

# REDBUD TRAIL BRIDGE

## Corridor Alternatives – How the Preferred Alternative was selected



### Alternative development

for the Redbud Trail Bridge began with data collection on existing conditions, such as:

- Roadway, bridge, utilities and topography
- Subsurface conditions
- Environmental features
- Hydrology and Hydraulics (H&H) such as existing river models

### Preliminary Roadway/ Bridge routes/concepts

were then developed, featuring:

- Roadway Routes:
  - High-level corridor concepts that included horizontal and vertical layouts
  - Preliminary traffic planning schemes to allow for continued traffic during construction
- Bridge Concepts:
  - Preliminary options for bridge type and span considerations
  - Preliminary cross-section geometry, including widths for roadway lanes/shoulders, bike/ pedestrian paths, and initial provisions for critical utilities

### Stakeholder Coordination

enabled the following stakeholders to review and provide comments on the initial routes/ concepts for roadway corridors and bridge cross-sections

- City of Austin Departments
  - Parks and Recreation Department (PARC)
  - Austin Water
  - Watershed Protection (WPD)
  - Real Estate
  - Austin Energy
  - Public Works
  - Austin Transportation (ATD)
  - Legal
  - Development Services
  - Public Safety
- Public and private stakeholders:
  - Private Landowner(s)/ Citizens
  - Lower Colorado River Authority
  - University of Texas
  - City of West Lake Hills

### Public Involvement

Open House #1 was held in June 2016 to present the three alternatives, cross-sections, and overall project purpose and need for public review and comment.

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**Summer 2017 –  
Early 2018**

#### **Alternative Refinement**

Based on all input received, the three alternatives were refined and two additional alternatives developed.

- An additional alternative was developed, based on a modified existing alternative, with lower profile with direct driveway access to Redbud Isle.
- Two existing and very similar alternatives were combined into a single alternative.
- Concept improvements for Lake Austin Blvd Intersection
- Two additional roadway/bridge corridors were developed to minimize City of Austin parkland and private land impacts.

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**Spring 2018 –  
Summer 2018**

#### **Additional Coordination with City Departments**

- Watershed Protection: High-level environmental field surveying to supplement available environmental data for better review of alternatives. High-level review covered the following:
  - Critical Environmental Features (CEFs)
    - Bluffs
    - Canyon Rimrock
    - Springs and Seeps
    - Karst (caves/voids) Features
    - Wetlands
  - Heritage and protected trees
  - Potential threatened and endangered species habitat
    - Aquatic
    - Avian
    - Karst Invertebrates
  - Creek setbacks
- Austin Water
  - Various utility corridor layouts were reviewed and revised to meet Austin Water's criteria.
- Austin Transportation Dept
  - Refined concepts for Redbud Trail roadway improvements approaching Lake Austin Blvd Intersection
    - Dimensions of shared use path
    - Extent of roadway/ bike facilities
- Parks and Recreation
  - Discussion of Redbud Isle Park improvements, access, parking
  - Mitigation of impacts

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**through end of  
2018**

#### **Evaluation of Five Alternatives**

The evaluation considered the following:

- Meeting the safety-related project purpose and need
- Meeting additional project objectives such as removal of the bridge deck from the 100-year flood
- Roadway/bridge geometry and safety
- State, private, and park land impacts
- Environmental impacts to critical environmental features and buffer zones

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**through Spring  
2019**

#### **Stakeholder review of alternatives**

Conducted by the following City of Austin departments:

- Parks and Recreation Department
- Watershed Protection
- Real Estate
- Public Works
- Austin Transportation Development Services

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**Summer 2019**

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**Result of this process:**

**Public Involvement**

- Open House #2 was held in June 2019 to present the alternative evaluation process, the preferred alternative, and the high-level concept renderings for a new bridge for public review and comment.

**Preferred Alternative**

Alternative 4 was identified as the preferred roadway/bridge.