



# City of Austin

## Recommendation for Action

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**File #:** 24-6526, **Agenda Item #:** 41.

1/30/2025

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### **Posting Language**

Authorize an amendment to the contract for engineering services for the Walnut Creek Trail - IH35 to Southern Walnut Creek Trail project with Halff Associates, Inc., for the Transportation and Public Works Department and to be managed by Capital Delivery Services, in the amount of \$8,500,000 for a revised total contract amount not to exceed \$13,500,000. Funding: \$13,500,000 is available in the Transportation and Public Works Department's Capital Budget.

### **Lead Department**

Financial Services Department.

### **Managing Department**

Capital Delivery Services.

### **Amount and Source of Funding**

Funding is available in the Capital Budget of the Transportation and Public Works Department.

### **Purchasing Language:**

Contract Amendment.

### **MBE / WBE:**

This contract was awarded in compliance with City Code 2-9A (Minority-Owned and Women-Owned Business Enterprise Procurement Program). Current participation to date is 4.65% MBE and 12.38% WBE.

### **Prior Council Action:**

September 20, 2021- Council approved a professional service agreement with Halff Associates, Inc. for Walnut Creek Trail - IH35 to Southern Walnut Creek.

### **For More Information:**

Direct questions regarding this Recommendation for Council Action to the Financial Services Department - Central Procurement at: [FSDCentralProcurementRCAs@austintexas.gov](mailto:FSDCentralProcurementRCAs@austintexas.gov) or 512-974-2500.

### **Additional Backup Information:**

A Professional Services Agreement Amendment is sought to progress from the current Preliminary Engineering Report (PER) through post-construction. Additional funding is needed to take the middle section of the trail from Copperfield Elementary to Samsung Boulevard, from preliminary engineering through design, bidding support, construction management, and post-construction support. This project uses 2020 Bond funding and has a limited construction timeframe of approximately six years.

The initial agreement included design of approximately half of the eight-mile trail and an updated PER for the other half. The consultant has completed the updated PER and this amendment includes the design for the second half of the trail, as well as bidding and construction phase support for the remaining 0.43 miles of the Northern Walnut Creek Trail - Oakbrook Drive to IH-35 section of trail.

The Walnut Creek Trail system, once complete, will be 19 miles long and connect Govalle Neighborhood Park in East Austin to Balcones District Park in North Austin, with many other parks, neighborhoods, and landmarks along Walnut Creek. This trail system is also proposed to connect to Red Line Trail and Shoal Creek Trail creating a 30-mile trail loop around the City.

The Walnut Creek Trail - IH35 to Southern Walnut Creek is Phase 3 of the North Walnut Creek Trail. It will begin at Northeast District Park west of Johnny Morris Road and extend north along the abandoned Missouri-Kansas rail corridor to Sprinkle Road/Cameron Road. It will then continue west along Sprinkle Road to Walnut Creek where it will follow the creek until it reaches the end of the Northern Walnut Creek Phase 2 project at IH-35. The total proposed trail length for Phase 3 is approximately eight miles.

To facilitate the completion of the entire eight miles of trail within the limited construction timeframe, the consultant will leverage a staggered delivery schedule for design through construction.

No public impact is anticipated, as work will occur on City property that is not currently open/accessible to the public, or in sections of the right of way not currently accessible to the public. There may be lane closures during the limited period where facilities are constructed at street crossings. Trail construction on Parks and Recreation Department property is currently anticipated for areas where existing trails and facilities are not present. Potential impacts will be assessed and mitigated to the extent possible during the design phase of the trail project.

If the project is not funded, the limited timeframe for construction and utilization of bond funds could be in jeopardy.