



Parks Board – Barton Springs Rd. Bridge Update

May 19, 2026

Eric Bailey, P.E. – Deputy Director Capital Delivery Services



Barton Springs Road Bridge



100
years old

built in 1926

20,000

Vehicles per day

1946

Bridge Expansion

**Key
Entrance**

to Zilker Park and
for Major City Events

FUNDING SOURCE:

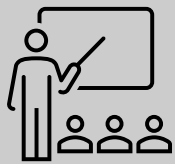
- Preliminary Design: 2012, 2018 and 2020 Bonds
- Design: 2020 Bond
- Construction: FHWA/City

Project Development Process



PRELIMINARY PHASE

2015 - 2023



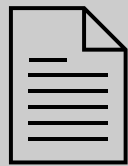
PUBLIC MEETING

April 2023



RESPOND TO COMMENTS

Summer 2023



REFINE REPORT

Fall 2023

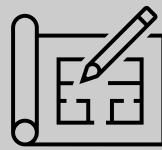


COUNCIL ACTION

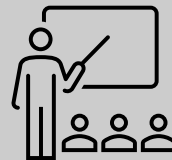
December 2023

DESIGN PHASE

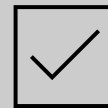
2024 - 2027



60% DESIGN + NEPA



PUBLIC MEETINGS + BOARDS AND COMMISSIONS



FINAL DESIGN AND PERMITTING

CONSTRUCTION PHASE

2027 - 2029



BID AND AWARD + COUNCIL ACTION



CONSTRUCTION

WE ARE HERE

Current Condition



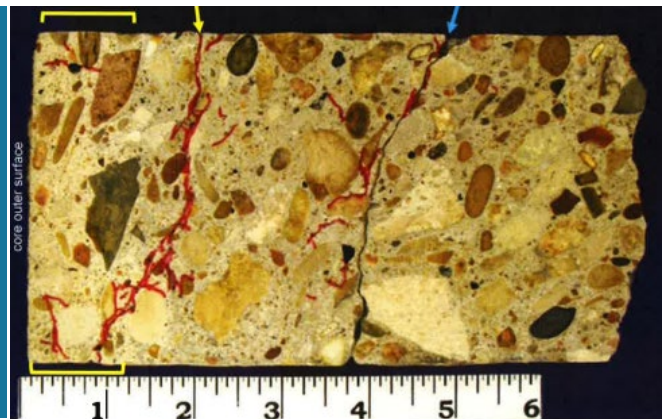
Spalling
Concrete in
Bridge
Structure



Delamination
of Beams



Concrete
Cores



Curb And
Railing Do
Not Meet
Current
ADA
Standards



Load Restricted As Of November 2023 – Heavy Vehicles Moving Eastbound Must Use Outer Lanes



Structural and Mobility Analysis:

- External Structure - Spalling Concrete
- Internal Structure – Deteriorating Steel
- Geotechnical Data –Replacement Design
- Cost/Benefit Analysis – extended life vs. cost
- ADA compliance – Pedestrian Circulation
- Pedestrian and Bicycle Mobility – no improvement to existing condition

Historical Analysis:

- Coordinated with US Army Corps (USACE) and Texas Historic Commission (THC)
- The bridge is a contributing feature to the Zilker Park National Register of Historic Places District (1997)
- The Texas Historic Commission has approved potentially fully replacing the bridge. As the process continues, the final design will be reviewed and approved by USACE and THC.
- **Additional analysis is underway as a part of the NEPA process**



Rehabilitation Options



1 **PRESERVE** existing structure, consider separate bike/ped structure (minimal rework - light touch)

2 **REHABILITATE** and widen deck to include bike/ped

Replacement Options

RECONSTRUCT BRIDGE completely and widen deck to include bike/ped

1 One-Span option



2 Two-Span option



3 Three-Span option



Bridge Rehabilitation



Bridge Structure Rehabilitation



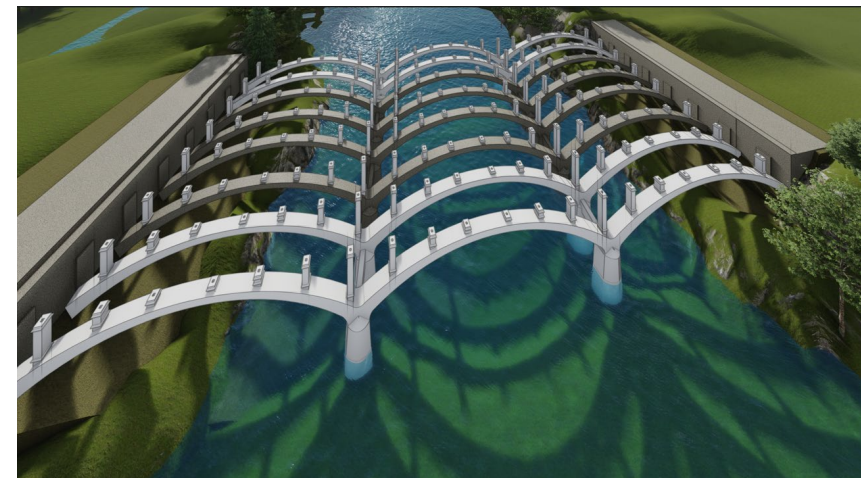
1

Remove Existing Bridge Deck and Spandrel Columns



2

Remaining Portion of Existing Structure



3

New Components: Exterior Pairs of Arch Ribs, Spandrel Columns, Deck, and Abutment Extensions

Less than half of the original structure will remain

- ✓ Remaining structure will require refacing with new material surfaces
- ✓ View of old arches will be mostly blocked by new structure



1 Direction from Council in 2020 Bond Resolution (20200812-011):

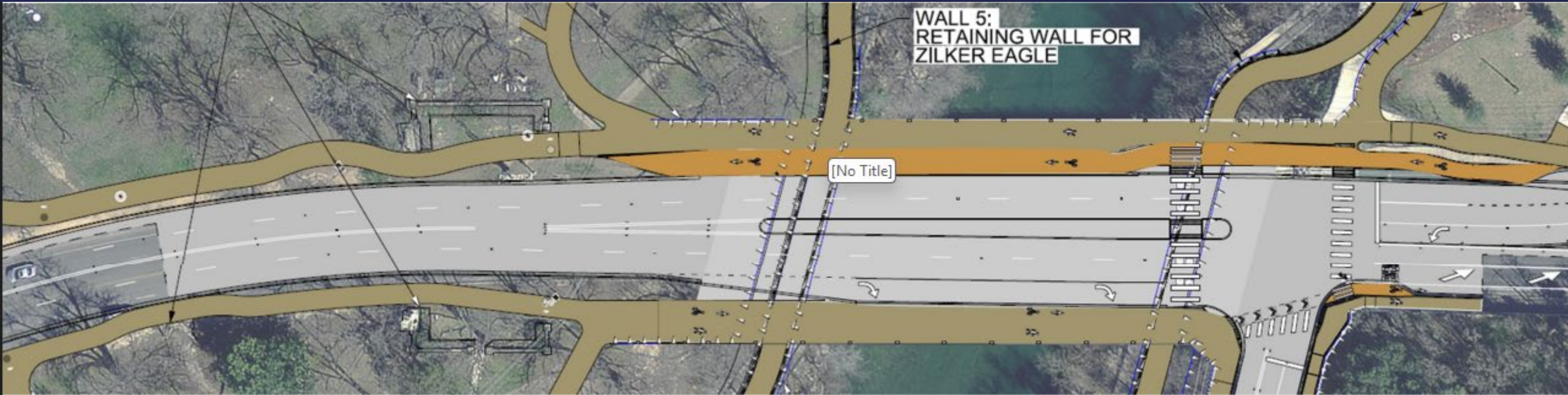
BE IT FURTHER RESOLVED:

Funding for Barton Springs Road Improvements shall only be used for improvements between Barton Boulevard and Lou Neff Road after completion of the preliminary engineering study for a Barton Springs Bridge, which shall include a community engagement process, and after presentation of improvement options, a public hearing, and approval of options by City Council. Any improvements shall be aligned with the Zilker Park Vision Plan once approved by Council.

2 Previous Council Action/Hearings:

- 11/30/23 – Council conducts a public hearing to recommend the bridge replacement alternative
- 12/12/23 – Council work session on the recommended option
- 12/14/23 – Council conducts a public hearing and directs Staff to pursue replacement option
- 03/07/24 – Council Directs TPW Director to apply for a federal bridge grant to replace the bridge
- 05/02/24 – Council approves additional engineering services for the bridge replacement
- 04/24/25 – Council approves accepting \$32M in grant funds from the FHWA for bridge replacement.

New Bridge Features



Bike Lanes

- ✓ Widened Bike Lane
- ✓ Accommodate off-road biker trail users

Sidewalk / Path

- ✓ Accommodate hiking Trails
- ✓ Wider Ped. Paths
- ✓ Accommodate Pedestrians for Special Events

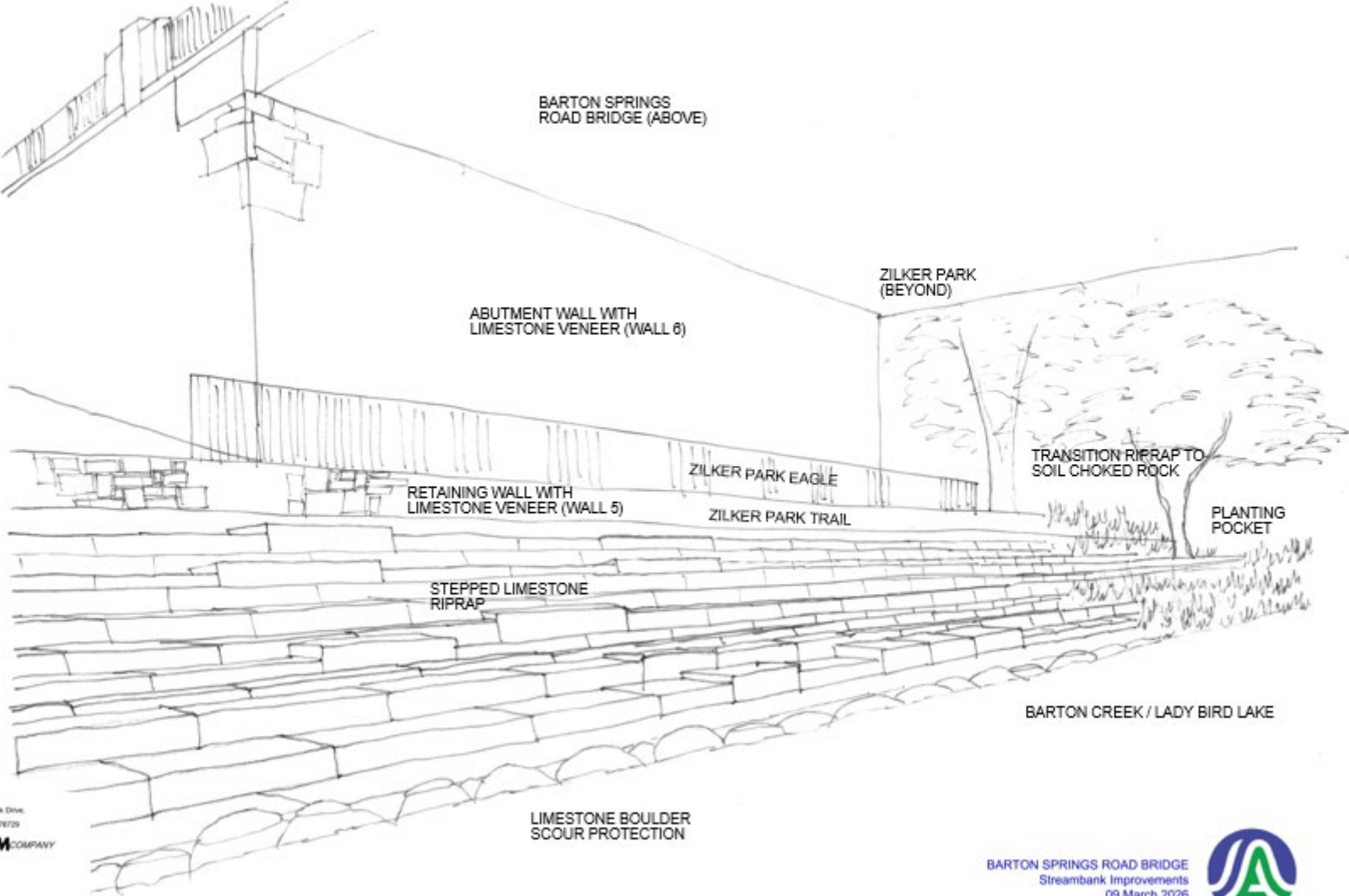
Shared Use Path

- ✓ Multimodal areas to accommodate off-road hike and bike trail users

Proposed Bridge

- ✓ Longer service life length
- ✓ Wider bridge
- ✓ Better alignment for safety
- ✓ Dedicated bike lanes

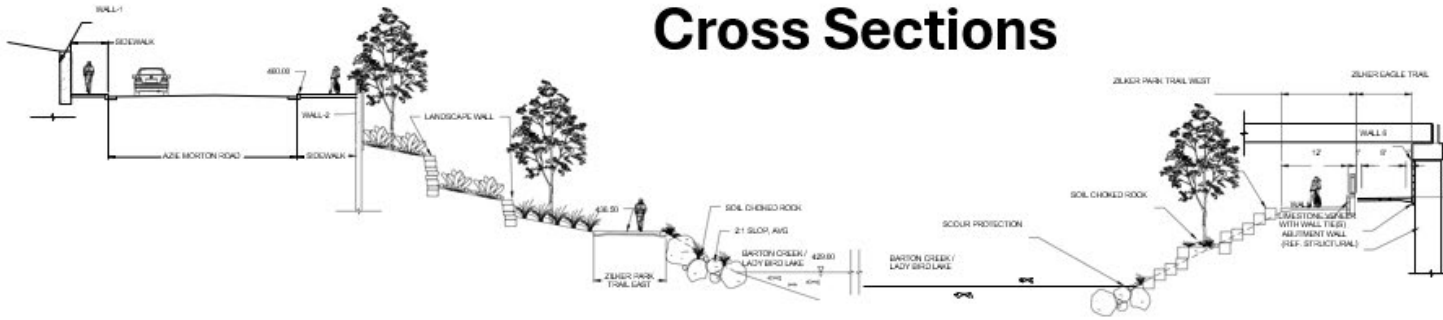
Sections/Features



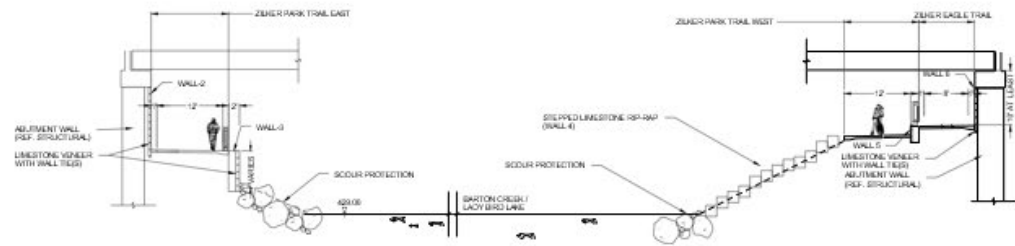
Sections/Features



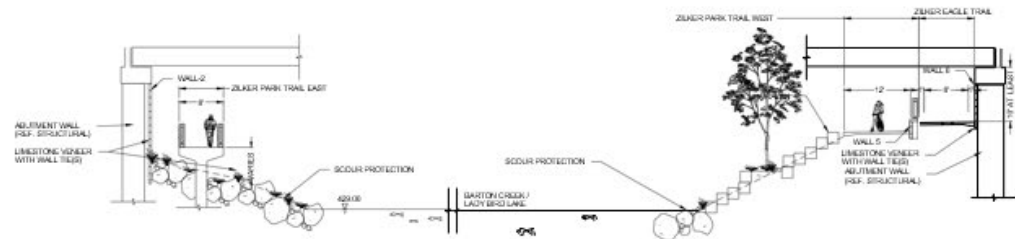
Cross Sections



WALL SECTION - AZIE MORTON



WALL SECTION - UNDER BRIDGE



WALL SECTION - PLANTING POCKET



Preliminary Zilker Park Impacts

KEY: EXISTING LINE IDENTIFICATION

- EXIST. ROW/PROP. LINE
- LIMITS OF CONSTRUCTION
- EXIST. DRAINAGE EASEMENT
- EXISTING AE EASEMENT
- EXISTING SIDEWALK EASEMENT

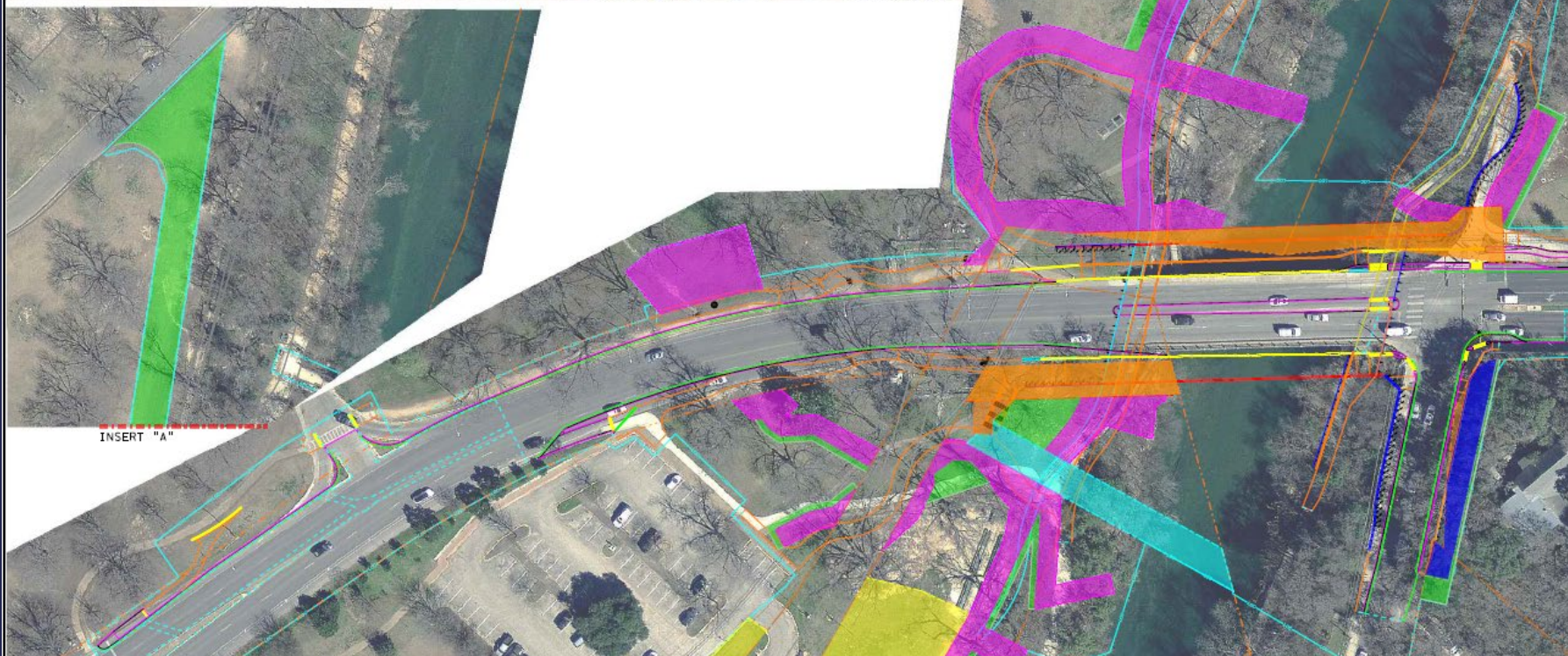
KEY: COLOR IDENTIFICATION

- PROPOSED ROW
- WQ POND/RETAINING WALL EASEMENT
- EXISTING DRAINAGE EASEMENT
- PROPOSED DRAINAGE EASEMENT
- TEMP CONSTRUCTION EASEMENT
- PROPOSED RETAINING WALL EASEMENT
- EXISTING AUSTIN ENERGY EASEMENT
- PROPOSED AUSTIN ENERGY EASEMENT
- PROPOSED WATER LINE EASEMENT

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SEE INSERT "A" THIS SHEET



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Next Steps



- **Initial reviews from THC and USACE indicate replacement as a viable alternative**
- **As the project moves through NEPA process, all jurisdictional agencies and departments will review accordingly (Including 4(f), 6(f), Chapter 26):**
 - Texas Historic Commission
 - US Army Corps
 - COA Permitting:
 - City of Austin Development Services
 - Boards & Commissions (Environmental, Mobility, Parks, Landmarks, etc.)
 - Community Outreach
- **Project received Federal Highway Administration Bridge Improvement Program grant for \$32M.**
- **Anticipated NEPA clearance at the end of 2026, bidding in 2027**



QUESTIONS & ANSWERS

