



MoPac South
ENVIRONMENTAL STUDY

HELP SHAPE MOBILITY IMPROVEMENTS ALONG MOPAC

THE PROBLEM

MoPac Expressway south of Lady Bird Lake is a vital artery for Austin commuters and neighbors, as well as visitors to our region. Constructed between 1973 and 2013 as a four to six lane divided highway, it attracts up to 130,000 cars and trucks per day. Over time, expanding population as well as residential, retail and commercial development in the corridor has led to increased traffic congestion, negatively impacting mobility and quality of life for the traveling public and adjacent neighborhoods.

IDENTIFYING A SUSTAINABLE SOLUTION

The Central Texas Regional Mobility Authority and the Texas Department of Transportation are working with the City of Austin, Capital Metro and other local partners to improve approximately eight miles of the MoPac Expressway from Cesar Chavez Street to Slaughter Lane.

PURPOSE OF AND NEED FOR IMPROVEMENTS TO MOPAC

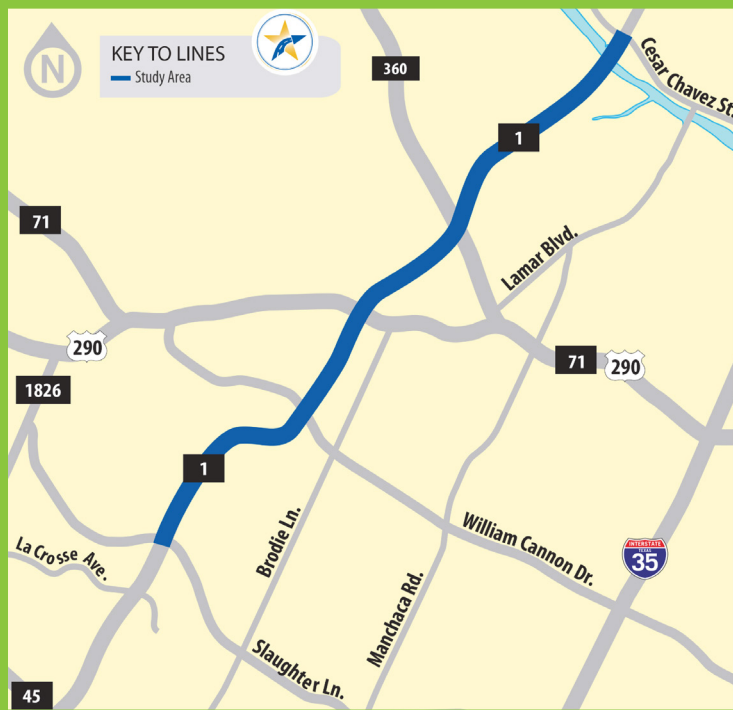
What are we trying to do?

- Provide an opportunity for reliable travel times
- Improve operational efficiency
- Create a dependable and consistent route for transit
- Facilitate reliable emergency response

What problem are we trying to address?

- Current congestion levels are creating unreliable travel times
- Forecasted population and employment growth in Travis and Hays counties
- Emergency response times are impacted by traffic congestion

MOPAC SOUTH PROJECT STUDY AREA



ENVIRONMENTAL CONSIDERATIONS

The study will assess the potential impacts of proposed transportation improvements on the environment. The following resources will be studied: threatened and endangered species and other wildlife, water quality, trees and other vegetation, cultural resources, traffic noise, air quality, socio-economic resources, geology and soils, visual and aesthetic resources, parkland and other recreational facilities.

PROJECT GOALS AND OBJECTIVES

- Provide consistency with local and regional plans
- Reduce congestion delay and provide travel time savings for all roadway users
- Be constructible without unnecessary impacts to the natural and human environment
- Avoid and minimize impacts to water quality
- Deliver relief in a timely manner
- Facilitate congestion management
- Increase opportunities for transit, ridesharing, pedestrians and bicyclists

ALTERNATIVES EVALUATION

Preliminary Alternatives

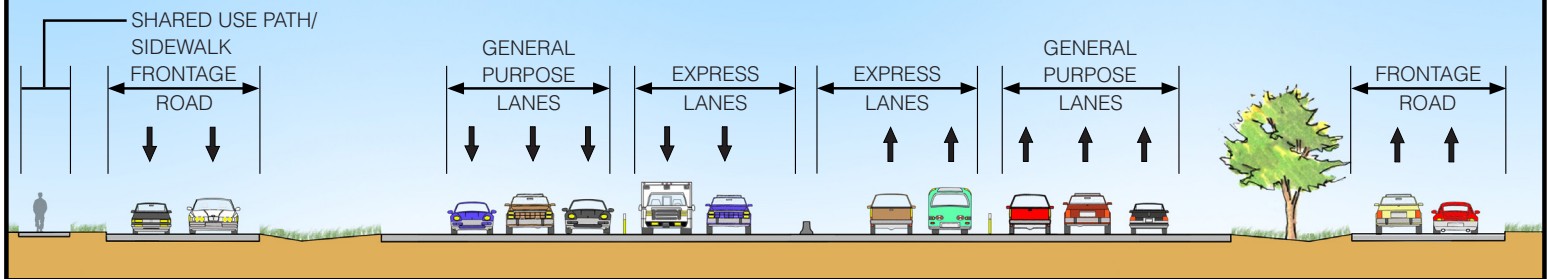
The study team evaluated six preliminary alternatives based on the Purpose and Need for improvements on MoPac South.

Alternatives Carried Forward

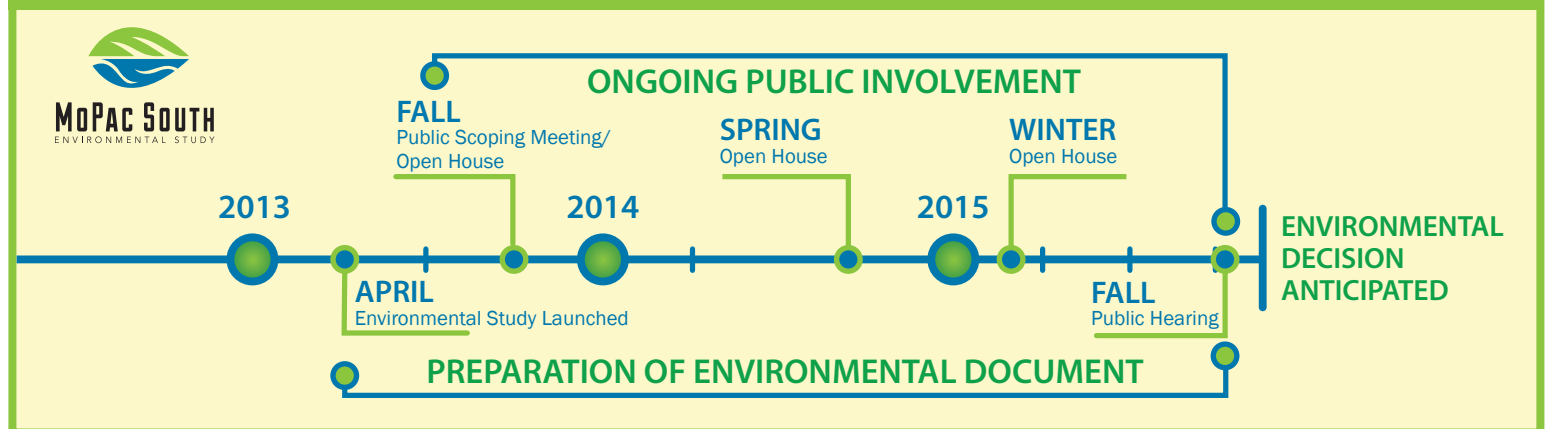
The Express Lanes Alternative best met the Purpose and Need. It is being advanced because it:

- Offers reliable travel times for single occupancy vehicles, high occupancy vehicles, vanpools, buses and emergency vehicles
- Provides the shortest peak period travel time for all vehicles, including those using the general purpose lanes
- Provides over three million hours of annual travel time savings for all users compared to the No Build Alternative, approximately 2 times more savings than HOV Lanes and 13 times more savings than Transit Only Lanes
- Avoids unnecessary impacts to the natural and human environment and avoids and minimizes impacts to water quality
- Increases opportunities for transit and ridesharing and includes new bicycle and pedestrian facilities

EXPRESS LANES TYPICAL SECTION



ANTICIPATED TIMELINE



STAY INVOLVED

We welcome your feedback and questions about the MoPac South Environmental Study. To learn more or to request a presentation for your group contact Melissa Hurst, Community Outreach Manager, Central Texas Regional Mobility Authority at mhurst@MobilityAuthority.com or by phone at (512) 996-9778.

Visit www.MoPacSouth.com for information and to sign up for updates.

PRELIMINARY COST ESTIMATE

Based on the current design, the MoPac South project is anticipated to cost approximately \$360 million. This figure includes preliminary engineering, environmental, design and construction costs.



CENTRAL TEXAS
Regional Mobility Authority



At the same time the MoPac South Environmental Study is underway, a separate study is being conducted to assess possible improvements at the intersections of MoPac Expressway with Slaughter Lane and La Crosse Avenue. For more information about this study, contact Melissa Hurst at mhurst@MobilityAuthority.com or (512) 996-9778.