



## Recommendation for Action

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**File #:** 19-1230, **Agenda Item #:** 5.

3/7/2019

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### **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 \$1,082,111, for a total contract amount not to exceed \$2,014,493. Related to Item #3.

[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 7.49% MBE and 3.40% WBE.]

### **Lead Department**

Capital Contracting Office

### **Managing Department(s)**

Public Works Department

### **Fiscal Note**

Funding is available in the Fiscal Year 2018-2019 Capital Budget of the Public Works Department.

### **Purchasing Language:**

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

### **Prior Council Action:**

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:**

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

April 29, 2015 - Recommended/Reviewed by Mobility Committee on a 4-0 vote to recommend Council approval.

### **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

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and provide the exclusive route for construction and operational truck traffic to and from the City's Ullrich Water Treatment Plant. The primary structure has experienced substructure degradation; 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 selected engineering firm, URS Corporation, was requested to provide design and construction administration services to replace the existing bridge over Lady Bird Lake at Redbud Trail.

This amendment provides for the second phase of preliminary engineering services for the replacement of the Redbud Trail Bridge. The first phase began with data collection and desktop review of existing conditions and studies such as surveying, geotechnical studies, environmental conditions, hydrologic/hydraulic conditions and models of the lake, and existing conditions. High level roadway routes/corridor concepts were developed, along with early concept bridge cross sections and plan elements, which were vetted with a variety of City Departments. Public involvement followed to present these concepts and included meetings with both public agency and private citizen stakeholders, as well as a public meeting.

Based on input from the public, stakeholders, and City departments, a variety of refinements and additions were made. Two of the three original alternatives were combined into one alternative due to their similarities, and three new roadway/bridge corridors were developed with lower profiles and direct driveway access to Redbud Isle. Further refinements were made to the bridge cross section and the new set of roadway/bridge alternatives were vetted again. The outcome of the process was the identification of a preferred roadway/bridge corridor.

The intent of the second phase is to develop, present and receive City approval of the bridge concept and the Bridge Conceptual Engineering Report (BCER). This will form the basis of the development of scoping for subsequent field investigations and detailed design and permitting phases.

The second phase will include another set of meetings with key public agency stakeholders as well as a public meeting, to present the preferred roadway/bridge corridor and bring the public up to date on the work conducted to date. Concept refinements will be made to the bridge and roadway, as well as identifying key environmental concepts such as water quality treatment facilities for storm water runoff. Another focus of this phase will be aesthetics workshops with City staff to understand constraints, and to identify opportunities and themes.

The input from the above will be used to refine the roadway, bridge, architectural, and roadway elements. A design charrette will be held with City staff to finalize the roadway corridor, bridge type, select aesthetic theme(s) and treatments, and obtain input on the additional bridge features desired to be incorporated. The City's approval process will follow, and will conclude with approval by the Mobility Committee of the City Council.

Public agency stakeholder meetings and a public meeting will follow, to present the approved bridge and roadway concept. The final work will be development of the BCER documenting the compilation of the bridge/roadway project development process, summarizing the processes and technical findings related to the selection of the preferred roadway corridor and a bridge type; project goals; input from key City Departments, stakeholders, public, and decisions made during the concept development process.

This authorization provides funding, which is available in the form of 2012 Bond funds, for the second phase of the

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preliminary engineering services (Bridge Conceptual Engineering Report) outlined above. City staff will bring this contract amendment to Council for consideration on March 7, 2019. Funding provided by this amendment will be used to complete the BCER, along with additional public engagement.

Staff will return to Council with the bridge concept options as noted above, and to request additional funding to complete the final design phase services.

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/Emmet Shelton Bridge over Lady Bird Lake. Following completion of the ongoing preliminary engineering phase and the depletion of 2012 funding, 2018 Bond funds will be utilized for the remainder of this project. Additionally, other future funding opportunities may become available through Capital Area Metropolitan Planning Organization (CAMPO) grants.

Delay in approving this amendment will delay the design and construction of the Redbud Trail Bridge project. Delay in approval will also delay the next public involvement meeting, which is tentatively going to be held in spring 2019. Feedback from the spring public involvement meeting will be used for the next call for projects for the Capital Area Metropolitan Planning Organization (CAMPO) grant funding.

This amendment has been 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 Corporation is located in Austin, Texas.