

AGENDA



Thursday, July 24, 2008

**Contract and Land Management
RECOMMENDATION FOR COUNCIL ACTION****Item No. 28**

Subject: Authorize negotiation and execution of a professional services agreement with HDR ENGINEERING, INC., Austin, TX for design, preliminary engineering and construction phase services for the Mopac Bicycle Bridge project, in an amount not to exceed \$600,000.

Amount and Source of Funding: Funding is available in the Fiscal Year 2007-2008 Capital Budget of the Public Works Department.

Fiscal Note: A fiscal note is attached.

For More Information: Lora Teed, P.E. 974-7025, Rosie Truelove 974-3064, Robin Field 974-7064

Purchasing Language: Best qualification statement of five received.

MBE/WBE: This contract will be awarded in compliance with Chapter 2-9B of the City Code (Minority Owned and Women Owned Business Enterprise Procurement Program) by meeting the goals of 16.50% MBE and 14.20% WBE subcontractor participation.

In 1986, the State of Texas constructed twin freeway bridges across Barton Creek as a part of the Mopac expressway. The design of the structures included shoulders which provided a means for recreational and commuter bicycle traffic to cross Barton Creek. Over time, increased traffic demands required the conversion of the shoulder on the northbound bridge to a dedicated exit lane for Capital of Texas Highway (Loop 360), eliminating the bicycle facility. The southbound shoulder continues to act as a bicycle facility. Due to the high volume and speed of traffic on Mopac, only Type A (experienced and adult) cyclists can use the Mopac bridges.

Mopac is a primary route for both recreational and commuter bicycle traffic. A recent Texas Transportation Institute (TTI) study of bicycle traffic shows over 100 bicycles per day on a typical weekend crossing Barton Creek on Mopac. Less than 2% of bicyclists travel northbound. This disparity demonstrates the demand for a dedicated bicycle facility along the Mopac corridor. As demonstrated by recent coverage in the Austin American Statesman, the Austin bicycling community encourages the addition of a separate bridge for bicycle traffic. Currently, no reasonable alternative route is available for bicycle traffic to cross Barton Creek.

The selected consulting firm will provide structural design, environmental services, geotechnical analysis and design, traffic control, storm water pollution prevention plan, regulatory review services, permitting, construction phase services and safety design. The selected firm will also coordinate with environmental groups, such as Save Our Springs, and will require the development of a Community Advisory Group. This authorization provides for funding in the amount of \$600,000.

This request allows for the development of a professional services agreement with the recommended firm. Should the City be unsuccessful in negotiating a satisfactory agreement with the recommended firm, negotiations will cease with that firm. Staff will then return to Council and request authorization to begin negotiations with the alternate recommendation listed below.

Participation subgoals stated in the solicitation were 1.7% African American; 9.5% Hispanic; 5.3% Native/Asian American; and 14.2% WBE. The recommended and alternate firms provided a MBE/WBE Compliance Plan that met the goals of the solicitation and was approved by the Department of Small and Minority Business Resources.