

TRINITY RIVER STANDING WAVE

Park and Recreation Board Briefing

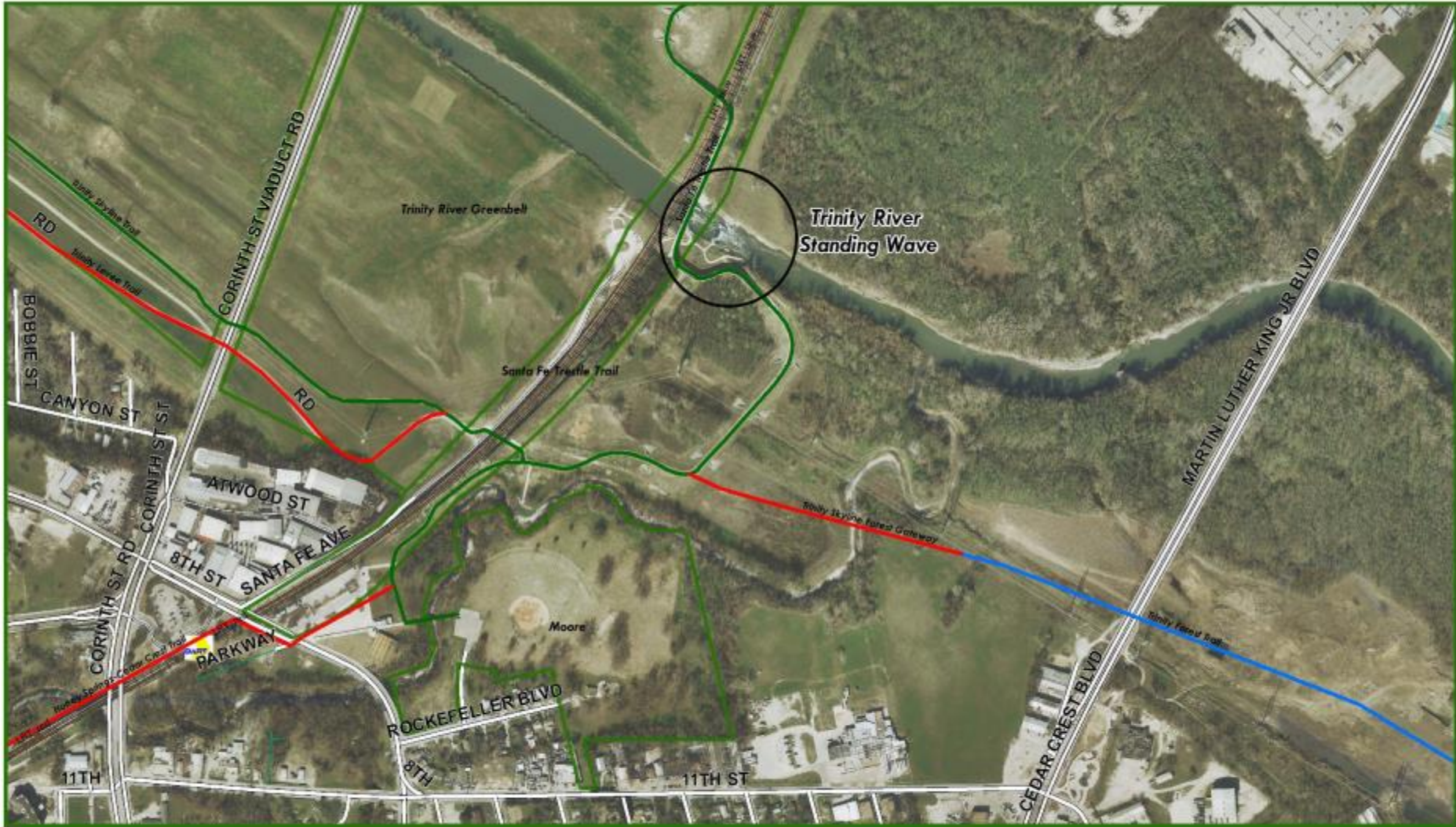
April 6, 2017



PURPOSE OF BRIEFING:

- Provide project overview
- Show current conditions and original construction
- Present options proposed by the Design-Build firm
 - Option 1: Partial removal
 - Option 2: Complete removal
 - Option 3: Modifications to the by-pass channel





Trinity River Standing Wave



Mapsco CD
55 C 4 & 7

March 30, 2017

PROJECT OVERVIEW:

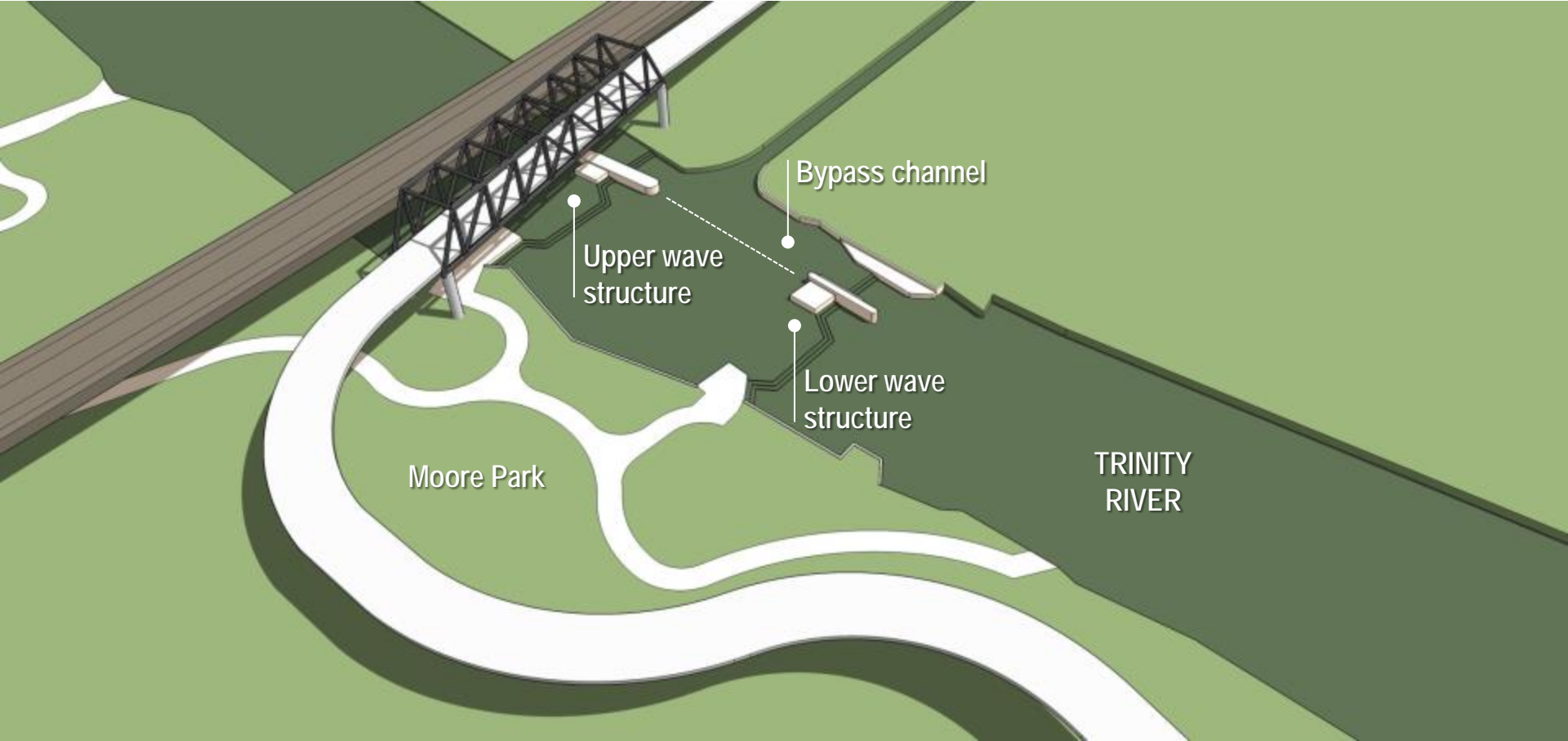
- Trinity Standing Wave Construction substantially complete – Winter 2010
- The United States Department of the Army Corps of Engineers (USACE) informed the City of Dallas that the Standing Wave and By-Pass Channel would not accommodate two-way motorized boat transportation – Spring 2011
- Project Consultant developed a revised by-pass channel that would allegedly meet the USACE requirements – November 2014
- City Council was briefed in January 27, 2016, and requested staff to look at options of removal and modifications to the by-pass channel to reduce project cost. City Council approved the use of design-build method of procurement February 24, 2016.
- A Request for Qualifications for a design-build team was issued March 2, 2016
- One firm responded, and it was determined they met the RFQ requirements

PROJECT OVERVIEW (Cont.):

- Request for Proposal was issued requesting pricing for partial removal, complete removal and modifications to the by-pass channel April 7, 2016
- RFP response received May 13, 2016
- May 2016-November 2016 – Negotiations between City, selected design-build firm & USACE regarding design and price proposals
- All of these options have been reviewed by the USACE and will satisfy their requirements for upstream passage of small motorized boat traffic



EXISTING CONDITIONS



ORIGINAL CONSTRUCTION

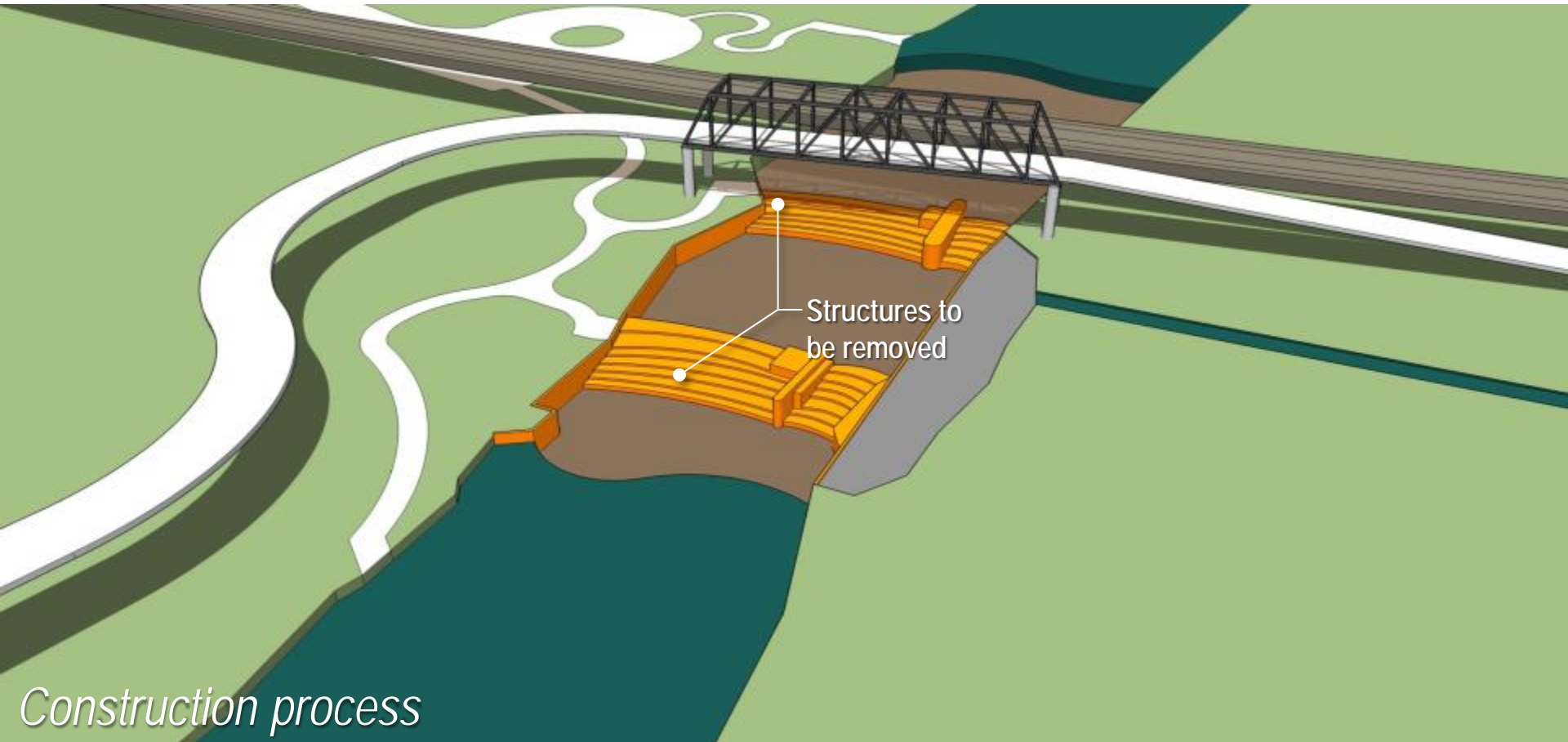


ORIGINAL CONSTRUCTION



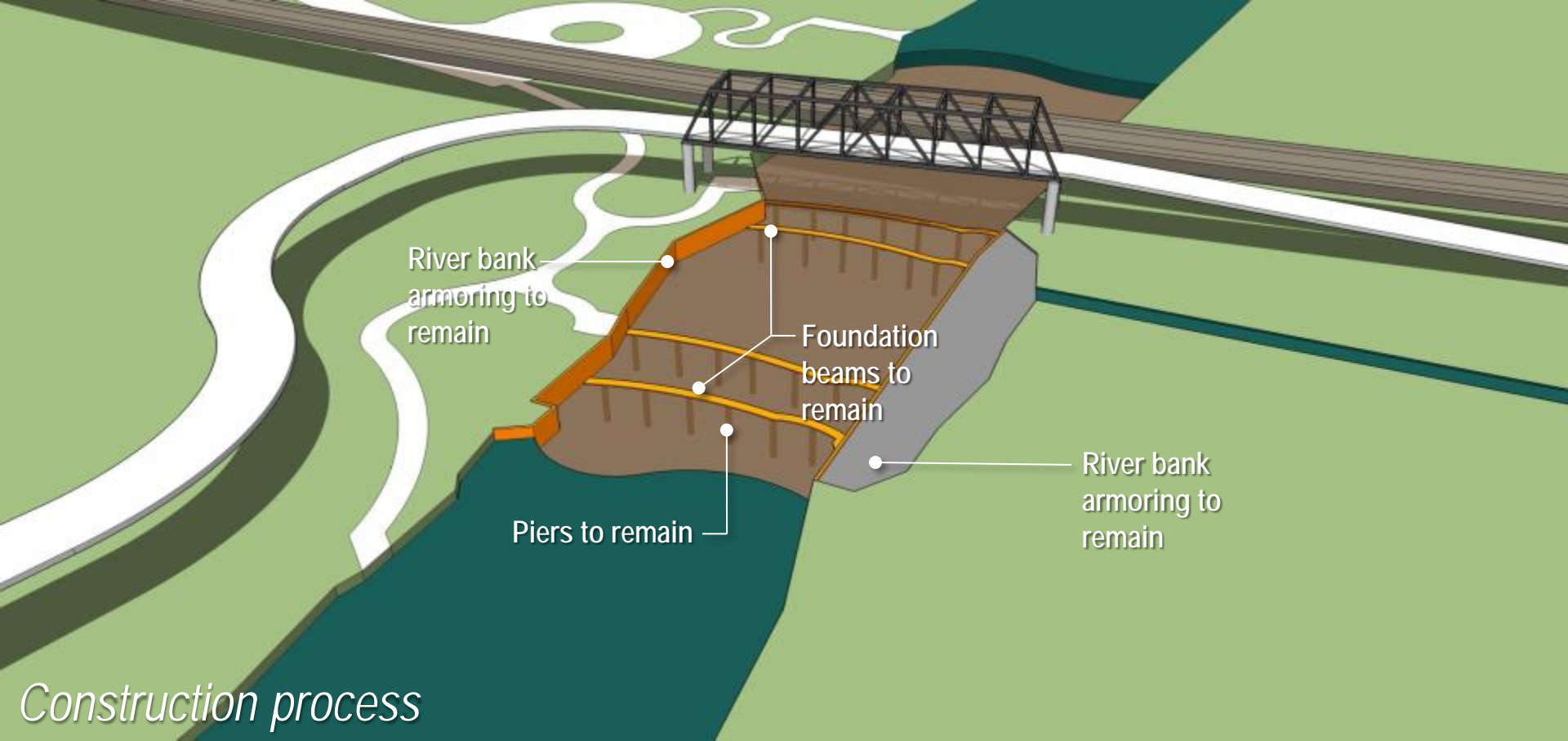
OPTION 1

Partial removal



OPTION 1

Partial removal



OPTION 1

Partial removal



Upstream in-channel wave and bypass structure

OPTION 1

Partial removal



OPTION 1

Partial removal



Upstream in-channel bypass structure

OPTION 1

Partial removal



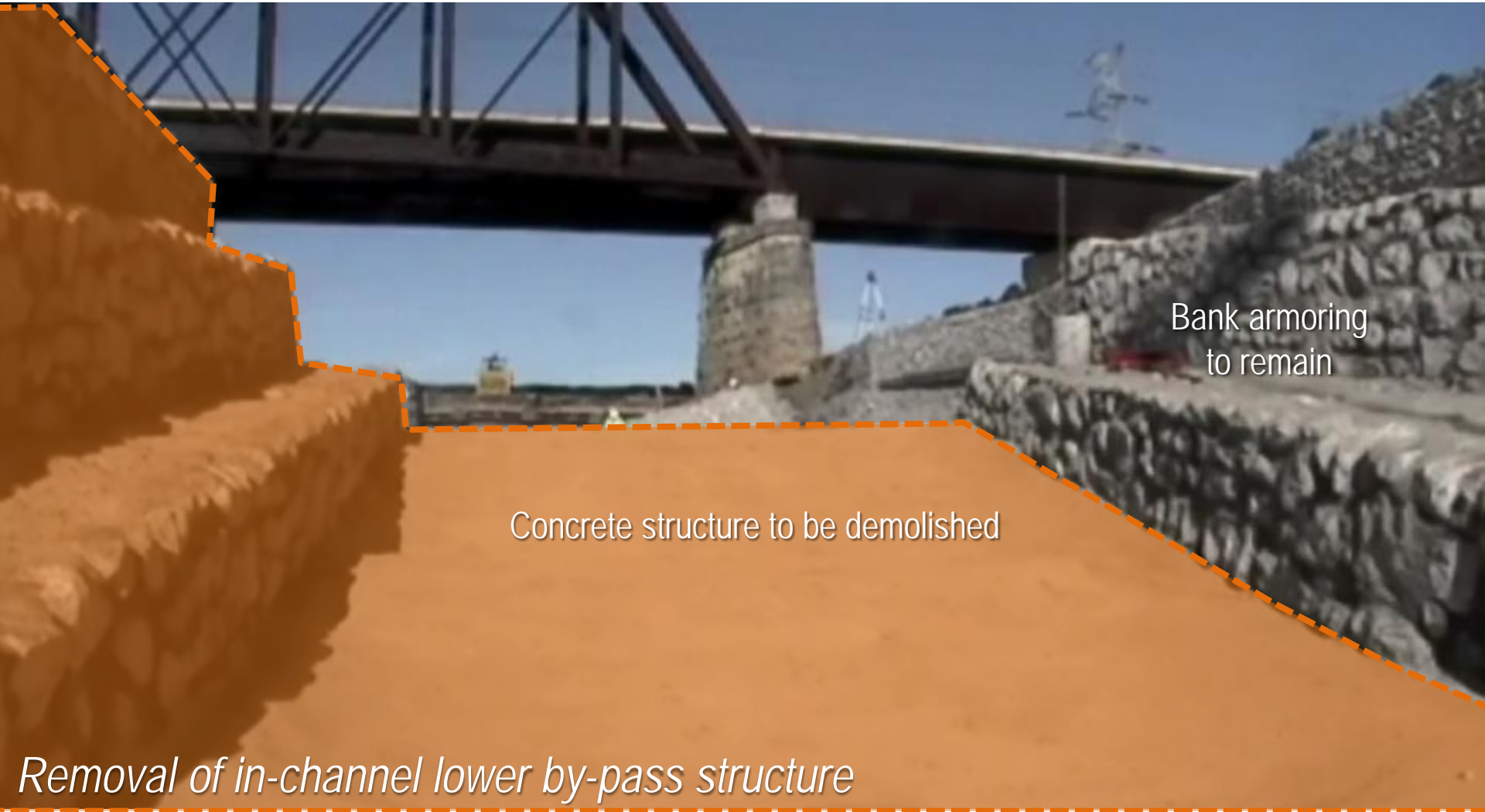
OPTION 1

Partial removal



OPTION 1

Partial removal



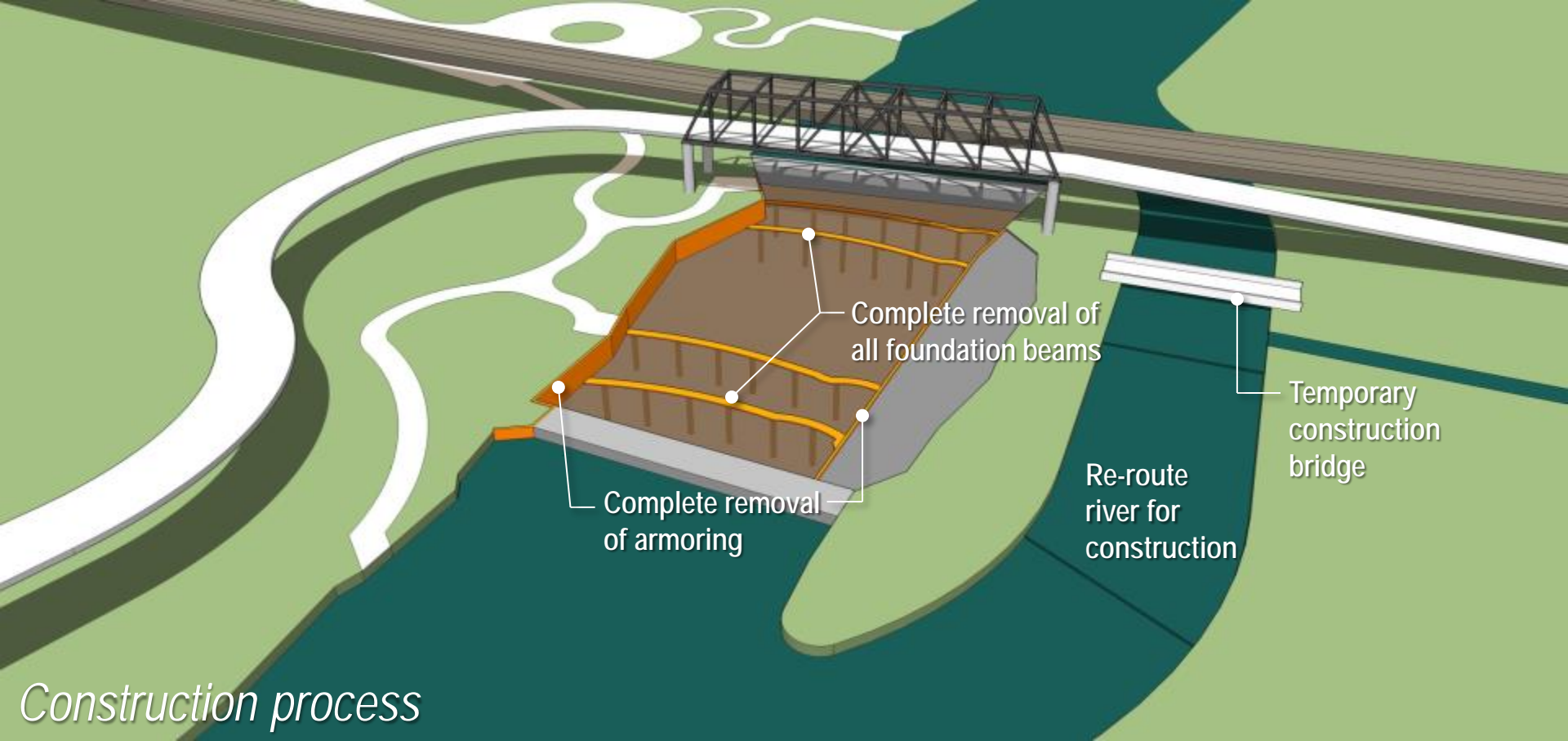
Bank armoring
to remain

Concrete structure to be demolished

Removal of in-channel lower by-pass structure

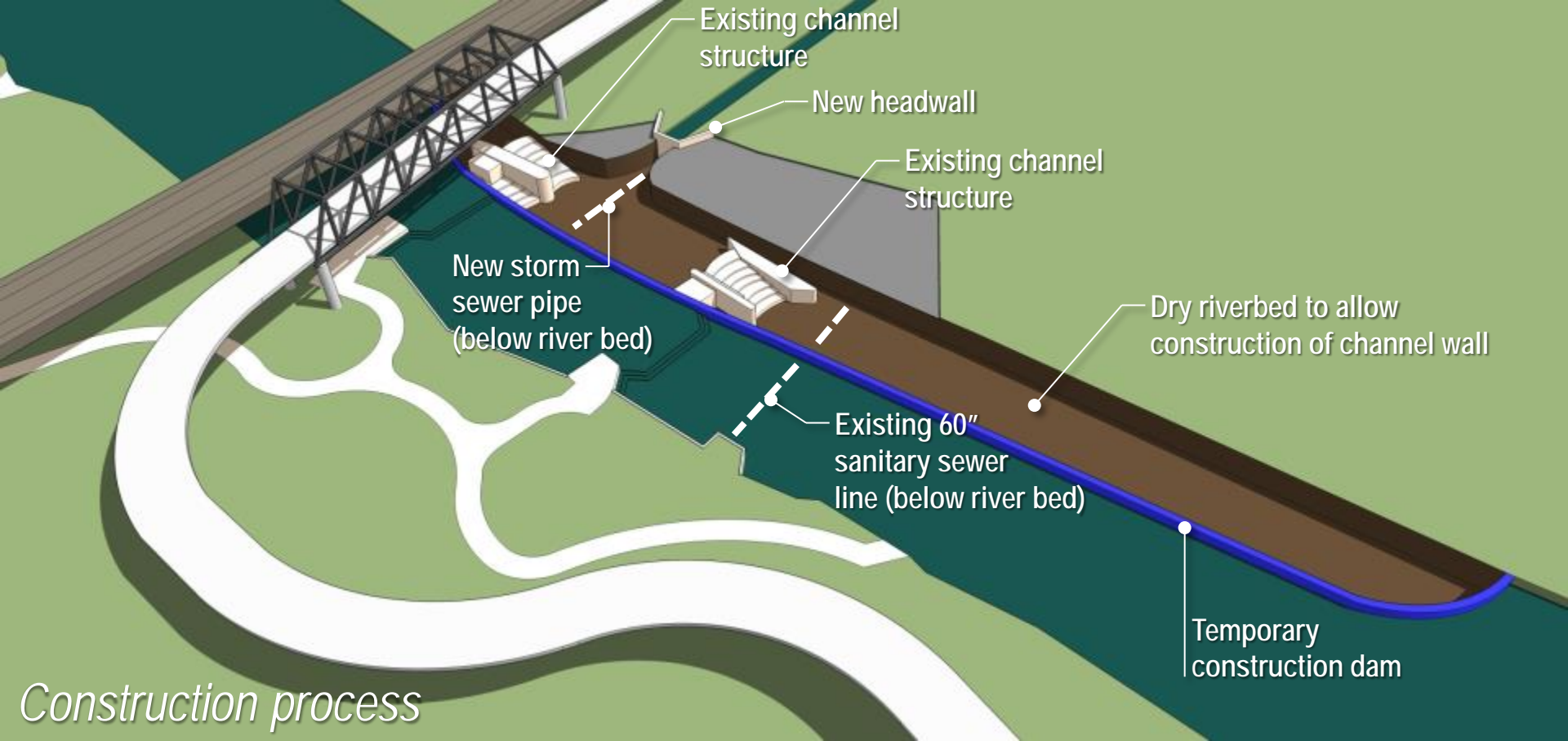
OPTION 2

Complete removal



OPTION 3

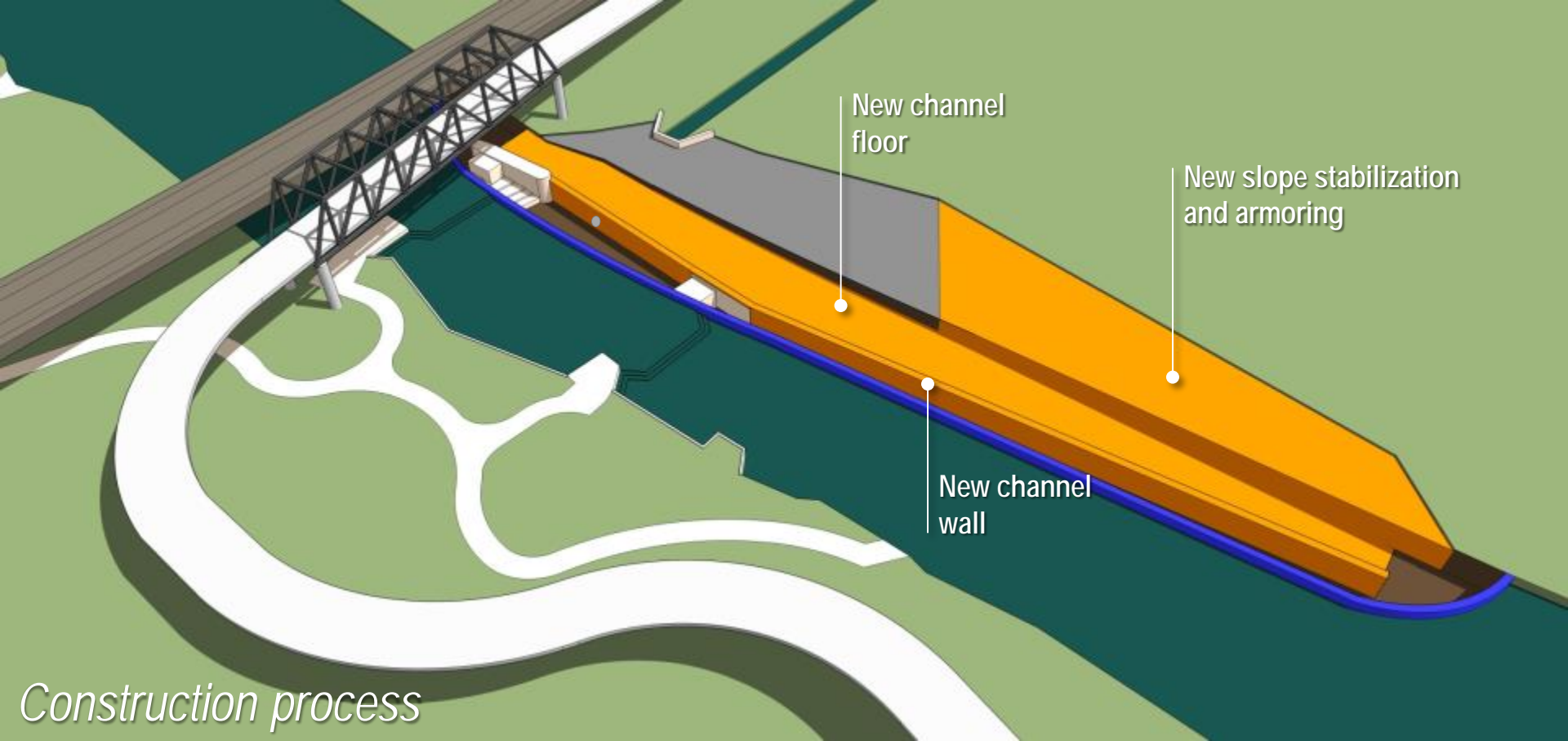
Modifications to by-pass channel



Construction process

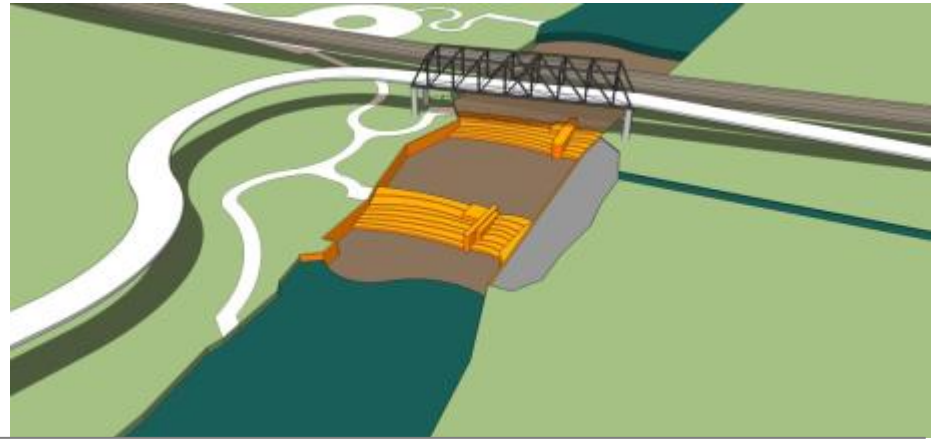
OPTION 3

Modifications to by-pass channel

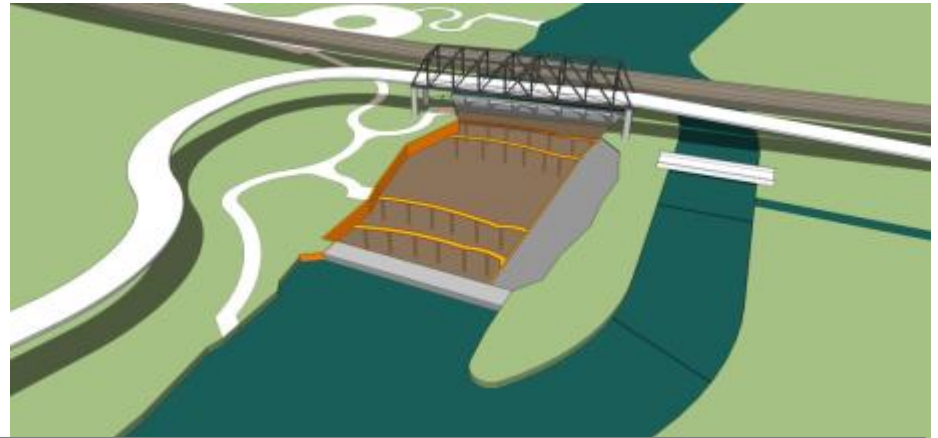


SELECTION OF PREFERRED OPTION:

Option 1
Partial removal
\$1,991,200



Option 2
Complete removal
\$7,459,000



Option 3
Modifications to the by-pass channel
\$4,248,600



OPTION PRICING:

- Original proposed amount provided by ARC, Contracting Services May 13, 2016
- Revised proposed amounts provided after negotiations and clarifications with the USACE and other state regulatory agencies

Options	Original Proposed Amount**	Current Negotiated Proposed Amount**
1. Partial Removal *	\$ 3,087,000	\$ 1,991,200
2. Complete Removal *	\$ 8,620,000	\$ 7,459,000
3. Modify By-Pass Channel	\$ 5,430,000	\$ 4,248,600

* The Standing Wave will no longer function as a recreational feature for kayakers with the partial or complete removal options

** Amounts include design and construction

NEXT STEPS:

- Park and Recreation Board and City Council determine preferred option

- Proceed with approval of design-build contract for selected option

- Design

- Construction



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QUESTIONS / ANSWERS