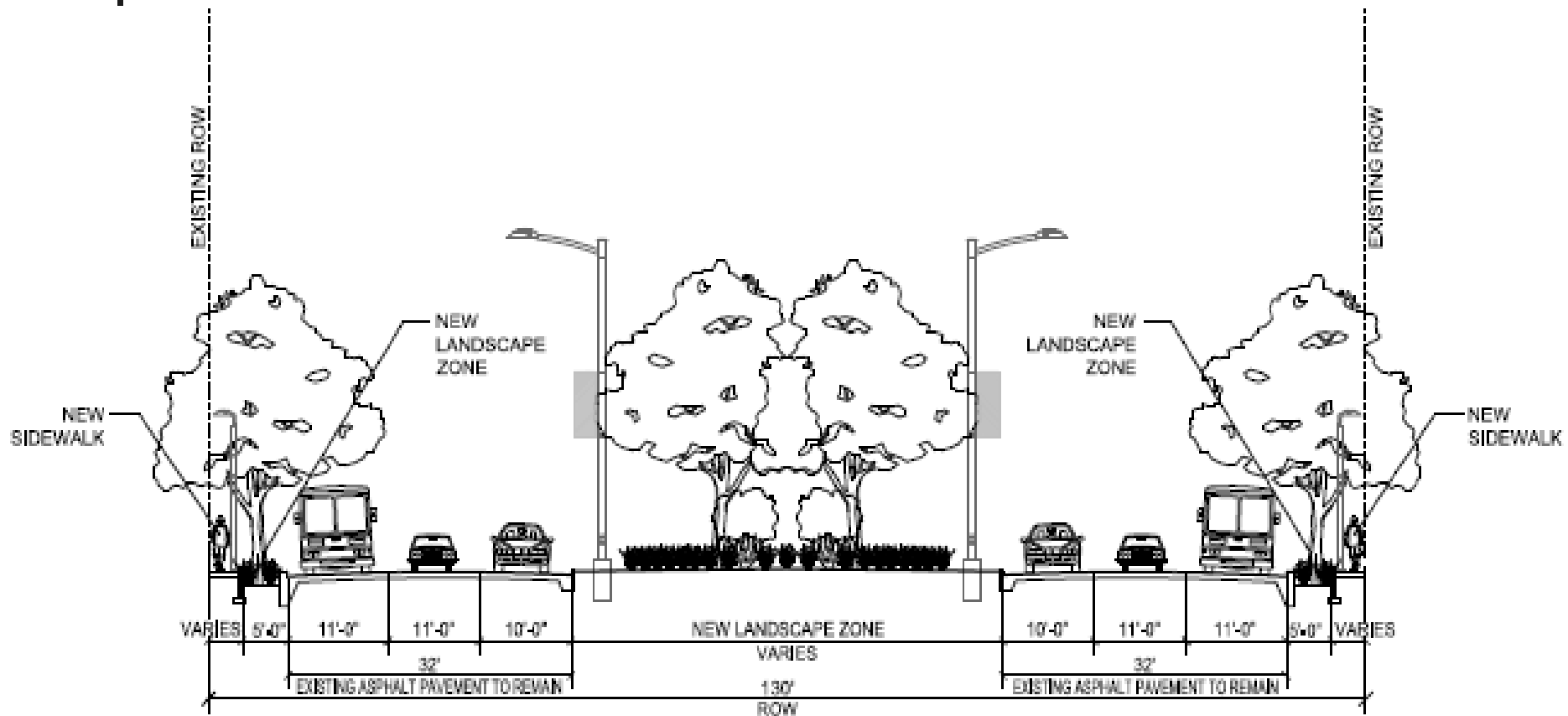
Typical Cross Section - Raised Median

Option 3 – Streetscape and Urban Design



- Retain existing pavement
 - Pavement will remain in good condition if properly maintained
 - Maintenance recommendation is to make minimal pavement repairs and micro-surface the pavement
- Water and wastewater main replacements and upgrades only as needed
- Enhanced streetscape
- Pedestrian friendly intersections and enhanced parkways

Option 3 – Streetscape and Urban Design



PROPOSED TYPICAL SECTION
RIVERFRONT BLVD. SOUTH OF IH 30



Option 4 – Do Nothing

- Retain existing pavement
- Water and wastewater main replacements and upgrades when required
- Continue routine street maintenance as required
- Wait for development opportunities to bring revitalization to the area and corridor



Option 5 – Improvement Corridor with Shortened Limits

- Hybrid option related to Options 1, 2, and 3
- Consider project limits corresponding to areas with greater development potential
 - Continental to the UPRR
 - Continental to IH 30



Funding Available

■ 2003 Bond Program	\$ 300,000
■ 2006 Bond Program	\$ 5,488,091
■ Dallas County MCIP	\$ 5,756,219
■ NCTCOG – RTR	<u>\$29,127,713</u>
■ Total	\$40,672,023

Estimated Costs

	Option 1 – 8 lanes	Option 2 – 6 lanes/2 bike lanes	Option 3 – Streetscape / Urban Design	Option 4 – Do Nothing	Option 5 – Shortened Limits
Design and Project Delivery	\$6.5 M	\$6.0 M	\$1.5 M	\$0	Varies based on limits and option
Right-of-Way Acquisition	\$9.0 M	\$1.0 M	\$0	\$0	Varies based on limits and option
Construction	\$39.0 M	\$35.0 M	\$9.5 M	\$0	Varies based on limits and option
Total Cost	\$54.5 M	\$42.0 M	\$11.0 M	\$0	Varies based on limits and option
Shortfall	\$13.9 M	\$1.4 M	\$0 with County participation*	\$0	Varies based on limits and option

*County participation and funding contingent on use of permanent improvements

Summary of Options, Components, and Costs

Area of Improvement	Option 1 – 8 lanes	Option 2 – 6 lanes	Option 3 – Streetscape / Urban Design	Option 4 – Do Nothing	Option 5 – Shortened Limits
Paving and Drainage	Y	Y	Only Repairs or Maintenance	Only Repairs or Maintenance	Y – 1 & 2 N – 3
Bicycle	Separate Cycle Track	Bike Lane	N	N	Varies w/option
Environmental Upgrades	Y	Y	N	N	Y – 1 & 2 N – 3
Water and Wastewater	Y	Y	As Needed	As Required	Y – 1 & 2 As Needed – 3
Pedestrian Amenities and Intersections	Y	Y	Y	N	Y
Streetscape & Landscaping	Y	Y	Y	N	Y
Estimated Cost \$	\$54.5 M	\$42.0 M	\$11.0 M	\$0	Varies
Estimated Shortfall \$	\$13.9 M	\$1.4 M	\$0 with County Participation*	\$0	Varies

*County participation and funding contingent on use of permanent improvements



Questions and Discussion

Memorandum



CITY OF DALLAS

DATE May 12, 2011

TO Trinity River Corridor Project Committee Members:

David A. Neumann (Chairman)

Steve Salazar (Vice-Chair)

Deputy Mayor Pro Tem Pauline Medrano

Carolyn R. Davis

Vonciel Jones Hill

Delia D. Jasso

Linda Koop

Ann Margolin

SUBJECT **Coombs Creek Trail**

The attached briefing on the Coombs Creek Trail will be presented at the Trinity River Corridor Project Committee Meeting on Tuesday, May 17, 2011. The briefing will provide a review of the existing segments of the trail, and to discuss future extensions, connection opportunities and funding.

Please contact me if you have questions.



Jill A. Jordan, P.E.
Assistant City Manager



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Kelly High, Director, Trinity Watershed Management

Rebecca Rasor, P.E., Managing Director, Trinity River Corridor Project

Coombs Creek Trail



Presented to the

Trinity River Corridor Project Committee

by the

Public Works Department

May 17, 2011





Today's Objective

- To review existing segments of the trail...discuss future extensions...explore opportunities to connect to IH 30 and the Trinity Corridor
- To discuss Coombs Creek Trail funding needs and opportunities

Coombs Creek Trail

- Existing trail - approximately 1.5 miles
- Future trail extension - approximately 1.25 miles
- Existing park land

- Existing trail - approximately 1.5 miles
- Future trail extension - approximately 1.25 miles
- Existing park land

28.00% area for
cotton to Trinity River

See route plan for
Stevenage Golf Course

Study area for connecting towards Funnale Park

**Planned Bicycle Connections
To Trinity Corridor**

Katy Trail

**Trinity Strand
Trail**

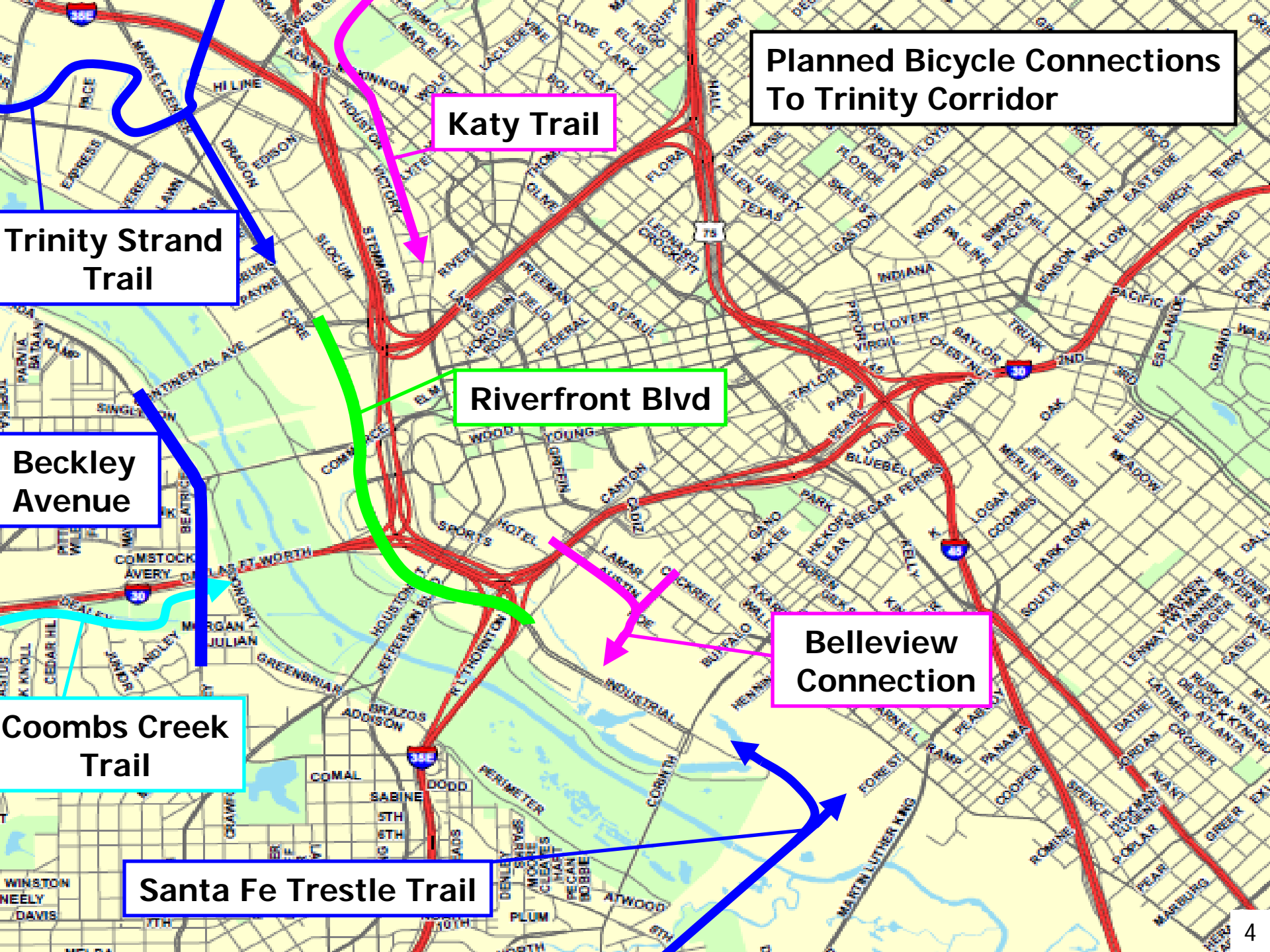
**Beckley
Avenue**

Riverfront Blvd

**Belleview
Connection**

**Coombs Creek
Trail**

Santa Fe Trestle Trail



Coombs Creek Trail - Existing



- Existing 8' wide trail is approximately 1.5 miles along the south side of Coombs Creek from Stevens Park to 600' west of Beckley Avenue
- The existing trail is equipped with park benches, trash receptacles and a drinking fountain
- Phase I between Sylvan and Beckley was completed by the Park and Recreation Department (PARD) in early 2009 at a cost of \$444,000
- Phase II between Stevens Park and Sylvan was completed by PARD in late 2010 at a cost of \$541,000
- Construction funding for Phase I and II was provided in the PARD proposition of the 2003 and 2006 Bond Programs

Coombs Creek Trail – Existing

Approximately 1.5 miles from Stevens Park to Beckley





- Preliminary trail alignment through Stevens Park Golf Course that will extend the trail to Hampton Road has already been developed
- Trail alignment was coordinated with ongoing Stevens Park Golf Course renovation work to ensure that the future trail construction will minimize impacts to the golf course
- Trail alignment between Pinnacle Park and Hampton has not been developed and will require additional study
- This section of trail will most likely require cooperation with private developers
- Estimated construction cost to extend the trail to Hampton Road is \$1.3 million and is currently unfunded

Coombs Creek Trail Future East Ext.



- Eastern trail extension will connect the existing Coombs Creek Trail into planned trails within the Trinity River corridor
- This extension will also tie into planned IH 30 bridge bicycle and pedestrian facilities
- Options to consider
 - Option 1A – Bridge over Beckley to Trinity
 - Option 1B – At grade, signalized, mid-block crossing of Beckley
 - Option 2 – At grade, signalized crossing of Beckley at IH 30

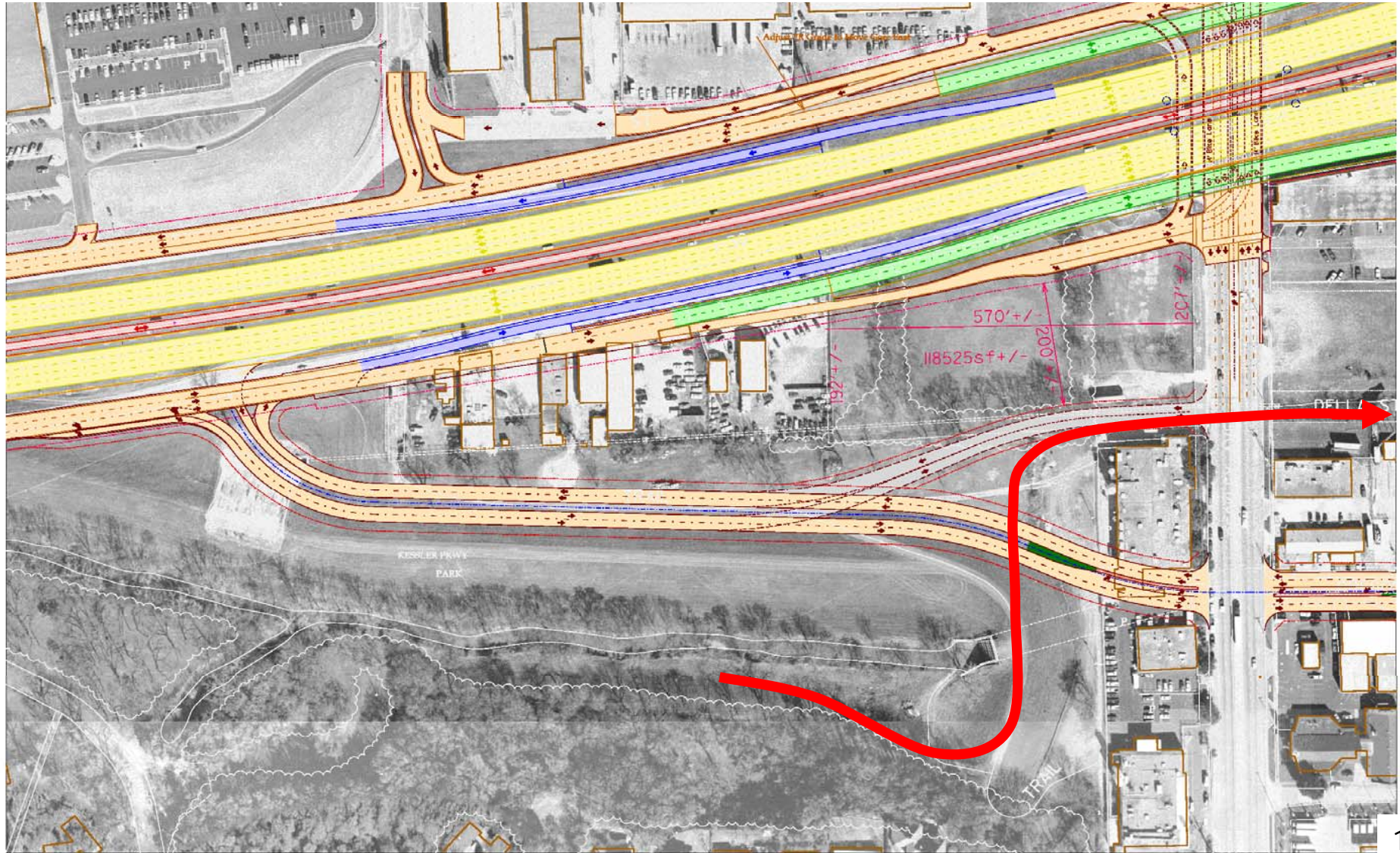
Coombs Creek Trail Future East Ext.

Possible Route - Option 1A and 1B



Coombs Creek Trail Future East Ext.

Possible Route - Option 1A and 1B with future Beckley / Oregon Connection

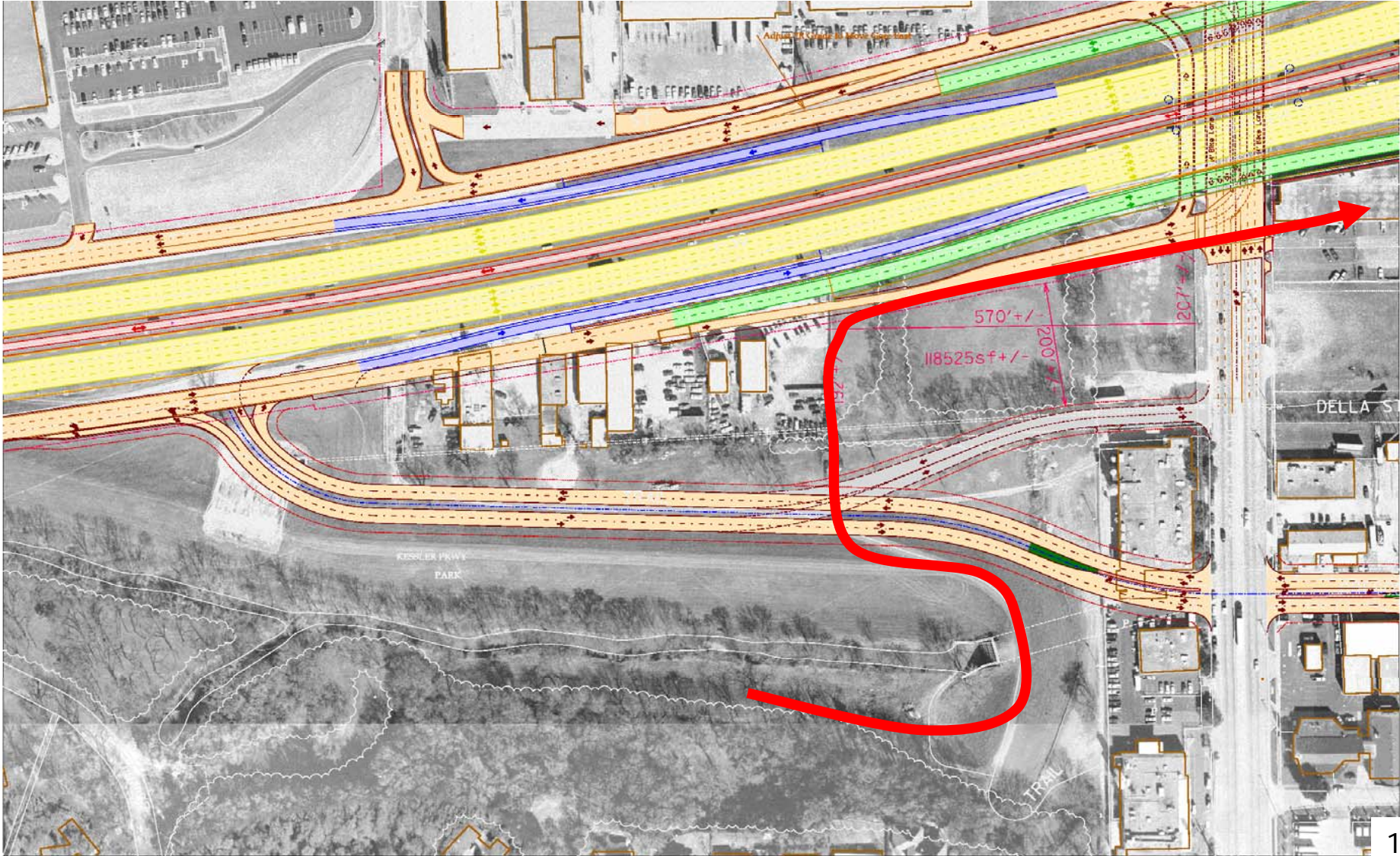


Coombs Creek Trail Future East Ext.

Possible Route - Option 2



Possible Route - Option 2 with future Beckley / Oregon Connection



Coombs Creek Trail Future East Ext.

Estimated Cost for Options 1A, 1B, and 2

- Option 1A – Bridge over Beckley to Trinity
 - Design \$ 400,000
 - Construction \$2,800,000
 - Right of way \$ 100,000
 - Total \$3,300,000
- Option 1B – At grade, signalized, mid-block crossing of Beckley
 - Design \$ 150,000
 - Construction \$ 750,000
 - Right of way \$ 0
 - Total \$ 900,000
- Option 2 – At grade, signalized crossing of Beckley at IH 30
 - Design \$ 150,000
 - Construction \$ 575,000
 - Right of way \$ 0
 - Total \$ 725,000

All options assume \$1.1 M per mile of concrete trail and \$2,000 per foot for 12' wide bridge



Questions

and Discussion

Memorandum



DATE May 12, 2011

TO Trinity River Corridor Project Committee Members:

David A. Neumann (Chairman)

Vonciel Jones Hill

Steve Salazar (Vice-Chair)

Delia D. Jasso

Deputy Mayor Pro Tem Pauline Medrano

Linda Koop

Carolyn R. Davis

Ann Margolin

SUBJECT **Bellevue Connector**

The attached briefing on the Bellevue Connector will be presented at the Trinity River Corridor Project Committee Meeting on Tuesday, May 17, 2011. The briefing will provide a design preview of the Bellevue Pedestrian Bridge.

Please contact me if you have questions.

Jill A. Jordan, P.E.
Assistant City Manager



THE TRINITY
DALLAS

Attachment

Cc: Honorable Mayor and Members of the City Council

Mary K. Suhm, City Manager

Ryan S. Evans, First Assistant City Manager

A.C. Gonzalez, Assistant City Manager

Forest E. Turner, Assistant City Manager

Jeanne Chipperfield, Chief Financial Officer

Deborah A. Watkins, City Secretary

Thomas P. Perkins, Jr., City Attorney

Craig D. Kinton, City Auditor

Judge C. Victor Lander

Helena Stevens-Thompson, Assistant to the City Manager

Frank Libro, Director, Public Information Office

Kelly High, Director, Trinity Watershed Management

Rebecca Rasor, P.E., Managing Director, Trinity River Corridor Project

Bellevue Connector

***Trinity River Corridor Project Committee
May 17, 2011***



THE TRINITY
DALLAS



Bellevue Connector

Site Context Map



Bellevue Connector

Site Context Map



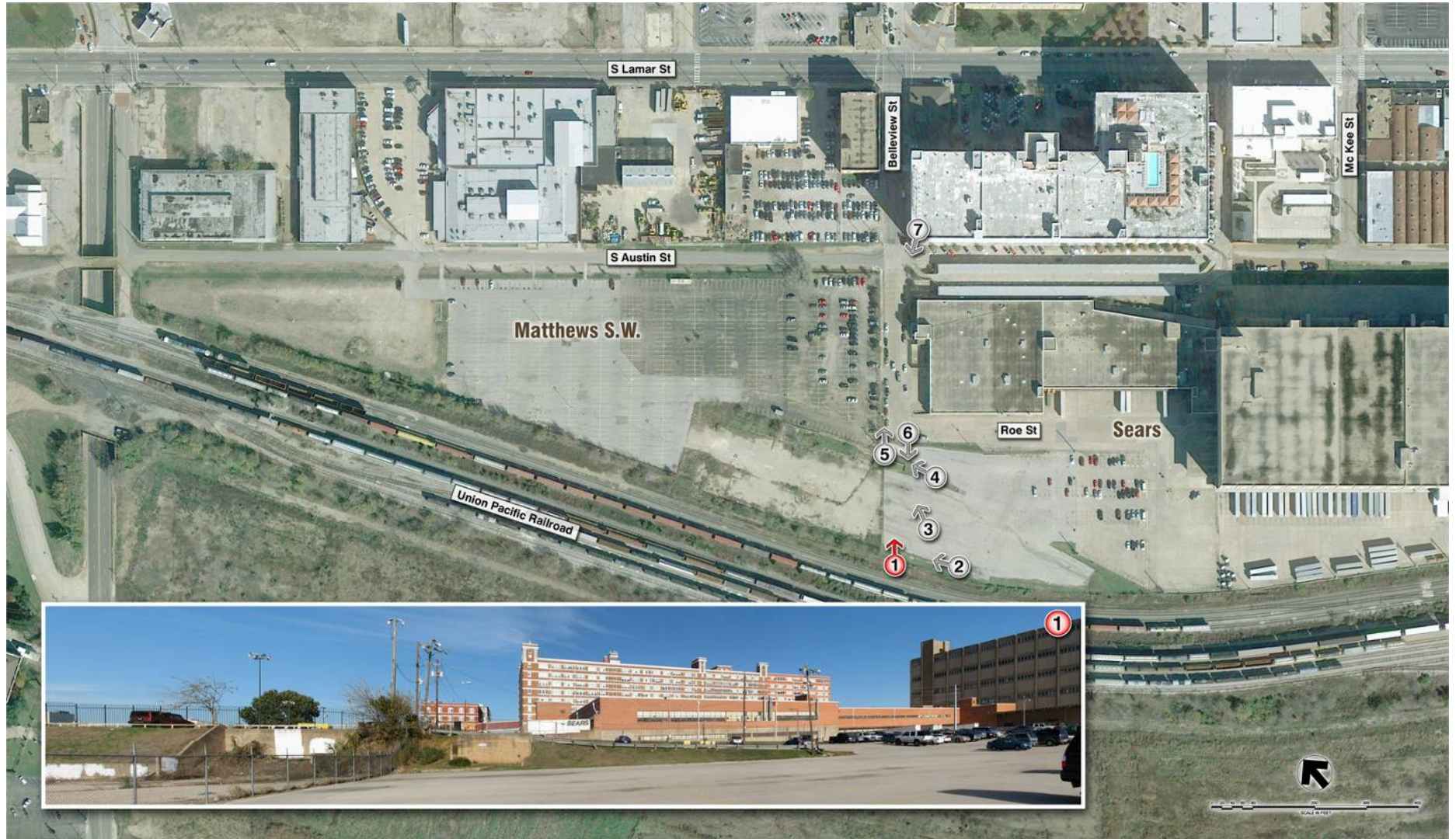
Bellevue Connector

Photographic Reference



Bellevue Connector

Existing View – View to North from Union-Pacific Railroad Towards Pedestrian Arrival Point



Bellevue Connector

Existing View – Arrival Point (right), Union-Pacific Railroad (left), & Dallas Skyline (beyond)



Bellevue Connector

Existing View – View to North from Union-Pacific Railroad (downtown beyond)



Bellevue Pedestrian Bridge and Trail Project

Existing Views – View to South from Southside Apartments



I. Overall Goal

- *Dynamic and Iconic*

II. Sense of Place

- *Bridge as “place” or “destination”*

III. Visual Component

- *Vantage point toward Trinity corridor AND downtown*
- *Graceful in form and appearance*

IV. Approach

- *Preamble to accessing the bridge*
- *Welcoming and safe*

V. Accessibility

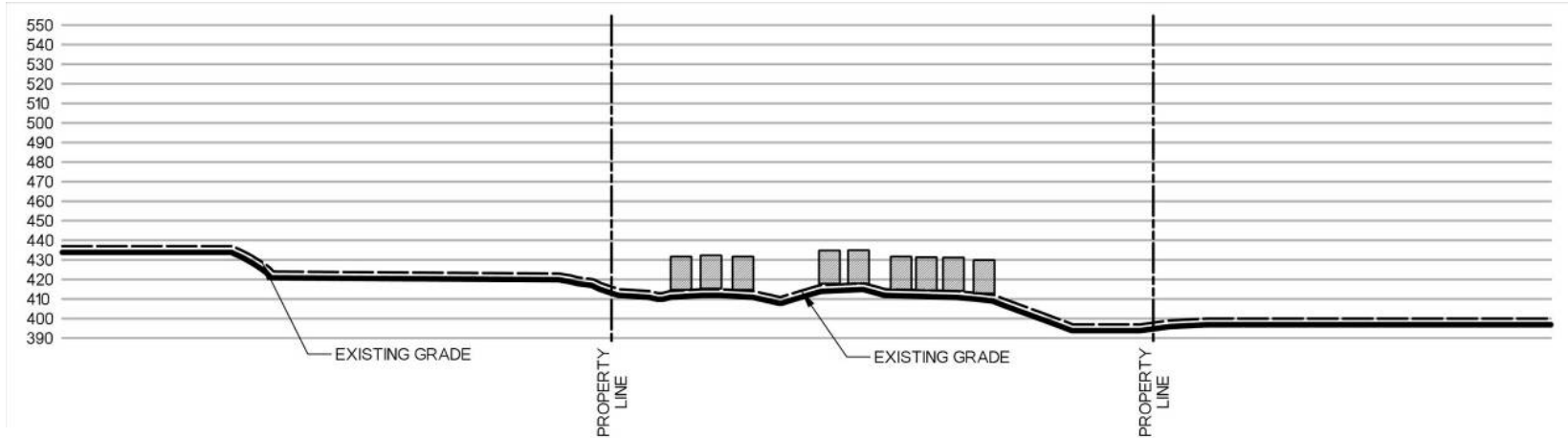
- *Transparent (visual and physical)*

VI. Construction

- *Harmony in materials and form*
- *Economical/maintainable/constructible*

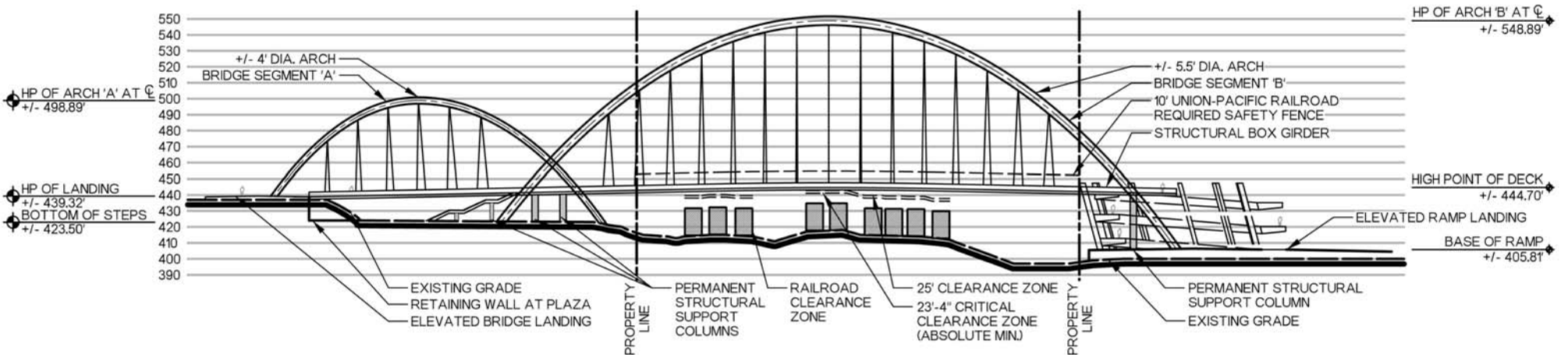
Bellevue Connector

Existing Site Grading - Elevation



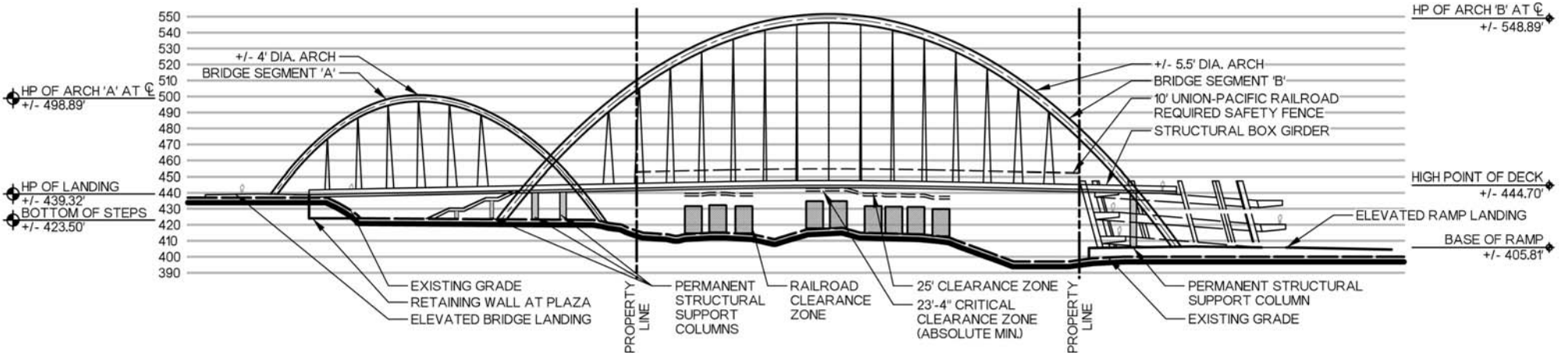
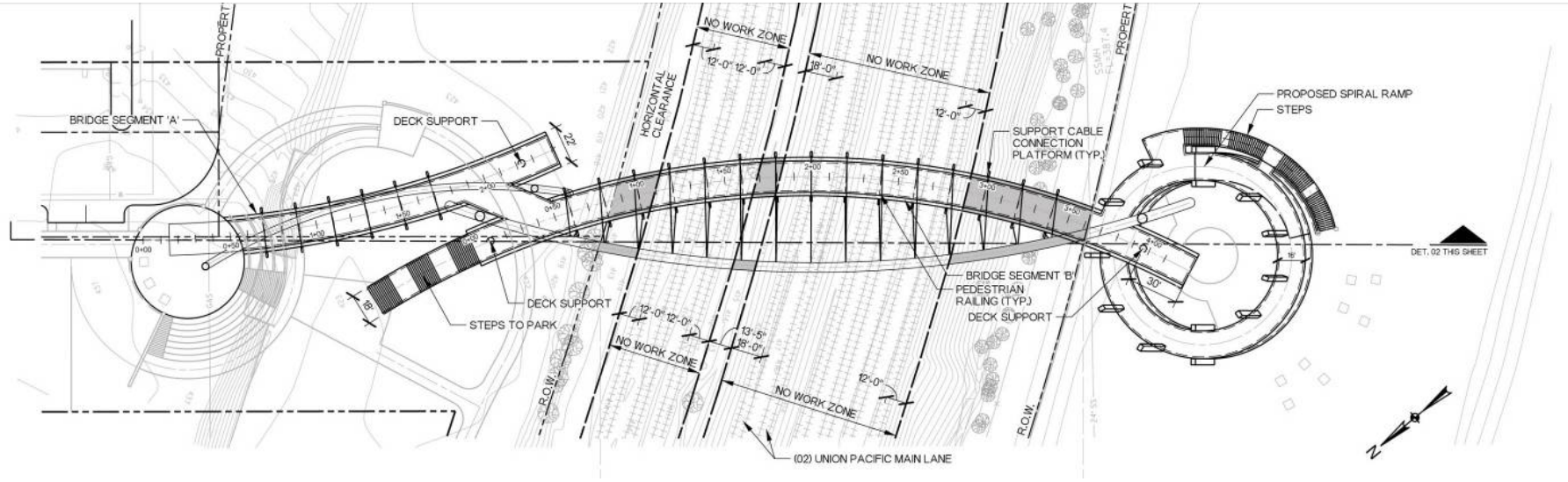
Bellevue Connector

Existing Site Grading - Elevation



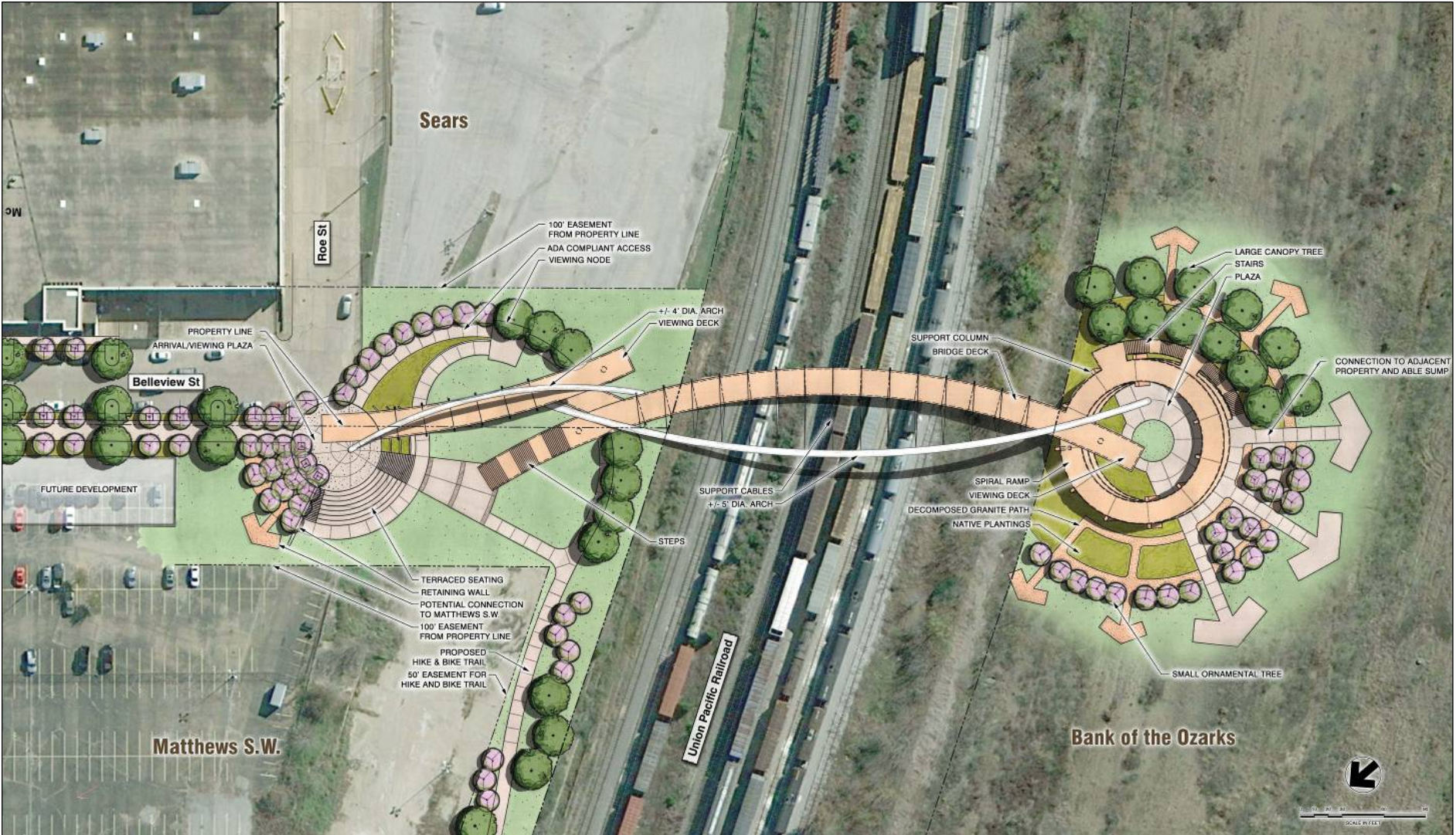
Bellevue Connector

Existing Site Grading - Elevation



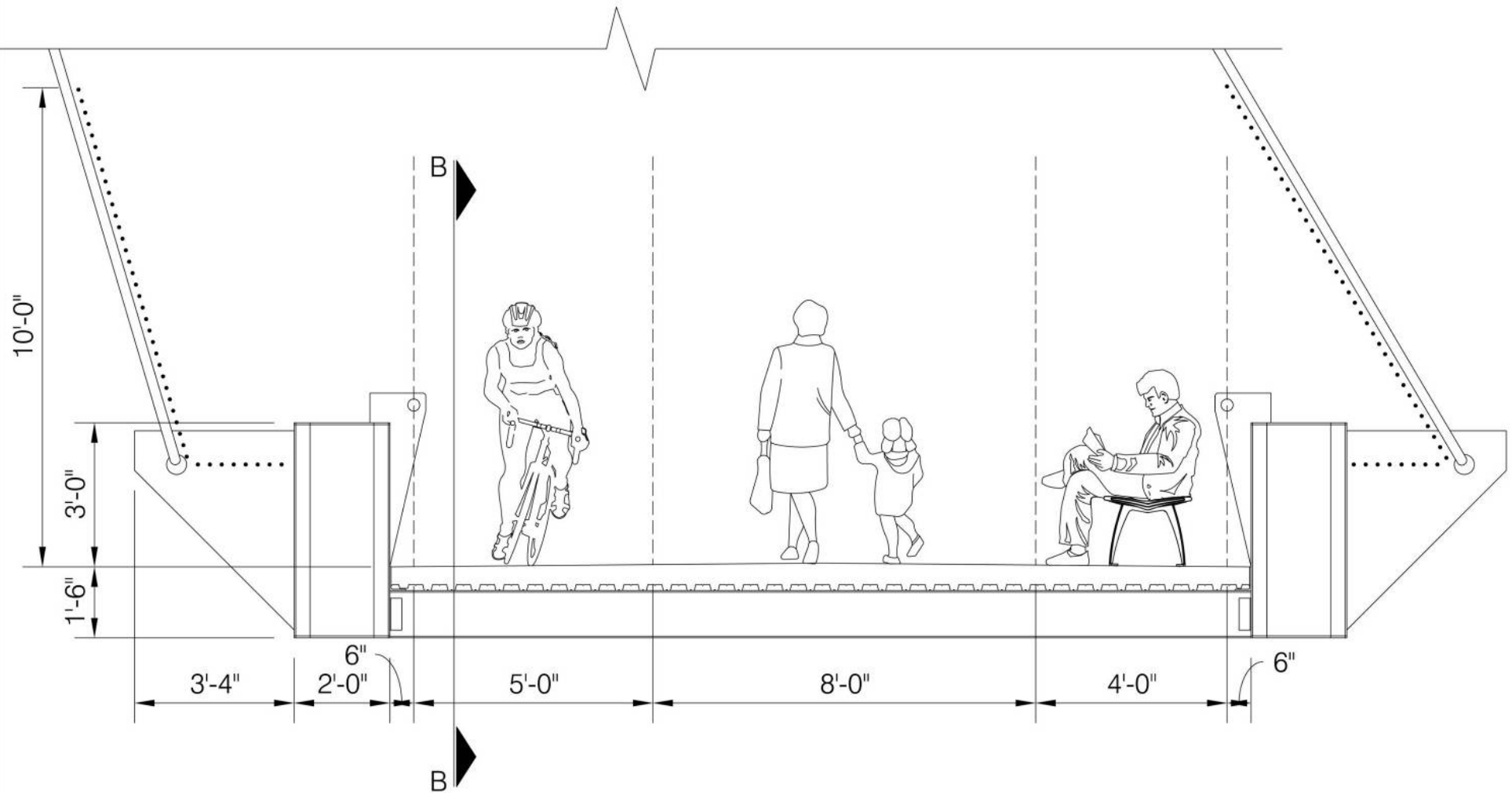
Bellevue Connector

Enlarged Site Plan



Bellevue Connector

Typical Cross Section



TYPICAL CROSS SECTION

Bellevue Connector



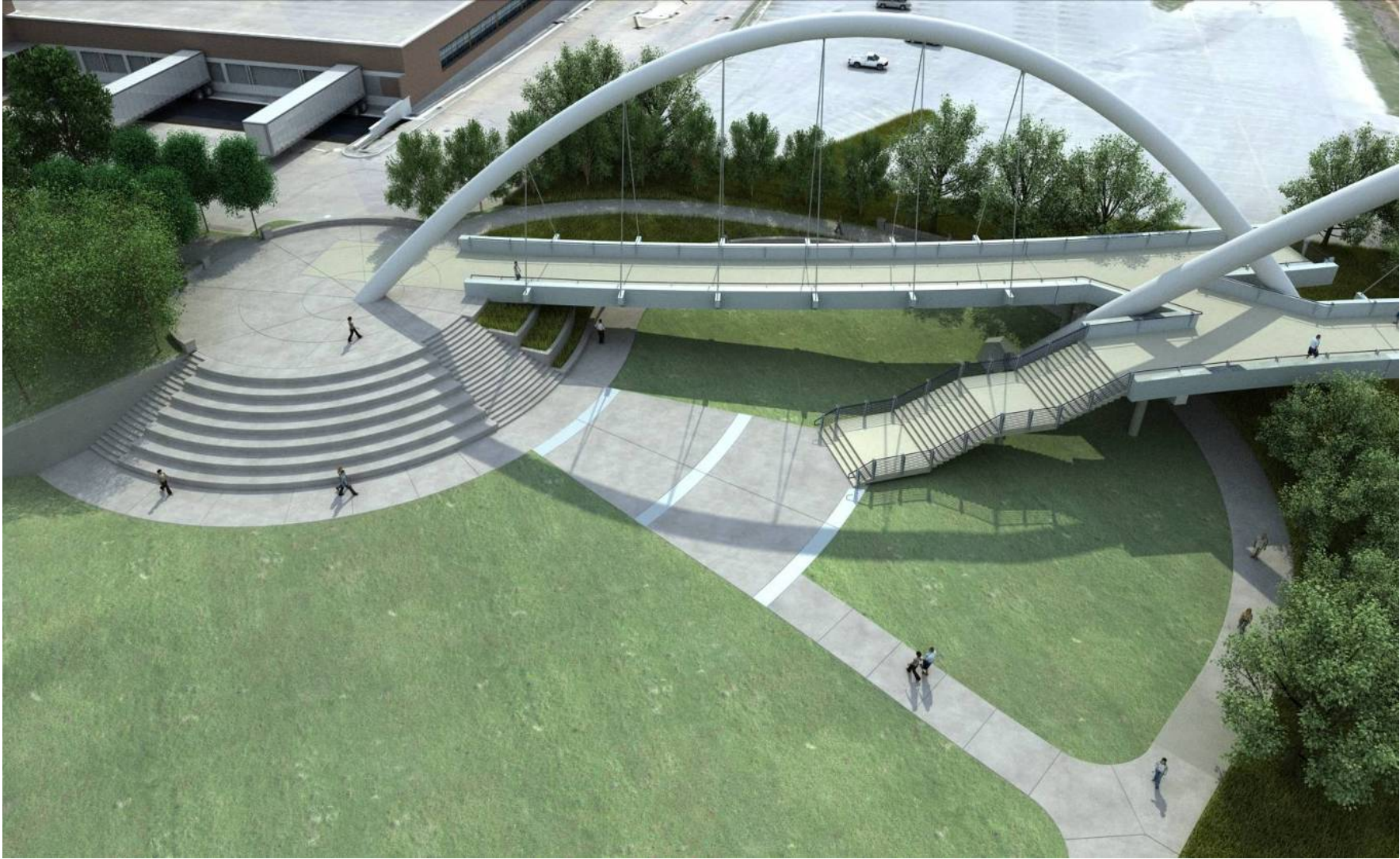
Bellevue Connector



Bellevue Connector



Bellevue Connector



Bellevue Connector



Bellevue Connector



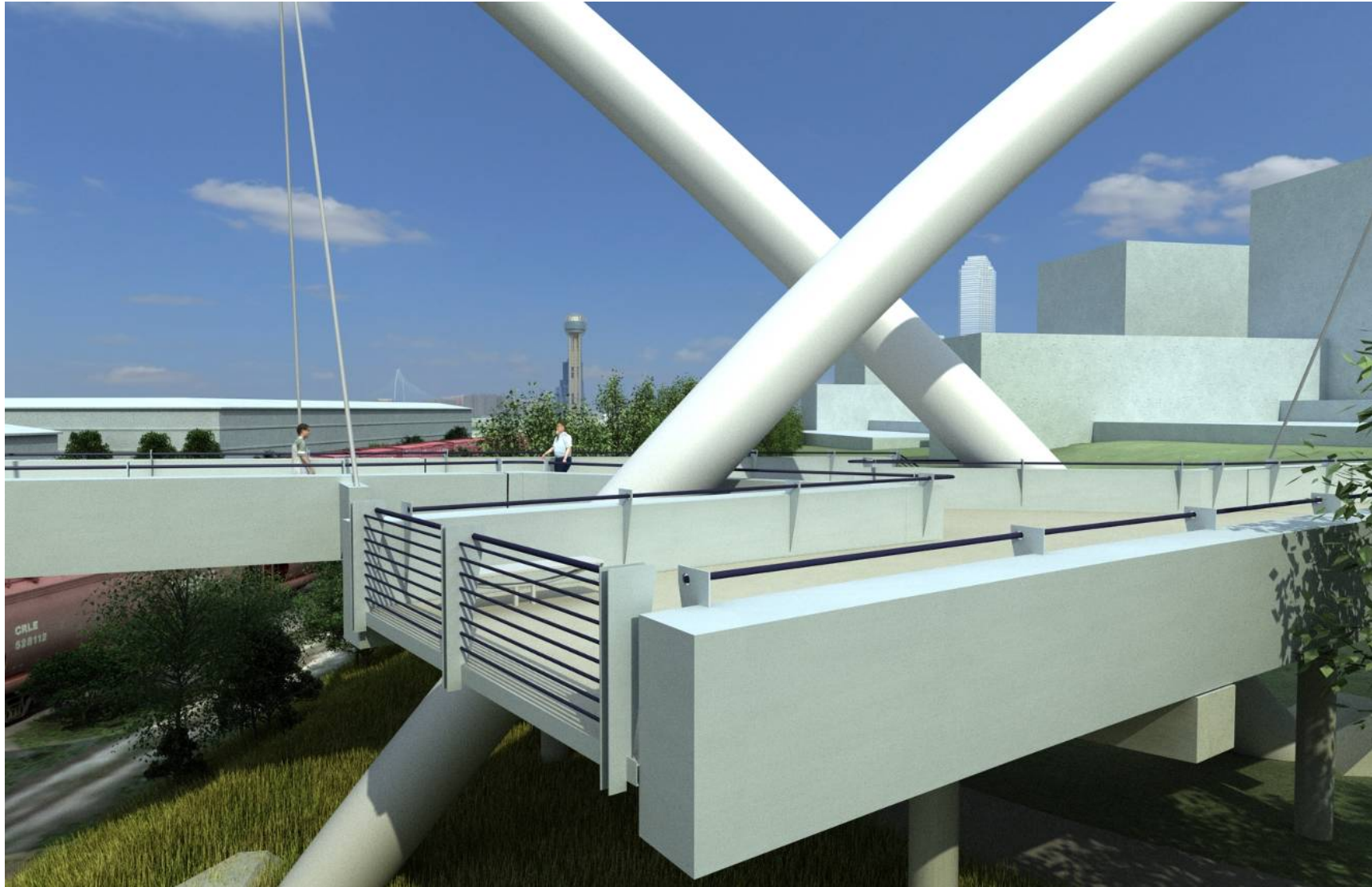
Bellevue Connector



Bellevue Connector



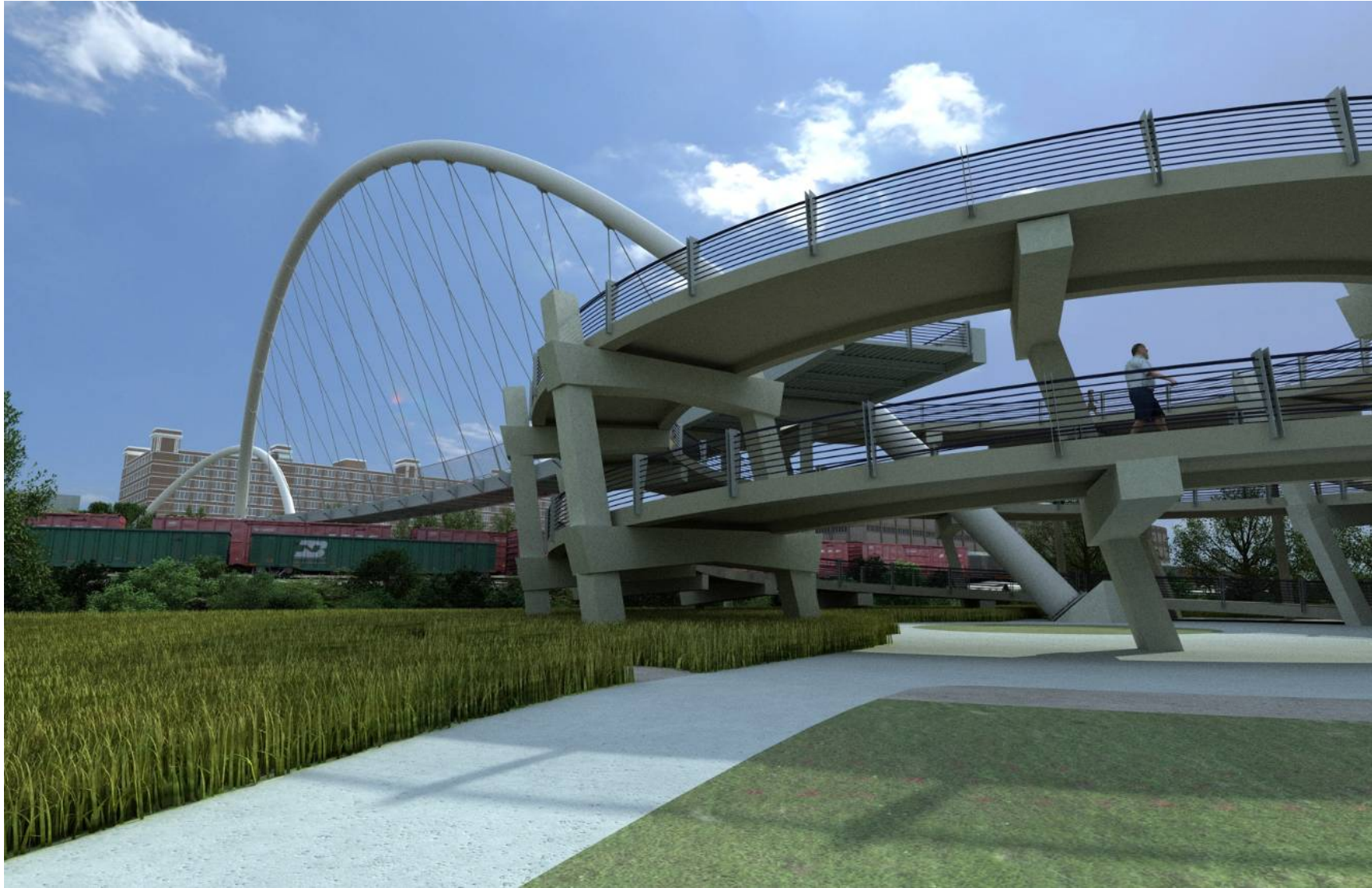
Bellevue Connector



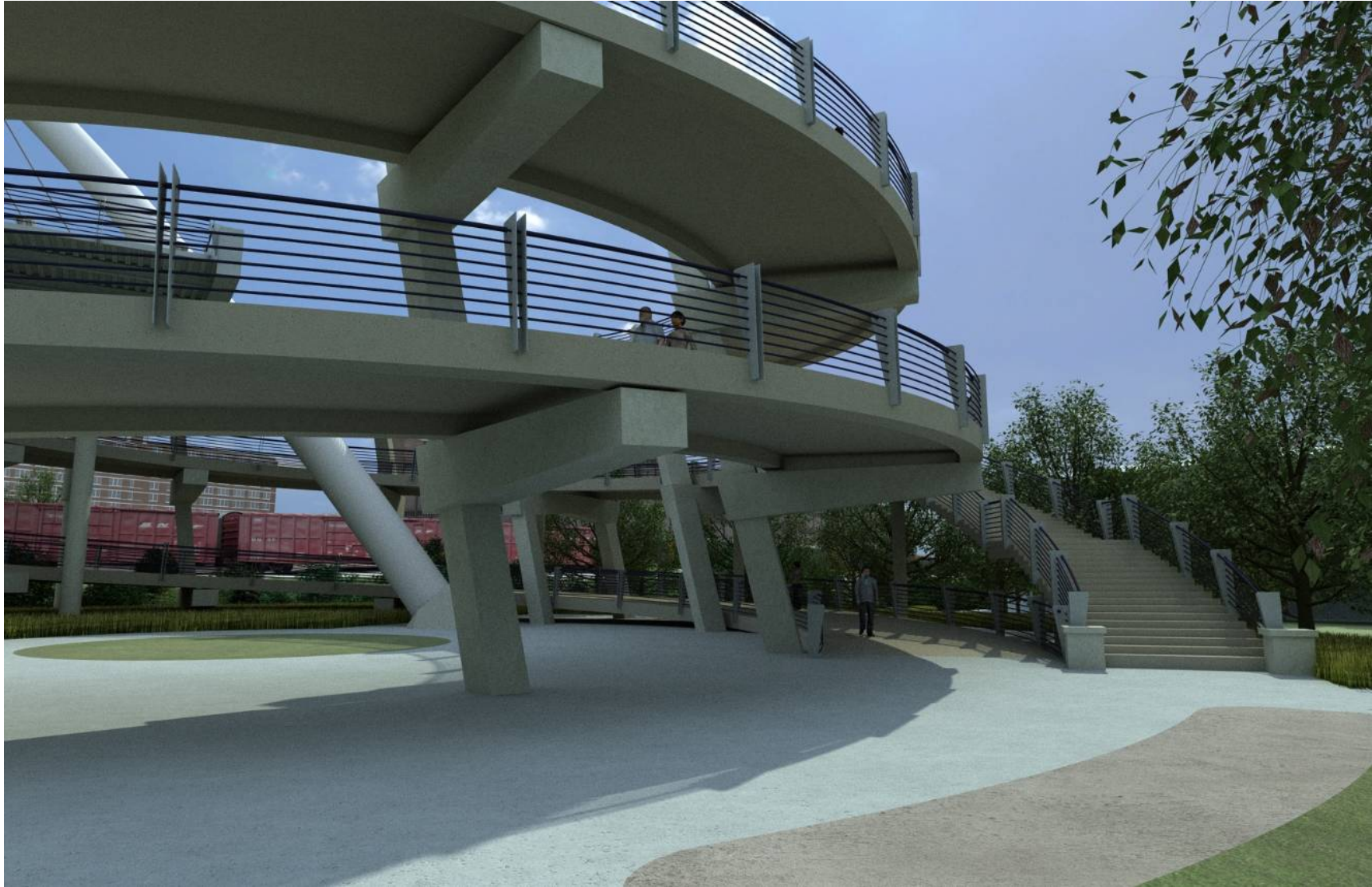
Bellevue Pedestrian Bridge and Trail Project



Bellevue Connector



Bellevue Connector



Bellevue Connector



Bellevue Pedestrian Bridge and Trail Project

Potential Development D



Bridge Construction	8.5 to 10.5 million*
Plaza and Spiral Ramp Park	1 million*
Total	9.5 to 11.5 million

* Includes 20% contingency; design fee excluded

Bellevue Connector

Similar Projects



Helix Bridge
Seattle, Washington
\$10 million

Bellevue Connector

Similar Projects



**City of Berkeley Eastshore
Pedestrian Overcrossing**

Berkeley, California

\$6.4 million

Bellevue Connector

Similar Projects



Iron Horse Trail Pedestrian Bridge

Contra Costa County, California

\$6.8 million

VIDEO / DISCUSSION



Memorandum



CITY OF DALLAS

DATE May 12, 2011

TO Trinity River Corridor Project Committee Members:

David A. Neumann (Chairman)

Vonciel Jones Hill

Steve Salazar (Vice-Chair)

Delia D. Jasso

Deputy Mayor Pro Tem Pauline Medrano

Linda Koop

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SUBJECT **Cedar Crest / West Dallas Gateway**

Over the past year, the Dallas CityDesign Studio has been working with the community to develop conceptual ideas for both the Cedar Crest Bridge and the West Dallas Gateway. The Trinity Committee was briefed on both of these items last fall. Since that time, the Studio refined the scope of both of these projects and undertaken the consultant selection process.

There were 13 respondents interviewed for the Cedar Crest Bridge project. Along with the anticipated pedestrian and bicycle enhancements to the bridge, the City has augmented the original \$2.8 million project with \$2.5 million from 1998 Trinity Parkway funds to expand the scope to include vehicular access to the floodway and pedestrian and bicycle connections to Moore Park. This addition to the scope will help to solidify the bridge as a key linkage from the Martin Luther King Boulevard Corridor to the amenities within the Trinity River Corridor. Staff is continuing to work with the highest ranked responder through the negotiation process in order to finalize the scope and fee, and the item will be scheduled for Council action once this has been completed. Public Works and Transportation will manage the design process.

There is also an agenda item on City Council's May 25th agenda to approve a contract in the amount of \$287,774 for the design of the West Dallas Gateway at the foot of the Margaret Hunt Hill Bridge. Of the nine respondents interviewed, the firm of Wallace, Roberts and Todd was determined to be the most advantageous, and staff is recommending that they are awarded the design contract for this gateway. The scope of the project includes continued community involvement into the design process as well as peer review that will add to the design dialogue surrounding this project. Project management of this contract will be undertaken by Trinity Watershed Management.

Both projects will build upon and improve the conceptual ideas developed with the community by the Dallas CityDesign Studio. Along with the community input and peer review components of the design phase, the Trinity River Corridor Project Committee will be briefed for input and guidance into the design process for both projects. Each represents an exciting opportunity to increase and improve access to the Trinity River Corridor and existing or planned amenities.

Please contact me if you have questions.



Jill A. Jordan, P.E.
Assistant City Manager

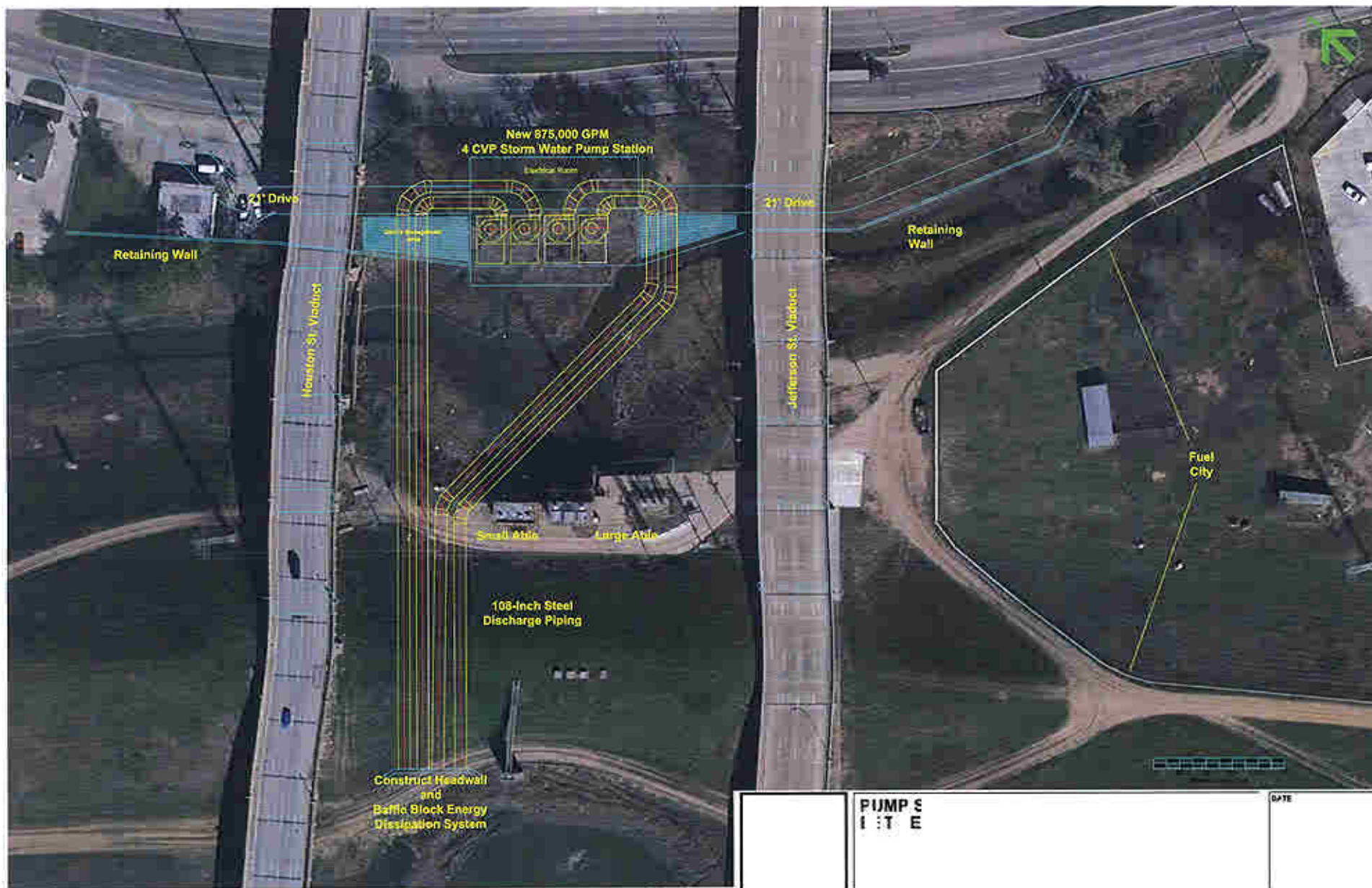


THE TRINITY
DALLAS

Cc: Honorable Mayor and Members of the City Council
Mary K. Suhm, City Manager
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A.C. Gonzalez, Assistant City Manager
Forest E. Turner, Assistant City Manager
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Frank Libro, Director, Public Information Office
Kelly High, Director, Trinity Watershed Management
Rebecca Rasor, P.E., Managing Director, Trinity River Corridor Project



ENVIRONMENTAL
PROTECTION
AGENCY



Memorandum



CITY OF DALLAS

DATE May 13, 2011

TO Trinity River Corridor Project Committee Members:

David A. Neumann (Chairman)

Vonciel Jones Hill

Steve Salazar (Vice-Chair)

Delia Jasso

Mayor Pro Tem Dwaine Caraway

Linda Koop

Deputy Mayor Pro Tem Pauline Medrano

Ann Margolin

Carolyn R. Davis

SUBJECT **Periodic Inspection Report No. 9 - Maintenance Deficiency Correction Period (MDCP) March 2011 Update**

As of March 31, 2011, the City has completed **193** of the 198 items in the MDCP plan which is the action plan staff submitted to the US Corps of Engineers (Corps) to address the O&M deficiencies in the levee system as described in the Periodic Inspection Report No. 9 (PI #9).

The remaining **five** MDCP items are listed below. Two of these items cannot be addressed until after completion of construction of the Margaret Hunt Hill Bridge.

- 1 item related to a plan to systematically inspect pipes, culverts or conduits in the levees - the plan has been submitted to the Corps and will be removed from this list upon Corps' approval of the plan
- 2 items related to locating or obtaining permits for multiple utility crossings at the Central Wastewater Treatment Plant Levee – the plans to address the multiple utility crossings have been submitted to the Corps and discussions on the resolution of the utility crossings are underway
- 1 item related to encroachment in the flood plain due to construction equipment for the Margaret Hunt Hill Bridge – this item will be addressed upon completion of the bridge construction
- 1 item related to erosion will be addressed by the completion of the Margaret Hunt Hill Bridge

The City and their consultant submitted the Draft Section 408 Package and Environmental Assessment document to the Corps on April 4, 2011 for 100-Year Levee Remediation. Reviews and coordination efforts with the Corps on the documents is ongoing.

If you have additional questions, please let me know.



Jill A. Jordan, P.E.
Assistant City Manager



THE TRINITY
DALLAS

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AGENDA ITEM # 58

KEY FOCUS AREA: Make Government More Efficient, Effective and Economical

AGENDA DATE: May 25, 2011

COUNCIL DISTRICT(S): 6

DEPARTMENT: Trinity Watershed Management
Park & Recreation

CMO: Jill A. Jordan, P.E., 670-5299
Paul D. Dyer, 670-4071

MAPSCO: 44 Q

SUBJECT

Authorize a professional services contract for the design of the western gateway to the Continental Pedestrian Bridge – Wallace Roberts & Todd, LLC, most advantageous proposer of nine - Not to exceed \$287,774 - Financing: 2006 Bond Funds

BACKGROUND

This professional services contract will allow the City to create a gateway that will act as a threshold between two iconic bridges in Dallas, the Margaret Hunt Hill Bridge and the Continental Pedestrian Bridge. The Margaret Hunt Hill Bridge will connect to an existing Mexican American single family neighborhood, La Bajada. This unique opportunity will create a landmark civic space connecting the existing neighborhood and an emerging development market with significant public amenities.

Over the past year, the Dallas CityDesign Studio has conducted preliminary design work and hosted community discussions regarding the conceptual design for the area at the western foot of the future Continental Pedestrian Bridge. These conversations have included residents, business owners, TXDOT, ONCOR, and various City departments to identify the basic design objectives for the project. The resulting conceptual design calls for converting the portion of Canada Drive from Singleton to Gulden into a public amenity and establishing a strong gateway at the western end of the Margaret Hunt Hill and Continental Pedestrian Bridges, in order to:

- Maximize the portion of Canada to be completed by TXDOT as it is repurposed into this public amenity;

BACKGROUND (Continued)

- Provide neighborhood access to the Trinity Park and Continental Bridge
- Provide much-needed vehicular parking to serve the Continental Bridge
- Create a plaza/gathering space at the foot of the Continental Bridge including the potential for future structures
- Provide a strong pedestrian and bicycle connection from the bridge/plaza to adjacent development opportunities
- Provide occasional vehicular access to the Continental Bridge for vendors or emergency vehicles
- Capitalize on commanding views of the downtown skyline and the Margaret Hunt Hill Bridge
- Evaluate the potential for a DART bus stop serving the area
- Enhance the streetscape along Beckley and Singleton in the immediate vicinity as part of a potential future phase of the project

City Council's Trinity River Corridor Project Committee was briefed on the general approach to the project in August 2010 and recommended that staff proceed with seeking design services to complete final design for the project. The project is funded by \$1.8 million from the 2006 bond program .

The success of this project will result in an improved community and quality of life by creating a vibrant useful and cohesive landmark. The gateway will enhance the neighborhood and increase urban life appeal. An additional project that will be developed to further enhance the area will be The Trinity River Corridor project. All of these projects are important elements that will set the City of Dallas apart and increase its appeal to corporate companies and visitors alike.

The completion of the design of the western gateway to the Continental Pedestrian Bridge project is scheduled to be completed and opened on October of 2012.

As part of the solicitation process and in an effort to increase competition, Business Development and Procurement Services (BDPS) used its procurement system to send out 1586 email bid notifications to vendors registered under respective commodities. To further increase competition, BDPS uses historical solicitation information, the internet, and vendor contact information obtained from user departments to contact additional vendors by phone. Additionally, in an effort to secure more bids, notifications were sent by the BDPS' ResourceLINK Team (RLT) to 25 chambers of commerce, the DFW Minority Business Council and the Women's Business Council – Southwest, to ensure maximum vendor outreach.

PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

Briefed Trinity River Corridor Project Committee on August 3, 2010 regarding the West Dallas Gateway Conceptual Design.

FISCAL INFORMATION

\$287,774 – 2006 Bond Funds

M/WBE INFORMATION

491 - Vendors contacted

487 - No response

4 - Response (Bid)

0 - Response (No bid)

0 - Successful

1586 - M/WBE and Non-M/WBE vendors were contacted

The recommended awardee has fulfilled the good faith requirements set forth in the Business Inclusion and Development (BID) Plan adopted by Council Resolution No. 08-2826 as amended.

ETHNIC COMPOSITION

Wallace Roberts & Todd, LLC

White Male	54	White Female	41
Black Male	0	Black Female	3
Hispanic Male	6	Hispanic Female	1
Other Male	6	Other Female	13

PROPOSAL INFORMATION

The following proposals were received from solicitation number BMZ1115 and were opened on February 9, 2011. This service contract is being awarded in its entirety to the most advantageous proposer.

*Denotes successful proposer

<u>Proposers</u>	<u>Address</u>	<u>Score</u>
*Wallace Roberts & Todd, LLC	1700 Market St., 28th Floor Philadelphia, PA 19103	88.60
HNTB Corporation	2001 Bryan St., Ste. 100 Dallas, TX 75201	83.60
Schrickel, Rollins & Associates, Inc.	1161 Corporate Dr. W., Ste. 200 Arlington, TX 76006	81.60

PROPOSAL INFORMATION (Continued)

<u>Proposers</u>	<u>Address</u>	<u>Score</u>
Good Fulton & Farrell, Inc.	2808 Fairmount, Ste. 300 Dallas, TX 75201	78.40
Design Workshop, Inc.	801 Congress Ave., Ste. 330 Austin, TX 78701	77.40
HKS, Inc.	1919 McKinney Ave. Dallas, TX 75201	72.60
Talley Associates	1925 San Jacinto, Ste. 400 Dallas, TX 75201	69.20
Criado Civil Engineering & Land Surveying	4141 Blue Lake Circle, Ste. 113 Dallas, TX 75244	67.60
Mesa	1807 Ross Ave., Ste. 333 Dallas, TX 75201	67.00

PRINCIPALS

Wallace Roberts & Todd, LLC

John Benischeck, Director of Finance
Ignacio F. Bunster-Ossa, Landscape Architect & Urban Designer
Laura C. Burnett, Landscape Architect
Amy T. Carpenter, Architect
Elizabeth Clarke, Planner
John Fernsier, Urban Designer Planner
Antonio Feol-Silva, Architect
Stephen Hammond, Planner
Mami P. Hara, Landscape and Urban Designer
Joseph W. Healy, Managing Principal, Architect
Ferdinando Mecale, Urban Designer, Planner
Maarten I. Pesch, Architect
Gilbert A. Rosenthal, Architect
David Rouse, Landscape Architect, Planner
James Stickley, Landscape Architect
Eric Tamulonis, Landscape Architect

MAP

Attached

DRAFT

KEY FOCUS AREA: Economic Vibrancy

AGENDA DATE: May 25, 2011

COUNCIL DISTRICT(S): All

DEPARTMENT: Trinity Watershed Management

CMO: Jill A. Jordan, P.E., 670-5299

MAPSCO: N/A

SUBJECT

Authorize Supplemental Agreement No. 6 to the professional services contract with HNTB Corporation for additional 100-Year Levee Remediation design analysis, additional utility and environmental investigations, and construction administration for the Dallas Floodway System Study - Not to exceed \$3,621,052, from \$37,972,710 to \$41,593,762 - Financing: 2006 Bond Funds

BACKGROUND

On June 13, 2007, Council authorized a professional services contract with HNTB Corporation for program management service of major flood management and storm drainage projects included in the 2006 Bond Program.

In March 2009, the United States Army Corps of Engineers (USACE) issued Periodic Inspection Report 9 (PI#9) which rated the Dallas Levee System “unacceptable”. As a result of this “unacceptable” rating, Federal Emergency Management Association (FEMA) began the decertification process of the Dallas Levee System in April 2009; potentially adding more homes adjacent to the levees to the 100-year floodplain.

To address the USACE “unacceptable” rating and to prevent FEMA remapping for the 100-year case, HNTB was authorized, through Supplemental Agreement No.1 & 2, to identify “fixes” to the levees and to design a 100-year levee remediation plan. This plan involves geotechnical sampling and analysis, problem identification, and the engineering design for the 100-year levee remediation.

Subsequent supplemental agreements (Supplemental Agreement No. 3, 4, & 5) expanded the program management service to other major flood projects and also extended the program management contract period.

In the summer of 2010 and as part of the USACE technical review process, it was determined that additional site specific geotechnical testing for fully softened shear

stress (FSSS) soil conditions were needed to be conducted. The USACE completed these tests at their Engineering Research and Development Center in April 2011.

This action will authorize additional analysis using the results of the FSSS soil testing, additional utility and environmental investigations, and construction administration.

ESTIMATED SCHEDULE OF PROJECT

Began Design	June 2009
Complete Design	July 2011

PRIOR ACTION / REVIEW (COUNCIL, BOARDS, COMMISSIONS)

Briefed the Trinity River Committee on Flood Management and Storm Drainage Full-Service Project delivery on May 21, 2007.

Briefed City Council on combined solution for Mill Creek Peaks Branch Storm Drainage Relief System through Phase II on August 6, 2008.

Authorized a professional services contract on June 13, 2007, by Resolution No. 07-1833.

Briefed the City Council on Periodic Inspection Report on April 1, 2009.

Authorized Supplemental Agreement No. 1, on May 12, 2009, by Administrative Action No. 09-1265.

Briefed the City Council on Periodic Inspection Report 9 Update on June 3, 2009.

Authorized Supplemental Agreement No. 2, on June 10, 2009, by Resolution No. 09-1498.

Briefed the Trinity River Corridor Project Committee on December 8, 2009.

Authorized Supplemental Agreement No. 3, on December 9, 2009, by Resolution No. 09-3045.

Authorized Supplemental Agreement No. 4, on May 12, 2009, by Administrative Action No. 09-1265.

Authorized Supplemental Agreement No. 5, on January 24, 2011, by Administrative Action No. 11-0498.

Briefed the Trinity River Corridor Project Committee on February 8, 2011.

FISCAL INFORMATION

2006 Bond Funds - \$3621052

Program Management Contract - Flood Control (TWM) \$8,423,300

Supplemental Agreement No. 1	\$24,990
Supplemental Agreement No. 2	\$25,503,520
Supplemental Agreement No. 3	\$4,020,900
Supplemental Agreement No. 4	\$0
Supplemental Agreement No. 5	\$0
Supplemental Agreement No. 6 (this action)	<u>\$3,621,052</u>

Total Project Cost	\$41,593,762
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M/WBE INFORMATION

See attached.

ETHNIC COMPOSITION**HNTB Corporation**

Hispanic Female	2	Hispanic Male	6
African-American Female	5	African-American Male	5
Other Female	6	Other Male	9
White Female	37	White Male	72

OWNER**HNTB Corporation**

Jerry D. Holder, Jr., P.E., Vice President

MAP

Attached.

May 25, 2011

WHEREAS, on June 13, 2007, Resolution No. 07-1833 authorized a professional services contract for program management of major flood management and storm drainage projects; and,

WHEREAS, on May 12, 2009, Administrative Action No. 09-1265, authorized Supplemental Agreement No. 1 to the contract with HNTB for the program management of major flood management and storm drainage projects included in the 2006 Bond Program, for engineering review, analysis, and design related to specific levee deficiencies, in the amount of \$24,990, increasing the contract from \$8,423,300 to \$8,448,290; and,

WHEREAS, on June 10, 2009, Resolution No. 09-1498 authorized Supplemental Agreement No. 2 to the professional services contract with HNTB Corporation for additional engineering services to provide analysis, modeling, planning and design for the Dallas Floodway System Study in the amount of \$25,503,520, increasing the contract from \$8,448,290 to \$33,951,810; and reprogramming of 2006 Bond Funds in the amount of \$25,503,520 from the Levee Drainage System - Sump A to the Dallas Floodway System Study; and,

WHEREAS, on November 10, 2008, Resolution No. 08-3133, authorized funding allocated for Levee Drainage System Eagle Ford Sump and Levee Drainage System Trinity Portland sump are reprogrammed to fund the work required by the Water Resources Development Act (WRDA) 2007; and,

WHEREAS, on December 9, 2009, Resolution No. 09-1498 authorized Supplemental Agreement No. 3 to the professional services contract with HNTB Corporation for program management of major flood management and storm drainage projects adding program management services to the following projects: combined Mill Creek/Middle Peaks Branch, Storm Drainage Relief Systems through Phase II; Levee Drainage System - Sump A (Able Pump Station); and 35% design in support of Water Resources Development Act 2007 projects including Trinity-Portland, Charlie and Hampton Pump Stations, rehabilitation of Old Hampton and Delta Pump Stations, and Nobles Branch Sluice Structure Improvements in the amount of \$4,020,900, increasing the contract from \$33,951,810 to \$37,972,710; and,

WHEREAS, on May 12, 2009, Administrative Action No. 09-1265, authorized Supplemental Agreement No. 4 to the contract with HNTB for the program management of major flood management and storm drainage projects included in the 2006 Bond Program, for engineering review, analysis, and design related to specific levee deficiencies, with no increase to the current contract of \$37,972,710; and,

May 25, 2011

WHEREAS, on January 24, 2011, Administrative Action No. 11-0498, authorized Supplemental Agreement No. 5 to the contract with HNTB for the program management of major flood management and storm drainage projects included in the 2006 Bond Program, for engineering review, analysis, and design related to specific levee deficiencies, with no increase to the current contract of \$37,972,710; and,

WHEREAS, it is now necessary to authorize Supplemental Agreement No. 6 to the professional services contract with HNTB Corporation for additional engineering services to provide analysis, modeling, planning and design for the Dallas Floodway System Study in the amount of \$3,621,052, increasing the contract from 37,972,710 to \$41,593,762.

Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

Section 1. That the City Manager is hereby authorized to execute Supplemental Agreement No. 6 to the professional services contract with HNTB Corporation for additional engineering services to provide analysis, modeling, planning and design for the Dallas Floodway System Study in the amount of \$3,621,052, increasing the contract from 37,972,710 to \$4,593,762.

Section 2. That the City Controller is hereby authorized to disburse funds in accordance with the terms and conditions of the agreement from:

Flood Protection and Storm Drainage Facilities Fund Fund 6T23, Department PBW, Unit T509, Act. FLDM Obj. 4111, Program #PB06T509, CT PBW06T509I1-01 Vendor #352433, in an amount not to exceed	\$1,420,185
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Flood Protection and Storm Drainage Facilities Fund Fund 7T23, Department PBW, Unit T509, Act. FLDM Obj. 4111, Program #PB06T509, CT PBW06T509I1-02 Vendor #352433, in an amount not to exceed	\$ 590,265
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Flood Protection and Storm Drainage Facilities Fund Fund 6T23, Department PBW, Unit T510, Act. FLDM Obj. 4111, Program #PB06T510, CT PBW06T509I1-02 Vendor #352433, in an amount not to exceed	<u>\$2,010,450</u>
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Total amount not to exceed	\$3,621,052
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Section 3. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas and it is accordingly so resolved.