

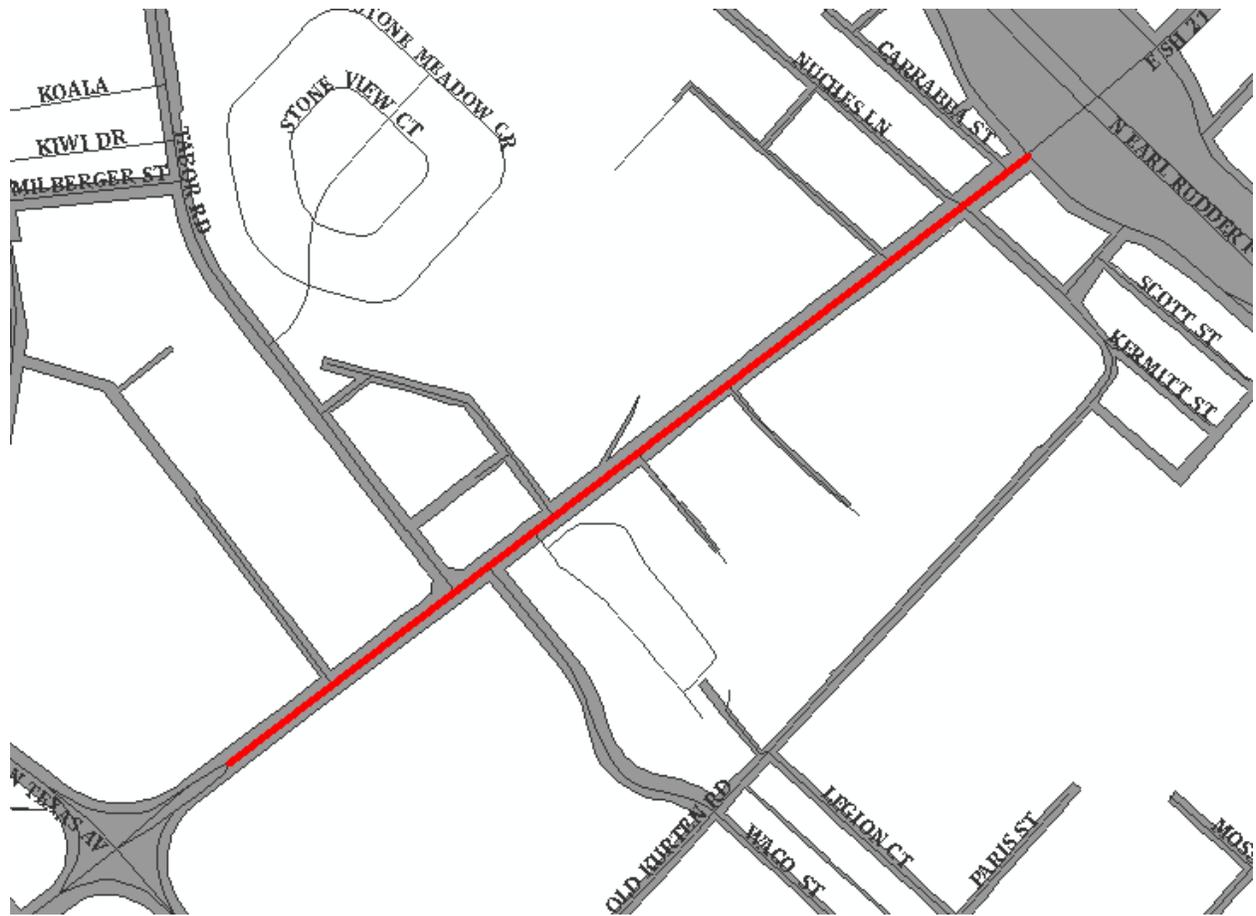
ACTION FORM BRYAN CITY COUNCIL

DATE OF COUNCIL MEETING: October 14, 2014		DATE SUBMITTED: September 23, 2014	
DEPARTMENT OF ORIGIN: Public Works / Engineering		SUBMITTED BY: W. Paul Kaspar	
MEETING TYPE:	CLASSIFICATION:	ORDINANCE:	STRATEGIC INITIATIVE:
<input type="checkbox"/> BCD	<input type="checkbox"/> PUBLIC HEARING	<input type="checkbox"/> 1ST READING	<input checked="" type="checkbox"/> PUBLIC SAFETY
<input type="checkbox"/> SPECIAL	<input type="checkbox"/> CONSENT	<input type="checkbox"/> 2ND READING	<input type="checkbox"/> SERVICE
<input checked="" type="checkbox"/> REGULAR	<input checked="" type="checkbox"/> STATUTORY		<input type="checkbox"/> ECONOMIC DEVELOP.
<input type="checkbox"/> WORKSHOP	<input type="checkbox"/> REGULAR		<input checked="" type="checkbox"/> INFRASTRUCTURE
			<input checked="" type="checkbox"/> QUALITY OF LIFE
AGENDA ITEM DESCRIPTION: Consider authorizing the Mayor to execute an Advanced Funding Agreement in the amount of \$640,000 with the Texas Department of Transportation (TXDOT) for utility adjustments in conjunction with the State Highway 21 (SH 21) construction project planned by TXDOT in early 2015 that will widen SH 21 between Texas Avenue and Earl Rudder Freeway.			
SUMMARY STATEMENT: The Texas Department of Transportation (TXDOT) is widening SH 21 between Texas Avenue and Earl Rudder Freeway from the 4 lane roadway to a 5 lane roadway (adding a center two-way turn lane) and adding a paved shoulder to the outside lanes. The roadway will remain an open ditch cross section but will have new storm sewers installed with area drains in the bottom of the ditches. TXDOT did not have enough funds allocated to the project to convert the roadway to curb and gutter and add sidewalks. They were granted limited safety funds 2 years ago to construct the above described project and have reached a point that they will lose the funding if they do not spend the money now. Over the last 2 years, City staff have worked with TXDOT to develop a plan for relocation of the City's water and sanitary sewer utilities. This task has been a difficult process due to the constrained right-of-way in which multiple utilities cross over one making it relocation difficult as space is limited.			
<p>The utility relocation scope that has been settled upon includes reconstruction of sanitary sewer manholes in their current location, which will be under the pavement and the waterline will be relocated where it can be to avoid conflicts with new storm sewers. The storm sewers being installed in the ditch line are designed so they can be utilized with a future curb and gutter project so only the area drains will be removed and converted to curb inlets. TXDOT has incorporated the water and sewer construction plans developed by the City of Bryan's consultant in their plan set and will manage the project through bidding and construction as one project. To make this happen, an Advanced Funding Agreement between the City of Bryan and TXDOT is required. TXDOT requires the local entity's funds be submitted to TXDOT 60 days prior to letting the project for bids. Bryan District TXDOT Office has notified the State Headquarters of TXDOT in Austin that they intend to let the project for bids in January 2015. At this time the project is estimated to take over one (1) year to complete.</p> <p>For the long term, both TXDOT and the City of Bryan know this section of roadway needs to be converted into an urban road section with curbs and gutters and sidewalks. The challenge will be acquiring the needed right-of-way from various small tract land owners along the route, many of whom are small commercial sites to which land acquisition will affect their business by removing signage or parking. This future project will not be a quick nor inexpensive. Land acquisition is needed to relocate many utilities in the congested right-of-way.</p> <p>While the scope of this current project is not what ultimately needs to happen to improve both vehicular and pedestrian safety in the corridor, it is a step in the right direction and the TXDOT funds to make this phase happen will be lost if not spent now.</p>			

TXDOT also has a new policy with regard to Advanced Funding Agreements that does not allow reimbursement of unused funds back to the local entity. So no portion of the \$640,000 the City will pay up front will be eligible for reimbursement. TXDOT originally asked for the AFA to be in the amount of \$945,000. To ensure that the City does not pay more than it should with no chance for reimbursement, City staff asked the City's consulting engineer, Goodwin Lasiter, to prepare a best case (cheapest anticipated) cost estimate which was \$465,000 and the most likely cost was estimated to be \$650,000. TXDOT agreed to \$500,000 construction cost for inclusion in the AFA. TXDOT requires that the local entity pay for their portion of their staff overhead in preparing and managing the local entity's portion of the project and those costs make up the difference of the total \$640,000. Cost Breakdown from the AFA is as follows:

Construction Cost	\$500,000.00
8.9% State Preliminary Engineering	\$80,000.00
6.7% State Construction Engineering	\$60,000.00
Total Fixed Fee AFA	\$640,000.00

The total cost of the AFA is less than the \$700,000 that Water Services has budgeted for this project.



STAFF ANALYSIS AND RECOMMENDATION: Staff recommends authorizing the Mayor to execute the Advanced Funding Agreement with TXDOT in the amount of \$640,000 for the relocation of water and sanitary sewer utilities in the State Highway 21 right-of-way between Texas Avenue and Earl Rudder Freeway. TXDOT is in a critical time crunch to make this project happen otherwise they will have to return the safety funds allocated for this project to Austin. Execution of the AFA allows the City to pay TXDOT these funds in accordance with their

policy of having local funds 60 days prior to the letting of the project for bid. While the scope of the project is not what ultimately needs to happen to improve both vehicular and pedestrian safety in the corridor, it is a step in the right direction and the funds to make this phase happen will be lost if not spent now.

OPTIONS (In Suggested Order of Staff Preference):

1. Authorize the Mayor to sign the Advanced Funding Agreement.
2. Do not authorize the Mayor to sign the Advanced Funding Agreement and provide direction to staff on how to proceed.

ATTACHMENTS:

1. TXDOT AFA (pdf file)

FUNDING SOURCE: Water Fund 510 = \$280,000 and Sewer Fund 515 = \$360,000

APPROVALS: Jayson E. Barfknecht 09/28/14; Hugh R. Walker, 09/28/2014

APPROVED FOR SUBMITTAL: CITY MANAGER

APPROVED FOR SUBMITTAL: CITY ATTORNEY Janis K. Hampton, 09-30-2014

Revised 05/2013